

Fare and Toll Change Materials

February 27, 2019

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STAFF SUMMARY

Subject						Date			
2019 Fare Increases						February 27, 2019			
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 #			
Monica Murray									
Board Action						Internal Approvals			
Order	To	Date	Approval	Info	Other	Order	Approval	Order	Approval
						1	Chief Financial Officer		
1	Board	2/27/2019				2	Legal		
						3	Chief of Staff		
Narrative									

Purpose: To obtain the Board's adoption and approval of a Resolution authorizing proposed fare increases, below the rate of inflation, 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 proposed increases every two years.

The Proposed Financial Plan 2019-2022 presented at the July 25, 2018 Board meeting contemplates implementation of increased fares to achieve budgeted revenue targets. On November 15, 2018 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 12, 2018 the Board approved the 2019 Budget and 2019-2022 Financial Plan which contemplate implementation of fare and toll increases in March 2019.

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 2018, advertisements of the hearings were run in area newspapers, and detailed informational materials describing the fare proposals were posted on the MTA website. Between November 27 and December 13, 2018, 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 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 April 21, 2019:

- 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: Increase the express bus fare to \$6.75. Eliminate payment by coin on Express Bus.
- Bonus: Eliminate the bonus.
- Unlimited Ride MetroCard: Increase the price of unlimited ride cards: 7-Day Unlimited Ride MetroCard increases from \$32 to \$33; 30-Day and Calendar Monthly Unlimited Ride MetroCard increases from \$121 to \$127; 7-Day Express Bus Plus Unlimited Ride MetroCard increases from \$59.50 to \$62.00.

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 April 21, 2019:

- All weekly and monthly passes would increase 3.85% or less, and monthly tickets no more than \$15 and weekly ticket no more than \$5.75. No increase on monthly tickets at or above \$460 or weekly tickets at or above \$147. 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 from 0% to 8.00%. 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% would be not more than 50¢ per ride. On Metro-North Railroad Pascack Valley and Port Jervis lines, no fares would increase. Specific fare changes are included in Attachment A.
- UniTicket and One-Way connecting fares: Increase weekly UniTicket connecting fares for Hudson Rail Link by 50¢ and increase monthly UniTicket connecting fares for Hudson Rail Link by \$1.50. Increase weekly UniTicket fare for connecting local NYC bus service (NYCT and MTA Bus) by 25¢ and monthly UniTicket fare by \$2.00.

Attachment A to the resolution provides further detail on the proposed fare changes, which are required to achieve a balanced budget for fiscal year 2019. 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 A.

Impact on Funding: Adoption of this Resolution will raise revenues in 2019 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 2019-2022 Financial Plan adopted by the Board on December 12, 2018, contemplates implementation of fare and toll increases in 2019 in order to achieve a balanced budget in 2019;

WHEREAS, on November 15, 2018, 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 November 27, 2018; at Hostos Community College, 450 Grand Concourse, the Bronx, on November 29, 2018; at the New York Power Authority, 123 Main Street, White Plains, Westchester on December 5, 2018; at York College, 94-45 Guy R. Brewer Blvd, Queens on December 11, 2018; at Hilton Long Island, 598 Broad Hollow Rd, Melville, Suffolk, on November 29, 2018; at the College of Staten Island, 2800 Victory Blvd, Staten Island, on December 3, 2018; at Long Island University Kumble Theater for Performing Arts, One University Plaza, Brooklyn, on December 10, 2018; at Palisades Center, 1000 Palisades Center Drive, West Nyack, on December 13, 2018 and furthermore, opportunities to record a videotaped statement were provided at NYC Transit Headquarters, 3 Stone St, Manhattan on December 4, 2018; at the LIRR Hicksville Station, Hicksville, Nassau, on December 3, 2018; at the LIRR Ronkonkoma Station, Ronkonkoma, Suffolk, on November 28, 2018; at the Metro-North Poughkeepsie Station,

Poughkeepsie, Dutchess, on November 29, 2018; and at Grand Central Terminal, Manhattan on November 27, 2018.

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.

February 27, 2019
New York, New York

**Attachment A – Additional Material Relating to Staff
Summary on 2019 Fare Increases**

DRAFT

**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

Andy Byford
President, New York City Transit

Darryl Irick
President, MTA Bus

NYCTA & AFFILIATES, MTABC TARIFF

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I. INTRODUCTION

1. This Tariff delineates the fares charged for regular scheduled bus and subway service operated in the City of New York by the New York City Transit Authority (NYCTA), the MTA Bus Company (MTABC), the Manhattan and Bronx Surface Transit Operating Authority (MaBSTOA) and the Staten Island Rapid Transit Operating Authority (SIRTOA) and for paratransit service operated under contract for the NYCTA.
2. Basic fares charged by the NYCTA, MTABC and NYCTA Affiliates may be paid by SingleRide Ticket, value-based MetroCard (also referred to as Regular MetroCard), time-based MetroCard, or cash (on buses only).

