


Fare and Toll Change Materials




January 25, 2017

Fare and Toll Change Book

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Subject	Date
2017 Fare Increases	January 25, 2017
Department	Vendor Name
Chief Financial Officer	
Department Head Name	Contract Number
Robert Foran	
Department Head Signature	Contract Manager Name
	
Project Manager Name	Table of Contents Ref #
Fredericka Cuenca	

Board Action						Internal Approvals			
Order	To	Date	Approval	Info	Other	Order	Approval	Order	Approval
						1	Chief Financial Officer 		
1	Board	1/22/2015				2	Legal 		
						3	Chief of Staff 		

Narrative.

Purpose: To obtain the Board's adoption and approval of a Resolution authorizing proposed fare changes as set forth in Attachment A to the Resolution.

Discussion: Fares and tolls are essential revenue that support the quality and quantity of service the MTA provides while helping to meet rising costs and achieve a balanced budget as required by law. For this reason, the MTA Financial Plan includes modest increases every two years. The MTA's focus on cost reduction and efficiencies has enabled a proposal that is the lowest increase since 2009 when the MTA first began increasing fares and tolls on a regular, biennial schedule.

The Proposed Financial Plan 2017-2020 presented at the July 2016 Board meeting contemplates implementation of increased fares to achieve budgeted revenue targets. On November 16, 2016, the Board authorized agency staff to proceed with the steps necessary to consider proposals for fare and toll increases, including the issuance of public notices and the holding of public hearings to elicit public comment on such proposals. On December 16, 2016 the Board approved the 2017 Budget and 2017-20 Financial Plan which contemplate implementation of fare and toll increases in March 2017.

In accordance with that direction, the public hearing process has been conducted. Notices advising the public of proposed changes in fares and establishing dates for the public hearings on such proposed changes were posted throughout the system in November 2016, advertisements of the hearings were run in area newspapers, and detailed informational materials describing the fare proposals were posted on the MTA website. Between December 5 and December 20, 2016, the Board held eight public hearings to receive public comment on the proposed changes in fares. In addition, MTA conducted sessions at satellite facilities at which members of the public presented statements that were videotaped for inclusion in the record. MTA further invited and received written statements from members of the public commenting on the proposed fare changes. Transcripts and recordings of the hearing testimony and copies of written statements have been distributed to board members for their consideration.

The increase for monthly and weekly passes is less than 4% on the railroads, bus and subway. For Transit and MTA Bus pay per ride customers, two options were included in the public notice. This staff summary puts forward for adoption the fare proposal with no increase in the base fare and a reduction of the bonus to 5%. The effective fare for customers who receive a bonus will increase from \$2.48 to \$2.62. On Bridges & Tunnels the increase for our NYCSC E-ZPass auto customers, 73% of all crossings, is less than \$.25.

The Board is now requested to adopt the accompanying resolution authorizing implementation of the proposed fares set forth in Attachment A to the resolution, having had the benefit of such public testimony and written comments that were submitted concerning the proposed changes in fares and having considered and deliberated upon the financial circumstances of the MTA agencies and the impacts of such proposed changes in fares upon riders of mass transportation.

The proposed fare increases are summarized below. See Attachment A to the Resolution for further detail.

New York City Transit, MaBSTOA, Staten Island Railway, MTA Bus

These changes are contemplated to take effect on or about March 19, 2017:

- Base Fare: No change in \$2.75 base fare for coin on bus and Pay-Per-Ride MetroCard.
- Single Ride Ticket: No change in \$3.00 Single Ride ticket.
- Express Bus Fare: No change in \$6.50 express bus fare.
- Bonus: Decrease the bonus on Pay-Per-Ride MetroCard from 11% to 5%; the threshold remains unchanged at \$5.50.
- Unlimited Ride MetroCard: Increase the price of unlimited ride cards: 7-Day Unlimited Ride MetroCard increases from \$31 to \$32; 30-Day and Calendar Monthly Unlimited Ride MetroCard increases from \$116.50 to \$121; 7-Day Express Bus Plus Unlimited Ride MetroCard increases from \$57.25 to \$59.50.

All Senior Citizen/Disabled/Student Reduced Fare/Paratransit Zero Fare discount policies remain unchanged and will pertain to applicable fares as modified. Fares for Paratransit Services are the same amount as the Base Fare, \$2.75.

Commuter Railroads

These changes are contemplated to take effect on or about March 19, 2017:

- All weekly and monthly passes would increase 3.75% or less, and monthly tickets no more than \$15. One way tickets have a range of increases due to the need for fares to round to \$.25 increments. One-way fares into New York City have a range of increases up to 6.45%. Other ticket types such as intermediates, half fares and other discounted tickets may have larger increases up to 10%, again due to the need to round to \$.25 increments on a low ticket price. For these one-way fares, any increase greater than 6.0 percent would be not more than \$0.50 per ride. Specific fare changes are included in Attachment A.
- UniTicket and One-Way connecting fares: Increase the one-way Haverstraw-Ossining Ferry fare by 25¢. Increase weekly UniTicket connecting fares for Hudson Rail Link by 50¢, for Haverstraw-Ossining Ferry by 50¢, and for Newburgh-Beacon Ferry by 25¢. Increase monthly UniTicket connecting fares for Hudson Rail Link by \$1.50, for Haverstraw-Ossining Ferry by \$1.50, and for Newburgh-Beacon Ferry by 50¢. Increase weekly UniTicket fare for connecting local NYC bus service (NYCT and MTA Bus) by 25¢ and monthly UniTicket fare by \$1.50.

Attachment A to the resolution provides further detail on the proposed fare changes, which are required to achieve a balanced budget for fiscal year 2017. A service equity analysis, conducted in accordance with Title VI of the Civil Rights Act of 1964 and related Federal Transit Administration guidance materials, found that implementation of the proposed fare change would not result in a disproportionate impact on either minority or below-poverty populations. A summary of this analysis is included in Attachment B.

Impact on Funding: Adoption of this Resolution will raise revenues in 2017 and subsequent years, by increasing fares paid for transportation services provided by the MTA agencies, in furtherance of achieving a balanced budget as required by law.

Recommendation: It is recommended that the MTA Board adopt the Resolution attached to this Staff Summary.

RESOLUTION

FARE CHANGES

PERTAINING, AS APPLICABLE, TO MTA, NYCTA, MaBSTOA, SIRTOA, MTA BUS, METRO-NORTH and LIRR

WHEREAS, the 2017-2020 Financial Plan adopted by the Board on December 16, 2016, contemplates implementation of fare and toll increases in 2017 in order to achieve a balanced budget in 2017;

WHEREAS, on November 16, 2016, the Board authorized agency staff to take necessary steps in connection with the consideration of fare and toll increases, including publishing any required notices and conducting any required public hearings, for submission to the Board;

WHEREAS, notices of public hearing on proposed changes in fares and crossing charges were prepared and posted by the Metropolitan Transportation Authority ("MTA"), New York City Transit Authority ("NYCTA"); the Manhattan and Bronx Surface Transit Operating Authority ("MaBSTOA"); Staten Island Rapid Transit Operating Authority ("SIRTOA"); MTA Bus Company ("MTA Bus"), Metro-North Commuter Railroad Company ("Metro-North"), and The Long Island Rail Road Company ("LIRR") (collectively, the "MTA Agencies") at agency transportation facilities; and advertisements of said public hearings were contemporaneously published by the MTA Agencies, appearing in The New York Times, The Daily News, Newsday, The Journal News, The Poughkeepsie Journal, The Daily Challenge, The Amsterdam News, El Diario, Russkaya Reklama, Chinese World Journal, Korean Central Daily, and Haiti Observateur;

WHEREAS, public hearings were conducted by MTA, NYCTA, MaBSTOA, SIRTOA, MTA Bus, Metro-North and LIRR, at the times set forth in the aforesaid notices of public hearings, at which all persons who wished to comment on the proposed fare changes were permitted to speak and written comments for inclusion in the record of the proceeding were invited, at Baruch College, 17 Lexington Ave, Manhattan on December 8, 2016; at Hostos Community College, 450 Grand Concourse, the Bronx, on December 13, 2016; at the New York Power Authority, 123 Main Street, White Plains, Westchester on December 20, 2016; at York College, 94-45 Guy R. Brewer Blvd, Queens on December 5, 2016; at Hilton Long Island, 598 Broad Hollow Rd, Melville, Suffolk, on December 7, 2016; at Crown Plaza Suffern, 3 Executive Blvd, Suffern, Rockland, on December 15, 2016; at the College of Staten Island, 2800 Victory Blvd, Staten Island, on December 6, 2016; at Brooklyn College, 2900 Campus Rd, Brooklyn, on December 19, 2016; and furthermore, opportunities to record a videotaped statement were provided at NYC Transit Headquarters, 3 Stone St, Manhattan on December 13, 2016; at the LIRR Hicksville Station, Hicksville, Nassau, on December 13, 2016; and at the LIRR Ronkonkoma Station, Ronkonkoma, Suffolk, on December 15, 2016; at the Metro-North Poughkeepsie Station, Poughkeepsie, Dutchess, on December 7, 2016;

WHEREAS, the Boards of MTA, NYCTA, MaBSTOA, SIRTOA, MTA Bus, Metro-North and LIRR have considered the testimony of the public at the public hearings and satellite facilities, and the written comments that were submitted;

WHEREAS, the Boards of MTA, NYCTA, MaBSTOA, SIRTOA, MTA Bus, Metro-North and LIRR have considered various alternative fare structures and proposals and the financial circumstances of the MTA Agencies, have reviewed the results of analyses of fare structures and proposals prepared in accordance with Title VI requirements, and have considered impacts of proposed fare changes upon riders of mass transportation services, including minority and low-income users of such services;

NOW, THEREFORE, upon motion duly made and seconded, the following resolutions were adopted by the Boards of MTA, NYCTA, MaBSTOA, SIRTOA, MTA Bus, Metro-North and LIRR:

RESOLVED, that in accordance with the requirements of section 1205 and 1266 of the Public Authorities Law, the Boards of MTA, NYCTA, MaBSTOA, SIRTOA, MTA Bus, Metro-North and LIRR hereby approve the Title VI analysis and the fares and fare structures set forth in Attachment A hereto for NYCTA, MaBSTOA, SIRTOA, MTA Bus, Metro-North and LIRR, and the Presidents of each of MTA, NYCTA, MaBSTOA, SIRTOA, MTA Bus, Metro-North and LIRR and their designees are hereby authorized and directed to take such steps as may be necessary or desirable to implement such fares structures on the vehicles and facilities of their respective agencies.

January 25, 2017
New York, New York

Attachment A

Fare Changes

**NEW YORK CITY TRANSIT AUTHORITY
MTA BUS COMPANY**

INCLUDING NEW YORK CITY TRANSIT AUTHORITY AFFILIATES:
Manhattan and Bronx Surface Transit Operating Authority
Staten Island Rapid Transit Operating Authority

LOCAL RATES OF FARE AND REGULATIONS

**GOVERNING THE FURNISHING OF
PASSENGER TRANSPORTATION**

ON

REGULAR SCHEDULED SERVICE

Subway Fares
Local Bus Fares
SIRTOA Train Fares
Express Bus Fares
Paratransit Fares

Effective March 19, 2017

Veronique Hakim
President, New York City Transit

Darryl Irick
President, MTA Bus



3. Value-based MetroCards are sold at a minimum value of \$5.50 and increments of \$0.25 and a maximum value of \$80 at all station booths (\$2.75 MetroCards will be sold to reduced fare customers only). Prevalued MetroCards are sold at selected locations. Passengers conducting transactions at station booths can add value to valid MetroCards such that the maximum card value does not exceed \$100. A cardholder with a MetroCard with some value but less than the applicable fare for regular fare service may add the amount required to bring the card up to the appropriate fare. A value-based card may be traded in at station booths any time up to one year after the expiration date, and may be traded in through the MetroCard Customer Claims Unit up to two years after the expiration date. Value-based MetroCards are also sold at MetroCard vending machines (see paragraph 8, below).
4. A ~~n eleven~~ five percent value above the purchase value will be provided on any single value-based MetroCard purchase or add-value transaction of \$5.50 or more.
5. SingleRide Tickets are available for \$3.00 from MetroCard vending machines only. This ticket is valid for a single ride on the subway or SIRTOA when swiped at an entry turnstile, or for a single ride on a local bus when dipped in the bus farebox, provided the ticket is used within two hours of its purchase. This ticket is not valid on express buses. This ticket is not valid for free intermodal transfers; however, an electronic local bus transfer may be obtained on request when using the ticket to board a local bus.
6. MetroCards may be purchased or refilled with both value or time at station booths or MetroCard vending machines; value will be deducted when valid time has expired. A \$1.00 fee will be charged for a new MetroCard purchased at a subway station or MTA commuter rail station or from a MetroCard vending machine
7. The following passes (time-based unlimited ride MetroCards) are available at station booths or MetroCard vending machines and other authorized locations (See Section II.M for conditions of use):

<u>Pass Category</u>	<u>Pass Price</u>	<u>Conditions</u>
30-Day MetroCard	\$116.50 <u>121</u>	Valid for unlimited rides on NYCTA subway or NYCTA/MaBSTOA/MTABC local bus or SIRTOA, taken within 30 days of initial swipe or dip of pass. Pass valid until 11:59 pm on 30 th day.
Reduced Fare 30-Day MetroCard**	\$58.25 <u>60.50</u>	
Calendar Monthly MetroCard (Available only through mail subscription as part of joint commuter ticket or to participants in the Premium TransitChek MetroCard program.)	\$116.50 <u>121</u>	Valid for unlimited rides on NYCTA subway or NYCTA/MaBSTOA/MTABC local bus or SIRTOA, if used within specified calendar month.
Continued on next page.		
** Available only to qualifying senior and disabled customers with Reduced Fare photo-ID Cards. Note that Reduced Fare MetroCard may be encoded with both value and time; value will be deducted when valid time has elapsed.		

7. Passes available at station booths or MetroCard vending machines and other authorized locations (continued):

Pass Category	Pass Price	Conditions
Reduced Fare EasyPay MetroCard (Available through Reduced-Fare EasyPay subscription program.)	\$58.25 <u>60.50</u>	Reduced Fare EasyPay subscribers billed up to a maximum of \$58.25 <u>60.50</u> per month for NYCTA subway and NYCTA/MaBSTOA/MTABC local bus trips.
7-Day Express Bus Plus MetroCard	\$57.25 <u>59.50</u>	Valid for unlimited rides on NYCTA subway or NYCTA/MaBSTOA/MTABC express or local bus or SIRTOA, taken within 7 days of initial swipe or dip of pass. Pass valid until 11:59 pm on 7 th day.
7-Day MetroCard	\$34 <u>32</u>	Valid for unlimited rides on NYCTA subway or NYCTA/MaBSTOA/MTABC local bus or SIRTOA, taken within 7 days of initial swipe or dip of pass. Pass valid until 11:59 pm on 7 th day.
Reduced Fare 7-Day MetroCard*	\$15.50 <u>16</u>	
* Available only to qualifying senior and disabled customers with Reduced Fare photo-ID Cards. Note that Reduced Fare MetroCard may be encoded with both value and time; value will be deducted when valid time has elapsed.		

8. Purchase or refill of fare media at MetroCard vending machines may be made with cash or with credit/debit cards specified by NYCTA. Passengers may transfer value from one value-based card to another value-based card at vending machines from 30 days prior to the expiration date until one year after the expiration date. Expired value-based MetroCards can also be traded in through the MetroCard Customer Claims Unit up to two years after the expiration date. Both value and time may be added to MetroCards at MetroCard vending machines.
9. Rules and regulations governing the above fares are outlined in subsequent sections of this Tariff.

II. REGULAR FARE SERVICES
(continued)

B. Basic Fare (continued)

2. Value-based MetroCards are sold at a minimum value of \$5.50 and increments of \$0.25 and a maximum value of \$80 at all station booths. Prevalued MetroCards are sold at selected locations. Passengers conducting transactions at station booths can add value to valid MetroCards such that the maximum card value does not exceed \$100. A cardholder with a MetroCard with some value but less than the applicable fare for regular fare service may add the amount required to bring the card up to the appropriate fare. A value-based card may be traded in at station booths any time up to one year after the expiration date, and may be traded in through the MetroCard Customer Claims Unit up to two years after the expiration date. Value-based MetroCards are also sold at MetroCard vending machines (See paragraph 6, below).
3. SingleRide Tickets are available for \$3.00 from MetroCard vending machines only. This ticket is valid for a single ride on the subway or SIRTOA when swiped at an entry turnstile, or for a single ride on a local bus when dipped in the bus farebox, provided the ticket is used within two hours of its purchase. This ticket is not valid on express buses. This ticket is not valid for free intermodal transfers; however, an electronic local bus transfer may be obtained on request when using the ticket to board a local bus.
4. ~~An eleven~~-five percent value above the purchase value will be provided on any single value-based MetroCard purchase or add-value transaction of \$5.50 or more.
5. MetroCards may be purchased or refilled with both value or time at station booths or MetroCard vending machines; value will be deducted when time has expired. A \$1.00 fee will be charged for a new MetroCard purchased at a subway station or MTA commuter rail station or from a MetroCard vending machine.
6. Time-based Unlimited Ride MetroCards (passes) are sold at station booths and MetroCard vending machines and other locations authorized by the NYCTA by agents authorized by the NYCTA. A complete list of these instruments appears in Appendix VIII. For conditions of use of unlimited ride MetroCards see Section II.M.
7. Purchase or refill of fare media at MetroCard vending machines may be made with cash or with credit/debit cards specified by NYCTA. Passengers may transfer value from one value-based card to another value-based card at vending machines from 30 days prior to the expiration date until one year after the expiration date. Expired value-based MetroCards can also be traded in through the MetroCard Customer Claims Unit up to two years after the expiration date. Both value and time may be added to MetroCards at vending machines.

II. REGULAR FARE SERVICES
(continued)

C. Senior Citizen/Disabled Reduced Fare (continued)

(2) A senior citizen or disabled individual purchasing a \$2.75 Reduced Fare Round Trip MetroCard is entitled to two one-way trip on all regular scheduled subway routes, SIRTOA (entering or exiting at St. George or Tompkinsville only), and all NYCTA/MaBSTOA/MTABC local bus routes, subject to all applicable conditions listed in this tariff.

d. A senior citizen or disabled individual who is part of the account-based RFM EasyPay subscription program will be billed according to recorded use of NYCTA and other transportation agencies in the program up to a maximum of ~~\$58.25~~60.50 per month for subway and local bus trips. The ~~\$58.25~~60.50 maximum charge shall not include express bus fares and step-up charges, for which customers will be billed separately.

2. Senior Citizen & Disabled Individual Reduced Fare MetroCard

- a. RFMs will have no value when issued by NYCTA. Cardholders can add value to valid RFMs at any station booth and at other locations determined by NYCTA at a minimum value of \$5.50 and with increments of \$0.25 and a maximum value of \$80 per transaction provided that the maximum card value does not exceed \$100. A cardholder with a RFM with some value but less than \$1.35, may add the amount required to bring the card up to \$1.35. Cardholders can also add value to valid RFMs at MetroCard vending machines using cash or credit/debit cards specified by NYCTA.
- b. ~~An eleven~~five percent value above the added value will be provided on any single RFM add-value transaction of \$5.50 or more.
- c. Cardholders can add time to valid RFMs at any station booth or MetroCard vending machine and at other locations determined by NYCTA. A complete list of unlimited ride MetroCards (passes) available to qualifying reduced fare customers appears in Appendix VIII.

APPENDIX III

Uniticket Transfer Stations and Connecting NYCTA/MaBSTOA/MTABC Local Bus Routes

<u>Station Name</u>	<u>Connecting Bus Routes</u>
<u>Long Island Rail Road</u>	
Rosedale	Q5 and Q85
Bayside	Q13 and Q31
Flushing	Q12, Q13, Q15, Q16, Q17, Q19, Q20, Q25, Q26, Q27, Q28, Q34, Q44, Q48, Q50, Q65, and Q66
<u>Metro-North</u>	
Harlem-125th St	M60, M60 SBS, M35, M100, M101 and Bx15
Woodlawn	Bx16 and Bx31
Williams Bridge	Bx28, Bx38, Bx30, Bx41, Bx41 SBS and Bx55
Fordham	Bx9, Bx12, Bx12 SBS, Bx15, Bx17, Bx22, Bx41, Bx41 SBS and Bx55
Tremont	Bx40 and Bx42
Melrose	Bx6 and Bx13
Marble Hill	Bx7, Bx9, and Bx20
Botanical Gardens	Bx26
Morris Heights	Bx18, Bx40, and Bx42
University Heights	Bx12, Bx12 SBS
Yankees-E. 153 rd Street	Bx6 and Bx13

Individuals displaying prepaid Unitickets purchased from Long Island Rail Road or Metro-North Commuter Railroad will be carried at no additional charge on appropriate NYCTA/MaBSTOA/MTABC local bus in direction of Long Island Rail Road or Metro-North station only; or in either direction on appropriate bus when ticket holder boards bus at appropriate Long Island Rail Road or Metro-North station.

Unitickets may only be purchased with Long Island Rail Road or Metro-North Commuter Railroad monthly or weekly commutation tickets. Prices for Unitickets valid on NYCTA/MaBSTOA/MTABC local buses are as follows:

Monthly	\$41.25 42.75
Weekly	\$11.00 11.25

APPENDIX VII

Unlimited Ride Time-based MetroCards (Passes)

Time-based MetroCards are passes valid for unlimited rides over a specified period and subject to certain conditions. A list of passes offered by NYCTA appears below along with the current price. See Section II.M for conditions of use.

<u>Pass Category</u>	<u>Pass Price</u>	<u>Conditions</u>
30-Day MetroCard Reduced Fare 30-Day MetroCard*	\$116.50 <u>121</u> \$58.25 <u>60.50</u>	Valid for unlimited rides on NYCTA subway or NYCTA/MaBSTOA/MTABC local bus or SIRTOA, taken within 30 days of initial swipe or dip of pass. Pass valid until 11:59 pm on 30 th day.
Calendar Monthly MetroCard (Available through mail subscription as part of joint commuter ticket or to participants in the Premium TransitChek MetroCard program.)	\$116.50 <u>121</u>	Valid for unlimited rides on NYCTA subway or NYCTA/MaBSTOA/MTABC local bus or SIRTOA, if used within specified calendar month.
Reduced Fare EasyPay MetroCard (Available through Reduced-Fare EasyPay subscription program.)	\$58.25 <u>60.50</u>	Reduced Fare EasyPay subscribers billed up to a maximum of \$58.25 <u>60.50</u> per month for NYCTA subway and NYCTA/MaBSTOA/MTABC local bus trips.
7-Day Express Bus Plus MetroCard	\$57.25 <u>59.50</u>	Valid for unlimited rides on NYCTA subway or NYCTA/MaBSTOA/MTABC express or local bus or SIRTOA, taken within 7 days of initial swipe or dip of pass. Pass valid until 11:59 pm on 7 th day.
7-Day MetroCard Reduced Fare 7-Day MetroCard*	\$31 <u>32</u> \$15.50 <u>16</u>	Valid for unlimited rides on NYCTA subway or NYCTA/MaBSTOA/MTABC local bus or SIRTOA, taken within 7 days of initial swipe or dip of pass. Pass valid until 11:59 pm on 7 th day.
*Available only to qualifying senior and disabled customers with Reduced Fare photo-ID Cards.		

MTA Long Island Rail Road
Fare Proposal Overview

A. Travel to From Manhattan	Range of Increase
One-Way, Round-trip and Ten Trip	2.5 – 6.1%
Monthly Commutation	3.1 – 3.7%
Weekly Commutation	3.0 – 3.6%
B. Intermediate Travel	Range of Increase
One-Way and Ten Trip	0.0 – 8.3%
Monthly Commutation	3.2 – 3.7%
Weekly Commutation	3.1 – 3.7%

Increases of more than 6.0% will be held to a maximum increase of \$0.50 per ride.
Monthly & Weekly Tickets will increase no more than 3.75% and be held to a maximum of \$15.00

C. Other Ticket Types

The current policy for onboard fares will remain unchanged.

Family Fare purchased at stations and onboard remains unchanged at \$1.00.

City Ticket price for one-way weekend travel within New York City remains unchanged at \$4.25.

The discount policy for all other ticket types (i.e., one-way off-peak, ten-trip off-peak, senior citizen/disabled fares, child fares, and group travel/special event fares) will remain unchanged.

Increase the weekly UniTicket fare for connecting New York City bus service from \$11.00 to \$11.25 and the monthly UniTicket fare from \$41.25 to \$42.75.

Proposed Fares:

Table 1: Office/Ticket Machine Fares to/from Zone 1

Table 2: On Board Fares to/from Zone 1

Table 3: Sample Intermediate Ticket Office/Ticket Machine Fares

Table 1: Office/Ticket Machine Fares to/from Zone 1

Proposed Long Island Rail Road Fares

Fares to/from City Zone 1												
(Penn Station, all Brooklyn stations, Long Island City, Hunterspoint Ave, Woodside, Forest Hills, Kew Gardens)												
Zone	Monthly		Weekly		10 Trip Peak		10 Trip Off Peak		One Way Peak		One Way Off Peak	
	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed
1	\$184.00	\$190.00	\$59.00	\$60.75	\$82.50	\$87.50	\$51.00	\$53.25	\$8.25	\$8.75	\$6.00	\$6.25
3	\$218.00	\$226.00	\$69.75	\$72.25	\$100.00	\$102.50	\$61.75	\$63.75	\$10.00	\$10.25	\$7.25	\$7.50
4	\$252.00	\$261.00	\$80.75	\$83.50	\$115.00	\$120.00	\$70.25	\$74.50	\$11.50	\$12.00	\$8.25	\$8.75
7	\$287.00	\$297.00	\$91.75	\$95.00	\$130.00	\$135.00	\$80.75	\$83.00	\$13.00	\$13.50	\$9.50	\$9.75
9	\$338.00	\$350.00	\$108.25	\$112.00	\$152.50	\$160.00	\$93.50	\$97.75	\$15.25	\$16.00	\$11.00	\$11.50
10	\$377.00	\$391.00	\$120.75	\$125.00	\$182.50	\$190.00	\$112.75	\$117.00	\$18.25	\$19.00	\$13.25	\$13.75
12	\$446.00	\$461.00	\$142.75	\$147.50	\$217.50	\$225.00	\$134.00	\$138.25	\$21.75	\$22.50	\$15.75	\$16.25
14	\$485.00	\$500.00	\$155.25	\$160.00	\$282.50	\$292.50	\$174.25	\$180.75	\$28.25	\$29.25	\$20.50	\$21.25

Fares to/from City Zone 1								
(Penn Station, all Brooklyn stations, Long Island City, Hunterspoint Ave, Woodside, Forest Hills, Kew Gardens)								
Zone	One Way Senior Disabled		10 Trip Senior/Disabled		One Way Peak Child		One Way Off Peak Child	
	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed
1	\$4.00	\$4.25	\$40.00	\$42.50	\$4.00	\$4.25	\$3.00	\$3.00
3	\$5.00	\$5.00	\$50.00	\$50.00	\$5.00	\$5.00	\$3.50	\$3.50
4	\$5.75	\$6.00	\$57.50	\$60.00	\$5.75	\$6.00	\$4.00	\$4.25
7	\$6.50	\$6.75	\$65.00	\$67.50	\$6.50	\$6.75	\$4.75	\$4.75
9	\$7.50	\$8.00	\$75.00	\$80.00	\$7.50	\$8.00	\$5.50	\$5.75
10	\$9.00	\$9.50	\$90.00	\$95.00	\$9.00	\$9.50	\$6.50	\$6.75
12	\$10.75	\$11.25	\$107.50	\$112.50	\$10.75	\$11.25	\$7.75	\$8.00
14	\$14.00	\$14.50	\$140.00	\$145.00	\$14.00	\$14.50	\$10.25	\$10.50

Table 2: On Board Fares to/from Zone 1

Proposed Long Island Rail Road Fares

Sample Proposed Intermediate Ticket Office / Ticket Machine Fares											
Origin Zone	Origin Station	Destination Station(s)	Destination Zone	Monthly		Weekly		Peak One Way		Off Peak One Way	
				Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed
3	Queens Village	Jamaica	3	\$139.00	\$144.00	\$43.00	\$44.50	\$5.25	\$5.50	\$3.75	\$4.00
4	Mineola	Jamaica	3	\$187.00	\$194.00	\$58.00	\$60.00	\$7.75	\$8.00	\$5.75	\$5.75
7	Hicksville	Jamaica	3	\$219.00	\$227.00	\$68.00	\$70.25	\$9.25	\$9.50	\$6.75	\$7.00
9	Babylon	Jamaica	3	\$265.00	\$274.00	\$82.25	\$85.00	\$11.25	\$11.75	\$8.25	\$8.50
10	Ronkonkoma	Jamaica	3	\$311.00	\$322.00	\$96.50	\$99.75	\$14.00	\$14.50	\$10.25	\$10.50
7	Oyster Bay	Mineola	4	\$93.00	\$96.00	\$28.75	\$29.75	\$3.00	\$3.25	n/a	n/a
9	Northport	Mineola	4	\$155.00	\$160.00	\$48.00	\$49.50	\$5.50	\$5.75	n/a	n/a
10	Ronkonkoma	Mineola	4	\$208.00	\$215.00	\$64.50	\$66.75	\$7.00	\$7.25	n/a	n/a
9	Deer Park	Hicksville	7	\$93.00	\$96.00	\$28.75	\$29.75	\$3.00	\$3.25	n/a	n/a
10	Ronkonkoma	Hicksville	7	\$155.00	\$160.00	\$48.00	\$49.50	\$5.50	\$5.75	n/a	n/a

Notes:

(1) Off Peak One Way tickets are not available for Zones 4 through 14 because Peak One Way tickets are specifically priced for local travel in these zones.