Regular Fare Services (Subway, Local Bus, and SIRTOA)

<u>Fare Category</u>	<u>Fare/Fare Medium</u>
Basic Fare	-- A valid SingleRide Ticket (sold for \$3.00) or the deduction of \$2.75 from a valid value-based MetroCard. --Payment of \$2.75 with combination of MetroCard then coin on buses only. --Payment of \$2.75 in exact change on buses only. --Swipe or dip of valid time-based MetroCard*
Senior Citizen/Disabled—Subway	--Deduction of \$1.35 per trip from a valid Reduced Fare MetroCard. --Swipe of valid Reduced Fare Round Trip MetroCard. --Swipe of valid time-based Reduced Fare MetroCard.*
Senior Citizen/Disabled--Local Bus	--\$1.35 in exact change or the deduction of \$1.35 from a valid Reduced Fare MetroCard or the payment of \$1.35 with a combination of Reduced Fare MetroCard then coin. --Dip of valid Reduced Fare Round Trip MetroCard --Dip of valid time-based Reduced Fare MetroCard.*
Senior Citizen/Disabled—SIRTOA	Deduction of \$1.35 from a valid Reduced Fare MetroCard. --Swipe of valid Reduced Fare Round Trip MetroCard. --Swipe of valid time-based Reduced Fare MetroCard.*
ADA Paratransit-eligible person approved for Paratransit services	--Swipe of valid Zero Fare MetroCard
Students with Bus Half-Fare School Pass	\$1.35
Children 44" & Under Accompanied by Adult	Free

* See Section I.7, page 3, for complete list of time-based MetroCards (unlimited ride passes).

Express Bus Service

Fare Category

Basic Fare

Fare/Fare Medium

--The deduction of ~~\$6.50~~\$6.75 from a valid value-based MetroCard ~~or the payment of \$6.50 with a combination of MetroCard then coin or \$6.50 in exact change.~~

--Dip of valid time-based "7-Day Express Bus Plus" MetroCard.*

Senior Citizen/Disabled
(Off-Peak Only)

--The deduction of ~~\$3.25~~\$3.35 from a valid Reduced Fare MetroCard ~~or the payment of \$3.25 with a combination of Reduced Fare MetroCard then coin or \$3.25 in exact change.~~

Children Under 2 Years on Adult's Lap

Free

* See Section I.7, page 3, for complete list of time-based MetroCards (unlimited ride passes).

Paratransit Service

Basic Fare

Fare

\$2.75 or the presentation of a valid TransitChek Access-A-Ride Coupon.

<u>Transfers (Value-based MetroCard)</u>	<u>Fare</u>
Local Bus/Local Bus	Free with MetroCard* or electronic paper transfer if appropriate fare paid on first bus and transfer to second bus completed within two hours.
Local Bus/Subway	Free with MetroCard* if appropriate fare deducted at first farebox (or turnstile) and transfer to paid area (or vehicle) completed in two hours.
Express Bus to Local Bus or Subway	Free with MetroCard* if appropriate express bus fare is deducted and the transfer is completed within two hours.
Local Bus or Subway to Express Bus	MetroCard* transfer to express bus with "step-up" charge to appropriate express bus fare if transfer completed within two hours.
Express Bus to Express Bus	MetroCard* transfer with no additional "step-up" charge if transfer completed within two hours.
A Step-up charge equal to the difference between the fare for a higher fare service and the fare for a lower fare service will be deducted from a MetroCard* when used to transfer from a lower fare service to a higher fare service. *Value-based MetroCard	

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 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	\$124 \$127	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**	\$60.50 \$63.50	
Calendar Monthly MetroCard (Available only through mail subscription as part of joint commuter ticket or to participants in the Premium TransitChek MetroCard program.)	\$124 \$127	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):

<u>Pass Category</u>	<u>Pass Price</u>	<u>Conditions</u>
Reduced Fare EasyPay MetroCard (Available through Reduced-Fare EasyPay subscription program.)	\$60.50 <u>\$63.50</u>	Reduced Fare EasyPay subscribers billed up to a maximum of \$60.50 <u>\$63.50</u> per month for NYCTA subway and NYCTA/MaBSTOA/MTABC local bus trips.
7-Day Express Bus Plus MetroCard	\$59.50 <u>\$62</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	\$32 <u>\$33</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*	\$16 <u>\$16.50</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)

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 SIRT OA 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. A 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 ~~\$60.50~~\$63.50 per month for subway and local bus trips. The ~~\$60.50~~\$63.50 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. A 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.

III. EXPRESS BUS FARES

A. Covered Services

1. This section delineates the fares, rules, and regulations governing Express Bus services provided by the NYCTA/MaBSTOA/MTABC. See Appendix IV for a list of NYCTA/MaBSTOA/MTABC Express Bus Routes.

B. Regular Fares

1. The deduction of ~~\$6.50~~\$6.75 from a valid value-based MetroCard ~~or payment of \$6.50 in exact change or the payment of \$6.50 with a combination of value-based MetroCard then coin~~ or dipping a valid 7-Day Express Bus Plus time-based MetroCard in the express bus farebox upon entry entitles a passenger to a one-way trip in either direction on any Express Bus route operated by the NYCTA, MaBSTOA or MTABC.

C. Infant's Fare

1. A child under two years of age will be carried at no charge on any Express Bus route operated by the NYCTA, MaBSTOA or MTABC, provided the child rides seated on the lap of an accompanying fare-paying adult.

III. EXPRESS BUS FARES

(continued)

D. Senior Citizen/Disabled Reduced Fare

1. A senior citizen aged 65 and older or a disabled individual (except a disabled person in a wheelchair; see Paragraph 2 below) having ~~\$3.25~~\$3.35 deducted from a valid value-based Reduced Fare MetroCard ~~or paying \$3.25 in exact change or paying \$3.25 with a combination of value-based Reduced Fare MetroCard then coin~~ is entitled to a one-way trip on any regular scheduled off-peak NYCTA/MaBSTOA/MTABC express bus service, subject to the conditions listed in Paragraphs 3 and 4 below.
2. A disabled individual in a wheelchair is permitted to ride NYCTA/MaBSTOA/MTABC express buses prior to paying his or her fare, subject to the conditions listed in Paragraphs 3 and 4. A disabled individual in a wheelchair will pay his or her fare by mailing ~~\$3.25~~\$3.35 (~~\$6.50~~\$6.75 when boarding during peak hours) to the Transit Authority in a prepaid envelope supplied by the bus operator.
3. A senior citizen or disabled individual must display a valid identification card each time he or she rides at reduced fare. The following identification is acceptable:
 - a. Senior Citizens
 - (1) Medicare card issued by the Social Security Administration.
 - (2) Permanent senior citizen identification pass issued by the New York City Department for the Aging.
 - (3) Temporary senior citizen identification pass issued by the New York City Department for the Aging.
 - (4) Senior Citizen Individual Reduced Fare MetroCard (RFM) issued to that person by NYCTA.
 - (5) Valid Driver's License (or legal equivalent issued to non-drivers) from any state.
 - (6) Valid passport from any country.
 - b. Disabled Individuals
 - (1) Medicare card issued by the Social Security Administration.
 - (2) Permanent disabled person photo identification pass issued by the Metropolitan Transportation Authority or the New York City Department of Transportation.
 - (3) Temporary disabled person photo identification pass issued by the Metropolitan Transportation Authority or the New York City Department of Transportation.
 - (4) Paratransit Identification Card issued by the NYCTA.
 - (5) Disabled Individual Reduced Fare MetroCard (RFM) issued to that person by NYCTA.

III. EXPRESS BUS FARES
(continued)

D. Senior Citizen/Disabled Reduced Fare (continued)

- c. Additional identification may be required by the NYCTA/MaBSTOA/MTABC bus operator. Identification passes may be used only by the person to whom issued, and must be kept in possession of the senior citizen or disabled passenger during the trip.
4. This privilege is in effect for senior citizens and disabled individuals boarding NYCTA/MaBSTOA/MTABC express buses during off-peak hours only: 10:01 AM to 2:59 PM and 7:01PM to 5:59 AM, Monday through Friday, and all day Saturday and Sunday or designated holidays. Full fare is required at all other times.

E. Express Bus Transfers

1. Full and reduced fare express bus passengers using value-based MetroCards and having the appropriate fare deducted, are entitled to transfer to any express bus route except a bus bearing the same route designation as the original vehicle within two hours of payment of fare on the original vehicle. Only one transfer within the two hour period is permitted.

F. Acceptance of Subway, Local Bus and SIRTOA Transfers on Express Buses

1. Regular and reduced fare subway, NYCTA/MaBSTOA/MTABC local bus and SIRTOA passengers with value-based MetroCards may transfer to NYCTA/MaBSTOA/MTABC express buses by dipping a MetroCard in the express bus farebox and having ~~\$3.75~~\$4.00 (~~\$5.15~~\$5.40 for senior and disabled riders during peak) deducted within two hours of swiping or dipping the MetroCard to board the subway, local bus or SIRTOA. Only one transfer is permitted within the two hour period.

a. ~~Passengers with less than \$3.75 on their value-based MetroCard may pay the remainder with coin.~~

2. During off-peak hours (weekdays, 10:01 a.m. to 2:59 p.m. and 7:01 p.m. to 5:59 a.m., and all day Saturdays, Sundays or designated holidays) senior citizens and disabled persons with value-based Reduced Fare MetroCards may transfer to NYCTA/MaBSTOA/MTABC express buses by dipping the MetroCard in the express bus farebox and having ~~\$1.90~~\$2.00 deducted within two hours of swiping or dipping the MetroCard to board the subway, local bus or SIRTOA. Only one transfer is permitted within the two hour period.

III. EXPRESS BUS FARES

(continued)