Table 3: Sample Intermediate Ticket Office/Ticket Machine Fares

Proposed Long Island Rail Road Fares

Sample Proposed Intermediate Ticket Office / Ticket Machine Fares											
Origin Zone	Origin Station	Destination Station(s)	Destination Zone	Monthly		Weekly		Peak One Way		Off Peak One Way	
				Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed
3	Queens Village	Jamaica	3	\$139.00	\$144.00	\$43.00	\$44.50	\$5.25	\$5.50	\$3.75	\$4.00
4	Mineola	Jamaica	3	\$187.00	\$194.00	\$58.00	\$60.00	\$7.75	\$8.00	\$5.75	\$5.75
7	Hicksville	Jamaica	3	\$219.00	\$227.00	\$68.00	\$70.25	\$9.25	\$9.50	\$6.75	\$7.00
9	Babylon	Jamaica	3	\$265.00	\$274.00	\$82.25	\$85.00	\$11.25	\$11.75	\$8.25	\$8.50
10	Ronkonkoma	Jamaica	3	\$311.00	\$322.00	\$96.50	\$99.75	\$14.00	\$14.50	\$10.25	\$10.50
7	Oyster Bay	Mineola	4	\$93.00	\$96.00	\$28.75	\$29.75	\$3.00	\$3.25	n/a	n/a
9	Northport	Mineola	4	\$155.00	\$160.00	\$48.00	\$49.50	\$5.50	\$5.75	n/a	n/a
10	Ronkonkoma	Mineola	4	\$208.00	\$215.00	\$64.50	\$66.75	\$7.00	\$7.25	n/a	n/a
9	Deer Park	Hicksville	7	\$93.00	\$96.00	\$28.75	\$29.75	\$3.00	\$3.25	n/a	n/a
10	Ronkonkoma	Hicksville	7	\$155.00	\$160.00	\$48.00	\$49.50	\$5.50	\$5.75	n/a	n/a

Notes:

(1) Off Peak One Way tickets are not available for Zones 4 through 14 because Peak One Way tickets are specifically priced for local travel in these zones.

MTA Metro-North Railroad
Fare Proposal Overview

- | | |
|---|--------------------------|
| A. East of Hudson Travel to From Manhattan | Range of Increase |
| One-Way, Round-Trip and Ten Trip | 2.38%-6.45% |
| Monthly Commutation | 2.88%-3.74% |
| Weekly Commutation | 2.93%-3.65% |
|
 | |
| B. East of Hudson Intermediate Travel | Range of Increase |
| One-Way, Round-Trip and Ten Trip | 0.0%-6.67% |
| Monthly Commutation | 0.0%-3.75% |
| Weekly Commutation | 0.0%-3.75% |
|
 | |
| C. West of Hudson Travel | Range of Increase |
| One-Way, Round-Trip and Ten Trip | 0.93%-3.51% |
| Monthly Commutation | 1.76%-2.15% |
| Weekly Commutation | 1.83%-2.23% |
- Increases of more than 6.0% will be held to a maximum of \$0.50 per ride except to avoid thru fare violations.
- Monthly Tickets will increase no more than 3.75% and be held to a maximum of \$15.00
- Weekly Tickets will increase no more than 3.75%
- D. New Haven Line Travel within NY State**
The above percentages will apply to New Haven Line fares. However, some New Haven Line fares may be increased in stages, in order to avoid exceeding the existing fares from Greenwich.
- E. New Haven Line Travel To/From Connecticut**
Fares for travel to/from Connecticut stations will remain unchanged.
- F. Other Ticket Types**
- The CityTicket price for one-way weekend travel within New York City will remain unchanged at \$4.25.
 - Increase the one-way Haverstraw-Ossining Ferry fare from \$4.00 to \$4.25.
 - Increase the weekly UniTicket fare for connecting New York City bus service from \$11.00 to \$11.25 and the monthly UniTicket fare from \$41.25 to \$42.75.
 - Increase the weekly UniTicket fare for Hudson Rail Link from \$11.00 to \$11.50 and the monthly UniTicket fare from \$37.25 to \$38.75.
 - Increase the weekly UniTicket fare for Haverstraw-Ossining Ferry service from \$13.50 to \$14.00 and the monthly UniTicket fare from \$40.50 to \$42.00.
 - Increase the weekly UniTicket fare for Newburgh-Beacon Ferry service from \$6.75 to \$7.00 and the monthly UniTicket fare from \$13.50 to \$14.00.

- Other discount calculations continue to apply (i.e., senior citizen/disabled fares, child fares, and group travel/special event fares).

Proposed Fares:

Table 1: Harlem and Hudson Fares to/from GCT

Table 2: Harlem and Hudson Line Onboard Fares to/from GCT

Table 3: New Haven Line (NYS only) Fares to/from GCT

Table 4: New Haven Line (NYS only) Onboard Fares to/from GCT

Table 5: Sample Intermediate Fares

Table 6: Port Jervis and Pascack Valley Line Fares to/from Hoboken

Table 7: Port Jervis and Pascack Valley Line Fares to/from Penn Station, NY

TABLE 1

Proposed Harlem and Hudson Line Fares to/from Grand Central Terminal														
Zone	HARLEM LINE	HUDSON LINE	Monthly		Weekly		10-Trip Peak		10-Trip Off-Peak		One-Way Peak		One-Way Off-Peak	
			Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed
1	Harlem-125th Street	Harlem-125th Street	\$174.00	\$180.00	\$55.75	\$57.50	\$77.50	\$80.00	\$49.00	\$51.00	\$7.75	\$8.00	\$5.75	\$6.00
2	Melrose Tremont Fordham Botanical Garden Williams Bridge Woodlawn Wakefield	Yankees-E. 153 rd Street Morris Hts. University Hts. Marble Hill Spuyten Duyvil Riverdale	\$201.00	\$208.00	\$63.50	\$65.50	\$87.50	\$92.50	\$55.25	\$57.50	\$8.75	\$9.25	\$6.50	\$6.75
3	Mt. Vernon West Fleetwood Bronxville Tuckahoe Crestwood	Ludlow Yonkers Glenwood Greystone	\$231.00	\$239.00	\$74.00	\$76.50	\$105.00	\$110.00	\$66.00	\$70.25	\$10.50	\$11.00	\$7.75	\$8.25
4	Scarsdale Hartsdale White Plains North White Plains	Hastings-on-Hudson Dobbs Ferry Ardsley-on-Hudson Irvington	\$259.00	\$268.00	\$83.00	\$85.75	\$117.50	\$122.50	\$74.50	\$78.75	\$11.75	\$12.25	\$8.75	\$9.25
5	Valhalla Mt. Pleasant Hawthorne Pleasantville Chappaqua	Tarrytown Philipse Manor Scarborough Ossining Croton-Harmon	\$300.00	\$311.00	\$96.00	\$99.50	\$135.00	\$140.00	\$87.25	\$91.50	\$13.50	\$14.00	\$10.25	\$10.75
6	Mount Kisco Bedford Hills Katonah Goldens Bridge	Cortlandt Peekskill	\$356.00	\$369.00	\$114.00	\$118.00	\$162.50	\$167.50	\$104.25	\$108.50	\$16.25	\$16.75	\$12.25	\$12.75
7	Purdy's Croton Falls Brewster Southeast	Manitou Garrison Cold Spring Breakneck Ridge	\$407.00	\$422.00	\$130.25	\$135.00	\$185.00	\$192.50	\$119.00	\$123.25	\$18.50	\$19.25	\$14.00	\$14.50
8	Patterson Pawling Appalachian Trail	Beacon New Hamburg	\$460.00	\$475.00	\$147.25	\$152.00	\$212.50	\$220.00	\$136.00	\$142.50	\$21.25	\$22.00	\$16.00	\$16.75
9	Harlem Valley-Wingdale Dover Plains	Poughkeepsie	\$506.00	\$521.00	\$162.00	\$166.75	\$237.50	\$247.50	\$151.00	\$157.25	\$23.75	\$24.75	\$17.75	\$18.50
10	Tenmile River Wassaic		\$521.00	\$536.00	\$165.50	\$171.50	\$252.50	\$262.50	\$159.50	\$165.75	\$25.25	\$26.25	\$18.75	\$19.50

TABLE 1 (continued)

Proposed Harlem and Hudson Line Fares to/from Grand Central Terminal										
(The discount calculation for child and senior citizen/disabled fares would remain unchanged.)										
Zone	HARLEM LINE	HUDSON LINE	One-Way Senior/Disabled		10-Trip Senior/Disabled		One-Way Peak Child		One-Way Off-Peak Child	
			Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed
1	Harlem-125th Street	Harlem-125th Street	\$3.75	\$4.00	\$37.50	\$40.00	\$3.75	\$4.00	\$3.00	\$3.00
2	Melrose Tremont Fordham Botanical Garden Williams Bridge Woodlawn Wakefield	Yankees-E. 153rd Street Morris Hts. University Hts. Marble Hill Spuyten Duyvil Riverdale	\$4.25	\$4.50	\$42.50	\$45.00	\$4.25	\$4.50	\$3.25	\$3.50
3	Mt. Vernon West Fleetwood Bronxville Tuckahoe Crestwood	Ludlow Yonkers Glenwood Greystone	\$5.25	\$5.50	\$52.50	\$55.00	\$5.25	\$5.50	\$4.00	\$4.25
4	Scarsdale Hartsdale White Plains North White Plains	Hastings-on-Hudson Dobbs Ferry Ardsley-on-Hudson Irvington	\$5.75	\$6.00	\$57.50	\$60.00	\$5.75	\$6.00	\$4.50	\$4.75
5	Valhalla Mt. Pleasant Hawthorne Pleasantville Chappaqua	Tarrytown Philipse Manor Scarborough Ossining Croton-Harmon	\$6.75	\$7.00	\$67.50	\$70.00	\$6.75	\$7.00	\$5.25	\$5.50
6	Mount Kisco Bedford Hills Katonah Goldens Bridge	Cortlandt Peekskill	\$8.00	\$8.25	\$80.00	\$82.50	\$8.00	\$8.25	\$6.25	\$6.50
7	Purdy's Croton Falls Brewster Southeast	Manitou Garrison Cold Spring Breakneck Ridge	\$9.25	\$9.50	\$92.50	\$95.00	\$9.25	\$9.50	\$7.00	\$7.25
8	Patterson Pawling Appalachian Trail	Beacon New Hamburg	\$10.50	\$11.00	\$105.00	\$110.00	\$10.50	\$11.00	\$8.00	\$8.50
9	Harlem Valley-Wingdale Dover Plains	Poughkeepsie	\$11.75	\$12.25	\$117.50	\$122.50	\$11.75	\$12.25	\$9.00	\$9.25
10	Tenmile River Wassaic		\$12.00	\$12.50	\$120.00	\$125.00	\$12.00	\$12.50	\$9.50	\$9.75

TABLE 2

Proposed Harlem and Hudson Line Onboard Fares to/from Grand Central Terminal										
(The onboard fare increment calculation would remain unchanged. Some onboard fares would not change due to rounding. One-way peak and off-peak senior citizen/disabled fares are not subject to onboard fare differentials.)										
Zone	Harlem Line	Hudson Line	Onboard One-Way Peak		Onboard One-Way Off-Peak		Onboard One-Way Peak Child		Onboard One-Way Off-Peak Child	
			Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed
1	Harlem-125th Street	Harlem-125th Street	\$14.00	\$14.00	\$12.00	\$12.00	\$10.00	\$10.00	\$9.00	\$9.00
2	Melrose Tremont Fordham Botanical Garden Williams Bridge Woodlawn Wakefield	Yankees-E. 153rd Street Morris Hts. University Hts. Marble Hill Spuyten Duyvil Riverdale	\$15.00	\$15.00	\$13.00	\$13.00	\$10.00	\$11.00	\$9.00	\$10.00
3	Mt. Vernon West Fleetwood Bronxville Tuckahoe Crestwood	Ludlow Yonkers Glenwood Greystone	\$17.00	\$17.00	\$14.00	\$14.00	\$11.00	\$12.00	\$10.00	\$10.00
4	Scarsdale Hartsdale White Plains North White Plains	Hastings-on-Hudson Dobbs Ferry Ardsley-on-Hudson Irvington	\$18.00	\$18.00	\$15.00	\$15.00	\$12.00	\$12.00	\$11.00	\$11.00
5	Valhalla Mt. Pleasant Hawthorne Pleasantville Chappaqua	Tarrytown Philipse Manor Scarborough Ossining Croton-Harmon	\$20.00	\$20.00	\$16.00	\$17.00	\$13.00	\$13.00	\$11.00	\$12.00
6	Mount Kisco Bedford Hills Katonah Goldens Bridge	Cortlandt Peekskill	\$22.00	\$23.00	\$18.00	\$19.00	\$14.00	\$14.00	\$12.00	\$13.00
7	Purdy's Croton Falls Brewster Southeast	Manitou Garrison Cold Spring Breakneck Ridge	\$25.00	\$25.00	\$20.00	\$21.00	\$15.00	\$16.00	\$13.00	\$13.00
8	Patterson Pawling Appalachian Trail	Beacon New Hamburg	\$27.00	\$28.00	\$22.00	\$23.00	\$17.00	\$17.00	\$14.00	\$15.00
9	Harlem Valley-Wingdale Dover Plains	Poughkeepsie	\$30.00	\$31.00	\$24.00	\$25.00	\$18.00	\$18.00	\$15.00	\$15.00
10	Tenmile River Wassaic		\$31.00	\$32.00	\$25.00	\$26.00	\$18.00	\$19.00	\$16.00	\$16.00

TABLE 3

Proposed New Haven Line (NYS Only) Fares to/from Grand Central Terminal ¹													
(Certain New Haven Line fares may be increased in stages.)													
Zone	NEW HAVEN LINE	Monthly		Weekly		10-Trip Peak		10-Trip Off-Peak		One-Way Peak		One-Way Off-Peak	
		Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed
12	Mt. Vernon East Pelham New Rochelle	\$231.00	\$239.00	\$74.00	\$76.50	\$105.00	\$107.50	\$66.00	\$68.00	\$10.50	\$10.75	\$7.75	\$8.00
13	Larchmont Mamaroneck Harrison	\$259.00	\$268.00	\$83.00	\$85.75	\$117.50	\$122.50	\$74.50	\$78.75	\$11.75	\$12.25	\$8.75	\$9.25
14	Rye Port Chester	\$279.00	\$289.00	\$89.25	\$92.50	\$125.00	\$132.50	\$80.75	\$85.00	\$12.50	\$13.25	\$9.50	\$10.00

(1) Subject to CDOT approval

TABLE 3 (continued)

Proposed New Haven Line (NYS Only) Fares to/from Grand Central Terminal ¹									
(The discount calculation for child and senior citizen/disabled fares would remain unchanged. In addition, certain New Haven Line fares may be increased in stages.)									
Zone	NEW HAVEN LINE	One-Way Senior/Disabled		10-Trip Senior/Disabled		One-Way Peak Child		One-Way Off-Peak Child	
		Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed
12	Mt. Vernon East Pelham New Rochelle	\$5.25	\$5.25	\$52.50	\$52.50	\$5.25	\$5.25	\$4.00	\$4.00
13	Larchmont Mamaroneck Harrison	\$5.75	\$6.00	\$57.50	\$60.00	\$5.75	\$6.00	\$4.50	\$4.75
14	Rye Port Chester	\$6.25	\$6.50	\$62.50	\$65.00	\$6.25	\$6.50	\$4.75	\$5.00

(1) Subject to CDOT approval

TABLE 4

Proposed New Haven Line (NYS only) Onboard Fares to/from Grand Central Terminal ¹									
(The onboard fare increment calculation would remain unchanged. Some onboard fares would not change due to rounding. One-way peak and off-peak senior citizen/disabled fares are not subject to onboard fare differentials. In addition, certain New Haven Line fares may be increased in stages.)									
Zone	NEW HAVEN LINE	Onboard One-Way Peak		Onboard One-Way Off-Peak		Onboard One-Way Peak Child		Onboard One-Way Off-Peak Child	
		Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed
12	Mt. Vernon East Pelham New Rochelle	\$17.00	\$17.00	\$14.00	\$14.00	\$11.00	\$11.00	\$10.00	\$10.00
13	Larchmont Mamaroneck Harrison	\$18.00	\$18.00	\$15.00	\$15.00	\$12.00	\$12.00	\$11.00	\$11.00
14	Rye Port Chester	\$19.00	\$19.00	\$16.00	\$16.00	\$12.00	\$13.00	\$11.00	\$11.00

(1) Subject to CDOT approval

TABLE 5

Sample Proposed Intermediate Fares									
(Certain New Haven Line intermediate fares may be increased in stages.)									
		Monthly		Weekly		10-Trip		One-Way	
Line/Station(s)	Destination	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed
HUDSON LINE									
Yankees-E. 153rd Street thru Riverdale	Yonkers	\$67.25	\$69.75	\$20.75	\$21.50	\$25.50	\$25.50	\$3.00	\$3.00
Yankees-E. 153rd Street thru Riverdale	Tarrytown	\$99.75	\$103.25	\$32.50	\$34.00	\$44.75	\$46.75	\$5.25	\$5.50
HARLEM LINE									
Melrose thru Wakefield	White Plains	\$75.00	\$77.75	\$23.25	\$24.00	\$32.00	\$34.00	\$3.75	\$4.00
Mount Vernon West thru Crestwood	White Plains	\$67.25	\$69.75	\$20.75	\$21.50	\$25.50	\$25.50	\$3.00	\$3.00
Scarsdale thru North White Plains	White Plains	\$67.25	\$69.75	\$20.75	\$21.50	\$25.50	\$25.50	\$3.00	\$3.00
Valhalla thru Chappaqua	White Plains	\$68.50	\$71.00	\$21.25	\$22.00	\$25.50	\$25.50	\$3.00	\$3.00
Mount Kisco thru Goldens Bridge	White Plains	\$108.75	\$112.75	\$33.75	\$35.00	\$46.75	\$49.00	\$5.50	\$5.75
Purdy's thru Southeast	White Plains	\$154.00	\$159.75	\$47.75	\$49.50	\$61.75	\$63.75	\$7.25	\$7.50
Patterson and Pawling	White Plains	\$203.75	\$211.25	\$64.25	\$66.50	\$89.25	\$93.50	\$10.50	\$11.00
Harlem Valley-Wingdale and Dover Plains	White Plains	\$268.25	\$278.25	\$83.25	\$86.25	\$108.50	\$112.75	\$12.75	\$13.25
Tenmile River and Wassaic	White Plains	\$268.25	\$278.25	\$83.25	\$86.25	\$114.75	\$119.00	\$13.50	\$14.00
NEW HAVEN LINE (NYS only)¹									
Fordham	New Rochelle	\$67.25	\$69.75	\$20.75	\$21.50	\$25.50	\$25.50	\$3.00	\$3.00
Mt. Vernon East thru New Rochelle	Port Chester	\$68.50	\$71.00	\$21.25	\$22.00	\$29.75	\$32.00	\$3.50	\$3.75

(1) Subject to CDOT approval

TABLE 6

Proposed Port Jervis and Pascack Valley Line Fares to/from Hoboken ¹												
(The discount calculation for child and senior citizen/disabled fares would remain unchanged.)												
Line/Station	Monthly		Weekly		Ten-Trip		One-Way		Off-Peak Round Trip		Senior/Disabled	
	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed
PORT JERVIS LINE												
Sloatsburg	\$294.00	\$300.00	\$91.25	\$93.00	\$102.00	\$104.50	\$10.75	\$11.00	\$16.25	\$16.50	\$5.25	\$5.50
Tuxedo												
Harriman	\$298.00	\$304.00	\$92.50	\$94.25	\$116.50	\$119.00	\$12.25	\$12.50	\$18.50	\$18.75	\$6.00	\$6.25
Salisbury Mills	\$309.00	\$315.00	\$95.75	\$97.75	\$130.50	\$133.00	\$13.75	\$14.00	\$20.75	\$21.00	\$6.75	\$7.00
Campbell Hall	\$326.00	\$333.00	\$101.00	\$103.25	\$145.00	\$147.50	\$15.25	\$15.50	\$23.00	\$23.25	\$7.50	\$7.75
Middletown	\$340.00	\$347.00	\$105.50	\$107.50	\$154.50	\$157.00	\$16.25	\$16.50	\$24.50	\$24.75	\$8.00	\$8.25
Otisville	\$364.00	\$371.00	\$112.75	\$115.00	\$168.50	\$171.00	\$17.75	\$18.00	\$26.75	\$27.00	\$8.75	\$9.00
Port Jervis	\$397.00	\$404.00	\$123.00	\$125.25	\$187.50	\$192.50	\$19.75	\$20.25	\$29.75	\$30.50	\$9.75	\$10.00
PASCACK VALLEY LINE												
Pearl River												
Nanuet	\$262.00	\$267.00	\$81.25	\$82.75	\$90.50	\$92.50	\$9.50	\$9.75	\$14.25	\$14.75	\$4.75	\$4.75
Spring Valley												

¹ The onboard fare charge is equal to the one-way fare or the off-peak round trip fare plus an additional \$5.00.

TABLE 7

Proposed Port Jervis and Pascack Valley Line Fares to/from Penn Station, NY ¹												
(The discount calculation for child and senior citizen/disabled fares would remain unchanged.)												
Line/Station	Monthly		Weekly		10-Trip		One-Way		Off-Peak Round Trip		Senior/Disabled	
	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed
PORT JERVIS LINE												
Sloatsburg	\$370.00	\$376.00	\$114.25	\$116.00	\$132.00	\$134.50	\$13.75	\$14.00	\$22.25	\$22.50	\$6.60	\$6.85
Tuxedo												
Harriman	\$374.00	\$380.00	\$115.50	\$117.25	\$146.50	\$149.00	\$15.25	\$15.50	\$24.50	\$24.75	\$7.35	\$7.60
Salisbury Mills	\$385.00	\$391.00	\$118.75	\$120.75	\$160.50	\$163.00	\$16.75	\$17.00	\$26.75	\$27.00	\$8.10	\$8.35
Campbell Hall	\$402.00	\$409.00	\$124.00	\$126.25	\$175.00	\$177.50	\$18.25	\$18.50	\$29.00	\$29.25	\$8.85	\$9.10
Middletown	\$416.00	\$423.00	\$128.50	\$130.50	\$184.50	\$187.00	\$19.25	\$19.50	\$30.50	\$30.75	\$9.35	\$9.60
Otisville	\$440.00	\$447.00	\$135.75	\$138.00	\$198.50	\$201.00	\$20.75	\$21.00	\$32.75	\$33.00	\$10.10	\$10.35
Port Jervis	\$473.00	\$480.00	\$146.00	\$148.25	\$217.50	\$222.50	\$22.75	\$23.25	\$35.75	\$36.50	\$11.10	\$11.35
PASCACK VALLEY LINE												
Pearl River												
Nanuet	\$302.00	\$307.00	\$91.75	\$93.25	\$100.50	\$102.50	\$10.50	\$10.75	\$16.25	\$16.75	\$5.30	\$5.30
Spring Valley												

¹ The onboard fare charge is equal to the one-way fare or the off-peak round trip fare plus an additional \$5.00.

Attachment B

Title VI Summary

FARE PROPOSALS: TITLE VI SUMMARY

I. Executive Summary: Results of Title VI Fare Change Analyses

Before taking action to adopt a fare change, MTA conducts evaluations of the fare change to determine whether the specific fare proposal, if adopted, would be expected to have a disparate impact and/or disproportionate burden on minority and low-income populations. These fare change analyses are conducted in accordance with Federal Transit Administration (“FTA”) circular 4702.1B which provides guidance regarding implementation of Title VI of the Civil Rights Act of 1964 (“Title VI”) and FTA’s Environmental Justice Policy.¹

Each of the MTA agencies affected by the fare increase proposal under consideration have conducted an analysis pursuant to Title VI guidance to determine whether the proposal would have a disparate impact and/or disproportionate burden² on the minority and low-income communities they serve. The two paragraphs below summarize the conclusions of those analyses. In Part II below, more detailed descriptions of these analyses are provided.

Subway/Bus Fare Proposal: Analyses conducted by NYCT and MTA Bus of the fare proposal (as described in further detail below) concluded that it would not have a disparate impact or disproportionate burden on minority or low income riders served by NYCT or MTA Bus.

Commuter Rail Proposal: Analyses of the proposed increases in fares applicable to transportation on the commuter rails conducted by Metro-North and LIRR each found that the proposed 2017 base fare increase would not have a disparate impact or disproportionate burden on minority or low income riders served by Metro-North and LIRR.

¹ As recipients of federal grants made by the United States Department of Transportation (“DOT”), the MTA affiliated and subsidiary agencies that provide subway, bus and commuter rail services are subject to the requirements of Title VI, which prohibits discrimination on grounds of race, color or national origin under a program or activity receiving Federal financial assistance. In addition, DOT’s Order on Environmental Justice requires DOT grant recipients to take certain actions to address environmental justice concerns affecting minority and low-income populations.

² The FTA required analysis for minority populations is disparate impact and disproportionate burden for low income populations. When the population includes both minority and low income populations, a disparate impact analysis is used.

II. Agency Title VI Fare Change Analyses

A. New York City Transit

1. Proposed Fare Increase

The following fare scenario, comprised of a single fare, bonus amount, and unlimited ride pass, was evaluated.

This proposal keeps the Base/Cash fare and Single Ride Ticket fare at the current price (\$2.75 and \$3.00 respectively), while reducing the Bonus MetroCard threshold from 11% Bonus for each \$5.50 purchased to 5% Bonus for each \$5.50 purchased. Unlimited 7-day MetroCards would increase to \$32 (from \$31) and Unlimited 30-day MetroCards would increase to \$121 (from \$116.50)

2. Methodology Used by NYCT

To evaluate fare changes, Transit developed a model that predicts fare revenue, ridership, and average fare by media type, based on historical electronic fare data that is maintained by Transit's Office of Management and Budget. The model contains two components calibrated from observations made before and after previous fare increases: "revealed" diversion rates between different fare media (i.e., cross-elasticity); and trip attenuation rates (i.e., direct elasticity), because some passengers curtail discretionary trips because of higher fares. This model therefore accounts for diversion between transit and other modes and between different fare media, but does not disaggregate across different demographic groups.

To disaggregate the model across different demographic groups, and to therefore be able to determine the impact of fare changes on low-income and minority riders, first each subway station and bus route is classified as minority or non-minority, and low-income or high-income, based on Transit's Title VI reporting methodology that defines minority and low-income areas as Census tracts where minority and low-income resident percentages exceed Transit's service area averages. Using these averages, subway stations within or adjacent to minority/low-income tracts are classified minority/low-income stations. Bus routes that have more than one-third of route length traversing minority/low-income tracts are classified minority/low-income bus routes.

Transit then weighs each subway station and bus route with the use of passengers' actual fare media preferences at those locations and computes average fares by demographics on the basis of location profiles. To determine the current fare mix by demographic attribute (i.e. minority status, income level) and by mode of travel (i.e. local bus, express bus, subway), Transit uses electronic fare payment data from all subway stations and bus routes for a one-month period, generally October or May, both historically high-ridership

months.³ Swipes during the entire month of May are used to compute average fares by demographics and mode of travel, assuming that riders travel from their home residence during these times and thus are representative of the riders' Census-based demographics. Across an entire month, the number of swipes is approximately 166 million.

The NYCT Title VI reporting methodology assumes that the demographics of subway riders correlate with the residential demographics of the Census tract in which the subway station lies. This assumption is corroborated by 2014 MTA customer Service survey and 2013 LEP intercept survey targeted at persons with limited English proficiency, which have shown that a high percentage of NYCT riders live within ¼ mile of their most frequently used mode of transit. The fare mix is validated using MTA Customer Survey data.

Data from surface transport was analyzed at a route level and data from subways was analyzed at an originating-station level. The fare model described above was then used to predict the changes to fare mix and the anticipated changes to ridership levels disaggregated by demographic attribute and mode of travel given the fare option. Combining the results allows the impact on riders, disaggregated by demographic group, in terms of expected average fare paid, to be predicted for each fare change scenario.

Transit then conducts a statistical analysis for minority/non-minority and for at or below poverty/above poverty groups at the station and at the route level (separately for each mode of travel) to determine whether the impact of the fare change is distributed disproportionately between demographic groups for each option proposed. A statistical test concerning the difference between means (technically, a t-test for two samples assuming unequal variance) is used to determine if the differences between demographic groups in the change of average fare paid is significant. This method unambiguously demonstrates whether a difference is statistically significant. If the difference in average fares is not statistically significant, then the change in fare structure does not have a disproportionate impact upon the protected (minority or low income) group being measured and therefore would not have a disparate impact or a disproportionate burden. However, if a statistically significant difference is found, then it must be determined if this represents a disproportionate adverse impact on a protected group (such as higher average fares for minorities). If it does not, then the fare structure does not have a disparate impact or a disproportionate burden.

In applying the t-test to NYCT's available fare media and demographics dataset, the fare differences between demographic groups are calculated at a subway station/bus route level owing to data collection methodologies associated with the MetroCard Automated Fare Collection (AFC) system. The average change in fare paid is used for the t-test, found by averaging all the differences between the current fare and the proposed fare on a station-by-station and route-by-route basis. Therefore, each subway station/bus route is weighted equally in this analysis.

³ Since Transit assumes that the demographics of subway riders correlate with the residential demographics of the Census tract in which the subway station lies, certain stations (hubs) predominantly used by commuters outside of New York City, such as Penn Station, Grand Central Terminal, Port Authority Bus Terminal, Howard Beach-JFK, and Jamaica-Sutphin/Archer, are excluded from the analysis.

3. Results of the NYCT Analysis

Using the above methodology, NYCT's analysis demonstrates that the fare proposal does not have a disparate impact or disproportionate burden on minority and low income riders served by NYCT. The findings are detailed as follows:

For subway service, there is a statistically significant difference in the proposed fare increase between minority and non-minority and low income and high income populations. However, the minority and low income populations are not adversely affected by the proposed fare change as compared with the non-minority and higher income populations, since the net increase in fare is less for minority and low income riders than for non-minority and high income riders. Therefore, this proposal does not result in a disparate impact or disproportionate impact for minority and low income subway riders. For local bus service, this proposal has no statistically significant impact for minority rider and there is a statistically significant difference between low income and high income populations. However, the low income populations are not adversely affected by this proposed fare change as compared with the higher income populations, since the net increase in fare is less for low income riders than for high income riders. Therefore, this proposal does not result in a disparate impact or a disproportionate burden for minority and low income local bus riders. For express bus service, this proposal has no statistically significant impact for minority riders, and an effective analysis could not be performed for income, as there are only two express bus routes that are designated low-income.

B. MTA Bus

1. Proposed Fare Increases

The proposed fare increase for MTA Bus is the same as the one for Transit set forth in Section II. A(1) above.

2. Methodology Used by MTA Bus

The fare change impact assessment is primarily based on information extracted from the most recent MTA Bus Travel surveys, conducted separately for local and express bus services. Included in this survey questionnaire were inquiries as to the rider's: trip origin and destination (MTA Bus specific); type of fare media used; the bus route taken; the time of day of the bus trip; and demographic data (including race and household income related information, specifically both household income and household size). The survey is conducted separately for local and express bus riders, based on the different fare structures between these two types of services. In the event that some survey responses lack key demographic information, the pre-determined route designations (minority/income) are used for those responses. These route designations are historically derived by using the one-third rule for each MTA Bus route (both local and express), meaning that a route is designated minority and/or low income if at least one-third of its total revenue miles are located in minority and/or low income Census tracts.

With each survey, the respondent's race and income are determined by direct response. Two types of analyses are then performed. The first involves creating an index (a cost per trip factor) by individual, for both minority and income categories (separately for express and local bus services). The second involves creating an additional index (a cost per mile factor), also by individual, for both minority and income categories (separately for express and local bus services). The cost components of both indexes are derived from the survey's fare media responses (substituting the proposed fare structure), while the mileage elements, pertaining to one of the indexes, are calculated by using the origin/destination answers. The resulting cost per trip and cost per mile findings (by minority and income categories), for local and express services separately, are statistically analysed using the t-test to assess the impact of the proposed fare change based upon income and race. If both of these equity analyses (local/express) show no findings of a disparate impact and/or disproportionate burden, then the proposed fare change is in compliance with Title VI guidelines.

3. Results of the MTA Bus Analysis

Using the above methodology, MTA Bus's analysis determined that the fare proposal does not have a disparate impact nor disproportionate burden upon either minority or low income riders served by MTA Bus.

C. LIRR

1. Proposed Fare Increases

LIRR is proposing an overall base fare increase of 4%.

2. Methodology Used by LIRR

LIRR used data gathered from the 2012-2014 LIRR Origin-Destination Survey. The Survey provides statistically valid origin-destination ("OD") sets derived from customer responses, and also provides the distribution of various fare media (e.g., monthly tickets, weekly tickets, one-way trip, ten-trip tickets) used by the responding riders. Employing a statistically valid random sample of selected respondents (minority/non-minority and above poverty level/at or below poverty level respondents) and their associated origin and destination stations, LIRR determined the trip mileages. In conjunction with these mileage compilations, the average trip fare (derived from respondent fare media distribution) based on the OD sets was assessed.

Merging the trip mileage calculations with their respective trip fare created the factors of actual cost per trip for the OD sets. With these overall average cost per trip figures established, the statistical t-test was employed to determine whether there is any disparate impact or disproportionate burden between the compared factors (minority/non-minority and above poverty level/at or below poverty level).

3. Results of the LIRR Analysis

Using this methodology and its associated analysis techniques, LIRR found that the proposed 2017 base fare increase has no disparate impact or disproportionate burden on minority and low income riders served by the LIRR.

D. Metro-North

1. Proposed Fare Increases

Metro-North is proposing an overall base fare increase of 4%.

2. Methodology Used by Metro-North

This fare change methodology utilizes the annual Metro-North Customer Satisfaction Survey to determine the impact of the proposed fare matrix on minority and low-income users. The Customer Satisfaction Survey provides OD sets derived from customer responses and also provides the distribution of various fare media (e.g., monthly tickets, weekly tickets, one-way trip tickets) used by the responding riders at each of the selected originating stations. The trip mileages are determined by establishing total mileage from the originating station to Grand Central Terminal in New York City or Hoboken Terminal in New Jersey, and subtracting the total mileage of the associated destination station to the City terminal. Special computations were made for both mileage and cost for interline trips that include a transfer at Harlem-125th Street Station between inbound and outbound trains; in that case the combined rail mileage to/from Harlem-125th Street Station is used. The resulting absolute value equals the total trip mileage for each OD pair.

With the cost per mile, increase in cost per mile, cost per trip and increase in cost per trip, established for each complete and relevant survey response, a statistical test (“t-test”) was employed to determine whether the proposed fare change has a disparate impact or disproportionate burden with regard to race and income.

3. Results of the Metro-North Analysis

Using this methodology and its associated analysis techniques, Metro-North found that the proposed 2017 base fare increase has no disparate impact or disproportionate burden on both minority and low income riders served by Metro-North.

Crossing Charge Changes

Triborough Bridge and Tunnel Authority

TYPE II DETERMINATION AND NEGATIVE DECLARATION

Under the State Environmental Quality Review Act

For the 2017 Toll Increase

I. Introduction

The Triborough Bridge and Tunnel Authority (“TBTA” or the “Authority”) has proposed to increase crossing charges at the nine facilities it operates within the City of New York, effective in March 2017 (the “Toll Increase” or the “Proposed Action”). The nine TBTA facilities that would be affected by the Proposed Action are the: Bronx Whitestone Bridge (“BWB”), Hugh L. Carey Tunnel (“HCT”), Queens Midtown Tunnel (“QMT”), Throgs Neck Bridge (“TNB”), Robert F. Kennedy (“RFK”) Bridge, Verrazano-Narrows Bridge (“VNB”), Henry Hudson Bridge (“HHB”), Cross Bay Veterans Memorial Bridge (“CBB” or “Cross Bay Bridge”) and Marine Parkway-Gil Hodges Memorial Bridge (“MPB” or “Marine Parkway Bridge”). For purposes of its toll structure, TBTA categorizes the BWB, HCT, QMT, TNB and RFK Bridge as “Major Facilities.” The VNB toll rate is double the rate at the Major Facilities because it is collected only in the Staten Island-bound direction in accordance with federal law. The CBB and the MPB are “Minor Facilities.” The HHB has its own toll rate.

Attached as Exhibit A to this determination is a crossing charge schedule detailing the current toll rates and the proposed toll rates that would result from the Toll Increase that constitutes the Proposed Action. As shown in Exhibit A, the Proposed Action would result in the following rates for passenger vehicles at: the Major Facilities, an \$8.50 Cash or Tolls by Mail (“TBM”) toll rate (“Cash/TBM”) and a \$5.76 E-ZPass toll rate; the VNB, a \$17.00 Cash/TBM toll rate and an \$11.52 E-ZPass toll rate; the HHB, a \$6.00 TBM toll rate and a \$2.64 E-ZPass toll rate; and the Minor Facilities, a \$4.25 Cash/TBM toll rate and a \$2.16 E-ZPass toll rate.¹ Charges for other vehicle classes would increase proportionately, and certain discount and rebate programs would be available.

The primary reason for the Proposed Action is to allow TBTA to contribute additional funds to close the projected budget deficit for the Metropolitan Transportation Authority (“MTA”), pursuant to the MTA’s 2017-2020 Financial Plan. The MTA, its subsidiaries, and the New York City Transit Authority (“NYCTA”) are required by law to pay for operating expenses, debt servicing costs, maintenance, repairs and other costs from revenue and other funds actually available to them, and may not operate at a deficit.² TBTA is permitted by law to generate surplus funds, after payment of all bond obligations, operating and administration costs, and other necessary expenses to subsidize the mass transit system operated by the MTA, its subsidiaries, and NYCTA.³ Thus,

¹ In this document a “Cash/TBM toll” rate refers to the toll rate charged for the use of fare media other than New York E-ZPass Customer Service Center (“NYCSC”) E-ZPass. Cash toll rates are charged to Cash customers and non-NYCSC E-ZPass customers as well as to Tolls by Mail customers. Only NYCSC E-ZPass customers are eligible for the lower E-ZPass toll rates.

² Public Authorities Law § 1205(1), § 1266(3).

³ Public Authorities Law § 553(17), § 563.

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surplus funds that would be generated by the Proposed Action would provide needed support for the continued operation of the integrated mass transit and commuter transportation systems operated by MTA, NYCTA and their subsidiaries.

II. State Environmental Quality Review Act Compliance and Other Actions

The Proposed Action constitutes “routine or continuing agency administration” exempt from the State Environmental Quality Review Act, Environmental Conservation Law § 8-0101 et seq. (“SEQRA”), and SEQRA’s implementing regulations appearing at 6 New York Code, Rules and Regulations (“N.Y.C.R.R.”) Part 617. *See* 6 N.Y.C.R.R. § 617.5(c)(20), which incorporates “routine or continuing agency administration and management,” into the list of “Type II” actions that are “not subject to review” under SEQRA. TBTA, therefore, believes the Proposed Action is properly classified as a Type II action. Nevertheless, it is TBTA’s practice to review actions that would increase crossing charges at TBTA facilities as if they were subject to SEQRA. Accordingly, TBTA is acting as lead agency for purposes of conducting an environmental review of the Proposed Action. To assist TBTA in undertaking this environmental review, an environmental assessment form (“EAF”) has been prepared. In addition, TBTA engaged WSP|Parsons Brinkerhoff, in association with AKRF Inc., to prepare a study analyzing the effect of the Proposed Action, which together with the EAF, constitute the “Environmental Assessment” (“EA”). The EA evaluates the potential effects the Proposed Action would have on transportation and air quality, as those are the areas that would most likely be affected by the Proposed Action, and the information and analyses contained in the EA are the basis for the determinations set forth herein. EA at 1-3 to 1-4.⁴ TBTA fully incorporates the EA by reference into this Type II Determination and Negative Declaration. As discussed in Section III below, the EA demonstrates that the Proposed Action would not result in any large and/or important impacts and, as a result, the Proposed Action would have no significant adverse environmental impacts.

A. Other Actions

1. 2017 Fare Increases

In parallel with the Proposed Action, fare increases, also to be effective in March 2017, have been proposed for the following components of the MTA system: NYCTA; Long Island Rail Road (“LIRR”), Metro-North Railroad (“MNR”), MTA Bus Company and the Staten Island Rapid Transit Operating Authority. Fare increases adopted for these operating agencies are exempt from SEQRA review pursuant to §§ 1205, 1266 and 1266-c of the New York Public Authorities Law. To account for any cumulative impact caused by the potential simultaneous implementation of the Proposed Action and these fare increases, the background conditions used to evaluate the Proposed Action account for a small anticipated shift of transit riders to autos due to the proposed fare increases. EA at 4-4.

2. Possible Future Toll Increases

Each July MTA issues a preliminary budget for the next year and a financial plan for the three years that follow, which projects revenues, subsidies and expenses for the four-year period.

⁴ All page and table references in this Type II Determination and Negative Declaration refer to the January 2017 Environmental Assessment prepared by WSP|Parsons Brinkerhoff and AKRF Inc. for TBTA.

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The preliminary budget and financial plan are revised and updated in November, adopted by the MTA Board in December, and reissued as an adopted budget and financial plan in February of the following year to reflect additional adjustments and to establish a 12-month allocation of the adopted budget. This four-year financial planning process helps MTA identify its long-range goals and objectives for the operation of its services and facilities, and develop and refine its plan for funding those activities. The plan undergoes periodic review and adjustment throughout the year.

To help address projected deficits for future years, the 2017-2020 Financial Plan anticipates a potential toll increase in 2019 in addition to the Proposed Action. For purposes of forecasting revenues, these financial plans assume that any such toll increase would be coupled with a fare increase. The November 2017 Financial Plan for 2017-2020 forecasts the additional revenue from a potential 2019 fare/toll increase with a combined 4% yield as \$277 million in 2019 and \$326 million in 2020. However, no specific 2019 fare or toll schedule has been identified or proposed.

Due to the breadth and scale of the MTA system and the many sources of funds used to support it, virtually every element in the four-year financial plan is an estimate that is subject to further refinement. For example, revenues are a direct result of system usage, and certain subsidies are tied to taxes that fluctuate in response to economic conditions. To predict future income from such sources requires complex financial modeling involving present-day economic indicators that are constantly being updated. A similar approach is employed in predicting costs. Accordingly, MTA's financial plan is an evolving document which projects expenses, revenues and subsidies at a particular point in time, but is revised on an ongoing basis. It is for this reason that MTA updates its four-year financial plan periodically as each year progresses, as described above, to provide the most accurate predictions of its financial condition.

The identification of a possible future action in MTA's financial planning documents does not obligate TBTA to institute the projected 2019 toll increase. At present, there is no specific proposal for a 2019 toll increase under consideration by TBTA or MTA and any such increase may or may not ultimately be adopted by the TBTA Board. TBTA may elect to propose a toll increase sooner or later than 2019, and the amount of any required toll increase has not been determined.

Accordingly, the Authority finds that any future specific proposal for a toll increase in or about 2019 should be analyzed and considered through a separate environmental review. Circumstances warrant a separate review of the environmental impacts of any proposed 2019 toll increase, in light of the uncertainties that exist with respect to any such proposal, as discussed above. In order to perform an environmental review of a possible 2019 toll increase now, assumptions would have to be developed with respect to the timing of any future toll increase, the amount of such an increase (which would require assumptions to be made regarding the future state of the economy, potential MTA revenues from other sources and the amount of any potential future fare increase, among many other things), and how such a toll increase would be allocated among vehicle types and applied to TBM and E-ZPass toll rates. Undertaking such a speculative environmental review in connection with the Proposed Action would be particularly inappropriate because MTA must achieve a balanced operating budget for 2017. Moreover, based on its experience with previous toll increases, TBTA believes that changes in travel patterns by a relatively small number of vehicles due to the Proposed Action will be temporary and would diminish after the Toll Increase goes into effect as higher congestion along toll-free routes, travel time considerations and the effects

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of inflation, among other factors, reduce the attractiveness of alternative routes. EA at 2-10, 2-31, 6-26, 6-54.

Finally, the adoption of the Proposed Action is independent of any future toll increase and will not make it any more likely that a toll increase would be implemented in 2019. On the contrary, the adoption of the Proposed Action will allow MTA to reap some benefit immediately from the resulting increased revenue and carry over such savings to subsequent years, thereby reducing future projected operating deficits. MTA's ability to forecast the 2018, 2019, and 2020 operating budgets, refine the measures required to address deficits and assess the environmental effects of those measures will benefit from the availability of additional years of financial and other data. Therefore, the Authority finds that it is necessary and prudent, and no less protective of the environment, to separate the environmental review of the Proposed Action from the environmental review of any future toll increase.

3. Open Road Tolling Program

TBTA is in the process of converting all of its facilities (except the HHB)⁵ to cashless, all-electronic Open Road Tolling ("ORT"). The process of converting TBTA facilities to ORT (referred to as the "ORT Program") is well underway, with cashless tolling becoming effective at the HCT and QMT in January 2017 and at the balance of the TBTA facilities by the Fall of 2017.

TBTA previously examined the potential impacts of the ORT Program through a SEQRA review that included an EA issued in October 2017 (the "ORT Program EA") and concluded with the TBTA Board's adoption of a negative declaration on October 28, 2016 (the "ORT Program Negative Declaration"). The ORT Program Negative Declaration explained why circumstances warranted an environmental review separate from any review of the proposed Toll Increase.

In accordance with accepted SEQRA methodology, the traffic effects of the ongoing ORT Program have been accounted for in the diverted traffic analysis set forth in the EA by including diversions associated with the ORT Program in the "No Action" condition. EA at 4-3 to 4-4. Nevertheless, mindful that with the exception of the HHB, where ORT was placed into operation in November 2016, the Toll Increase would occur at TBTA facilities during the same year that the ORT Program is being placed into operation, TBTA elected to go beyond routine SEQRA methodology and perform an additional analysis that evaluates the combined effects of these two separate actions. This additional analysis is discussed in Section IV below.

III. Assessment of the Potential Effects of the Proposed Action

As discussed in Sections III.A, III.B and III.C below, the EA presents a detailed analysis of the potential traffic and air quality impacts that would result from the Proposed Action: (i) at TBTA facilities; (ii) at the diversion locations expected to be most affected by the Proposed Action; and (iii) with regard to region-wide Vehicle-Miles Traveled. With respect to each of these areas of analysis,

⁵ Cashless tolling was first implemented as a pilot program at the HHB in November 2012 and, following a separate SEQRA review in 2014, became the permanent method of toll collection in January 2015. The HHB was converted to full ORT operation in November 2016.

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the EA concluded that the Proposed Action would not result in significant adverse impacts to traffic or air quality. *See* EA at Chapters 2, 5, 6 and 7.

It is important to note that the New York City area roadway network is a dynamic and complicated system used by millions of vehicles on a daily basis. TBTA and its consultants have developed a detailed methodology for estimating the potential diversions that would result from a change in toll rates at the TBTA facilities and how those diversions would affect this complex network. This methodology is based on data collected from TBTA facilities and toll-free alternative routes before and after previous toll increases, origin-destination studies, generally accepted traffic engineering methodologies and professional judgment. TBTA has been diligent in its effort to develop conservative and reasonable estimates of the potential effect of the Proposed Action on traffic diversions to alternative routes. Nevertheless, it bears noting that the analysis yields estimates and must be viewed accordingly. The small number of vehicles that is estimated to divert as a result of the modest Toll Increase that has been proposed represents a tiny fraction of the approximately 900,000 vehicles using the TBTA facilities each day, and the effects of these diversions would be overshadowed on any given day by many independent factors affecting the greater roadway network such as changes in gasoline prices, the state of the general economy, roadway conditions, construction projects and other factors affecting travel patterns in and around New York City. Thus, the effects of a toll increase are one minor factor affecting traffic patterns, and are likely to be imperceptible on New York City roadways. EA at 2-7, 6-1 to 6-2.

A. Potential Effects of the Proposed Action on TBTA Facility Operations

In general, toll increases reduce overall facility traffic volumes due to consolidation or elimination of trips, shifts of trips to mass transit, and diversion of trips to toll-free alternate routes and, therefore, result in a reduction of delays at the facility and a general, but small, improvement in traffic operations and air quality at the facilities. The expected result of the small reduction in facility traffic volumes due to the Proposed Action is, therefore, a small improvement in traffic flow and air quality at the facilities. EA at 2-8, Chapter 5. However, during the interim period following the Proposed Action and before cashless tolling goes into effect at all of the TBTA facilities under the ORT Program, traffic at some toll facilities and their approaches may be adversely affected by a change in the Cash tolls from an even dollar amount to bills and coins. The facilities that would potentially be affected are three of the Major Facilities (RFK Bridge, BWB, and TNB) and the two Minor Facilities (CBB and MPB). EA at 2-9, Chapter 5, Sections 5.1, 5.2, 5.5, 5.7, 5.8, and 5.9.

Cash tolls at the RFK Bridge, BWB, and TNB would increase from an even \$8.00 to an odd \$8.50 which would require additional change-making, resulting in a potential temporary increase in transaction times, queueing, and delays. At the CBB and MPB, the Cash tolls would increase from an even \$4.00 to an odd \$4.25 which also would require additional change-making and result in a potential temporary increase in transaction time, queueing, and delays. Previous toll studies have indicated that due to the predominance of E-ZPass as the method of toll collection at TBTA facilities, the potential increase in such delays would be small, and since the E-ZPass market share has continued to increase since those studies were performed, the delays would be even smaller now. EA at 2-9, Chapter 5, Sections 5.1, 5.2, 5.5, 5.7, 5.8, and 5.9. Previous toll studies also have indicated that similar small increases in the ensuing vehicle idling would result in insignificant increases in air pollutant emissions. EA at 2-9, 2-19, 7-22. Moreover, the period during which affected TBTA facilities would experience delays due to change-making would be of short duration since cash

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transactions will be completely eliminated under the ORT Program by the Fall of 2017 at all TBTA facilities. EA at 2-9, Chapter 5, Sections 5.1, 5.2, 5.5, 5.7, 5.8, and 5.9. At the VNB, the Cash tolls would remain an even amount, increasing from \$16.00 to \$17.00 (for a Staten Island-bound trip), and there would be no change in transaction times, queueing, or delays at this facility due to the Toll Increase. EA at 2-9, Chapter 5, Section 5.10.

There would be no change-making delays at the QMT and HCT, where the cashless toll collection phase of the ORT Program went into effect in January 2017, before the implementation of the Proposed Action in March 2017. At the HHB, Cash tolls were discontinued in November 2012 and all tolls are collected electronically. Therefore, this facility would similarly not be affected by the proposed change in the TBM toll rate from \$5.50 to \$6.00. EA at 2-9, Chapter 5, Sections 5.3, 5.4, and 5.6.

As noted above, during the time since the previous analysis of potential traffic and air quality impacts due to a change from even to odd toll amounts, the Cash market share of weekday transactions has continued to decline. Therefore, the number of vehicles potentially affected, as well as the potential impacts, would be lower than previously analyzed. As a result, any increases in delays and emissions due to change-making activities would be largely or fully offset by facility traffic reductions, resulting in negligible increases or minor decreases in emissions at the facilities overall. EA at 2-9, 2-17 to 2-18, Chapter 5, Sections 5.1, 5.2, 5.5, 5.7, 5.8, and 5.9, 7-22.

In summary, the Proposed Action could result in a very small temporary potential increase in queueing and delays at certain toll facilities due to a change from an even to an odd Cash toll amount, to the extent such effects are not offset by facility traffic reductions. The period during which affected TBTA facilities would experience such delays would be of short duration since cash transactions will be completely eliminated under the ORT Program by the Fall of 2017. Therefore, there would be no significant adverse traffic and air quality impacts at the facilities and their approaches due to the Proposed Action. EA at 2-9, 2-17 to 2-18, Chapter 5, and 7-22.

B. Potential Effects of the Proposed Action on Traffic and Air Quality at Diversion Locations

The EA analyzed potential effects of traffic diversions from TBTA facilities on intersection delays and Level of Service (“LOS”) within the following four representative study areas that would be expected to be most affected by the Proposed Action: (i) Lower Manhattan/Canal Street Corridor Study Area; (ii) Ed Koch Queensboro Bridge and Vicinity Study Area; (iii) Nassau Expressway Corridor Study Area; and (iv) Broadway Bridge Corridor Study Area. These study areas were determined to be the locations with the greatest potential for impacts from traffic diverted from the TBTA facilities due to the Proposed Action. EA at 6-2. A total of 49 critical intersections and 651 movements (*i.e.*, lane groupings within intersections) were analyzed in the EA. EA at 6-32.