- G. Acceptance of Academy Transfers on Express Buses: “Academy” refers to express bus service operated between Staten Island and Manhattan by Academy under contract to the New York City Economic Development Corporation and administered by the New York City Department of Transportation.
1. Regular and reduced fare Academy passengers with value-based MetroCards may transfer free to NYCTA/MaBSTOA/MTABC express buses by dipping the MetroCard in the NYCTA/MaBSTOA/MTABC express bus farebox within two hours of having the appropriate fare deducted on the Academy bus.
- H. Acceptance of LI Bus Transfers on Express Buses: “LI Bus” refers to local bus service operated under contract to Nassau County.
1. Regular and reduced fare passengers on designated LI Bus routes using value-based MetroCards only may transfer to designated intersecting NYCTA/MTABC express bus routes by dipping the MetroCard in the express farebox and having ~~\$3.75~~\$4.00 (~~\$5.15~~\$5.40 for seniors and disabled with Reduced Fare MetroCard during the peak period; ~~\$1.90~~\$2.00 during the off-peak) deducted within two hours of having the appropriate fare deducted on the LI Bus vehicle.
- I. Acceptance of Hudson Rail Link Transfers on Express Buses
1. Regular and reduced fare passengers on HRL buses using value-based MetroCards only may transfer to NYCTA/MABSTOA/MTABC express bus routes by dipping the MetroCard in the express farebox and having ~~\$3.75~~\$4.00 (~~\$5.15~~\$5.40 for seniors and disabled with Reduced Fare MetroCard during the peak period; ~~\$1.90~~\$2.00 during the off-peak) deducted within two hours of having the appropriate fare deducted on the HRL bus.
- J. Acceptance of Roosevelt Island Tramway Transfers on Express Buses
1. Regular and reduced fare Roosevelt Island Tramway passengers using value-based MetroCards may transfer to NYCTA/MABSTOA/MTABC express bus routes by dipping the MetroCard in the express farebox and having ~~\$3.75~~\$4.00 (~~\$5.15~~\$5.40 for seniors and disabled with Reduced Fare MetroCard during the peak period; ~~\$1.90~~\$2.00 during the off-peak) deducted within two hours of having the appropriate fare deducted on the tramway.
- K. Acceptance of Westchester Bus Transfers on Express Buses
1. Westchester Bus Transfers: “Westchester Bus” refers to bus service (popularly known as the Bee-Line) operated by the County of Westchester or by contractors on behalf of the County of Westchester and administered by the Westchester County Department of Transportation.

III. EXPRESS BUS FARES

(continued)

K. Acceptance of Westchester Bus Transfers on Express Buses (continued)

2. Regular and reduced fare Westchester Bus local bus passengers using value-based MetroCards may transfer to NYCTA/MABSTOA/MTABC express buses by dipping the MetroCard in the express farebox and having ~~\$3.75~~\$4.00 (~~\$5.15~~\$5.40 for seniors and disabled during the peak period; ~~\$1.90~~\$2.00 during the off-peak) deducted within two hours of having the appropriate fare deducted on the Westchester Bus local bus.
3. Regular and reduced fare Westchester Bus express bus passengers using value-based MetroCards may transfer free to NYCTA/MABSTOA/MTABC express buses by dipping the MetroCard in the NYCTA/MABSTOA/MTABC express farebox within two hours of having the appropriate fare deducted on the Westchester Bus express bus.

L. Group Transfers to Express Bus

1. Subway/Local Bus to Express Bus
Groups of up to four persons may enter a subway turnstile (board a local bus) on a single value-based MetroCard provided the card has, at a minimum, the equivalent value of a full fare for each person entering the subway (boarding the local bus). The MetroCard may be swiped at the turnstile (dipped in the farebox) once for each person entering the paid area. The card will be encoded with a free transfer for each entry swipe (dip), enabling the entire group to transfer to an express bus provided the transfer to the bus is completed with a single dip of the MetroCard in the bus farebox within two hours of the final turnstile entry swipe (farebox dip) and a fare of ~~\$3.75~~\$4.00 is deducted at the express bus farebox for each member of the original group (~~\$3.75~~\$4.00 for each swipe at the originating subway turnstile or for each dip at the local bus farebox). ~~If there is insufficient value on the MetroCard to cover the step-up charge of \$3.75 per person, the difference may be deposited in coin.~~

M. Transfers with Time-based MetroCards

1. The transfer regulations in Sections E. through L. do not apply to a valid Express Bus Plus MetroCard. A valid Express Bus Plus time-based MetroCard may be used to transfer between/among express bus, subway and local bus, unless the transfer is completed in less than a specified time as determined by NYCTA (see conditions of use, Section II.M).

N. Free Transportation

The following persons will be carried at no charge on any Express Bus route:

1. Personal Care Attendants accompanying disabled persons who are certified on their Paratransit Identification Cards as requiring the assistance of a Personal Care Attendant. The disabled person must pay the appropriate fare (See Section III.D.). The bus operator may request that the Personal Care Attendant stand, if all seats are taken by paying customers.

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 SBS, 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, Bx6 SBS 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, Bx6 SBS 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	\$42.75 \$44.75
Weekly	\$11.25 \$11.50

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	\$121 <u>\$127</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*	\$60.50 <u>\$63.50</u>	
Calendar Monthly MetroCard (Available through mail subscription as part of joint commuter ticket or to participants in the Premium TransitChek MetroCard program.)	\$121 <u>127</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.)	\$60.50 <u>\$63.50</u>	Reduced Fare EasyPay subscribers billed up to a maximum of \$60.50 <u>\$63.50</u> per month for NYCTA subway and NYCTA/MaBSTOA/MTABC local bus trips.
7-Day Express Bus Plus MetroCard	\$59.50 <u>\$62</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	\$32 <u>\$33</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*	\$16 <u>\$16.50</u>	
*Available only to qualifying senior and disabled customers with Reduced Fare photo-ID Cards.		