As discussed below, based upon the traffic analyses at these four representative study areas, it can be concluded that traffic diversions due to the Proposed Action would be small and would result in insignificant increases in delays at affected intersections. In determining the significance of any adverse impact that may result from the Proposed Action, TBTA considers, as and to the extent it deems appropriate, guidance criteria derived from SEQRA reviews conducted by the New York

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State Department of Transportation (“NYSDOT”)⁶ and the criteria contained in the New York City Environmental Quality Review (“CEQR”) Technical Manual.⁷ EA at 6-25 to 6-26. As set forth in the EA, and discussed below, increased delays at each of the affected intersections would be below both the NYSDOT SEQRA guidelines and the CEQR Technical Manual thresholds. EA at 6-25 to 6-32.

The potential impacts of the Proposed Action on air quality were also analyzed at certain of the same diversion locations. Local analyses were conducted at the locations projected to experience the highest air pollutant increments due to diverted traffic together with high existing background traffic volumes and congestion. The analysis indicated that any projected increases in vehicular emissions would be below relevant air quality criteria. EA at 7-18 to 7-22. No significant adverse air quality impacts are projected at these locations, and, therefore, no significant adverse air quality impacts would occur at any location due to the diversions. EA at 2-18, 7-15 to 7-16, 7-21 to 7-22.

It should be noted that, based on its experience with previous toll increases, the small effects of the Proposed Action would be temporary and would diminish over time as higher congestion along toll-free routes, travel time considerations and the effects of inflation, among other factors, reduce the attractiveness of alternative routes. It is expected that this would result in a return of some trips to tolled facilities, thereby reducing the additional delays at intersections along the diversion routes over time. EA at 2-10, 2-31, 6-26, 6-54.

**1. Potential Effects of the Proposed Action on the Lower
Manhattan/Canal Street Corridor Study Area**

The EA estimated facility traffic diversions through Lower Manhattan, from both the VNB and HCT, during the AM, Midday, and PM peak hours due to the Proposed Action: (i) westbound from the VNB by means of the Brooklyn Bridge and the Manhattan Bridge; and (ii) eastbound and westbound from the HCT via the Brooklyn Bridge and the Manhattan Bridge. EA at 2-10, 6-4.

Facility traffic diversions to the Canal Street corridor from the VNB and HCT would be relatively small. The predicted increase in average delay at analyzed intersections during the AM, Midday, and PM peak hours would be generally less than 1.0 second. The highest estimated increase in average intersection delay would be about 2.2 seconds at the intersection of Chambers Street and Church Street during the Midday peak hour; this intersection would remain at LOS D with the Proposed Action and therefore, would be well under the NYSDOT SEQRA significance threshold. In addition, the more stringent CEQR Technical Manual traffic criteria for significance would not be

⁶ The NYSDOT guidance criteria were derived from NYSDOT’s SEQRA reviews of its own projects, which typically involve the construction or alteration of major surface roadways. Because the NYSDOT SEQRA criteria were not specifically developed to evaluate the impacts of a toll increase, as a general matter TBTA views the NYSDOT SEQRA criteria as one factor in determining whether the Proposed Action may result in significant adverse environmental impacts.

⁷ The CEQR Technical Manual criteria are intended to apply to the analysis of traffic generated by projects or new developments and, therefore, are not directly applicable to the analysis of a toll increase. In addition, TBTA, as a state public benefit corporation, is not required to follow the procedures or criteria in the CEQR Technical Manual. Nevertheless, as a general matter, TBTA views the CEQR Technical Manual traffic criteria, like the NYSDOT SEQRA criteria, as one factor in determining whether the Proposed Action may result in significant adverse environmental impacts.

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exceeded at any location within the Lower Manhattan/Canal Street Corridor Study Area due to the Proposed Action. EA at 2-11, 6-27 to 6-28. Therefore, the Proposed Action at the VNB and the HCT would not result in traffic impacts that would exceed the NYSDOT SEQRA criteria or the CEQR Technical Manual traffic criteria for significance in Lower Manhattan and the Canal Street corridor. EA at 2-11, 6-27 to 6-28, 6-32 to 6-33.

In addition, the EA indicated that these diversions would cause a very small increase (less than 0.1 part per million) in estimated concentrations of carbon monoxide (“CO”) near the Holland Tunnel at Canal Street and Sixth Avenue. EA at 7-18. This location is considered to represent the area with the highest potential air quality impact from diversions destined to the Holland Tunnel. EA at 7-15. This small increase would not result in a violation of the National Ambient Air Quality Standard (“NAAQS”) for CO. The projected increase was calculated using very conservative methodologies and assumptions, and if a more refined analysis was conducted it is expected that the estimated increase due to the Proposed Action would be much lower. EA at 7-26. As a result, the Proposed Action would not result in any significant air quality impacts with respect to CO due to the diversion of traffic. EA at 7-18 to 7-19, 7-21 to 7-22.

The EA also found that the highest predicted concentrations for particulate matter less than 10 micrometers in diameter (“PM₁₀”) at the same location would not result in a violation of the NAAQS for PM₁₀. EA at 7-19 to 7-20. Moreover, the maximum predicted 24-hour average and annual average concentration increments of particulate matter less than 2.5 micrometers in diameter (“PM_{2.5}”) at the same location would be below the CEQR Technical Manual *de minimis* criteria for PM_{2.5}, and the interim criteria published by the New York State Department of Environmental Conservation to guide its permitting decisions (“NYSDEC interim policy criteria”). EA at 7-19 to 7-20. The data and established methodology needed to perform a quantified analysis of any increase in nitrogen dioxide (“NO₂”) concentrations resulting from the Proposed Action are not currently available. However, the small predicted increase in traffic is not expected to change NO₂ concentrations appreciably, since such increase would be a small percentage of the total number of vehicles in any particular area. EA at 7-20 to 7-21. Accordingly, there would not be any significant impacts on air quality caused by the Proposed Action along these diversion routes. EA at 2-18, 7-21 to 7-22.

2. Potential Effects of the Proposed Action on the Ed Koch Queensboro Bridge and Vicinity Study Area

The EA estimated facility traffic diversions to the Ed Koch Queensboro Bridge and Vicinity Study Area due to the Proposed Action. The Ed Koch Queensboro Bridge is the primary diversion route for the QMT, RFK Bridge, BWB, and the TNB. Diverted traffic from any of these facilities is expected to use the Ed Koch Queensboro Bridge and then travel via the FDR Drive/Harlem River Drive to either one of the Harlem River bridges between Manhattan and the Bronx or to the George Washington Bridge to New Jersey, and vice versa. Because the Ed Koch Queensboro Bridge has multiple access points (some of which vary by peak period), the effects of diverted facility traffic would be spread out over various routes and intersections. EA at 2-11, 6-9.

Facility traffic diversions to the Ed Koch Queensboro Bridge and surrounding streets would be relatively small. The estimated increase in average delay at analyzed intersections during the AM, Midday, and PM peak hours would be generally less than 1.0 second. The highest estimated increase

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in average intersection delay would be about 4.6 seconds at the intersection of 2nd Avenue and 61st Street during the Midday peak hour; this intersection would only change from LOS C to LOS D with the Proposed Action and would, therefore, not exceed the NYSDOT SEQRA significance thresholds. In addition, the more stringent CEQR Technical Manual traffic criteria for significance would not be exceeded at any location within the Ed Koch Queensboro Bridge and Vicinity Study Area due to the Proposed Action. EA at 2-12, 6-29 to 6-30. Therefore, the Proposed Action at the QMT, RFK Bridge, BWB, and TNB would not result in traffic impacts that would exceed the NYSDOT SEQRA criteria or the CEQR Technical Manual traffic criteria for significance in the vicinity of the Ed Koch Queensboro Bridge. EA at 2-12 to 2-13, 6-29 to 6-30, 6-32 to 6-33.

In addition, the EA revealed that these diversions would cause a very small increase (0.1 part per million) in estimated concentrations of CO near the Ed Koch Queensboro Bridge and 2nd Avenue. EA at 7-18. This location is considered to represent the area with the highest potential air quality impact from diversions from the BWB, QMT, RFK Bridge and TNB. EA at 7-15. This small increase would not result in a violation of the NAAQS for CO. The projected increase was calculated using conservative methodologies and assumptions, and if a more refined analysis was conducted it is expected that the estimated increase due to the Proposed Action would be much lower. EA at 7-26. As a result, the Proposed Action would not result in any significant air quality impacts with respect to CO due to the diversion of traffic from the BWB, QMT, RFK Bridge and TNB. EA at 7-18 to 7-19, 7-21 to 7-22.

The EA also found that the highest predicted concentrations for PM₁₀ at the same location would not result in a violation of the NAAQS. EA at 7-19 to 7-20. Similarly, the maximum predicted 24-hour average and annual average concentration increments of PM_{2.5} at the same location would be below the CEQR Technical Manual *de minimis* criteria, and the NYSDEC interim policy criteria for PM_{2.5}. EA at 7-19 to 7-20. As discussed in Section II.B.1 above, the data and established methodology needed to perform a quantified analysis of any increase in NO₂ concentrations resulting from the Proposed Action are not currently available. However, the small predicted increase in traffic is not expected to change NO₂ concentrations appreciably, since such increase would be a small percentage of vehicles in any particular area. EA at 7-20 to 7-21. Accordingly, there would not be any significant impacts on air quality caused by the Proposed Action along these diversion routes. EA at 2-18, 7-21 to 7-22.

3. Potential Effects of the Proposed Action on the Broadway Bridge Corridor Study Area

The EA estimated facility traffic diversions to the Broadway Bridge Corridor Study Area due to the Proposed Action. The Broadway Bridge is a primary diversion route for the HHB, although facility traffic would also divert to other toll-free bridges (the Third Avenue/Willis Avenue Bridge, the Madison Avenue Bridge, the Macombs Dam Bridge, and the University Heights Bridge). EA at 2-13, 6-17.

Facility traffic diversions to the Broadway Bridge corridor would be relatively small. The estimated increase in average delay at analyzed intersections during the AM, Midday, and PM peak hours would be generally less than 1.0 second. The highest estimated increase in average intersection delay would be about 1.0 second at the intersection of West 230th Street and the exit ramp from the Major Deegan Expressway Southbound during the PM peak hour; this intersection, which operates

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at the cusp of LOS C/D would change from LOS C (34.4 sec delay) to LOS D (35.4 sec delay) with the Proposed Action and would, therefore, be well under the NYSDOT SEQRA significance threshold. In addition, the more stringent CEQR Technical Manual traffic criteria for significance would not be exceeded at any location within the Broadway Bridge Corridor Study Area due to the Proposed Action. EA at 2-13 to 2-14, 6-32. Therefore, the Proposed Action at the HHB would not result in traffic impacts that would exceed the NYSDOT SEQRA criteria or the CEQR Technical Manual traffic criteria for significance in the vicinity of the Broadway Bridge. EA at 2-14, 6-31 to 6-33.

The EA found that the projected air quality impacts of diversions from the HHB to the Broadway Bridge Corridor Study Area would be less than those predicted near the Ed Koch Queensboro Bridge and vicinity, and the total volumes and congestion in the Broadway Bridge Corridor Study Area would be less as well, resulting in lower total concentrations than at the sites analyzed. EA at 7-15 to 7-16. Since no significant adverse air impacts were identified near that location, the EA concluded that local impacts from the diversion of traffic from the HHB due to the Proposed Action would not result in significant adverse local air quality impacts. EA at 2-18, 7-21 to 7-22. Accordingly, there would not be any significant impacts on air quality caused by the Proposed Action along these diversion routes. EA at 2-18, 7-21 to 7-22.

4. Potential Effects of the Proposed Action on the Nassau Expressway Corridor Study Area

The EA estimated facility traffic diversions to the Nassau Expressway Corridor Study Area due to the Proposed Action. The Nassau Expressway is a primary diversion route for facility traffic diverting from the MPB and the CBB. The main routes used to access the Nassau Expressway are via the Rockaway Freeway and either Seagirt Boulevard or Beach Channel Drive. EA at 2-14, 6-13.

Facility traffic diversions to Rockaway Boulevard and the Nassau Expressway (in Queens County and Nassau County, respectively) would be relatively small. The estimated increase in average delay at analyzed intersections during the AM, Midday, and PM peak hours would be generally less than 1.0 second. The highest estimated increase in average intersection delay would be about 0.7 seconds at the intersection of Brookville Boulevard and Rockaway Boulevard during the PM peak hour; this intersection would remain at LOS D with the Proposed Action and would, therefore, be well under the NYSDOT SEQRA significance threshold. In addition, the more stringent CEQR Technical Manual traffic criteria for significance would not be exceeded at any location within the Nassau Expressway Corridor Study Area due to the Proposed Action. EA at 2-15, 6-30 to 6-31. Therefore, the Proposed Action at the CBB and the MPB would not result in traffic impacts that would exceed the NYSDOT SEQRA criteria or the CEQR Technical Manual traffic criteria for significance in the Nassau Expressway Corridor Study Area. EA at 2-15, 6-30 to 6-33.

With respect to air quality, the EA found that the projected impacts of diversions from the CBB and MPB to the Nassau Expressway Corridor Study Area would be less than those predicted near Canal Street and the Holland Tunnel and in the vicinity of the Ed Koch Queensboro Bridge, and the total volumes and congestion in the Nassau Expressway Corridor Study Area would be less as well, resulting in lower total concentrations than at the sites analyzed. EA at 7-15 to 7-16. Since no significant adverse air impacts were found near those locations, the EA concluded that local

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impacts from the diversion of traffic from the CBB and the MPB due to the Proposed Action would not result in significant adverse local air quality impacts. EA at 7-15 to 7-16. Accordingly, there would not be any significant impacts on air quality caused by the Proposed Action along these diversion routes. EA at 2-18, 7-21 to 7-22.

5. Conclusions Regarding Potential Effects of the Proposed Action on Traffic and Air Quality at Diversion Locations

The EA sets forth a detailed analysis of a total of 49 key intersections and 651 lane groups, in the four representative study areas that are most likely to be affected by traffic diverted from TBTA facilities due to the Proposed Action. Based on this analysis, the estimated increase in average intersection delay at the intersections analyzed would be very small and well within the NYSDOT SEQRA guidelines for significance of traffic impacts. In addition, while TBTA is not subject to CEQR, the intersections were also evaluated pursuant to the more stringent CEQR Technical Manual criteria as part of a comprehensive look at potential traffic impacts. With the Proposed Action, there would be no movements that would experience increases in delay that exceed the CEQR Technical Manual thresholds in the four study areas analyzed. EA at 2-15 to 2-16, 6-32 to 6-33, 6-54.

Therefore, based upon the traffic analysis of potential traffic diversions, there would be no significant adverse traffic impacts resulting from the Proposed Action since both the NYSDOT SEQRA and CEQR Technical Manual criteria for significance would not be exceeded at any location analyzed. In addition, the EA examined the areas most likely to be adversely affected by increases in vehicular air pollutant emissions resulting from predicted diversions due to the Proposed Action, and found that any such increases would not cause new or exacerbated violations of the NAAQS or result in an exceedance of the criteria and *de minimis* thresholds discussed above. Accordingly, there would be no significant adverse effect on air quality in areas affected by traffic diversions. EA at 2-18, 7-21.

C. Potential Effects of the Proposed Action on Regional Vehicle-Miles Traveled and Regional Air Quality Emissions

Based on the estimated changes in VMT by roadway type and vehicle speed, the EA estimates that there would be a very small decrease in corresponding net emissions of volatile organic compounds (“VOCs”), CO, nitrogen oxides (“NO_x”), PM₁₀, PM_{2.5} within the appropriate affected nonattainment and maintenance areas, and a very small net decrease in greenhouse gases (measured as carbon dioxide (“CO₂”) equivalent (“CO₂e”)) with the Proposed Action. Accordingly, the Proposed Action would not have a significant adverse impact on regional air quality. EA at 2-18, 7-23 to 7-25.

IV. Combined Effects Analysis of the Proposed Action and the ORT Program

As noted in Section II.A.3 above, in accordance with accepted SEQRA methodology the effects of the ORT Program were taken into account in the EA by including diverted traffic associated with the ORT Program on toll-free routes in the future No Action condition. EA at 4-3 to 4-4. In addition, mindful that with the exception of the HHB (where ORT was placed into operation in November 2016) the Toll Increase would occur at TBTA facilities during the same year

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that the ORT Program is being placed into operation, TBTA elected to go beyond routine SEQRA methodology and perform an additional analysis that evaluates the combined effects of these two separate actions. This additional analysis, referred to as the Combined Effects Analysis in the EA, compares a hypothetical 2017 future baseline condition without the ORT Program against a 2017 condition that includes traffic diversions associated with both the Proposed Action and the ORT Program that is currently underway. EA at 2-19, 6-33.

Like the analyses conducted for the Proposed Action and presented in the EA, the Combined Effects Analysis analyzed potential effects of traffic diversions from TBTA facilities on intersection delays and LOS for representative study areas that would be expected to be most affected by the Proposed Action and the ORT Program. Thus, the Combined Effects Analysis evaluated the (i) Lower Manhattan/Canal Street Corridor Study Area; (ii) Ed Koch Queensboro Bridge and Vicinity Study Area; and (iii) Nassau Expressway Corridor Study Area. However, because cashless tolling has been in place at the HHB since 2012, the Combined Effects Analysis does not address the Broadway Bridge Corridor Study Area. A total of 37 critical intersections and 465 movements (*i.e.*, lane groupings within intersections) were analyzed for the three study areas in the Combined Effect Analysis. EA at 2-26 to 2-27, 6-33, 6-54.

The EA concludes that facility traffic diversions due to the Proposed Action and the ORT Program would be very small and that the estimated increase in average intersection delay at the intersections analyzed would also be generally small and well under the NYSDOT SEQRA significance thresholds. While TBTA is not subject to CEQR, the intersections were also evaluated pursuant to the more stringent CEQR Technical Manual criteria. The EA predicted that ten of the 465 movements analyzed (at nine intersections in Manhattan) would experience increases in delays that exceed the CEQR Technical Manual thresholds, most of them by a small amount (less than 0.1 to 1.9 seconds), except at one intersection where the predicted delays are overstated because diverted trips would rejoin the original route at this location. On average, it is predicted that less than 1 vehicle per signal cycle per movement would be added to each of the intersections where the CEQR Technical Manual criteria would be exceeded. Moreover, the effects of the Proposed Action would be temporary and would diminish after the proposed Toll Increase goes into effect as higher congestion along toll-free routes, travel time considerations and the effects of inflation, among other factors, reduce the attractiveness of alternative routes. It is expected that this would result in a return of some trips to tolled facilities, thereby reducing the additional delays at intersections along the diversion routes over time. Traffic agents are also currently deployed at or near six of the intersections where the CEQR Technical Manual criteria would be exceeded, further alleviating potential delays. Moreover, the overall combined effects of the Proposed Action and the ORT Program would most likely result in a slight improvement in area-wide traffic due to the reduction of about 7,200 vehicle trips a day as a result of shrinkage. Considering all the circumstances, TBTA does not consider the minor exceedances of the CEQR Technical Manual criteria to be indicative of a significant adverse impact. EA at 2-27 to 2-28, 6-53 to 6-54.

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Like the air quality analyses conducted for the Proposed Action, the Combined Effects Analysis for local air quality impacts near diversion routes and near the toll plazas, and on regional emissions, showed no significant adverse air quality impacts due to the combined effects of the Proposed Action and the ORT Program. EA at 2-29 to 2-30, 7-26 to 7-32.

Therefore, the analysis comparing a hypothetical 2017 future baseline condition without the ORT Program against a 2017 condition that includes traffic diversions from both the Proposed Action and the ORT Program found the combined effects of these two separate actions to be insignificant. EA at 2-26 to 2-28, 6-53 to 6-54, 7-31 to 7-32.

V. Conclusions and Findings

Having undertaken a thorough environmental analysis, the Authority hereby determines that the Proposed Action may properly be considered to be routine or continuing agency administration and management, exempt from SEQRA requirements. Moreover, based on the foregoing analysis and the EA incorporated herein by reference, the Authority finds and concludes that the Proposed Action will not result in any large and/or important impacts and that the Proposed Action will have no significant adverse environmental impact. This Type II Determination and Negative Declaration have been prepared in accordance with Article 8 of the New York State Environmental Conservation Law.

Dated: New York, New York
January __, 2017

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EXHIBIT A

EXISTING AND PROPOSED CROSSING CHARGE SCHEDULE

Table 2-1: Proposed Toll Schedule

**TBTA
2017 TOLL INCREASE
BASELINE PROPOSAL**

(NOTE: E-ZPass rates apply only to tags issued by the New York Customer Service Center (NYCSC). Non-NYCSC E-ZPass tags are charged the Cash/Tolls by Mail (TBM) rates.)

CARS					TRUCKS				
VNB (One-Way Tolling)					CASH/TBM - VNB (One-Way Tolling)				
Cash/TBM	Current	Proposed	\$ Chg	% Chg	Axle #s	Current	Proposed	\$ Chg	% Chg
E-ZPass	\$ 16.00	\$ 17.00	\$ 1.00	6.3%	2	\$ 32.00	\$ 34.00	\$ 2.00	6.3%
SIR Token/SIR E-Token	\$ 11.08	\$ 11.52	\$ 0.44	4.0%	3	\$ 52.00	\$ 56.00	\$ 4.00	7.7%
SIR E-ZPass (>2 Trips)	\$ 8.86	\$ 9.22	\$ 0.36	4.1%	4	\$ 66.00	\$ 70.00	\$ 4.00	6.1%
MTA Rebate	\$ 6.24	\$ 6.48	\$ 0.24	3.8%	5	\$ 86.00	\$ 92.00	\$ 6.00	7.0%
Effective Toll	\$ 0.74	\$ 0.74	\$ -	0.0%	6	\$ 100.00	\$ 106.00	\$ 6.00	6.0%
SIR E-ZPass (<3 Trips)	\$ 5.50	\$ 5.74	\$ 0.24	4.4%	7	\$ 124.00	\$ 132.00	\$ 8.00	6.5%
MTA Rebate	\$ 6.60	\$ 6.84	\$ 0.24	3.6%	<u>Each Additional Axle above 7:</u>				
Effective Toll	\$ 1.10	\$ 1.10	\$ -	0.0%		\$ 18.00	\$ 20.00	\$ 2.00	11.1%
SIR Carpool Ticket/SIR Carpool E-Ticket	\$ 5.50	\$ 5.74	\$ 0.24	4.4%	CASH/TBM - MAJORS				
	\$ 3.08	\$ 3.20	\$ 0.12	3.9%	Axle #s	Current	Proposed	\$ Chg	% Chg
Majors					2	\$ 16.00	\$ 17.00	\$ 1.00	6.3%
Cash/TBM	Current	Proposed	\$ Chg	% Chg	3	\$ 26.00	\$ 28.00	\$ 2.00	7.7%
E-ZPass	\$ 8.00	\$ 8.50	\$ 0.50	6.3%	4	\$ 33.00	\$ 35.00	\$ 2.00	6.1%
	\$ 5.54	\$ 5.76	\$ 0.22	4.0%	5	\$ 43.00	\$ 46.00	\$ 3.00	7.0%
HHB					6	\$ 50.00	\$ 53.00	\$ 3.00	6.0%
TBM	Current	Proposed	\$ Chg	% Chg	7	\$ 62.00	\$ 66.00	\$ 4.00	6.5%
E-ZPass	\$ 5.50	\$ 6.00	\$ 0.50	9.1%	<u>Each Additional Axle above 7:</u>				
	\$ 2.54	\$ 2.64	\$ 0.10	3.9%		\$ 9.00	\$ 10.00	\$ 1.00	11.1%
MPB & CBB					CASH/TBM - MINORS				
Cash/TBM	Current	Proposed	\$ Chg	% Chg	Axle #s	Current	Proposed	\$ Chg	% Chg
Minor Token/Minor E-Token	\$ 4.00	\$ 4.25	\$ 0.25	6.3%	2	\$ 8.00	\$ 8.50	\$ 0.50	6.3%
E-ZPass	\$ 2.67	\$ 2.83	\$ 0.16	6.0%	3	\$ 13.00	\$ 14.00	\$ 1.00	7.7%
RR Token/RR E-Token	\$ 2.08	\$ 2.16	\$ 0.08	3.8%	4	\$ 16.50	\$ 17.50	\$ 1.00	6.1%
RR E-ZPass (See Note 3)	\$ 1.86	\$ 1.93	\$ 0.07	3.8%	5	\$ 21.50	\$ 23.00	\$ 1.50	7.0%
	\$ 1.36	\$ 1.41	\$ 0.05	3.7%	6	\$ 25.00	\$ 26.50	\$ 1.50	6.0%
					7	\$ 31.00	\$ 33.00	\$ 2.00	6.5%
					<u>Each Additional Axle above 7:</u>				
						\$ 4.50	\$ 5.00	\$ 0.50	11.1%
					E-ZPASS - VNB (One-Way Tolling)*				
					Axle #s	Current	Proposed	\$ Chg	% Chg
					2	\$ 20.00	\$ 20.80	\$ 0.80	4.0%
					3	\$ 32.78	\$ 34.10	\$ 1.32	4.0%
					4	\$ 41.90	\$ 43.58	\$ 1.68	4.0%
					5	\$ 54.62	\$ 56.80	\$ 2.18	4.0%
					6	\$ 63.74	\$ 66.28	\$ 2.54	4.0%
					7	\$ 76.46	\$ 79.52	\$ 3.06	4.0%
					<u>Each Additional Axle above 7:</u>				
						\$ 12.78	\$ 13.28	\$ 0.50	3.9%
					E-ZPASS - MAJORS				
					Axle #s	Current	Proposed	\$ Chg	% Chg
					2	\$ 10.00	\$ 10.40	\$ 0.40	4.0%
					3	\$ 16.39	\$ 17.05	\$ 0.66	4.0%
					4	\$ 20.95	\$ 21.79	\$ 0.84	4.0%
					5	\$ 27.31	\$ 28.40	\$ 1.09	4.0%
					6	\$ 31.87	\$ 33.14	\$ 1.27	4.0%
					7	\$ 38.23	\$ 39.76	\$ 1.53	4.0%
					<u>Each Additional Axle above 7:</u>				
						\$ 6.39	\$ 6.64	\$ 0.25	3.9%
					E-ZPASS MINORS				
					Axle #s	Current	Proposed	\$ Chg	% Chg
					2	\$ 5.00	\$ 5.20	\$ 0.20	4.0%
					3	\$ 8.20	\$ 8.53	\$ 0.33	4.0%
					4	\$ 10.48	\$ 10.90	\$ 0.42	4.0%
					5	\$ 13.66	\$ 14.20	\$ 0.55	4.0%
					6	\$ 15.94	\$ 16.57	\$ 0.64	4.0%
					7	\$ 19.12	\$ 19.88	\$ 0.77	4.0%
					<u>Each Additional Axle above 7:</u>				
						\$ 3.20	\$ 3.32	\$ 0.13	3.9%

*Posted E-ZPass toll excluding VNB Commercial Rebate

List of Major Facilities:

Bronx-Whitestone Bridge (BWB)
Hugh L. Carey Tunnel (HCT)
Queens-Midtown Tunnel (QMT)
Robert F. Kennedy Bridge (RFKB)
Throgs Neck Bridge (TNB)

Notes:

1. Tolls are double at the Verrazano-Narrows Bridge and collected only in the Staten Island-bound direction, in accordance with federal law.
2. Posted E-ZPass toll for commercial vehicles at the VNB exclude the Commercial Rebate for eligible trucks.
3. At the CBB, eligible Rockaway and Broad Channel residents receive a full rebate of the tolls from the MTA.
4. Tolls by Mail (TBM) has been implemented at the HHB since November 2012 initially as a pilot program in November 2012 and then permanently in January 2015.
5. By fall 2017 all cash/manual collection will be eliminated and replaced with cashless, all-electronic Open Road Tolling (ORT) at all TBTA facilities.