MNR Fare Change Summary and Fare Tables

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MTA Metro-North Railroad
2019 Fare Proposal Overview

Monthly Tickets will increase no more than 3.85% and be held to a maximum of \$15.00. No increase for Monthly Tickets greater than or equal to \$460.00.

Weekly Tickets will increase no more than 3.85% and be held to a maximum of \$5.75. No increase for Weekly Tickets greater than or equal to \$147.00.

Increase base fare formula 4%. Increases of more than 6.0% will be held to a maximum of \$0.50 per ride except to avoid thru fare violations.

The CityTicket price for one-way weekend travel within New York City will increase from \$4.25 to \$4.50.

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

No increase (0.0%) for all fares on the Haverstraw-Ossining Ferry and Newburgh-Beacon Ferry.

Increase the weekly UniTicket fare for connecting New York City bus service from \$11.25 to \$11.50 and the monthly UniTicket fare from \$42.75 to \$44.75.

Increase the weekly UniTicket fare for Hudson Rail Link from \$11.50 to \$12.00 and the monthly UniTicket fare from \$38.75 to \$40.25.

Modify Weekday A.M. Peak Period Restriction from:
Trains Arriving in GCT and Harlem 125th from 5 AM to 10 AM change to
6 AM to 10 AM
Trains Departing GCT from 5:30 AM to 9:00 AM
change to 6:00 AM to 9:00 AM

A. East of Hudson Travel to From Manhattan	Range of Increase
One-Way, Round-Trip and Ten Trip	2.50%-7.41%
Monthly Commutation	0.00%-3.85%
Weekly Commutation	0.00%-3.82%
B. East of Hudson Intermediate Travel	Range of Increase
One-Way, Round-Trip and Ten Trip	0.0%-7.14%
Monthly Commutation	3.52%-3.85%
Weekly Commutation	2.26%-3.85%

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C. West of Hudson Travel	Range of Increase
One-Way, Round-Trip and Ten Trip	0.00%-0.00%
Monthly Commutation	0.00%-0.00%
Weekly Commutation	0.00%-0.00%

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.

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

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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	\$180.00	\$186.00	\$57.50	\$59.50	\$80.00	\$82.50	\$51.00	\$53.25	\$8.00	\$8.25	\$6.00	\$6.25
2	Melrose Tremont Fordham Botanical Garden Williams Bridge Woodlawn Wakefield	Yankees-E. 153rd Street Morris Hts. University Hts. Marble Hill Spuyten Duyvil Riverdale	\$208.00	\$216.00	\$65.50	\$68.00	\$92.50	\$97.50	\$57.50	\$61.75	\$9.25	\$9.75	\$6.75	\$7.25
3	Mt. Vernon West Fleetwood Bronxville Tuckahoe Crestwood	Ludlow Yonkers Glenwood Greystone	\$239.00	\$248.00	\$76.50	\$79.25	\$110.00	\$115.00	\$70.25	\$74.50	\$11.00	\$11.50	\$8.25	\$8.75
4	Scarsdale Hartsdale White Plains North White Plains	Hastings-on-Hudson Dobbs Ferry Ardsley-on-Hudson Irvington	\$268.00	\$278.00	\$85.75	\$89.00	\$122.50	\$127.50	\$78.75	\$83.00	\$12.25	\$12.75	\$9.25	\$9.75
5	Valhalla Mt. Pleasant Hawthorne Pleasantville Chappaqua	Tarrytown Philipse Manor Scarborough Ossining Croton-Harmon	\$311.00	\$322.00	\$99.50	\$103.25	\$140.00	\$147.50	\$91.50	\$95.75	\$14.00	\$14.75	\$10.75	\$11.25

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continued

(continued) 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
6	Mount Kisco	Cortlandt Peekskill												
	Bedford Hills													
	Katonah													
	Goldens Bridge		\$369.00	\$383.00	\$118.00	\$122.50	\$167.50	\$175.00	108.50	\$112.75	\$16.75	\$17.50	\$12.75	\$13.25
7	Purdy's	Manitou Garrison Cold Spring Breakneck Ridge												
	Croton Falls													
	Brewster		\$422.00	\$437.00	\$135.00	\$140.00	\$192.50	\$200.00	\$123.25	\$127.50	\$19.25	\$20.00	\$14.50	\$15.00
	Southeast													
8	Patterson	Beacon New Hamburg												
	Pawling		\$475.00	\$475.00	\$152.00	\$152.00	\$220.00	\$230.00	\$142.50	\$148.75	\$22.00	\$23.00	\$16.75	\$17.50
9	Appalachian Trail	Poughkeepsie												
	Harlem Valley-Wingdale		\$521.00	\$521.00	\$166.75	\$166.75	\$247.50	\$257.50	\$157.25	\$163.75	\$24.75	\$25.75	\$18.50	\$19.25
10	Dover Plains													
	Tenmile River		\$536.00	\$536.00	\$171.50	\$171.50	\$262.50	\$272.50	\$165.75	\$172.25	\$26.25	\$27.25	\$19.50	\$20.25
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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	\$4.00	\$4.00	\$40.00	\$40.00	\$4.00	\$4.00	\$3.00	\$3.25
2	Melrose Tremont Fordham Botanical Garden Williams Bridge Woodlawn Wakefield	Yankees-E. 153rd Street Morris Hts. University Hts. Marble Hill Spuyten Duyvil Riverdale	\$4.50	\$4.75	\$45.00	\$47.50	\$4.50	\$4.75	\$3.50	\$3.75
3	Mt. Vernon West Fleetwood Bronxville Tuckahoe Crestwood	Ludlow Yonkers Glenwood Greystone	\$5.50	\$5.75	\$55.00	\$57.50	\$5.50	\$5.75	\$4.25	\$4.50
4	Scarsdale Hartsdale White Plains North White Plains	Hastings-on-Hudson Dobbs Ferry Ardsley-on-Hudson Irvington	\$6.00	\$6.25	\$60.00	\$62.50	\$6.00	\$6.25	\$4.75	\$5.00
5	Valhalla Mt. Pleasant Hawthorne Pleasantville Chappaqua	Tarrytown Philipse Manor Scarborough Ossining Croton-Harmon	\$7.00	\$7.25	\$70.00	\$72.50	\$7.00	\$7.25	\$5.50	\$5.75