REPORT TO THE BOARDS OF THE
METROPOLITAN TRANSPORTATION AUTHORITY
AND TRIBOROUGH BRIDGE AND TUNNEL AUTHORITY
IN CONNECTION WITH
PROPOSED TOLL CHANGES

January 18, 2017

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I. Introduction

This report is submitted to the Boards of the Metropolitan Transportation Authority (“MTA”) and the Triborough Bridge and Tunnel Authority (“TBTA”) in connection with proposed toll changes for the bridges and tunnels operated and maintained by the TBTA. The report explains why the proposed toll charges are just and reasonable.

The report is divided into several sections. Section II describes applicable cases including the Court determination in *Molinari v. Triborough Bridge and Tunnel Authority*, which held that 1992 toll increases were “just and reasonable” because they were used to support a single integrated transportation system from which the toll-payers benefited.

Section III describes the complex relationships among the New York metropolitan area’s roads, highways, bridges and tunnels, and public transportation systems. This section examines the transportation choices available to commuters traveling into Manhattan’s central business district and explains how a reduction in the public transportation system’s level of service or infrastructure can result in increased traffic and highway congestion, which the crowded roadways cannot accommodate.

Section IV briefly describes the legislative history of the New York metropolitan region’s unified transportation system and the use of TBTA surpluses and other resources to support mass transportation. This section demonstrates that the New York State Legislature has repeatedly recognized that the continued viability of the MTA’s mass transportation facilities is essential to the State and the region and as a result has endorsed the use of TBTA revenues from bridge and tunnel tolls to support the operating and capital needs of public transportation.

Sections V and VI describe the MTA’s operating and capital budget plans, including the substantial projects proposed for TBTA’s bridges and tunnels. The MTA’s capital programs are based in part upon the use of TBTA tolls to support (i) the operating and capital needs of the MTA public transportation system and (ii) the issuance of TBTA Bonds which in turn support the capital needs of such system. This revenue source is critical to the continued viability of the MTA’s entire transportation network.

II. Making a Just and Reasonable Determination in Light of the *Molinari* Decision

In *Molinari v. Triborough Bridge and Tunnel Authority*, 838 F. Supp. 718 (E.D.N.Y. 1993), the United States District Court for the Eastern District of New York held that toll increases on the Verrazano-Narrows Bridge were “just and reasonable” within the meaning of the allegedly governing statute.

The Court found the challenged toll increases to be just and reasonable because they were used to support a single integrated transportation system from which the toll-payers benefited. The Court explained:

the toll may not be challenged successfully if it is used to support a single integrated transportation system in which the successful operation of the bridge is dependent in whole or in part on the operation of the other related facilities. Simply stated, it is just and reasonable for those who use a bridge to pay a toll

that may be used to subsidize the system-wide operation of other transit facilities from which they benefit.

The Court reviewed the circumstances that led in 1968 to the creation of the MTA in order to implement a unified mass transportation system for the region. The Court observed that there are sound policy reasons for according substantial deference to the findings of the State Legislature that the intra-city bridges and tunnels of the TBTA are part of a single integrated transportation system and that the cost of the operation of the MTA's mass transportation facilities be included in the rate base for the tolls on TBTA facilities. The Court noted that:

Public transportation is critical because of the dense population of the area, because much of the City of New York and its eastern suburbs are located on three islands that are connected to each other and the mainland by a limited number of bridge and tunnel crossings, and because such a large proportion of traffic each day goes into and out of Manhattan Island.

It further explained that the users of these bridges benefit from the subways, buses, and the commuter rail lines because, without these facilities, it would become increasingly difficult, if not impossible, to commute by automobile once they crossed the bridges into Manhattan.

The court questioned at length the applicability of 33 U.S.C. § 508, which provides that tolls for any bridges constructed under the Bridge Act of 1906, the General Bridge Act of 1946, and the International Bridge Act of 1972 "shall be just and reasonable," to the Throgs Neck and Verrazano-Narrows Bridges. However, the court found it unnecessary to resolve whether the statute applied because the plaintiffs had failed to present evidence sufficient to create a triable issue of fact on their claim that the challenged toll increases were not "just and reasonable."

The reasoning of the *Molinari* decision is applicable to the currently proposed changes to the toll structure. As set forth in further detail in this report, the proposed changes are a necessary component of the MTA's Financial Plan and funds raised by these toll increases will be used to support the MTA's single integrated transportation system.

A. Other Cases

Other, more recent cases have also addressed the appropriateness of using TBTA tolls to support the MTA's integrated transportation network, albeit in challenges to TBTA and MTA toll policies under the constitutional right to travel and dormant Commerce Clause. *Janes and Schwartz v. TBTA, MTA, et al.*, 773 F.3d 1052 (2d Cir. 2014), *writ denied*, 136 S.Ct. 80 (2015), *affirming*, 977 F.Supp.2d 320 (S.D.N.Y. 2013) (upholding resident discounts on certain TBTA bridges); *Angus Partners LLC, et al. v. Walder et al.*, 52 F. Supp. 3d 546 (S.D.N.Y. 2014) (upholding use of TBTA tolls for capital projects and operating expenses of NYCTA and the commuter railroads). The findings in the *Janes* and *Angus Partner* decisions provide additional support for the currently proposed changes to the toll structure.

Janes and Schwartz v. TBTA, MTA, et al.

In *Janes*, the Circuit Court affirmed the District Court's dismissal of all plaintiffs' claims that toll discounts given on the Verrazano Narrows Bridge to residents of Staten Island and on the

Marine Parkway and Cross Bay Bridges to residents of the Rockaways and Broad Channel by statute and by decision of the Board are unconstitutional. The Circuit Court held, for substantially the reasons stated by the District Court, that the resident discounts at issue violate neither the constitutional right to travel nor the dormant Commerce Clause.

The Circuit Court found that plaintiffs' right to travel argument rests on weak ground and does not merit strict scrutiny analysis, but rather should be analyzed under the three-pronged *Northwest Airlines* test.

In doing so, the Circuit Court found that TBTA tolls are used to defray the cost of the bridges at issue and the facilities of a large integrated transportation system, the operation of which facilitates interstate travel. The Circuit Court explained that TBTA and MTA have:

demonstrated that the tolls at issue provide crucial revenue that supports the larger Metropolitan Transportation Authority system. Moreover, as one expert noted, "people using the [Verrazano, Cross Bay, and Marine Parkway Bridges] receive the direct benefits of the mass transportation system, which the tolls are used to support. That system diverts numerous travelers in the region from the roadways to mass transportation and makes it possible for users of the roadways to travel without excessive road congestion."

The Circuit Court agreed with the District Court's conclusion that the resident discounts satisfy all three prongs of the *Northwest Airlines* test, specifically its ruling that: 1) the resident discounts do not restrict access to the New York marketplace and plaintiffs did not factually dispute defendants' showing that the use of toll revenues to support mass transit in the region had had "a strong overall positive impact on interstate commerce;" 2) TBTA and MTA had demonstrated that the tolls are based on a fair approximation of the facilities' use; and 3) TBTA and MTA had compellingly established that the tolls are not excessive when judged by the benefits conferred to users of the integrated transportation system, *i.e.*, the reduction in congestion on the bridges and tunnels, a "smoothly functioning mass transit system," and economic benefits for the region. The United States Supreme Court denied plaintiffs' petition for certiorari on October 5, 2015.

Angus Partners LLC, et al. v. Walder et al.

In *Angus Partners*, the Court dismissed all plaintiffs' claims that TBTA bridge and tunnel tolls violate plaintiffs' constitutional right to travel and the dormant Commerce Clause. Plaintiffs had alleged that TBTA is charging purportedly excessive and unreasonable tolls on its facilities and that various provisions of the United States Constitution and the common law of New York State are violated by the transfer of toll revenue to the MTA and NYCTA because the subsidized transit services are not functionally related to TBTA's bridges and tunnels for motor vehicles. These surplus fund transfers are mandated by sections 569-c and 1219-a of the Public Authorities Law.

Applying the rational basis standard and the three-prong *Northwest Airlines* test, the Court first ruled that TBTA's tolls do not discriminate against interstate commerce because the lower toll rates for motorists using New York Customer Service Center E-ZPass tags are available to any person or business regardless of residency, they have no more than an incidental effect on interstate commerce, and TBTA adopted them to "maintain consistency with other agencies

with similar policies” and for the legitimate purpose of addressing bridge and tunnel traffic and congestion. The Court went on to rule that the transfer of TBTA toll revenue surpluses to NYCTA and the commuter railroads met the fair approximation and excessiveness prongs of the *Northwest Airlines* standard because TBTA and MTA demonstrated that the monies were used to support an integrated transportation network which substantially benefits motorists paying the tolls by reducing traffic congestion, providing access to New York City and facilitating the movement of people and goods. The Court also ruled that, in light of the substantial operating costs and functional interdependencies between MTA’s facilities and programs, it was not unreasonable for TBTA to transfer surpluses to related facilities within the network. Finally, the Court ruled the plaintiffs had failed to demonstrate that programs such as Arts for Transit, the Student MetroCard program, MTA Bus, and LI Bus had received TBTA surpluses and, even if they had, that toll surpluses could properly be used for such facilities and programs since they functionally support the integrated transportation network. Plaintiffs did not appeal the Court’s decision.

III. TBTA Facilities and MTA’s Transportation Network are Interdependent

This section explains the complex inter-relationship between the New York metropolitan area’s highways and river crossings and its regional public transportation system and describes how a reduction in mass transportation services and/or a decline in the quality of the mass transportation infrastructure conditions can adversely affect traffic conditions on the region’s roadways, bridges, and tunnels which would have adverse consequences for the region’s and State’s economies.

The New York metropolitan area is the most public transportation-dependent region in the United States. There are approximately 15 million residents in the MTA’s service region (New York City, Long Island, Westchester, Dutchess, Putnam, Rockland, and Orange counties in New York, and Fairfield and New Haven counties in Connecticut). According to the New York Metropolitan Transportation Council’s 2010/2011 Regional Household Travel Survey, more than 4 million residents of the MTA’s service region use public transportation at least once on a typical weekday. Virtually all of these commuters use one of the mass transportation modes operated by the New York City Transit Authority (“NYCTA”), Manhattan and Bronx Surface Transit Operating Authority (“MaBSTOA”), Staten Island Rapid Transit Authority (“SIRTOA”), Metro-North Commuter Railroad and Long Island Rail Road (together the “Commuter Railroads”), or MTA Bus.

Approximately 5.93 million transit trips and 1.88 million vehicular trips are made daily into and out of the narrow confines of the Manhattan Central Business District (“CBD”) (south of 60th Street). The bridges and tunnels of the TBTA provide significant access for this vehicular traffic. In 2015, approximately 837,000 vehicular trips were made on an average weekday over the TBTA’s 7 bridges and through its 2 tunnels, and weekend trips averaged about 777,000 per day.

The interdependence of the highway and transit elements of the region’s transportation network has long been recognized by the region’s State Legislatures. As early as 1962, the Legislatures of New York and New Jersey enacted one of the first statutes in the nation to provide that excess revenues, derived largely from automobile tolls, were to be used to finance essential rail operations in the metropolitan area. The Port Development Act directed the Port of New York

Authority to purchase and modernize the Hudson and Manhattan Railroad and to fund that railroad's deficit operations from its own resources without recourse to the taxing powers or credit of the State. In 1965, the Legislatures of New York, New Jersey, and Connecticut created the Tri-State Transportation Commission, the purpose of which was to carry out organized transportation planning on a regional basis. Section IV of this report describes this legislation, which created the Metropolitan Commuter Transportation Authority ("MCTA") to address an historical imbalance between "rubber and rail" public efforts. In 1968, the MTA was established with the goal of creating a balanced transportation system in the region.

The Federal Highway Act of 1962 established requirements for "continuing, coordinated, and comprehensive" urban transportation planning, giving rise to the creation of Metropolitan Planning Organizations (MPO's). The New York Metropolitan Transportation Council ("NYMTC"),¹ comprised of MTA, NY State Department of Transportation, suburban counties, and the City of New York, was established in 1982 to assume the MPO responsibilities from the Tri-State Transportation Commission, and coordinate transportation planning and funding among both highway and transit service providers in the New York City region. The Intermodal Surface Transportation Efficiency Act ("ISTEA") of 1991 and subsequent laws extended in the 2012 Moving Ahead for Progress in the 21st Century ("MAP-21") Federal transportation law, require NYMTC to prepare a comprehensive Long Range Plan of highway and transit improvements and in keeping with federal transportation policy,² emphasize the efficient movement of people and goods, regardless of mode, rather than simply expediting the movement of vehicles.

The TBTA crossings linking Manhattan with the other boroughs share common travel markets with the MTA's public transportation services and have limited available capacity. A disruption in service on a commuter train or transit line, such as a blackout, hurricane, strike or service breakdown, can result in increased traffic and congestion at one or more of these crossings. Traffic delays can then result in increased vehicular congestion on connecting roadways, creating a ripple effect throughout the highway network.

Given the interdependence of the highway and transit networks, a decline in the availability and/or quality of transit service can be expected to result in increased use of the already overburdened highway network, without any practical means to provide additional road capacity.

A significant share of the CBD-bound work trips made by transit, both those originating in the City and in the suburbs, are made by commuters who also have access to an automobile. These commuters evaluate the costs of auto travel versus both the cost and qualitative conditions of public transportation and may be inclined to switch to their cars if the availability and/or relative quality of mass transportation declines. At the present time, a significant number of links in the

¹ The MTA is a voting member of NYMTC's Board and of its Program and Finance and Administration Committees, all of which require unanimous agreement of its members to act on transportation plans and funding programs.

² ISTEA defined the National Intermodal Transportation System as follows: "The National Intermodal Transportation System shall consist of all forms of transportation in a unified, interconnected manner, including the transportation systems of the future, to reduce energy consumption and air pollution while promoting economic development and supporting the United States' preeminent position in international commerce." 49 U.S. Code §5501 (b) (1).

region's highway network are barely able to accommodate the trips currently made by auto to the CBD, particularly during peak periods. By the year 2040, it is forecast that the number of Regional Vehicle Miles of Travel will increase 12% above the level in 2014³. Moreover, because the region's highway network is already near or at maximum peak period capacity, a relatively small shift in transit trips to auto travel would significantly increase congestion and air pollution levels and hamper the region's ability to meet federal air quality mandates. To prevent these adverse consequences, MTA must be able to maintain and expand use of mass transportation by providing a high level of service quality on all of its facilities. Failure to do so could result in patrons choosing private automotive transportation modes, with attendant negative impacts on the environment and regional mobility.

Unless the availability and quality of transit services in the metropolitan New York City area are protected, the resulting increases in traffic congestion will negatively impact the region's and State's economies. The Texas Transportation Institute (2015 Report) estimates that in 2014 vehicular congestion imposed \$14.7 billion in additional annual costs on the New York metropolitan region, resulting from vehicular delay and fuel costs. If a well-run mass transportation system were not available, automobile travel delays would increase substantially and the cost of doing business would rise as well. As a result, the New York metropolitan region would become less competitive with other parts of the country. Many businesses would consider leaving the region for areas with better, more convenient transportation systems.

The following sections describe the interdependency of MTA transit and highway/bridge facilities. They indicate the magnitude of existing mass transportation service and ridership, and project the potential impacts on highway volumes if a modal shift of commuters should occur. The descriptions are based on data showing the reported and potential travel behavior in each of the major transportation corridors into the Manhattan CBD, and are based in part on data generated for the NYMTC HUB Bound 2015 report, as well as data from the 2010 Census, 2006-2010 American Community Survey,⁴ the NYCDOT New York City Bridge Traffic Volumes 2015, and the NYCDOT 2015 Manhattan River Crossings report.

It should be noted that some of the journey to work data in Section III is from pre-2010 because more recent data was unavailable. In 2010, the MTA implemented service changes that eliminated some bus routes and changed some subway line designations. While these service changes may affect travel demand in some corridors, the impacts are anticipated to be relatively minor and do not alter the conclusions of this Just and Reasonable Report.

A. Bronx/Northern Manhattan Corridor

Current high levels of highway use by private automobiles in the Bronx/Northern Manhattan Corridor already result in congestion. This congestion would increase if there were even a slight shift in the number of persons driving automobiles into the CBD. Approximately 1,413,000 vehicular and transit trips to the CBD are made across the 60th Street cordon on a typical

³ NYMTC, Plan 2040: Regional Transportation Plan, pp. 2-18.

⁴ It should be noted that the Journey-To-Work data from ACS and Census does not have a one-to-one correspondence with weekday work trips. The ACS questionnaire, which asks whether a person worked for pay during the previous week, includes patterns other than the five-day work week.

weekday, and 1,399,000 such trips are made in the opposite direction; approximately 2,812,000 total trips are made on a typical weekday. Approximately 23% of these trips are made by persons driving their automobiles into the CBD, 7% are made by their passengers, and approximately 70% (1,965,000) of these trips are made by public transportation (subway, commuter rail, express bus, or local bus).⁵

Based on the Census Bureau's 2006-2010 American Community Survey Journey-To-Work, 58,000 auto trips to work are made into Manhattan from the Bronx and northern suburban counties (including Westchester, Dutchess, Putnam and Fairfield) (the "Bronx Corridor"), over 51% (30,000) of which originate in the suburbs.⁶ The current high volume of automobiles on the roads and bridges means that even a small shift from transit to automobile use would cause even greater congestion on the region's highways. More than 60% (160,000) of the 248,000 Bronx Corridor public transportation work trips originate in the City itself, and 42% of these trips (67,000) are made by people who have access to a car. Given the average peak hour auto occupancy of about 1.33 persons in automobiles on these bridges, a 10% shift from transit to auto in the Bronx alone would be projected to result in approximately 5,000 additional cars on the highways of the Bronx and its bridges to Manhattan. The potential transit shift is also significant among the corridor's 88,000 suburban commuters, where over 94% (83,000) of work trip makers have cars. A 10% shift among these commuters (8,300 riders) would put as many as 6,200 more cars on the road each day. The combined impact of additional suburban and city car trips would mean as many as 1,000 additional vehicles an hour on key highways during peak periods. In addition, the potential impact of a service disruption on Metro-North would include a significant extension of the peak period congestion at the Robert F. Kennedy ("RFK") Bridge.

Increases in congestion would also be significant on the adjacent Major Deegan and Bruckner expressways, both of which already operate at close to full capacity during peak periods. Such congestion would delay not only commuters, but freight and goods carriers using Bronx highways as through routes between New Jersey and New England. Finally, increased automobile travel and traffic congestion would result in increased atmospheric pollution in the New York metropolitan region.

⁵ Metro-North's Hudson, Harlem and New Haven lines carried more than 218,000 passenger trips from and to all stations into or out of Grand Central Terminal on a typical weekday in 2015 (with 70,000 arriving in the 7-10 a.m. peak period). NYCTA's subways (Lexington Avenue "4", "5" and "6"; 7th Avenue "1", "2", and "3"; Concourse "B" and "D"; and the A or C subway lines) carried approximately 853,000 passengers into the CBD on a typical workday in 2015. Completion of the Second Avenue Line to 96th Street adds additional service.

⁶ The most heavily used bridge into Manhattan from this corridor is the city's Alexander Hamilton Bridge (98,000 vehicles per day in 2012, according to NYCDOT's 2015 Manhattan River Crossings report), which feeds into the George Washington Bridge, so that much of its traffic never reaches the CBD. Second in volume for trips into Manhattan in this corridor is the Third Avenue Bridge (56,000 per day), followed by the TBTA's Henry Hudson (33,000) and Robert F. Kennedy Bridges (51,000 including traffic coming through its Queens-to-Manhattan links) and, to a lesser extent the City's other Harlem River bridges. Some traffic from this sector crosses the TBTA's Whitestone or Throgs Neck Bridges into Queens, and then uses one of New York City's East River crossings.

B. Brooklyn/Queens Corridor

Current high levels of highway use by private automobiles through the Brooklyn/Queens Corridor (including trips from Nassau and Suffolk counties) to the CBD already result in congestion, which would increase if there were even a slight shift in the number of persons driving automobiles into the CBD. Of the average 1,896,000 daily trips made through the Brooklyn/Queens corridor to the CBD, approximately 79% (1,500,000) are made on public transportation.⁷ Automobile travel through this corridor into the CBD accounts for 316,000 vehicle trips a day (384,000 person trips). Autos enter Manhattan from Queens via the TBTA's Robert F. Kennedy Bridge and Queens-Midtown Tunnel (largely using the Long Island Expressway), or by the City's Ed Koch Queensboro Bridge. From Brooklyn, most auto trips travel at some point on the borough's one major limited-access highway, the Gowanus-Expressway/Brooklyn-Queens Expressway. Access to Manhattan is via the TBTA's Hugh L. Carey Tunnel or the City of New York's Brooklyn Bridge, Manhattan Bridge or Williamsburg Bridge.

For this corridor, the estimated average number of work trips in the 2006-2010 period was 767,000, of which 83,000 were auto trips. Over 85% (574,000) of the estimated 664,000 Brooklyn/Queens Corridor transit work trips (bus, subway and rail) originate within the city limits, and about 53% (303,000) of these intra-city trips are made by people who have access to automobiles. Among the 90,000 commuters making transit trips to work that originate in Nassau and Suffolk counties (primarily commuter rail), 98% (88,000) have cars. These two groups represent the potential addition of thousands of vehicles on the highway and bridge and tunnel system if transit services do not remain competitive. With peak hour auto-occupancy at about 1.20 for this corridor, a 10% shift (about 39,000) of Queens Corridor transit users who can use auto would add about 33,000 cars a day to the highway network. Even with maximum traffic flow of about 2,200 vehicles per hour per lane this additional traffic volume would require at least one additional vehicle lane to be available during peak travel periods.

The potential impact of this situation can be seen in the results of the 1979 Long Island Rail Road strike, which added 5,000 daily trips to the Midtown Tunnel, and the 1983 strike, which increased the rush-hour congestion period at East River crossings significantly.

In Queens, the Grand Central Parkway and many segments of the Long Island Expressway are among the most congested roadways in the City. As a result, commuters who might be diverted from transit due to service cutbacks or fare increases without a corresponding auto toll increase would have considerable difficulty making use of these two key roadways feeding the existing river crossings into Manhattan.

⁷ From Queens, most of this travel is via the Long Island Rail Road into Penn Station (115,000 daily arrivals from all origins), the NYCTA's Queens Boulevard "E", "F", "M" and "R", Astoria "N" and "W" or Flushing "7" subway lines or express bus service via the Long Island Expressway and Queens Midtown Tunnel. From Brooklyn, NYCTA operates 16 subway routes into Manhattan from Brooklyn (Fourth Ave "R", West End "D", Sea Beach "N", Culver/Prospect "F", Brighton "B" and "Q", New Lots/Eastern Parkway "3" and "4", Nostrand Ave "2" and "5", Fulton Street "A" and "C", Broadway/Jamaica "J", "M", and "Z", and Canarsie "L" trains) as well as local and express bus services.

Any significant addition of cars in Brooklyn would also adversely affect express bus services from Staten Island and south Brooklyn (which also use the Gowanus Expressway), which could in turn generate more car trips.

If all transit users shifted to auto, with 3,745,000 trips in both directions at 2,200 vehicles per hour per lane over 24 hours, and 54 available lanes, (including the 12 on the Verrazano-Narrows Bridge and the 4 lanes from Queens on the Robert F. Kennedy Bridge), rush-hour congestion levels would be in effect in both directions all day and night without accounting for the impacts of disabled vehicles and emergency services. Far more likely, this scenario would result in seriously reduced travel to the CBD, and if prolonged, catastrophic economic disruption.

C. Staten Island Corridor

The TBTA's Verrazano-Narrows Bridge to Brooklyn is Staten Island's only direct physical link to the rest of New York City. The bridge is important both to motorists and to transit users, providing access for private cars and express buses to the Gowanus Expressway and river crossings into Manhattan. Alternative routes between Staten Island and the CBD are limited to the Staten Island Ferry (which does not carry autos) and Port Authority crossings into New Jersey, which re-enter New York through one of the Hudson River crossings.

Approximately 47,000 work trips originate in Staten Island and terminate in the CBD, of which about 76% (36,000) are transit-based. The largest share of the public transportation trips are made by NYCTA express buses which use the Verrazano-Narrows Bridge. Twenty express bus routes link all parts of the island with the CBD. A smaller share is made by the City's Staten Island Ferry from St. George. Most Ferry commuters use NYCTA local buses or SIRTOA train service to access the Ferry. The SIRTOA rail line connects the Staten Island Ferry to 21 stations, extending along the south shore; and schedules are designed to facilitate transfers with ferry arrivals and departures. In addition, 31 NYCTA bus routes provide service within the borough, with three routes offering connections to subway service in southern Brooklyn. Among all Staten Island transit commuters to the CBD, about 90% (33,000) have automobiles.

Even though a larger share of all Staten Island trips is made by car than in other City boroughs, a disruption or cutback in MTA transportation services and improvements would have a significant impact on motorists. This can be seen in the results of the 1980 transit strike, when disruptions in bus and subway service led to an increase in the share of Staten Island trips made by auto from 31% to 45%. New Staten Island auto trip-makers would face severe bottlenecks on the overcrowded Staten Island Expressway and the Verrazano-Narrows Bridge. Also, additional auto volume caused by a shift in travel from transit to auto would exacerbate existing traffic problems in the Brooklyn Corridor, since a large portion of the trips made across the Verrazano-Narrows Bridge are funneled into the Gowanus Expressway. As a result, vehicular congestion would rise on the Gowanus Expressway and could be exacerbated even further if currently-available transit services cannot be provided. Such congestion might also lead to increased Ferry ridership as an alternative travel path to Manhattan, which would in turn place a greater burden on local bus and SIRTOA service to feed passengers to the Ferry terminal.

D. Recent Experience With Diversions From Transit

During and in the immediate aftermath of 2012's Superstorm Sandy, all service on NYCTA subways and buses, LIRR, Metro-North, and PATH was suspended for at least part of two weekdays. Service to a majority of the subway system was not restored until November 3, which represented 5 lost weekdays of service. On days when NYCTA services were substantially curtailed and many travelers attempted to drive to Midtown, there was insufficient roadway capacity to accommodate the travel demands, even when a number of trip destinations (public schools city-wide and Lower Manhattan commercial locations) were closed. In response to extreme traffic congestion on October 31, the first day after the storm had passed and before any rail transit service had been restored, the City imposed restrictions on drivers over the Henry Hudson, Robert F. Kennedy, Brooklyn, Manhattan, Williamsburg, and Ed Koch Queensboro Bridges and through the Lincoln Tunnel from 6:00 a.m. through midnight, requiring that each vehicle have at least three passengers. These interruptions to mass transit services resulted in extreme traffic delays both in the region and particularly in the CBD, as well as a corresponding economic loss because workers were unable to reach their workplace or were significantly delayed in getting there.