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(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
6	Mount Kisco Bedford Hills Katonah Goldens Bridge	Cortlandt Peekskill	\$8.25	\$8.75	\$82.50	\$87.50	\$8.25	\$8.75	\$6.50	\$6.75
7	Purdy's Croton Falls Brewster Southeast	Manitou Garrison Cold Spring Breakneck Ridge	\$9.50	\$10.00	\$95.00	\$100.00	\$9.50	\$10.00	\$7.25	\$7.50
8	Patterson Pawling Appalachian Trail	Beacon New Hamburg	\$11.00	\$11.50	\$110.00	\$115.00	\$11.00	\$11.50	\$8.50	\$8.75
9	Harlem Valley-Wingdale Dover Plains	Poughkeepsie	\$12.25	\$12.75	\$122.50	\$127.50	\$12.25	\$12.75	\$9.25	\$9.75
10	Tenmile River Wassaic		\$12.50	\$13.50	\$125.00	\$135.00	\$12.50	\$13.50	\$9.75	\$10.25

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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	\$16.00	\$13.00	\$13.00	\$11.00	\$11.00	\$10.00	\$10.00
3	Mt. Vernon West Fleetwood Bronxville Tuckahoe Crestwood	Ludlow Yonkers Glenwood Greystone	\$17.00	\$18.00	\$14.00	\$15.00	\$12.00	\$12.00	\$10.00	\$11.00
4	Scarsdale Hartsdale White Plains North White Plains	Hastings-on-Hudson Dobbs Ferry Ardsley-on-Hudson Irvington	\$18.00	\$19.00	\$15.00	\$16.00	\$12.00	\$12.00	\$11.00	\$11.00
5	Valhalla Mt. Pleasant Hawthorne Pleasantville Chappaqua	Tarrytown Philipse Manor Scarborough Ossining Croton-Harmon	\$20.00	\$21.00	\$17.00	\$17.00	\$13.00	\$13.00	\$12.00	\$12.00

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continued

(continued) 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
6	Mount Kisco Bedford Hills Katonah Goldens Bridge	Cortlandt Peekskill	\$23.00	\$24.00	\$19.00	\$19.00	\$14.00	\$15.00	\$13.00	\$13.00
7	Purdy's Croton Falls Brewster Southeast	Manitou Garrison Cold Spring Breakneck Ridge	\$25.00	\$26.00	\$21.00	\$21.00	\$16.00	\$16.00	\$13.00	\$14.00
8	Patterson Pawling Appalachian Trail	Beacon New Hamburg	\$28.00	\$29.00	\$23.00	\$24.00	\$17.00	\$18.00	\$15.00	\$15.00
9	Harlem Valley-Wingdale Dover Plains	Poughkeepsie	\$31.00	\$32.00	\$25.00	\$25.00	\$18.00	\$19.00	\$15.00	\$16.00
10	Tenmile River Wassaic		\$32.00	\$33.00	\$26.00	\$26.00	\$19.00	\$20.00	\$16.00	\$16.00

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Table 3: Proposed New Haven Line (NYS Only) Fares to/from Grand Central Terminal

 (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	\$239.00	\$248.00	\$76.50	\$79.25	\$107.50	\$112.50	\$68.00	\$72.25	\$10.75	\$11.25	\$8.00	\$8.50
13	Larchmont Mamaroneck Harrison	\$268.00	\$278.00	\$85.75	\$89.00	\$122.50	\$127.50	\$78.75	\$83.00	\$12.25	\$12.75	\$9.25	\$9.75
14	Rye Port Chester	\$289.00	\$300.00	\$92.50	\$96.00	\$132.50	\$137.50	\$85.00	\$87.25	\$13.25	\$13.75	\$10.00	\$10.25

Proposed New Haven Line (NYS Only) Fares to/from Grand Central Terminal

 (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	\$5.50	\$52.50	\$55.00	\$5.25	\$5.50	\$4.00	\$4.25
13	Larchmont Mamaroneck Harrison	\$6.00	\$6.25	\$60.00	\$62.50	\$6.00	\$6.25	\$4.75	\$5.00
14	Rye Port Chester	\$6.50	\$6.75	\$65.00	\$67.50	\$6.50	\$6.75	\$5.00	\$5.25

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Table 4: Proposed New Haven Line (NYS Only) 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. 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	\$17.00	\$17.00	\$14.00	\$15.00	\$11.00	\$12.00	\$10.00	\$11.00
	New Rochelle								
13	Larchmont								
	Mamaroneck	\$18.00	\$19.00	\$15.00	\$16.00	\$12.00	\$12.00	\$11.00	\$11.00
	Harrison								
14	Rye	\$19.00	\$20.00	\$16.00	\$16.00	\$13.00	\$13.00	\$11.00	\$11.00
	Port Chester								


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Table 5: Proposed Port Jervis and Pascack Valley Line Fares to/from Hoboken¹

 (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 Tuxedo	\$300.00	\$300.00	\$93.00	\$93.00	\$104.50	\$104.50	\$11.00	\$11.00	\$16.50	\$16.50	\$5.50	\$5.50
Harriman	\$304.00	\$304.00	\$94.25	\$94.25	\$119.00	\$119.00	\$12.50	\$12.50	\$18.75	\$18.75	\$6.25	\$6.25
Salisbury Mills	\$315.00	\$315.00	\$97.75	\$97.75	\$133.00	\$133.00	\$14.00	\$14.00	\$21.00	\$21.00	\$7.00	\$7.00
Campbell Hall	\$333.00	\$333.00	\$103.25	\$103.25	\$147.50	\$147.50	\$15.50	\$15.50	\$23.25	\$23.25	\$7.75	\$7.75
Middletown	\$347.00	\$347.00	\$107.50	\$107.50	\$157.00	\$157.00	\$16.50	\$16.50	\$24.75	\$24.75	\$8.25	\$8.25
Otisville	\$371.00	\$371.00	\$115.00	\$115.00	\$171.00	\$171.00	\$18.00	\$18.00	\$27.00	\$27.00	\$9.00	\$9.00
Port Jervis	\$404.00	\$404.00	\$125.25	\$125.25	\$192.50	\$192.50	\$20.25	\$20.25	\$30.50	\$30.50	\$10.00	\$10.00
PASCACK VALLEY LINE												
Pearl River Nanuet Spring Valley	\$267.00	\$267.00	\$82.75	\$82.75	\$92.50	\$95.00	\$9.75	\$9.75	\$14.75	\$14.75	\$4.75	\$4.75
¹ The onboard fare charge is equal to the one-way fare or the off-peak round trip fare plus an additional \$5.00.												


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Table 6: Proposed Port Jervis and Pascack Valley Line Fares to/from Penn Station, NY¹

 (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 Tuxedo	\$376.00	\$376.00	\$116.00	\$116.00	\$134.50	\$134.50	\$14.00	\$14.00	\$22.50	\$22.50	\$6.85	\$6.85
Harriman	\$380.00	\$380.00	\$117.25	\$117.25	\$149.00	\$149.00	\$15.50	\$15.50	\$24.75	\$24.75	\$7.60	\$7.60
Salisbury Mills	\$391.00	\$391.00	\$120.75	\$120.75	\$163.00	\$163.00	\$17.00	\$17.00	\$27.00	\$27.00	\$8.35	\$8.35
Campbell Hall	\$409.00	\$409.00	\$126.25	\$126.25	\$177.50	\$177.50	\$18.50	\$18.50	\$29.25	\$29.25	\$9.10	\$9.10
Middletown	\$423.00	\$423.00	\$130.50	\$130.50	\$187.00	\$187.00	\$19.50	\$19.50	\$30.75	\$30.75	\$9.60	\$9.60
Otisville	\$447.00	\$447.00	\$138.00	\$138.00	\$201.00	\$201.00	\$21.00	\$21.00	\$33.00	\$33.00	\$10.35	\$10.35
Port Jervis	\$480.00	\$480.00	\$148.25	\$148.25	\$222.50	\$222.50	\$23.25	\$23.25	\$36.50	\$36.50	\$11.35	\$11.60
PASCACK VALLEY LINE												
Pearl River Nanuet Spring Valley	\$307.00	\$307.00	\$93.25	\$93.25	\$102.50	\$102.50	\$10.75	\$10.75	\$16.75	\$16.75	\$5.30	\$5.30
¹ The onboard fare charge is equal to the one-way fare or the off-peak round trip fare plus an additional \$5.00.												