Similarly, during the December 2005 transit strike, the City of New York and transportation providers took various measures to alleviate the massive disruptions caused by lack of NYCTA subway and bus service. This included a number of measures to increase vehicle occupancy (including requiring that each vehicle have at least four passengers from 5-11 a.m., group riding in taxis, and extra carpool staging areas), to promote automobile flow (suspension of non-emergency roadway construction, commercial vehicle restrictions), increased rush-hour highway capacity (lane reversals during peak hours), and increasing other transit availability (increased ferry service as well as commuter rail, and suburban buses; and people walked). Notwithstanding these measures, in the absence of NYCTA subway and bus service, roadway congestion and traffic delays during the transit strike remained extreme, with attendant economic loss inflicted on the region.

Among the shifts in travel patterns were: vehicles with more than twice the number of people in them during the peak period; significant shifts in vehicle flow from the 8-9 a.m. to the 11 a.m.-noon period, as well as significant increase in 4-5 a.m. trips with some people leaving home as early as 2-3 a.m. to beat the rush; a shift of the outbound peak to the 7-11 p.m. period rather than 3-7 p.m.; about 85,000 more morning passengers on commuter rail (55,000 on LIRR; 30,000 on Metro-North) and about 80,000 more on PATH.

A significant amount of additional manpower was required to implement these measures, operating in crisis mode: for example enforcement of traffic restrictions, staffing the Office of Emergency Management, and extra personnel at commuter rail platforms to manage the crush loads on platforms and in railcars.

These experiences provide further evidence that a robust and efficient transportation system benefits not only those who ride it, but also all travelers in the region, as well as all who benefit from a thriving regional economy. The bridges, tunnels, highways, rapid transit, railroad, and bus systems of the MTA region must be considered as a unified whole, where each element requires the good order and function of the other to provide sufficient transportation for the metropolitan region.

In sum, the interdependency between MTA's mass transportation and TBTA's bridge and tunnel facilities remains as vital as ever.

IV. The State Legislature Has Found the Use of Toll Revenues to Support Regional Mass Transportation Operations and Capital Facilities To Be Reasonable and Appropriate.

(An extensive description of the legislative history of the use of TBTA surpluses to subsidize mass transportation in the MTA transportation district was included in the report submitted to the Board in 1992 in connection with the then-proposed toll increase and is outlined below.)

A. 1965-1986

1. The MTA Was Created to Integrate and Coordinate Transportation Facilities on a Regional Basis.

The MTA was first established as the Metropolitan Commuter Transportation Authority ("MCTA"), by Chapter 324 of the Laws of 1965, to operate the commuter services being provided by the Long Island Rail Road and the New York, New Haven and Hartford Railroad. In establishing the MCTA, the Legislature declared that:

the Federal government, the State and local governments have spent billions of dollars in recent years to provide limited access highways in the New York metropolitan area. The diminution or discontinuance of rail commuter transportation services would necessitate even greater expenditures for highways at great expense to the taxpayers and great inconvenience to the commuters and the people working or residing in the area.

In January 1967, Governor Rockefeller emphasized the need for, and initiated the process intended to achieve, a balanced transportation system in the State. On March 8, 1967, in a Special Message to the Legislature, which accompanied the introduction of what became Chapter 717 of the Laws of 1967, Governor Rockefeller stated:

we must view transportation as a coordinated and comprehensive system, as a logical, efficient interweaving of transport resources, rather than an independent and unrelated collection of highway, rail, bus and aviation facilities.

The MCTA was reconstituted as the MTA. In addition to giving the MTA Board unified policy direction and control for railroad, omnibus, marine and air activities, as described in the original MCTA legislation, the MTA legislation added responsibility for the NYCTA, MaBSTOA and TBTA. In enacting Chapter 717, Title 9, the Legislature found that:

It is the sense of the Legislature, as a matter of state concern, that a greater degree of coordination of effort should now be sought with respect to the activities of four such agencies which are presently responsible for the development and operation of certain of the more important of these facilities. To this end, it is the purpose of this title to place each of these authorities under common control by a single board and to impose upon that board the additional responsibility of

developing and implementing a unified mass transportation policy for such region.

2. TBTA Operating Surpluses are Designated to Subsidize Mass Transportation.

To provide financial assistance to implement a unified mass transportation policy, the Legislature authorized the use of operating surpluses of the TBTA to support mass transportation activities of NYCTA and the MTA.

In 1972, the Legislature enacted the formula for the mandatory sharing of TBTA operating surpluses which remains in effect today. Public Authorities Law 1219-a(2)(b) mandates the transfer of \$24 million plus fifty percent of the balance of the TBTA's operating surplus to NYCTA and the transfer of the remainder of such operating surplus to the Commuter Railroads.

3. The MTA's Regional Scope is Recognized in the State's Tax Structure.

Throughout the decade of the 1970's, the TBTA surplus and regular State appropriations were the only sources of income supplementing fare revenues to meet the area's mass transportation needs. By 1980, these resources were no longer sufficient. The Legislature therefore authorized a two percent gross receipts tax on oil companies operating in the State for mass transportation purposes. In approving the legislation necessary to implement the tax and the related programs, the Governor stressed the importance of the State's transportation systems to its citizens and to the economy of the State.

This 1980 legislation was the first in a series of new statutes which levied dedicated State and regional taxes to support the MTA's integrated transportation network. The regional scope of the MTA, which had been recognized in statutes providing for the MTA's organization and operations, was now incorporated into the State's tax structure.

The following taxes are dedicated to the MTA:

- A business privilege tax imposed on petroleum businesses operating in the State, consisting generally of a basic tax that varies based on product type, a supplemental tax which, in general, is applied at a uniform rate, and a petroleum business carrier tax.
- A portion of the motor fuel tax on gasoline and diesel fuel sold in the State.
- A portion of State motor vehicle fees consisting mainly of vehicle registration and driver license fees.
- The District Sales Tax consists of 0.375 % sales and compensating use tax imposed on sales and uses of certain tangible personal property and services applicable only within the MTA commuter transportation district.
- A legislatively-allocated portion of two taxes imposed on certain transportation and transmission companies (such as trucking, telegraph and local telephone companies), consisting of an annual franchise tax based on the amount of the taxpayers' issued capital stock, and an annual franchise tax on the taxpayers' gross earnings from all sources calculated to have been generated statewide pursuant to statutory formulae.

The Franchise Surcharges (Legislative action has been taken as part of the New York State 2014-2015 budget that effects the methodology imposing the franchise tax surcharge and makes the surcharge permanent in 2015) are imposed on the portion of the franchise and other taxes of certain corporations, banks and insurance, transportation and transmission companies attributable (according to various complex formulae) to business activity carried on within the MTA commuter transportation district.

These taxes are deposited into statutory trust funds and, subject to State appropriation, are to be used for MTA's transit and commuter rail purposes. However, through legislative actions, the appropriations can be amended to be increased or reduced. Additionally, at any given time, legislative actions can direct funds to non-MTA purposes.

In addition, the State Legislature has directed that portions of certain mortgage recording taxes and real property transfer taxes be allocated to the MTA for transit and commuter purposes.

4. TBTA Surpluses are Expanded to Address Both Operating and Capital-Financing Needs.

In 1981, the Legislature declared a "transportation emergency" in the MTA transportation district and enacted a bill which authorized the MTA and its affiliates to issue up to an aggregate of \$3.2 billion of notes and bonds to fund capital construction or rehabilitation programs: \$1.6 billion backed by NYCTA revenues, \$800 million backed by annual State service contracts and \$800 million of TBTA obligations. The Legislature also required the MTA to submit, by October 1981, a five-year Capital Program plan to the executive and legislative officers who constitute the Metropolitan Transportation Authority Capital Program Review Board (the "CPRB"), which among other things, provided for the use of TBTA revenues not only to subsidize the operations of mass transportation facilities, but also to service \$1.1 billion of debt to finance capital improvements on these facilities.

Tolls were raised three times during the period of the first 1982-1986 Capital Program: to \$1.25 in 1982, to \$1.50 in 1984 and to \$1.75 in 1986.⁸

B. 1987-1991

1. The MTA's Second Capital Program, Which Also Integrated Multi-Year Operating Budget Plans into the Financial Structure, Continued to Rely Extensively on TBTA Surpluses to Help Meet the Operating and Capital Needs of Mass Transportation.

The financial structure for the MTA's second five-year (1987-1991) Capital Program further integrated operating-budget and capital-program planning by developing a new form of multi-

⁸ These toll amounts are the non-discounted passenger toll rates for crossing the RFK, Bronx-Whitestone, and Throgs Neck Bridges and Queens-Midtown and Brooklyn-Battery (now, the Hugh L. Carey) Tunnels. They were also the toll rates for crossing the Verrazano Narrows Bridge in both directions through March 20, 1986 when tolls began being collected only in the westbound direction in compliance with Federal law. At that time, the westbound toll became double the amount of tolls collected on the RFK, Bronx-Whitestone, and Throgs Neck Bridges and Queens-Midtown and Hugh L. Carey Tunnels. Tolls for the Henry Hudson, Marine Parkway-Gil Hodges Memorial, and Cross Bay Veterans Memorial Bridges in these years were \$0.90 in 1982, stayed at \$0.90 in 1984, and were increased to \$1.00 in 1986. References to subsequent toll increases are for the "major" crossings: the RFK, Bronx-Whitestone, and Throgs Neck Bridges, and Queens-Midtown and Hugh L. Carey Tunnels, and half of the Verrazano Narrows Bridge.

year operating-budget financial plan (the “operating envelope”) along with the Capital Program and having them both cover the same five-year period, with the effects of the Capital Program (including debt service requirements) reflected in the operating envelope. This served as the framework for developing combined capital and operating programs through 2009. Legislation enacted to support the Second Capital Program plan increased, by \$1.1 billion, the TBTA’s authorization for toll-backed obligations and authorized special obligations backed by the mortgage recording taxes (which eventually provided \$512 million of new financing).

The operating envelope contemplated toll increases of 25 cents in January 1987 and of 25 cents every other year thereafter, which increases were expected to reduce the additional revenues required for the MTA from the State and the City from \$350 million to \$250 million annually.

Subsequent to the enactment of this legislation the CPRB approved the bond covenants of the TBTA which provided that tolls would not be reduced below the levels established in 1987 (when the first planned 25-cent increase, to \$2.00, was approved by the Board of TBTA⁹). Tolls were increased in 1989 to \$2.50.¹⁰

The goals of the five-year Capital Program and operating envelope were met, despite a severe recession, in which employment in the MTA transportation district dropped 6.1% from 1989 to 1991 and, consequently, tax-related subsidies and fare revenues were below expectations.

Despite the revenue shortfall, no additional fare or toll increases beyond those planned were determined to be necessary (although the two planned toll increases, in 1989 and 1991, were combined into one). Fare increases were kept at less than the rate of inflation and service was improved. The 1987-1991 Capital Program was carried out as planned. In fact, the entire five-year capital, operating, and service-improvement effort may well have been one of the most successful and true-to-promise public-sector endeavors ever completed in the United States.

C. 1992-1999

1. The Third Capital Program Continued to Rely on TBTA Surpluses to Help Fund Operating and Capital Requirements.

In 1993, the Legislature authorized the MTA’s third Capital Program plan, initially intended to cover the years 1992-1996; it approved the implementation of another five-year plan in 1995 to cover the years 1995-1999. The last two years of the 1992-1996 Capital Program were incorporated into the 1995-1999 Capital Program plan. The Legislature continued to recognize the need for safe and reliable public transportation in the MTA’s Transportation District and noted the need for continued capital investment in the MTA system to provide the metropolitan region with “greater mobility and productivity and improved air quality and energy efficiency.”

To effectuate the 1992-1996 Capital Program plan, the Legislature set an aggregate debt issuance cap of \$3.1 billion for the period 1992-1996 for the MTA, TBTA, and NYCTA

⁹ The tolls for the Henry Hudson, Marine Parkway-Gil Hodges Memorial, and Cross Bay Veterans Memorial Bridges remained at \$1.00.

¹⁰ The tolls for the Henry Hudson, Marine Parkway-Gil Hodges Memorial, and Cross Bay Veterans Memorial Bridges were increased to \$1.25.

combined. Among other things, this debt-issuance integration meant that the MTA could select the most efficient and least costly financing plan, using whichever form of debt in whatever amount made the most economic sense. The Legislature also linked the maintenance of certain fare levels on NYCTA and Commuter Railroad facilities to the availability of TBTA surplus revenues. The Legislature and the Governor established a four-year operating envelope for the MTA that identified the revenues necessary to maintain the fares on the NYCTA and Commuter Railroad facilities at their then current levels until 1995, which revenues included the TBTA surplus to be generated, in part, from a 1993 toll increase in which tolls were raised to \$3.00 (\$1.50 for the Henry Hudson, Marine Parkway-Gil Hodges Memorial, and Cross Bay Veterans Memorial Bridges).

For the 1995-1999 Capital Program plan, the Federal, State and City governments each significantly reduced the amount of intergovernmental aid to the MTA from anticipated levels, affecting both the operating and capital components of the plan. Inherent in this five-year, \$12.55 billion Capital Program and corresponding operating plan were the tenets that the MTA maintain appropriate quality and quantity of service to encourage regional economic growth, maintain integrity of the capital program, sharpen its focus on safety, meet its statutory mandate to be self-sustaining and maintain momentum of the past decade. In 1996, tolls were increased to \$3.50 (\$1.75 for the Henry Hudson, Marine Parkway-Gil Hodges Memorial, and Cross Bay Veterans Memorial Bridges); E-ZPass¹¹ customers were charged the discounted toll rate of \$3.00 (\$1.50 for the Henry Hudson, Marine Parkway-Gil Hodges Memorial, and Cross Bay Veterans Memorial Bridges).

While the plan's component for operating-budget balance relied heavily on expense reductions (more than \$3 billion over the five-year period), fare increases and a TBTA toll increase were also important elements of the plan. In addition, the capital component of the five-year plan called for the issuance of more than \$6 billion in MTA and TBTA debt.

D. 2000-2004

1. The 2000-2004 Capital Plan was Designed to Enhance Services and Implement New Initiatives.

The capital program and corresponding operating plan for 2000-2004 were built on the 1995-1999 experience to maintain fiscal stability for all MTA related entities and to enable those entities to maintain their respective operations on a self-sustaining basis through 2004. The 2000-2004 capital plan was designed to continue a program of capital expenditures that supported the ongoing maintenance of the MTA's transportation network and provided needed improvements to enhance services to its customers, as well as expanding service through a number of new initiatives such as East Side Access and Second Avenue Subway. The principles established to guide the plan were: improve customer satisfaction by expanding and improving service; increase safety; continue cost reductions; and increase efficiencies.

Funding for the Capital Program plan relied on \$4.544 billion from the restructuring of existing debt as well as the issuance of \$7.919 billion of new money bonds. This included funds for the

¹¹ E-ZPass was introduced in March 1996 and installation of E-ZPass technology was completed by December 1996.

TBTA \$1 billion capital plan. E-ZPass tolls were increased in 2003 (to \$3.50, \$1.33 for the Henry Hudson, and \$1.50 for the Marine Parkway-Gil Hodges Memorial, and Cross Bay Veterans Memorial Bridges), as well as fares, to fund operating gaps and continue the funding of capital projects.

E. 2005 – 2009

1. The 2005–2009 Capital Plan Invested in Reliability, Quality Service, System-wide Security, and Expansion.

The 2005-2009 capital program and corresponding operating plan built on the 2000-2004 experience. This capital program was designed to maintain fiscal stability for all MTA related entities and to enable those entities to maintain their respective operations on a self-sustaining basis through 2009. The 2005-2009 capital plan continued a program of capital expenditures that supported the ongoing maintenance of the MTA's transportation network and provided needed improvements to enhance services to its customers, as well as expanding service through a number of new initiatives such as East Side Access; Second Avenue Subway; JFK Link; and Extension of the #7 Line. Funding for the Capital Program plan relied on the issuance of \$9.4 billion of new money bonds. This included funds for the TBTA \$1.2 billion capital plan. E-ZPass tolls were raised three times during the period of the 2005-2009 Capital Program: to \$4.00 in 2005, to \$4.15 in 2008 and to \$4.57 in 2009.¹²

2. The State in 2009 Adopted Legislation Providing Additional Revenues to MTA to Support Mass Transportation and in 2010, the Capital Plan for the 2010-2014 Period was Deemed Approved by the Capital Program Review Board.

In May 2009, legislation was enacted providing additional sources of revenue to MTA in the form of the payroll mobility tax and other taxes, fees, and surcharge to address the financial needs of the MTA. The legislative findings incorporated into the bill noted that “[m]ass transportation services in the metropolitan commuter transportation district (“MTA district”) are essential to meeting the basic mobility and economic needs of the citizens of the MTA district, the state and the region. The contributions of such mass transportation services are also essential to addressing fundamental environmental policy and social needs of the state’s residents.”¹³

¹² In 2005, the E-ZPass tolls for the Henry Hudson were \$1.75 and for the Marine Parkway-Gil Hodges Memorial, and Cross Bay Veterans Memorial Bridges, \$1.50. In 2008 and 2009, the E-ZPass tolls for the Henry Hudson Bridge were increased to \$1.90 and \$2.09 respectively, but were increased only to \$1.55 and \$1.71 for the Marine Parkway-Gil Hodges Memorial and Cross Bay Veterans Memorial Bridges. Since July 12, 2009, the E-ZPass discount is available only to customers having an account with the New York Customer Service Center (“NYCSC”). Non-NYCSC customers pay the Cash toll rate.

¹³ In December, 2011, as part of an agreement between the Legislative and Executive branches to overhaul New York’s tax law, the Legislature passed and the Governor signed into law, amendments to the Tax Law which reduced the amount of the Payroll Mobility Tax payable by some smaller employers, eliminated it for schools and school districts, and recognized that MTA would require alternate funding from the State to make up the difference.

F. 2010-2014

MTA thereafter formulated its capital program for the 2010-2014 period. The 2010-2014 capital program was deemed approved by the Capital Program Review Board in June 2010. Effective December 30, 2010, NYCSC E-ZPass tolls on TBTA facilities were increased to \$4.80 (\$2.20 for the Henry Hudson Bridge and \$1.80 for the Marine Parkway-Gil Hodges Memorial and Cross Bay Veterans Memorial Bridges). On December 21, 2011, the MTA Board approved an amendment to the 2010-2014 capital program for the Transit, Commuter and Bridges and Tunnels systems that funds the last three years of the program through a combination of self-help (efficiency improvements and real estate initiatives), participation by our funding partners and innovative and pragmatic financing arrangements. On March 27, 2012 the CPRB deemed approved the amended 2010-2014 Capital Programs for the Transit and Commuter systems as submitted.

On December 19, 2012, the MTA Board approved an amendment to the CPRB 2010-2014 Capital Plan to add projects totaling \$3.977 billion for the repair and restoration of MTA agency assets damaged as a result of Superstorm Sandy, which struck the region on October 29, 2012. This amendment was approved by the CPRB on January 22, 2013. At the same time (\$777.5 million in TBTA repair and restoration projects, which do not require CPRB approval, were also added to the Program. Taken together, this increased the total program envelope to \$29.029 billion.)

Effective March 3, 2013, NYCSC E-ZPass tolls on TBTA facilities were increased to \$5.33 (\$2.44 for the Henry Hudson Bridge and \$2.00 for the Marine Parkway-Gil Hodges Memorial and Cross Bay Veterans Memorial Bridges). On July 24, 2013, the MTA Board approved another amendment to the CPRB 2010-2014 Capital Plan to add mitigation projects totaling \$5.674 billion, to help protect the system against future storms and disruptions. This amendment was deemed approved by the CPRB on August 26, 2013. At the same time, \$96.0 million in TBTA mitigation projects, which do not require CPRB approval, were also added to the Program. Taken together, this increased the total Program envelope to its current \$34.801 billion amount. In total, the 2010-2014 Capital Program funding package incorporates \$933 million in bonding to support post-Sandy recovery and resiliency needs

The 2010-2014 capital program and corresponding operating plan was built on the 2005-2009 experience and was designed to maintain fiscal stability for all MTA related entities and to enable all such entities to maintain their respective operations on a self-sustaining basis through 2014. The 2010-2014 capital plan, which included funds for the TBTA \$2.078 billion capital plan, was designed to continue a program of capital expenditures that will support the ongoing maintenance of the MTA's transportation network and provide needed improvements to enhance services to its customers, as well as expand service through a number of new initiatives including East Side Access and the Second Avenue Subway. Funding for the amended Capital Program plan (including TBTA projects) relied on the issuance of \$15.715 billion of new money bonds; there is no restructuring of existing debt.

The principles established to guide the plan were: maintain the high levels of service reliability and safety provided today; improve service on the existing system; complete critical expansion projects to ease crowding and support growth.

G. 2015 – 2019

The MTA had proposed a new 2015-2019 Capital Program designed to renew, enhance, and expand the MTA network. The \$32.046 billion capital plan was approved by the MTA Board on September 24, 2014 and subsequently vetoed without prejudice by the CPRB on October 2, 2014. An April 2016 Board approved capital plan revision was approved by the CPRB on May 23, 2016. The revised capital plan incorporates program efficiencies and totals \$29.456 billion. The approved plan is fully funded. A detailed budget breakout of the 2015-2019 Capital Program is provided below. Effective March 22, 2015, NYCSC E-ZPass tolls on TBTA facilities were increased to \$5.54 (\$2.54 for the Henry Hudson Bridge and \$2.08 for the Marine Parkway-Gil Hodges Memorial and Cross Bay Veterans Memorial Bridges).

V. The Proposed Toll Increase Is Necessary and Reasonable to Support Capital Needs

The proposed TBTA toll increase is necessary, reasonable, and appropriate in light of the capital needs of MTA's mass transportation system, the capital needs of the TBTA's own facilities, and the operating requirements of MTA's mass transportation network.

The Boards of the MTA and its operating agencies have approved the following capital programs on April 20, 2016, with the non-TBTA programs having been approved by the CPRB on May 23, 2016:

NEW YORK CITY TRANSIT AUTHORITY **2015-2019 CAPITAL PROGRAM SUMMARY** **(Dollars in Millions)**

CATEGORY	TOTAL 2015-2019
Subway Cars	\$ 2,956
Buses	1,020
Passenger Stations	2,781
Track	1,845
Line Equipment	377
Line Structures	927
Signals and Communications	2,766
Power	773
Shops & Yards	353
Depots	582
Service Vehicles	222
Miscellaneous	860
Staten Island Railway	386
TOTAL TRANSIT PROGRAM	\$ 15,849

Numbers may not total due to rounding

**METRO-NORTH COMMUTER RAILROAD
2015-2019 CAPITAL PROGRAM SUMMARY
(Dollars in Millions)**

CATEGORY	TOTAL 2015-2019
Rolling Stock	\$ 532
GCT, Outlying Stations & Parking	402
Track and Structures	448
Communications and Signals	194
Power	101
Shops and Yards	472
Miscellaneous	173
METRO-NORTH TOTAL	\$ 2,321

Numbers may not total due to rounding

**LONG ISLAND RAIL ROAD
2015-2019 CAPITAL PROGRAM SUMMARY
(Dollars in Millions)**

CATEGORY	TOTAL 2015-2019
Rolling Stock	\$ 500
Stations	399
Track	795
Line Structures	160
Communications and Signals	378
Shops and Yards	211
Power	227
Miscellaneous	165
LIRR TOTAL	\$ 2,835

Numbers may not total due to rounding

**NETWORK EXPANSION
2015-2019 CAPITAL PROGRAM SUMMARY
(Dollars in Millions)**

CATEGORY	TOTAL 2015-2019
East Side Access	\$ 2,572
Second Avenue Subway- Phase 2	1,035
MNR Penn Station Access	695
Regional Investments	310
ESA Rolling Stock and Liability Reserve	209
Miscellaneous/Administration	135
TOTAL NETWORK EXPANSION	\$ 4,956

Numbers may not total due to rounding

**MTA INTERAGENCY
2015-2019 CAPITAL PROGRAM SUMMARY
(Dollars in Millions)**

CATEGORY	TOTAL 2015-2019
MTA Police Department	\$ 39
MTA Planning Initiatives	225
MTA INTERAGENCY TOTAL	\$ 264

Numbers may not total due to rounding

**MTA BUS COMPANY
2015-2019 CAPITAL PROGRAM SUMMARY
(Dollars in Millions)**

CATEGORY	TOTAL 2015-2019
Buses	\$ 244
Facilities and Equipment	105
Program Administration	27
TOTAL	\$ 376

Numbers may not total due to rounding

To provide resources to pay for these projects, the MTA has identified the following sources, which reflect reliance on MTA and TBTA obligations backed by TBTA's toll revenues:

**MTA CAPITAL PROGRAM
RESOURCE PROJECTIONS 2015-2019
(Dollars in Millions)**

FUNDING SOURCE	TOTAL 2015-2019
Federal Formula, Flexible and Misc.	\$ 6,275
Federal Core Capacity	100
MTA Bonds	5,889
State of New York	8,336
City of New York Capital Funds	2,492
Pay-as-you-go Capital (PAYGO)	1,846
Asset Sales/Leases	600
Federal New Starts	500
Other MTA Sources	562
Bridges and Tunnels Dedicated Funds	2,856
TOTAL 2015-2019 FUNDS AVAILABLE	\$ 29,456

Numbers may not total due to rounding

VI. TBTA 2015-2019 Capital Program Summary

In addition to the capital needs of mass transportation facilities, capital funds must be used to preserve and improve TBTA's own facilities. Approximately \$2,856 million of funding is

necessary during the 2015-2019 period. The amount of TBTA bonds that will be issued to fund TBTA projects is included in the line "Bridges and Tunnels Dedicated Funds" in the Funding Source chart above. TBTA operating revenue surpluses not used to pay TBTA bond debt service are then pledged to pay certain MTA bonds that are issued to finance transit and commuter capital projects.

One of the most significant impacts on the development of the proposed 2015-2019 program is Super Storm Sandy. The Facility Master Plans for the Hugh L. Carey Tunnel (formerly Brooklyn Battery Tunnel) and Queens Midtown Tunnel and the Rockaway bridges (Cross Bay and Marine Parkway) were severely affected by the storm which hit New York City on October 29, 2012. As a result, the sequence of normal replacement life cycle rehabilitation work at these facilities has been modified from earlier master plans, resulting in some accelerations and deferrals affecting the proposed 2015-2019 program in order to better coordinate with the work being performed in the 2010-2014 Sandy Restoration and Mitigation plans.

Beginning this year, TBTA's core mission will be advanced in new and unprecedented ways through several initiatives recently announced in the Governor's New York Crossings Project ("NYCP"). As part of the NYCP, TBTA is implementing cashless, all-electronic "Open Road Tolling" ("ORT") at its facilities throughout 2017 as part of the current 2015-2019 Capital Plan. By investing in ORT, TBTA will significantly enhance traffic flow at its facilities, improve safety, reduce congestion and decrease commute times, making it easier for New Yorkers to get where they need to go.

ORT means that sensors and cameras will be suspended over the roadway on gantries and vehicles will not be required to slow down, stop or change lanes to pay tolls. Toll booths will be demolished. As has been the case at the Henry Hudson Bridge since 2012, tolls will continue to be collected using E-ZPass tags and readers and, for vehicles without E-ZPass tags, by matching license plate images with information from the applicable Department of Motor Vehicles to send toll invoices to registered owners. By the end of 2017, ORT will be fully operational at all TBTA facilities.

The ORT work is being funded through program efficiencies generated from other capital projects, such as anticipated savings from the more expensive toll plaza-related work that did not assume Open Road Tolling as the means of toll collection.

A. Major Capital Projects : 1992-Present

While each bridge and tunnel is in a state of good repair, TBTA's nine facilities are now aging and require a higher level of capital investment than ever before to keep them structurally sound. More than half of these facilities are over 75 years old. Over a period of decades, and even with regular maintenance, the structures and mechanical components of all bridges and tunnels eventually deteriorate from the combined effects of traffic loadings, environmental exposure, and aging. TBTA has recognized this aging and has increased average annual capital spending on these facilities from pre-1989 levels of between \$10 to \$15 million per year to over \$571 million in 2015-2019.

TBTA produced its first multi-year capital program (totaling \$160 million) in 1989. This enabled it to begin the process of rehabilitating, replacing and modernizing aging equipment

and facility components. In anticipation of the 1992-1996 Capital Program, a 20 Year Needs Assessment of all bridges and tunnels was completed, and the most comprehensive inspections ever undertaken of the facilities were carried out. The 20 Year Needs Assessment, which utilized comprehensive surveys of each facility, reviews of past maintenance records, and life cycle cost analysis of facility components, identified approximately \$2.0 billion in capital needs for the 1992 to 2011 period (1990 dollars). The areas in need of rehabilitation and replacement were most heavily concentrated on the roadways and decks of each facility and in the various ancillary structural elements of each bridge and tunnel. TBTA last updated its 20 Year Needs Assessment for the 2015-2034 period and projected \$12.1 billion (2014 dollars) capital needs over that time period.

During the 1992 to 2014 time frame, TBTA's capital program totaled \$5,322 million and \$873.5 million for the Superstorm Sandy Restoration and Mitigation program. The major work undertaken during this time period included:

Agency-Wide Projects:

Improvements to utilities such as a new heating, ventilation and air-conditioning system in the toll booths (\$15.6 million).

Replacement of the underground storage tanks to protect against soil and water pollution around TBTA's facilities (\$5.7 million).

Installation of security systems at all facilities (\$13.2 million).

Construction of new service buildings at the Throgs Neck, Bronx-Whitestone, Marine Parkway and Henry Hudson Bridges and expansion of the east ramp auto shop on Randalls Island (\$89 million).

The most far-reaching accomplishment of TBTA in the area of toll collection was the introduction of E-ZPass to its customers (\$63 million). All facilities were equipped with the E-ZPass technology by December 1996. TBTA is now introducing cashless, all-electronic ORT to its customers, with cashless tolling to be implemented to all TBTA facilities by the end of 2017.

Various ITS (Intelligent Transportation System) projects to provide improved information to customers including CCTV and fiber installation, electronic message signs, weather recording systems and traffic safety improvements (\$123.6 million).

Hugh L. Carey Tunnel (formerly, the Brooklyn-Battery Tunnel):

Installation of a new tunnel ceiling and new lighting, rehabilitation of the roadways and ventilation improvements were completed under the 1992-1999 program at the Hugh L. Carey Tunnel (formerly, the Brooklyn Battery Tunnel) (\$177.6 million).

Restoration of HLC Tunnel: As part of the continuous life cycle rehabilitation strategy for the tunnel, this project includes a continuation of the Phase I work previously carried out under the 2000-2004 capital program, along with complete replacement of all components damaged by the flooding during Superstorm Sandy. Work will include the replacement of the tile walls, replacement of ceiling panels, replacement of electrical systems and wiring, upgraded tunnel

lighting, and rehabilitation of the drainage, firelines, and miscellaneous leak repairs (\$78.6 million and \$460 million for Superstorm Sandy Restoration).

Replacement of Electrical Switchgear & Power Distribution Equipment. The existing obsolete switchgear was replaced to greatly enhance the flexibility and reliability of the tunnel's electrical power system. Project includes new generators on an automatic transfer switching system and new tunnel feeders will to complete the emergency power portion of the project, with associated fire/life safety improvements (\$56.2 million).

Robert F. Kennedy Bridge:

Robert F. Kennedy Bridge overhaul initiative spanning multiple capital programs to rebuild the entire bridge's roadway deck, upgrade anchorages, and rehabilitate the suspension cables. This effort continues in the 2010-2014 and future capital programs. Completed work includes deck replacement on the viaducts and suspended spans, rehabilitation of the approach spans and deck replacements on the Harlem River Lift span and Manhattan-Queens ramp (over \$600 million).

Replacement of the Bronx Toll Plaza deck area, utility relocation, personnel and facilities relocation: This project will design and reconstruct approximately 320,000 square feet of the existing Bronx Toll Plaza. Also included is the relocation of utilities, personnel and facilities that exist under the toll plazas, as well as structural painting (\$360 million).

Reconstruction of the Manhattan to Queens Ramp: This Project reconstructed the Manhattan to Queens (MQ) Ramp that merges with the Queens to Bronx roadway. The construction included the widening of the ramp, repairs to existing piers and beams, replacement of pedestals, bearings, roadway decks, stringers, barriers, light poles, drainage, roadway stripping and traffic signage. The existing pedestrian ramp will be demolished. The reconstructed ramp was designed and constructed to current seismic and load requirements (\$53.8 million).

Reconstruction of the Manhattan Approach Ramps: This project will design and reconstruct the 125th Street on and off bound ramps. Construction includes full replacement of the cellular structure spans, and deck replacement on the steel supported spans, replacement of bearings, barriers, light poles and drainage, roadway striping and traffic signage. The reconstructed ramp was designed and constructed to current seismic and load requirements (\$112.6 million).

Bronx Whitestone Bridge:

Fairing installation and replacement of the suspended span decks of the Bronx-Whitestone Bridge were completed. (\$211.6 million).

Replacement of the Bronx-Whitestone Bridge Bronx and Queens Elevated and On-Grade Approaches, Deck and End Ramp: Construction included the replacement of the Bronx elevated approaches and reconstruction of the on-grade roadway and end ramp concrete decks. Work also included the strengthening of the bridge against seismic events, replacement of power and communications systems, installation of new roadway lighting and extension of fire standpipe system (\$362.5 million).

Henry Hudson:

Roadway, drainage, upper level deck replacement and structural work completed under the 1992-1999 program at the Henry Hudson Bridge (\$54.8 million).

Replacement of the Henry Hudson Bridge Lower Level Deck: The lower level deck was completely replaced on the northern approach structure, the deck over the garage was rehabilitated, a new drainage system was installed, and structural steel and concrete repairs were addressed. New lighting was installed and structural system on the lower level was retrofitted for seismic events (\$88.8 million).

Replacement of the Henry Hudson Bridge Upper Level Sidewalk and Curb Stringers and Painting: This project replaced the existing upper level curb stringers for the full length of the bridge, a shoulder lane was created, safety barriers installed and new lighting was installed, as well as painting. (\$39.9 million).

Replacement of the Upper and Lower Level Toll Plaza and Southbound Approach: This project was designed for the reconstruction of both levels of the toll plaza, the lower level southbound approach deck, and the lower level maintenance garage. The first phase of the construction is being carried out, in the 2010-2014 program, which includes the construction of remote toll plazas and relocation of the lower level garage utilities (\$50.2 million).

Marine Parkway and Cross Bay Bridges:

Replacement of the deck at the Marine Parkway Bridge was completed under the 1992-1999 program (\$98 million).

Rehabilitation of the Lift Span Electrical/Mechanical Systems. This project, with scope carried out under two projects, will install a new generator that could provide power to operate the lift span, the ORT tolling equipment, and service buildings in an emergency. Additionally, the project will rehabilitate the lift span's electrical and mechanical systems. The rehabilitation of the lift span's electrical and mechanical system was accelerated from the 2015-2019 Program (\$49.0 million).

Miscellaneous Steel Repairs and Structural Painting at the Marine Parkway Bridge. This project will carry out all remaining steel repairs that were not addressed in previous capital programs. This includes the replacement of selected gusset plates; installation of a bridge fire standpipe; removal and replacement of paint coatings of the under deck truss areas and the installation of new LED lighting. This project was accelerated from the 2015-2019 Program (\$55 million).

Deck and Structural Rehabilitation on the Cross Bay Veterans Memorial Bridge: Under the 2005-2009 program, deficient elements of the concrete deck slab and the drainage system were rehabilitated. The railings and lighting standards and bridge navigation lights were replaced (\$66.4 million).

Queens Midtown Tunnel:

Rehabilitation of the ceilings and walls and the roadway, ventilation improvements and ventilation building electrical system upgrades at the Queens Midtown Tunnel were completed under the 1992-1999 program (\$171.6 million).

Ventilation Building Electrical Upgrade, Replace Electrical Switchgear & Fan Motor Control Replacement: This project will replace the existing electrical switchgear, fan motor control equipment and all 46 fan motors for the tunnel ventilation at both ventilation buildings and two

new life/safety features will be added: automatic transfer switches between different switchgear sections and external connections for portable diesel generators (\$56.2 million).

Restoration of the Queens Midtown Tunnel: This project includes complete replacement of all components damaged by the flooding during Superstorm Sandy. Work will include the replacement of the tile walls, replacement of ceiling panels, replacement of electrical systems and wiring, upgraded tunnel lighting, and as part of the continuous life cycle rehabilitation strategy for the tunnel, this project includes a continuation of the rehabilitation of the drainage, firelines, and miscellaneous leak repairs (\$62.7 million and \$278 million for Superstorm Sandy Restoration).

Throgs Neck Bridge:

Rebuilding of the ramps connecting the Cross Island Parkway, rehabilitation of the Queens approach ramps, structural rehabilitation and upgrades to the electrical substation at the Throgs Neck bridge (\$64.5 million).

Replacement of Concrete Deck on the Throgs Neck Bridge: The decks on the Queens Approach were replaced, the abutment rehabilitated and a fire standpipe system installed (\$70 million).

Suspended Span Replacement (Phase A): Design and prototype construction for the deck replacement on suspended spans was performed under this project (\$22.2 million).

Structural Painting: Bronx Approach Spans. This project cleaned, removed lead paint from and painted the steel members of the approach spans with new high performance coating (\$38.4 million).

Verrazano-Narrows Bridge:

Rehabilitation of the Approach Span Decks of the Verrazano-Narrows Bridge: The lower level approach decks in Staten Island and Brooklyn and the Lily Pond Avenue Bridge were replaced (\$86.5 million).

Replacement of Upper Level Decks on Suspended Spans: This project involves removal and replacement of the existing concrete deck in the upper level suspended span with an orthotropic deck. Utility relocation and testing of an orthotropic deck were completed in advance of the full deck replacement, which is currently underway. The elevated approach roadway will be widened to accommodate a future reversible Bus/HOV lane across the bridge. In addition, this project will construct a new Bus/HOV ramp connecting the Gowanus HOV land to the new upper level HOV lane as part of regional mobility improvements. (\$412.1 million).

Rehabilitation of Toll Plaza East and West Bound Ramps: The eastbound and westbound ramps and the eastbound mainline of the Verrazano-Narrows Bridge were rehabilitated. New traffic interchange work was carried out in and around the toll plaza including modifications to entrance and exit ramps from the Staten Island Expressway approach. (\$76.7 million).

B. 2015-2019 Requirements

As outlined below, TBTA's amended capital program over the 2015-2019 period totals \$3,056 million (dollars inflated to year of commitment). Approximately 90% of projected expenditures

will be incurred at three facilities: the Robert F. Kennedy Bridge, Verrazano-Narrows Bridge, and the Throgs Neck Bridge.

TBTA

2015-2019 CAPITAL PROGRAM BY FACILITY

(Dollars in Millions)

Robert F. Kennedy Bridge	\$ 747
Queens Midtown Tunnel	64
Authority-Wide Projects	385
Henry Hudson Bridge	243
Bronx-Whitestone Bridge	137
Throgs Neck Bridge	578
Hugh L. Carey Tunnel (formerly, the Brooklyn-Battery Tunnel)	116
Verrazano-Narrows Bridge	530
Rockaway Crossings (Cross Bay and Marine Parkway Bridges)	56
TOTAL	\$ 2,856

Inflated to year of commitment. Numbers may not total due to rounding

The program is summarized below by category of work and annual commitments. Almost 90% of the program is for work on structures, roadways and decks.

TBTA

2015-2019 CAPITAL PROGRAM BY CATEGORY

(Dollars in Millions)

CATEGORY	2015	2016	2017	2018	2019	TOTAL
Structures	\$66.6	\$107.5	\$148.1	\$255.0	\$226.0	\$803.2
Roadways and Deck	4.6	57.2	327.6	37.2	646.5	\$1,073.1
Toll Plazas & ITS	17.3	90.6	52.6	20.4	25.1	\$206.0
Utilities	41.7	109.8	37.7	180.9	35.8	\$405.9
Buildings and Sites	0.1	6.2	15.3	58.8	13.9	\$94.3
Miscellaneous	4.8	46.2	11.4	8.8	14.4	\$85.6
Structural Painting	36.8	32.9	32.1	41.2	44.9	\$187.9
TOTAL	\$171.9	\$450.4	\$624.8	\$602.3	\$1,006.6	\$2,856.0

Inflated to year of commitment. Numbers may not total due to rounding.

For the most part, the projects in the normal replacement category are a direct outcome of the 20 Year Needs Assessment and the comprehensive annual inspections. The inspections in particular identified specific components of each bridge and tunnel that needed rehabilitation or replacement.

C. Impact of Capital Construction on Regional Mobility

While the expanded capital construction program could cause some short term traffic delays on or near TBTA facilities, TBTA continually reviews its lane closure policy, on a project by project basis, in an effort to reduce construction costs, minimize disruptions to the public and allow the contractor maximum work times. Some construction projects will be undertaken in areas of the facilities unaffected by traffic, e.g. repairing service buildings, vent buildings, etc. and, therefore, will not require lane closures.

The benefits (including construction savings) of full lane closures or tunnel tube closures for extended periods of time, including peak hours, are weighed against the potential negative impact on customer service, traffic patterns, diversions and revenue and are evaluated in each case.

TBTA also has procedures in place to ensure that work will be coordinated with City, State, and other planned construction activity, especially on the approach traffic routes serving the bridges and tunnels. TBTA routinely reviews and comments during the design process on New York State and City Department of Transportation projects that could adversely affect traffic flows on TBTA's facilities. The primary concerns are: (1) the convenience of the motoring public destined for TBTA facilities, (2) the potential for loss of revenues by diversion of traffic to competing free bridges, (3) protection of TBTA infrastructure, and (4) competition for limited contracting resources.

In some cases, TBTA may find situations that can prove advantageous in scheduling work on its facilities. To the extent that work permits, TBTA will evaluate the extent to which deviation from its normal lane closure policy is practicable -- an option which may yield significant cost savings.

D. Major Projects in the 2015-2019 Capital Program

The 2015-2019 Capital Program seeks to maintain TBTA's core infrastructure and to improve service. As the descriptions of many of the projects outlined below show, successfully completing the capital program will not only keep the facilities in a state of good repair, but will also help TBTA meet its wider mission of maintaining throughput on the bridges and tunnels and improving service to its customers.

The following are the major projects, or combination of projects, in TBTA's 2015-2019 plan. All dollar values reflect the year of commitment.

Hugh L. Carey Tunnel (formerly, the Brooklyn-Battery Tunnel):

Rehabilitation of Ventilation Systems (HC07): One of the major goals for the Hugh L. Carey is to ensure that the electrical and ventilation systems meet current standards relating to emergency operations, systems monitoring and control. This project will replace or rehabilitate 104 original fan motors, motor bearings, pedestals, mountings and related components. In addition, the motors in the Manhattan Underground Exhaust Building ("MUEB") will be fire-hardened and a water mist system in that section of the tunnel will be installed to enhance the tunnel's life safety systems. The total cost in the approved 2015-2019 Capital Program is \$85 million.

Robert F. Kennedy Bridge:

Replacement of the Manhattan Toll Plaza Structure and associated Ramps (RK65): This work is part of the overall Robert F. Kennedy Bridge Rehabilitation program that began in 1997. The design and construction for the Bronx Toll Plaza Reconstruction was carried out under previous capital plans. This project will carry out the design and first phase of reconstruction for the Manhattan Toll Plaza, including any necessary enabling investments and site work. The total cost in the approved 2015-2019 Capital Program is \$224 million.

Seismic/Wind Retrofit and Structural Rehabilitation (RK19): Based on results of a study that is underway in the 2010-2014 capital program, this project will design all necessary improvements and upgrades to ensure that the RFK structures meet current seismic and wind criteria, as well as design remaining substructure repairs and superstructure strengthening measures necessary to ensure that all structural members of the RFK facility meet current load standards. In addition, significant alterations on the suspended span may be carried out as needed in order to incorporate the recommended wind resistance levels. This project will carry out the first phase of construction which will focus on any upgrades necessary to the suspended spans. The total cost in the approved 2015-2019 Capital Program is \$68 million.

Construction of New Harlem River Drive (“HRD”) Ramp (RK23): As part of a multi-phased effort to rehabilitate and/or replace the Manhattan Approach ramps (124-125th Street, Harlem River Drive and FDR Drive), this project will provide the final design and construction for a new ramp connecting the Harlem River lift span of the RFK Bridge with the northbound HRD. Design was initiated in the 2010-2014 program. The construction of this ramp is being closely coordinated with a New York City Department of Transportation project to reconstruct the nearby 127th Street Bridge on the HRD. When finished, the new ramp will complete the highway interchange between the RFK Bridge and the HRD, improve traffic flow and eliminate the need for Manhattan-bound RFK Bridge traffic to utilize local city streets to reach the northbound HRD. The total cost in the approved 2015-2019 Capital Program is \$155 million.

Bronx Whitestone Bridge:

Miscellaneous Structural Rehabilitation (BW14): This project will perform the high priority repairs recommended from the recent Biennial Inspection, as well as address potential findings from future inspections planned in 2015 and 2017. Select roadway framing connections will be upgraded to meet current load standards. In addition, the project will remove the non-functional “Tuned Mass Damper” (relieving a substantial load on the bridge cables), the associated maintenance/inspection platforms, and remaining portions of the stiffening truss from the structure, while modifying the traveler rails. This will allow the travelers (i.e. moving maintenance platforms) full access to the under-deck area. The total cost in the approved 2015-2019 Capital Program is \$28 million.

Implementation of Facility-Wide Electronic Monitoring System (BW39/RK-60): The implementation of integrated electronic monitoring and detection systems at TBTA facilities began in the 2005-2009 capital program at the Verrazano-Narrows Bridge and Queens Midtown Tunnel. In the 2010-2014 Capital Program, this effort is in progress at the Throgs Neck Bridge. The 2015-2019 Capital Program continues this initiative at the Bronx-Whitestone Bridge and the Robert F. Kennedy Bridge. This project will install monitoring equipment in several locations, including detection equipment for fire, heat and smoke conditions, CCTV systems,

intruder alarms and card access systems. The total cost in the approved 2015-2019 Capital Program for is \$66 million.

Henry Hudson Bridge:

Reconstruction of Toll Plazas and Southbound Approach: (HH88B): This project is being carried out in a phased approach over two capital programs. To facilitate the reconstruction of the remaining original roadway decks and supporting structures, the northbound and southbound toll plazas are being permanently relocated to an on-grade area south of the structure in the 2010-2014 capital program and will utilize a cashless Open Road Tolling (ORT) system that is installed on gantries over the free-flowing traffic lanes. In the 2015-2019 program, the existing upper and lower level toll plaza decks and the southbound lower level approach decks will be replaced, as well as equipment, utilities, electrical services, and roadway lighting. As part of the upper level reconstruction, supporting exterior columns that impede sightlines and traffic flow on the lower level will be eliminated to help facilitate the safe flow of traffic through the new ORT plazas. The total cost in the approved 2015-2019 Capital Program is \$92 million.

Skewback Retrofit (HH89): This project will provide for the complete encasement and post-tensioning of the skewbacks, which transfer load from the bridge arch and support the bridge structure. The concrete foundations that support the approach viaducts will also be retrofitted to ensure their structural integrity. Preliminary design and technical specifications for this project were completed under the 2010-2014 Capital Program. The total cost in the approved 2015-2019 Capital Program is \$83 million.

Rockaway Crossings (Marine Parkway and Cross Bay Bridges):

Scour Protection and Repair/Replace Pier Fender System (CB18): The scope of work in this project includes the installation of pier scour protection systems, at the Cross Bay and Marine Parkway Bridges, including environmental mitigation measures, as needed, based on impacts to the channel bottom, the removal of underwater debris and abandoned materials around the piers, and replacement of the fender protection systems. This project will also install structural monitoring systems at the main navigational channel. Total cost in the approved 2015-2019 Capital Program is \$42 million.

Queens Midtown Tunnel:

Controls/Communication System Room & Related (QM81): This project will modernize original 1940's Supervisory Control Systems and equipment in the Facility Control Centers to incorporate all of the necessary functions such as ventilation and power system control and monitoring. The expanded Control Systems will be connected to other tunnel and operational systems for control and monitoring. These systems include: traffic control and signaling; variable message signs; traffic speed sensors; radio rebroadcast; over height detection; drainage pumps; tunnel lighting; and digital CCTV recording. In addition, the satellite control rooms for both tunnels will be relocated in one of the ventilation buildings at each tunnel as required by current standards. Design was funded the 2010-2014 Capital Program. The total cost in the approved 2015-2019 Capital Program is \$43 million.

Throgs Neck Bridge (“TNB”):

Replacement of Grid Decks on Suspended Span (TN49): This project will replace the existing suspended span deck with a new deck system that meets current live load criteria for a minimum service life of 75 years. The new deck will permit the future implementation of a seventh lane with a moveable median barrier. The project will also replace electrical feeders, upgrade the bridge lighting system to energy-efficient LED luminaries, and install a dry fire standpipe system to meet current fire codes and perform structural painting. The deck will be designed to meet the higher load criteria for current and anticipated commercial traffic volumes crossing the TNB on the I-295 corridor. The total cost in the approved 2015-2019 Capital Program is \$333 million.

Approach Viaducts Seismic Retrofit and Structural (TN53): This project at the Bronx and Queens approach viaducts will address all necessary superstructure steel repairs, catwalk upgrades, drainage rehabilitation, substructure and superstructure concrete repairs, seismic retrofits and bearing replacement, and work necessary to address deteriorated or deficient elements identified during the 2013 and 2015 Biennial Inspections. The bridge lighting system on the approaches will be replaced with new poles and energy-efficient LED fixtures. The total cost in the approved 2015-2019 Capital Program is \$164 million.

Verrazano-Narrows Bridge (“VNB”):

Replacement of Upper Level Elevated Approach (VN84): This is the first phase of a two-phased project to address various structural, safety and access needs at the bridge towers, approach spans, entrances and connector ramps. In the 2015-2019 program, the focus will be on the replacement of the deck and associated structural rehabilitation work on the upper level approaches. The work will include the replacement of the deck and parapet, superstructure and substructure repairs, and seismic upgrades to the upper level approach ramps (eastbound and westbound in Staten Island and Brooklyn). Final design and construction decisions regarding this project will be informed by the results of a Verrazano-Narrows Bridge Master Plan development effort that is on-going under the 2010-2014 program. The total cost in the approved 2015-2019 Capital Program is \$133 million.

Verrazano-Narrows Bridge: Brooklyn Approach Reconstruction

This project will widen the existing eastbound Gowanus Expressway from 92nd Street to Fort Hamilton Parkway in Brooklyn to improve the merge of the VNB lower level Brooklyn-bound traffic with the Gowanus Expressway traffic. The widening will improve traffic flow, safety, and reduce traffic delays in this critical I-278 corridor between the bridge and the Hugh L. Carey tunnel. This work will require extensive interagency coordination with the New York State Department of Transportation. The total cost in the approved 2015-2019 Capital Program is \$45 million.

In addition to the TBTA and MTA Capital and Operating-Budget needs described above, the proposed toll increase is reasonable and appropriate to support the strong credit rating for TBTA bonds.

The MTA’s operating revenues (fare, tolls, and miscellaneous revenues) cover only about one-half the operating costs for MTA’s integrated transportation network. Federal, State and local

subsidies, as well as certain dedicated taxes, and certain other sources, make up the difference. This is a result of deliberate public policy decisions made and reaffirmed over long periods of time by the appropriate governmental entities. In theory, the MTA could be made totally self-supporting and self-sufficient if tolls and fares were raised to very high levels, but such increases would have a significant detrimental effect on the operation of the region's transportation system. The toll changes now before the TBTA Board support the existing legislative scheme.

Analyses of MTA's return on equity and investment cannot be measured, given the MTA's dependence on governmental subventions and the difficulty of valuing the MTA's assets. Were it not for capital funds contributed by Federal, State and local governments, the MTA's consolidated financial statements would reflect substantially lower equity.

Staff Summary

Subject	Crossing Charge Increases (Environmental and "Just and Reasonable" Determination)
Department	Law
Department Head Name	M. Margaret Terry <i>mmt</i>
Department Head Signature	
Project Manager Name	

Date	January 25, 2017
Vendor Name	N/A
Contract Number	N/A
Contract Manager Name	N/A
Table of Contents Ref. #	N/A

Board Action					
Order	To	Date	Approval	Info	Other
1	Board	1/25/17			

Internal Approvals			
Order	Approval	Order	Approval
3	President <i>[Signature]</i>		VP Procurement
	General Counsel		VP Operations
2	Executive VP		VP Labor Relations
	VP Operations Support		VP & Chief Engineer

Internal Approval (cont.)							
Order	Approval	Order	Approval	Order	Approval	Order	Approval
1	Chief Financial Officer <i>[Signature]</i>		Chief Security Officer		Chief Maintenance Officer		Other
	Chief Information Officer		Chief Health & Safety Officer		Affirmative Action		Other

ENVIRONMENTAL AND "JUST AND REASONABLE" RESOLUTION

PURPOSE: To obtain the Board's approval and adoption of a Resolution which will (i) find and determine that proposed increases to the Crossing Charge Schedule will have no significant adverse effect on the environment within the meaning of the State Environmental Quality Review Act ("SEQRA"), (ii) adopt and approve the Negative Declaration in accordance with SEQRA and authorize and direct the President of the Authority or his designee to execute it, and (iii) find that the proposed Crossing Charge increases are "just and reasonable" within the meaning of the General Bridge Act of 1946.

DISCUSSION: On November 16, 2016, the Board authorized the requisite preliminary steps to establish a new Crossing Charge structure consistent with the capital and operating needs of the Metropolitan Transportation Authority's ("MTA") integrated mass transit and commuter rail network. A copy of the resulting proposed Crossing Charge Schedule is included as Attachment 1.

Adoption of the Crossing Charge Schedule constitutes "routine or continuing agency administration" not subject to review under SEQRA as a Type II action because it is "routine or continuing agency administration and management." See SEQRA regulations at 6 NYCRR §617.5(c)(20). Nevertheless, it is the Authority's practice to review actions that would increase crossing charges at its facilities as if they were subject to SEQRA. Under SEQRA, prior to the Board's adoption of a Resolution enacting increased crossing charges, the Board would consider the potential environmental impacts of a proposed toll increase and determine whether there may be a significant adverse impact resulting from the increase. If there are none, the Board would approve a Negative Declaration that the proposed increases in the new Crossing Charge Schedule (Attachment 1) will have no significant adverse impacts on the environment.

An environmental assessment ("EA") therefore was performed to analyze the potential environmental impacts (particularly traffic and air quality) of the proposed toll increase at Authority facilities and along

The legal name of MTA Bridges and Tunnels is Triborough Bridge and Tunnel Authority

the toll-free diversion routes. The EA analyzed in detail the potential environmental impacts of the proposed toll increase and concluded that no significant adverse impacts to the environment would arise at any Authority facility or along toll-free diversion routes from the proposed toll increase. Going beyond routine SEQRA methodology, the EA also analyzed the potential combined effects of the proposed toll increase and the previously approved cashless, all-electronic Open Road Tolling ("ORT") Program, which is being implemented Authority-wide in 2017 and was the subject of a Negative Declaration adopted by the Board on October 28, 2016, and concluded that no significant impacts to the environment would arise at any Authority facility or along the diversion routes from the combined effects of the proposed toll increase and the ORT Program.

The EA provides a basis for finding that there would be no resulting significant adverse environmental effects from the increases in the proposed Crossing Charge Schedule and, accordingly, supports the adoption of a Negative Declaration as it applies to the new Crossing Charge Schedule. The results are described in the EA and the Negative Declaration separately provided to the Board. As a result, the EA provides a basis for concluding that there would be no significant adverse environmental impacts at any Authority facility or along the toll-free diversion routes from the proposed toll increase and thus no Environment Impact Statement is required in connection with the Board action.

A report which explains why the proposed increases are "just and reasonable" within the meaning of the General Bridge Act of 1946, should that statute be deemed applicable to one or more of the Authority's facilities, has also been provided to the Board.

The Resolution also authorizes the President of the Authority or his designee to execute the Negative Declaration.

IMPACT ON FUNDING: Approval and adoption of the attached Resolution will permit the Board to consider and adopt a separate resolution increasing Crossing Charges for users of the Authority's Bridges and Tunnels.

RECOMMENDATION: It is recommended that the Board separately approve and adopt the attached Resolution finding that the proposed increases will have no significant adverse environmental effects, adopting the Negative Declaration, authorizing the President or his designee to execute the Negative Declaration, and finding the proposed increases "just and reasonable."

RESOLUTION

WHEREAS, on November 16, 2016, the Board authorized all applicable measures to establish increases in Crossing Charges at Triborough Bridge and Tunnel Authority ("the Authority") facilities consistent with the capital and operating needs of the Metropolitan Transportation Authority ("MTA");

WHEREAS, there has been distributed to the Board an Environmental Assessment ("EA") regarding the effects of various proposed Crossing Charge increases as they relate to the facilities of the Authority; and

WHEREAS, the EA analyzed in detail the potential environmental impacts of the proposed toll increase and concluded that no significant adverse impacts to the environment would arise at any Authority facility or along the toll-free diversion routes from the proposed toll increase; and

WHEREAS, going beyond routine SEQRA methodology, the EA also analyzed the potential combined effects of the proposed toll increase and the previously approved cashless, all-electronic ORT Program, which will be implemented Authority-wide in 2017 and was the subject of a Negative Declaration adopted by the Board on October 28, 2016, and concluded that no significant adverse impacts to the environment would arise at any Authority facility or along the diversion routes from the potential combined effects of the proposed toll increase and the ORT Program; and

WHEREAS, the EA provides the basis for finding that there would be no resulting significant adverse environmental effects from the increases in the proposed Crossing Charge Schedule (Attachment 1); and

WHEREAS, the EA thus provides a basis for approving and adopting the Negative Declaration as it applies to the new Crossing Charge Schedule; and

WHEREAS, there has been distributed to the Board a proposed Negative Declaration regarding the Crossing Charge increases, prepared in accordance with the State Environmental Quality Review Act; and

WHEREAS, there has been distributed a report that discusses factors bearing on a determination that the Crossing Charge increases are "just and reasonable" and appropriate to meet MTA's financial needs; and

WHEREAS, the Board has considered all of the above.

NOW, THEREFORE, upon motion duly made and seconded, the following resolution is adopted by the Board:

RESOLVED, that the Authority hereby determines, for the reasons set forth in the EA and the Negative Declaration, that the proposed increases in the Crossing Charges of the Authority will not have a significant adverse impact on the environment and, accordingly, that no Environmental Impact Statement is required to be prepared in connection with such action. A Negative Declaration as it applies to the new Crossing Charge Schedule is hereby approved and adopted and the President of the Authority or his

designee is hereby authorized and directed to execute, file and publish such Negative Declaration, as may be required by law.

RESOLVED, that the Crossing Charges for use of the facilities of the Authority, as increased by the amounts in the new Crossing Charge Schedule, are hereby found to be "just and reasonable."

New York, New York
January 25, 2017

ATTACHMENT 1

Part 1021.1 Crossing Charges

TRIBOROUGH BRIDGE AND TUNNEL AUTHORITY CROSSING CHARGES

A. E-ZPass Charges For E-ZPass New York Customer
Service Center Customers

	VERRAZANO- NARROWS BRIDGE (a)	ROBERT F. KENNEDY, BRONX-WHITESTONE, AND THROGS NECK BRIDGES AND QUEENS MIDTOWN AND HUGH L CAREY TUNNELS	HENRY HUDSON BRIDGE	MARINE PARKWAY-GIL HODGES MEMORIAL, AND CROSS BAY VETERANS MEMORIAL BRIDGES
CLASSIFICATION	Crossing Charges			
1 Two-axle vehicles, including: passenger vehicles, station wagons, self-propelled mobile homes, ambulances, hearses, vehicles with seating capacity of not more than 15 adult persons (including the driver) and trucks with maximum gross weight (MGW) of 7,000 lbs. and under	\$5.76	\$5.76	\$2.64	\$2.16
Registered Staten Island Residents using an eligible vehicle taking 3 or more trips per month	\$3.24			
Registered Staten Island Residents using an eligible vehicle taking less than 3 trips per month	\$3.42			
Registered Rockaway Residents using an eligible vehicle				\$1.41
Each additional axle costs	\$3.50	\$3.50	\$2.75	\$2.75
2 All vehicles with MGW greater than 7,000 lbs. and buses (other than franchise buses using E-ZPass and motor homes)				
Two-axle vehicles	\$10.40	\$10.40		\$5.20
Three-axle vehicles	\$17.05	\$17.05		\$8.53
Four-axle vehicles	\$21.79	\$21.79		\$10.90
Five-axle vehicles	\$28.40	\$28.40		\$14.20
Six-axle vehicles	\$33.14	\$33.14		\$16.57
Seven-axle vehicles	\$39.76	\$39.76		\$19.88
Each additional axle	\$6.64	\$6.64		\$3.32
3 Two-axle franchise buses	\$4.17	\$4.17		\$2.08
4 Three-axle franchise buses	\$4.95	\$4.95		\$2.61
5 Motorcycles	\$2.51	\$2.51	\$1.80	\$1.80
Each additional axle	\$1.50	\$1.50	\$1.50	\$1.50

See Footnotes on next page

The Authority reserves the right to determine whether any vehicle is of unusual or unconventional design, weight or construction and therefore not within any of the listed categories. The Authority also reserves the right to determine the crossing charge for any such vehicle of unusual or unconventional design, weight or construction.

Bicycles are not permitted over Bronx-Whitestone, Throgs Neck, and Verrazano-Narrows Bridges, or through the tunnels. Such vehicles may cross the Robert F. Kennedy, Henry Hudson, Marine Parkway-Gil Hodges Memorial and Cross Bay Veterans Memorial Bridges without payment of crossing charge, but must be walked across the pedestrian paths of such bridges.

Only vehicles authorized to use parkways are authorized to use the Henry Hudson Bridge. An unauthorized vehicle using the Henry Hudson Bridge must pay the Marine Parkway-Gil Hodges Memorial Bridge rate.

E-ZPass crossing charges apply to New York E-ZPass Customer Service Center customers only and are available subject to terms, conditions and agreements established by the Authority.

There are no residential restrictions with regard to enrollment as a TBTA Customer in the New York Customer Service Center.

(a) Under Verrazano-Narrows one-way crossing charge collection program, all per crossing charges shown should be doubled. Presently paid in westbound direction only.

TRIBOROUGH BRIDGE AND TUNNEL AUTHORITY CROSSING CHARGES

B. For Fare Media Other Than E-ZPass Charges for
E-ZPass New York Customer Service Center Customers

	VERRAZANO- NARROWS BRIDGE (a)	ROBERT F. KENNEDY, BRONX-WHITESTONE, AND THROGS NECK BRIDGES AND QUEENS MIDTOWN AND HUGH L CAREY TUNNELS	HENRY HUDSON BRIDGE	MARINE PARKWAY-GIL HODGES MEMORIAL, AND CROSS BAY VETERANS MEMORIAL BRIDGES
CLASSIFICATION	Crossing Charges			
1 Two-axle vehicles, including: passenger vehicles, station wagons, self-propelled mobile homes, ambulances, hearses, vehicles with seating capacity of not more than 15 adult persons (including the driver) and trucks with maximum gross weight (MGW) of 7,000 lbs. and under	\$8.50	\$8.50	\$6.00	\$4.25
The following discounted charges are available for eligible class 1 vehicles:				
Prepaid charges to obtain discount token roll or E-Tokens				\$2.8333
Prepaid charges per crossing to obtain tickets or E-Tickets for registered Staten Island Residents using an eligible vehicle with three or more occupants (HOV)	\$1.60			
Prepaid charges per crossing to obtain token roll or E-Tokens for registered Staten Island Residents using an eligible vehicle	\$4.6125			
Prepaid charges per crossing to obtain token roll or E-Tokens for registered Rockaway Peninsula/Broad Channel Residents using an eligible vehicle				\$1.9286
Each additional axle costs	\$3.50	\$3.50	\$2.75	\$2.75
2 All vehicles with MGW greater than 7,000 lbs. and buses (other than franchise buses using E-ZPass and motor homes)				
Two-axle vehicles	\$17.00	\$17.00		\$8.50
Three-axle vehicles	\$28.00	\$28.00		\$14.00
Four-axle vehicles	\$35.00	\$35.00		\$17.50
Five-axle vehicles	\$46.00	\$46.00		\$23.00
Six-axle vehicles	\$53.00	\$53.00		\$26.50
Seven-axle vehicles	\$66.00	\$66.00		\$33.00
Each additional axle	\$10.00	\$10.00		\$5.00
3 Two-axle franchise buses	\$7.25	\$7.25		\$3.50
4 Three-axle franchise buses	\$8.25	\$8.25		\$4.25
5 Motorcycles	\$3.50	\$3.50	\$3.50	\$3.50
Each additional axle	\$1.50	\$1.50	\$1.50	\$1.50

See Footnotes on next page

The Authority reserves the right to determine whether any vehicle is of unusual or unconventional design, weight or construction and therefore not within any of the listed categories. The Authority also reserves the right to determine the crossing charge for any such vehicle of unusual or unconventional design, weight or construction.

Bicycles are not permitted over Bronx-Whitestone, Throgs Neck, and Verrazano-Narrows Bridges, or through the tunnels. Such vehicles may cross the Robert F. Kennedy, Henry Hudson, Marine Parkway-Gil Hodges Memorial and Cross Bay Veterans Memorial Bridges without payment of crossing charge, but must be walked across the pedestrian paths of such bridges.

Only vehicles authorized to use parkways are authorized to use the Henry Hudson Bridge. An unauthorized vehicle using the Henry Hudson Bridge must pay the Marine Parkway-Gil Hodges Memorial Bridge rate.

(a) Under Verrazano-Narrows one-way crossing charge collection program, all per crossing charges shown should be doubled. Presently paid in westbound direction only.

Staff Summary

Subject	Crossing Charge Increases
Department	Law
Department Head Name	M. Margaret Terry <i>MMT</i>
Department Head Signature	
Project Manager Name	

Date	January 25, 2017
Vendor Name	N/A
Contract Number	N/A
Contract Manager Name	N/A
Table of Contents Ref. #	N/A

Board Action					
Order	To	Date	Approval	Info	Other
1	Board	1/25/17			

Internal Approvals			
Order	Approval	Order	Approval
3	President <i>PI</i>		VP Procurement
	General Counsel		VP Operations
2	Executive VP		VP Labor Relations
	VP Operations Support		VP & Chief Engineer

Internal Approval (cont.)							
Order	Approval	Order	Approval	Order	Approval	Order	Approval
1	Chief Financial Officer <i>[Signature]</i>		Chief Security Officer		Chief Maintenance Officer		Other
	Chief Information Officer		Chief Health & Safety Officer		Affirmative Action		Other

PURPOSE: To obtain the Board's approval of the annexed Resolution which will (i) repeal the prior Crossing Charge Schedule and adopt a new Crossing Charge Schedule that increases Crossing Charges for use of the Authority facilities and (ii) authorize the President of the Authority or his designee to take all such steps that may be necessary and desirable to establish, implement and permanently adopt, pursuant to law, the new Crossing Charge Schedule.

DISCUSSION: The Metropolitan Transportation Authority's ("MTA") Proposed Financial Plan 2017-2020 presented at the November 2016 Board meeting contemplates implementation of increased tolls, and fares, to achieve budgeted revenue targets. On November 16, 2016, the Board authorized the Authority to take the requisite preliminary steps to implement a new Crossing Charge Schedule. On December 14, 2016 the Board approved the 2017 Budget and 2017-2020 Financial Plan which contemplate implementation of toll increases in March 2017.

Eight public hearings were conducted in which members of the public were invited to comment on proposed crossing charge increases. The public was also offered the opportunity to record videotaped comments at sessions in New York City and Dutchess, Nassau and Suffolk Counties, while written comments could be submitted via the MTA's website and through the mail. Notice of the proposed changes was separately published in the *State Register* on December 7, 2016, soliciting public comments. Transcripts of the hearing testimony and the videotaped testimony and copies of written statements have been distributed to Board members for their consideration.

The attached proposed Crossing Charge Schedule (Attachment 1) contains:

- An increase in the one-way passenger car crossing charge of \$0.50 to \$8.50 for customers using fare media other than New York Customer Service Center ("NYCSC") E-ZPass, commonly known as cash

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or Tolls by Mail tolls but which also includes non-NYCSC E-ZPass, at the Bronx-Whitestone, Throgs Neck and Robert F. Kennedy Bridges and the Queens Midtown and Hugh L. Carey Tunnels; and an increase in the passenger car charge for E-ZPass customers of \$.22 to \$5.76.

- An increase in the passenger car toll for cash/Tolls by Mail customers at the Verrazano-Narrows Bridge, where tolls are collected Staten Island-bound only in accordance with federal law, of \$1.00 to \$17.00; and an increase in the passenger car toll for E-ZPass customers of \$.44 to \$11.52.
- An increase in the one-way passenger car toll for Tolls by Mails customers at the Henry Hudson Bridge of \$0.50 to \$6.00; and an increase in the passenger car toll for E-ZPass customers of \$.10 to \$2.64.
- An increase in the one-way passenger car toll for cash/Tolls by Mail customers at the Cross Bay Veterans Memorial and Marine Parkway-Gil Hodges Memorial Bridges ("Rockaway Bridges") of \$.25 to \$4.25; and an increase in the passenger car toll for E-ZPass customers of \$.08 to \$2.16.
- A toll of \$6.84 for registered Staten Island Residents ("SIR") using E-ZPass for less than three trips per month across the Verrazano-Narrows Bridge, where tolls are collected Staten Island-bound only, and a \$6.48 toll for Staten Island Residents using E-ZPass at this facility for three or more trips per month ("SIR E-ZPass toll"); and an effective toll rate of \$5.74 for all such Staten Island residents after receiving a rebate under the MTA's SIR Rebate Program.¹
- A toll of \$1.41 for registered Rockaway Residents using E-ZPass at the Rockaway Bridges.
- Other statutory discounts, which are provided through token roll purchases or E-Tokens at the Verrazano-Narrows and Rockaway Bridges; and
- Crossing charge increases for other classes of vehicles.

If approved, the new charges contained in the Schedule are planned for implementation on or about March 19, 2017.

The Board has separately adopted a Resolution (i) finding that the proposed increases will have no significant adverse effects on the environment within the meaning of the State Environmental Quality Review Act ("SEQRA"); (ii) adopting and approving a Negative Declaration; and (iii) finding that the proposed increases are just and reasonable within the meaning of the General Bridge Act of 1946.

Finally, the Board is asked to delegate to the President of the Authority or his designee authority to take all necessary and desirable steps to repeal the prior Part 1021.1 of Title 21 of the New York Codes, Rules and Regulations and implement and permanently adopt a new Part 1021.1 of Title 21 NYCRR to reflect the new Crossing Charge Schedule.

IMPACT ON FUNDING: Adoption of the new Crossing Charge Schedule will raise toll revenues in 2017 and subsequent years and enable the Authority, which is permitted to generate surplus funds after payment of all bond obligations, operating, administration and other necessary expenses, to subsidize mass transit and assist the MTA in achieving a balanced budget as required by law.

RECOMMENDATION: It is recommended that the Board adopt and approve the attached Resolution repealing the prior Crossing Charge Schedule, establishing the new Crossing Charge Schedule and authorizing the President or his designee to take all steps to establish, implement and permanently adopt the

¹The SIR Rebate Program and the VNB Commercial Rebate Program (together, the "VNB Rebate Programs"), as approved by the MTA Board, became effective as of April 1, 2014 with funding from both the MTA and New York State. The VNB Rebate Programs will be continued only for such period of operations during which, net of State actions or available offsets, MTA's financial responsibility does not exceed \$7 million. In the event that such condition is not met, or the available funding is exceeded, the VNB Rebate Programs would cease and Staten Island residents would be charged the applicable SIR E-ZPass toll and trucks and other commercial vehicles would be charged the applicable E-ZPass toll for the Verrazano-Narrows Bridge.

The legal name of MTA Bridges and Tunnels is Triborough Bridge and Tunnel Authority.

Schedule, pursuant to law.

The legal name of MTA Bridges and Tunnels is Triborough Bridge and Tunnel Authority.

RESOLUTION

WHEREAS, on November 16, 2016, the Board authorized the President of the Triborough Bridge and Tunnel Authority (the Authority) and his designees to take requisite preliminary steps to implement a new Crossing Charge Schedule consistent with the MTA's financial needs; and

WHEREAS, notices of proposals to increase crossing charges were published on November 22, 2016 in the *New York Times*, *Daily News*, *Newsday*, *Daily Challenge*, *Journal News*, *El Diario*, *Poughkeepsie Journal* and *Korea Central Daily*; on November 30, 2016 in the *Haiti Observateur*; and on December 1, 2016 in the *Amsterdam News*; and

WHEREAS, hearings at which members of the public were invited to comment on the proposed crossing charge changes were held at the Milton G. Bassin Performing Arts Center, York College, 94-20 Guy R. Brewer Boulevard, Queens, on December 5, 2016; at the College of Staten Island Center for the Arts, College of Staten Island, 2800 Victory Boulevard, Staten Island, on December 6, 2016; at the Hilton Long Island Grand Ballroom, 598 Broad Hollow Road, Melville, Suffolk County, on December 7, 2016; at Baruch College, Baruch Performing Arts Center Mason Hall, 17 Lexington Avenue, Manhattan, on December 8, 2016; at the Hostos Center for the Arts & Culture, Main Theatre, 450 Grand Concourse, the Bronx, on December 13, 2016; at the Crowne Plaza Suffern, Montebello Ballroom, 3 Executive Boulevard, Suffern, on December 15, 2016; at the Walt Whitman Theater, Brooklyn College, 2900 Campus Road, Brooklyn, on December 19, 2016; and at the New York Power Authority, 123 Main Street, White Plains, on December 20, 2016; and

WHEREAS, the public was offered the opportunity to record videotaped comments at the New York City Transit Authority, 3 Stone Street, Manhattan on December 13, 2016; at the Long Island Rail Road Hicksville Station, Nassau County on December 13, 2016; at the Long Island Rail Road Ronkonkoma Station, Suffolk County on December 15, 2016; at the Metro-North Poughkeepsie Station, Dutchess County on December 7, 2016; and the public was invited to submit written comments via the MTA's website and through the mail; and

WHEREAS, notice of the proposed crossing charge increases was published in the *New York State Register* on December 7, 2016 and the public was invited to submit comments to the Authority; and

WHEREAS, transcripts of the public hearing proceedings and copies of the written and videotaped comments which were received from members of the public have been distributed to members of the Board; and

WHEREAS, the Board has considered the testimony of the public at the public hearings and written and videotaped comments submitted to the Authority; and

WHEREAS, the Board, by resolution adopted January 25, 2017, found that the proposed Crossing Charge increases with respect to such action will have no significant adverse effects on the environment under the meaning of SEQRA, adopted and approved a Negative Declaration, authorized and directed the President of the Authority to execute said Negative Declaration and found the Crossing Charge increases to be "just and reasonable;"

NOW, THEREFORE, IT IS:

RESOLVED, that provided the Negative Declaration has been duly executed by the President of the Authority, or his designee, the Crossing Charge Schedule in the prior Part 1021.1 of Title 21 New York Codes, Rules and Regulations shall be and hereby is repealed and the new Crossing Charge Schedule in the new Part 1021.1 of Title 21 New York Codes, Rules and Regulations, providing for certain increases in the Crossing Charge structure of the Authority, as set forth in the attachment to this resolution, shall be and hereby is adopted to be implemented on or about March 19, 2017; and be it further,

RESOLVED, that the President of the Authority or his designee is hereby fully authorized and directed to take such steps as may be necessary or desirable to repeal the prior Part 1021.1 of the New York Codes, Rules and Regulations and establish, implement and adopt the proposed Crossing Charge Schedule, annexed hereto, in the new Part 1021.1 of the New York Codes, Rules and Regulations, pursuant to law.

January 25, 2017
New York, New York

ATTACHMENT 1

Part 1021.1 Crossing Charges

TRIBOROUGH BRIDGE AND TUNNEL AUTHORITY CROSSING CHARGES

A. E-ZPass Charges For E-ZPass New York Customer
Service Center Customers

	VERRAZANO- NARROWS BRIDGE (a)	ROBERT F. KENNEDY, BRONX-WHITESTONE, AND THROGS NECK BRIDGES AND QUEENS MIDTOWN AND HUGH L CAREY TUNNELS	HENRY HUDSON BRIDGE	MARINE PARKWAY-GIL HODGES MEMORIAL, AND CROSS BAY VETERANS MEMORIAL BRIDGES
CLASSIFICATION	Crossing Charges			
1 Two-axle vehicles, including: passenger vehicles, station wagons, self-propelled mobile homes, ambulances, hearses, vehicles with seating capacity of not more than 15 adult persons (including the driver) and trucks with maximum gross weight (MGW) of 7,000 lbs. and under	\$5.76	\$5.76	\$2.64	\$2.16
Registered Staten Island Residents using an eligible vehicle taking 3 or more trips per month	\$3.24			
Registered Staten Island Residents using an eligible vehicle taking less than 3 trips per month	\$3.42			
Registered Rockaway Residents using an eligible vehicle				\$1.41
Each additional axle costs	\$3.50	\$3.50	\$2.75	\$2.75
2 All vehicles with MGW greater than 7,000 lbs. and buses (other than franchise buses using E-ZPass and motor homes)				
Two-axle vehicles	\$10.40	\$10.40		\$5.20
Three-axle vehicles	\$17.05	\$17.05		\$8.53
Four-axle vehicles	\$21.79	\$21.79		\$10.90
Five-axle vehicles	\$28.40	\$28.40		\$14.20
Six-axle vehicles	\$33.14	\$33.14		\$16.57
Seven-axle vehicles	\$39.76	\$39.76		\$19.88
Each additional axle	\$6.64	\$6.64		\$3.32
3 Two-axle franchise buses	\$4.17	\$4.17		\$2.08
4 Three-axle franchise buses	\$4.95	\$4.95		\$2.61
5 Motorcycles	\$2.51	\$2.51	\$1.80	\$1.80
Each additional axle	\$1.50	\$1.50	\$1.50	\$1.50

See Footnotes on next page

The Authority reserves the right to determine whether any vehicle is of unusual or unconventional design, weight or construction and therefore not within any of the listed categories. The Authority also reserves the right to determine the crossing charge for any such vehicle of unusual or unconventional design, weight or construction.

Bicycles are not permitted over Bronx-Whitestone, Throgs Neck, and Verrazano-Narrows Bridges, or through the tunnels. Such vehicles may cross the Robert F. Kennedy, Henry Hudson, Marine Parkway-Gil Hodges Memorial and Cross Bay Veterans Memorial Bridges without payment of crossing charge, but must be walked across the pedestrian paths of such bridges.

Only vehicles authorized to use parkways are authorized to use the Henry Hudson Bridge. An unauthorized vehicle using the Henry Hudson Bridge must pay the Marine Parkway-Gil Hodges Memorial Bridge rate.

E-ZPass crossing charges apply to New York E-ZPass Customer Service Center customers only and are available subject to terms, conditions and agreements established by the Authority.

There are no residential restrictions with regard to enrollment as a TBTA Customer in the New York Customer Service Center.

(a) Under Verrazano-Narrows one-way crossing charge collection program, all per crossing charges shown should be doubled. Presently paid in westbound direction only.

TRIBOROUGH BRIDGE AND TUNNEL AUTHORITY CROSSING CHARGES

B. For Fare Media Other Than E-ZPass Charges for
E-ZPass New York Customer Service Center Customers

	VERRAZANO- NARROWS BRIDGE (a)	ROBERT F. KENNEDY, BRONX-WHITESTONE, AND THROGS NECK BRIDGES AND QUEENS MIDTOWN AND HUGH L CAREY TUNNELS	HENRY HUDSON BRIDGE	MARINE PARKWAY-GIL HODGES MEMORIAL, AND CROSS BAY VETERANS MEMORIAL BRIDGES
CLASSIFICATION	Crossing Charges			
1 Two-axle vehicles, including: passenger vehicles, station wagons, self-propelled mobile homes, ambulances, hearses, vehicles with seating capacity of not more than 15 adult persons (including the driver) and trucks with maximum gross weight (MGW) of 7,000 lbs. and under	\$8.50	\$8.50	\$6.00	\$4.25
The following discounted charges are available for eligible class 1 vehicles:				
Prepaid charges to obtain discount token roll or E-Tokens				\$2.8333
Prepaid charges per crossing to obtain tickets or E-Tickets for registered Staten Island Residents using an eligible vehicle with three or more occupants (HOV)	\$1.60			
Prepaid charges per crossing to obtain token roll or E-Tokens for registered Staten Island Residents using an eligible vehicle	\$4.6125			
Prepaid charges per crossing to obtain token roll or E-Tokens for registered Rockaway Peninsula/Broad Channel Residents using an eligible vehicle				\$1.9286
Each additional axle costs	\$3.50	\$3.50	\$2.75	\$2.75
2 All vehicles with MGW greater than 7,000 lbs. and buses (other than franchise buses using E-ZPass and motor homes)				
Two-axle vehicles	\$17.00	\$17.00		\$8.50
Three-axle vehicles	\$28.00	\$28.00		\$14.00
Four-axle vehicles	\$35.00	\$35.00		\$17.50
Five-axle vehicles	\$46.00	\$46.00		\$23.00
Six-axle vehicles	\$53.00	\$53.00		\$26.50
Seven-axle vehicles	\$66.00	\$66.00		\$33.00
Each additional axle	\$10.00	\$10.00		\$5.00
3 Two-axle franchise buses	\$7.25	\$7.25		\$3.50
4 Three-axle franchise buses	\$8.25	\$8.25		\$4.25
5 Motorcycles	\$3.50	\$3.50	\$3.50	\$3.50
Each additional axle	\$1.50	\$1.50	\$1.50	\$1.50

See Footnotes on next page

The Authority reserves the right to determine whether any vehicle is of unusual or unconventional design, weight or construction and therefore not within any of the listed categories. The Authority also reserves the right to determine the crossing charge for any such vehicle of unusual or unconventional design, weight or construction.

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Only vehicles authorized to use parkways are authorized to use the Henry Hudson Bridge. An unauthorized vehicle using the Henry Hudson Bridge must pay the Marine Parkway-Gil Hodges Memorial Bridge rate.

- (a) Under Verrazano-Narrows one-way crossing charge collection program, all per crossing charges shown should be doubled. Presently paid in westbound direction only.