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Table 7: Sample Proposed Intermediate Fares

<div><div></div><div>(Certain New Haven Line intermediate fares may be increased in stages.)</div></div>									
Line/Station(s)	Destination	Monthly		Weekly		10-Trip		One-Way	
		Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed
HUDSON LINE									
Yankees-E. 153rd Street thru Riverdale	Yonkers	\$69.75	\$72.25	\$21.50	\$22.25	\$25.50	\$25.50	\$3.00	\$3.00
Yankees-E. 153rd Street thru Riverdale	Tarrytown	\$103.25	\$107.00	\$33.50	\$34.75	\$46.75	\$49.00	\$5.50	\$5.75
HARLEM LINE									
Melrose thru Wakefield	White Plains	\$77.75	\$80.50	\$24.00	\$24.75	\$34.00	\$36.25	\$4.00	\$4.25
Mount Vernon West thru Crestwood	White Plains	\$69.75	\$72.25	\$21.50	\$22.25	\$25.50	\$25.50	\$3.00	\$3.00
Scarsdale thru North White Plains	White Plains	\$69.75	\$72.25	\$21.50	\$22.25	\$25.50	\$25.50	\$3.00	\$3.00
Valhalla thru Chappaqua	White Plains	\$71.00	\$73.50	\$22.00	\$22.75	\$25.50	\$25.50	\$3.00	\$3.00
Mount Kisco thru Goldens Bridge	White Plains	\$112.75	\$117.00	\$35.00	\$36.25	\$49.00	\$51.00	\$5.75	\$6.00
Purdy's thru Southeast	White Plains	\$159.75	\$165.75	\$49.50	\$51.25	\$63.75	\$66.00	\$7.50	\$7.75
Patterson and Pawling	White Plains	\$211.25	\$219.25	\$66.50	\$68.00	\$93.50	\$97.75	\$11.00	\$11.50
Harlem Valley-Wingdale and Dover Plains	White Plains	\$278.25	\$288.75	\$86.25	\$89.50	\$112.75	\$117.00	\$13.25	\$13.75
Tenmile River and Wassaic	White Plains	\$278.25	\$288.75	\$86.25	\$89.50	\$119.00	\$125.50	\$14.00	\$14.75
NEW HAVEN LINE (NYS only) ²									
Fordham	New Rochelle	\$69.75	\$72.25	\$21.50	\$22.25	\$25.50	\$25.50	\$3.00	\$3.00
Mt. Vernon East thru New Rochelle	Port Chester	\$71.00	\$73.75	\$22.00	\$22.75	\$32.00	\$34.00	\$3.75	\$4.00

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LIRR Fare Change Summary and Fare Tables

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MTA Long Island Rail Road

Fare Proposal Overview

Monthly tickets will increase no more than 3.85% and be held to a maximum of \$15.00. No increase for Monthly tickets greater than or equal to \$460.00.

Weekly tickets will increase no more than 3.85% and be held to maximum of \$5.75. No increase for Weekly tickets greater than or equal to \$147.50.

Increase base fare formula 4%. Increases of more than 6.0% will be held to a maximum of \$0.50 per ride.

Increase the City Ticket fare for one way weekend travel within New York City from \$4.25 to \$4.50.

Increase the Weekly UniTicket fares for connecting New York City bus service from \$11.25 to \$11.50 and the Monthly UniTicket fare from \$42.75 to \$44.50.

The discount calculation for all other types (i.e. senior citizen/disabled, child, and group travel/special event fares) will remain unchanged.

A. Travel to From Manhattan

One-Way, Round-Trip and Ten Trip
Monthly Commutation
Weekly Commutation

Range of Increase

2.86 – 5.88%
0.00 – 3.71%
0.00 – 3.81%

B. Intermediate Travel

One-Way and Ten Trip
Monthly Commutation
Weekly Commutation

Range of Increase

0.00 – 5.88%
3.13 – 3.80%
3.36 – 3.85%

Proposed Fares:

Table 1: Fares to/from Zone 1

Table 2: On Board Fares to/from Zone 1

Table 3: Sample Intermediate

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Table 1: 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		10Trip 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	\$190.00	\$197.00	\$60.75	\$63.00	\$87.50	\$90.00	\$53.25	\$55.25	\$8.75	\$9.00	\$6.25	\$6.50
3	\$226.00	\$234.00	\$72.25	\$75.00	\$102.50	\$107.50	\$63.75	\$66.00	\$10.25	\$10.75	\$7.50	\$7.75
4	\$261.00	\$270.00	\$83.50	\$86.50	\$120.00	\$125.00	\$74.50	\$78.75	\$12.00	\$12.50	\$8.75	\$9.25
7	\$297.00	\$308.00	\$95.00	\$98.50	\$135.00	\$140.00	\$83.00	\$87.25	\$13.50	\$14.00	\$9.75	\$10.25
9	\$350.00	\$363.00	\$112.00	\$116.25	\$160.00	\$167.50	\$97.75	\$102.00	\$16.00	\$16.75	\$11.50	\$12.00
10	\$391.00	\$405.00	\$125.00	\$129.50	\$190.00	\$197.50	\$117.00	\$121.25	\$19.00	\$19.75	\$13.75	\$14.25
12	\$461.00	\$461.00	\$147.50	\$147.50	\$225.00	\$235.00	\$138.25	\$144.50	\$22.50	\$23.50	\$16.25	\$17.00
14	\$500.00	\$500.00	\$160.00	\$160.00	\$292.50	\$305.00	\$180.75	\$189.25	\$29.25	\$30.50	\$21.25	\$22.25

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	\$4.25	\$4.50	\$42.50	\$45.00	\$4.25	\$4.50	\$3.00	\$3.25
3	\$5.00	\$5.25	\$50.00	\$52.50	\$5.00	\$5.25	\$3.75	\$3.75
4	\$6.00	\$6.25	\$60.00	\$62.50	\$6.00	\$6.25	\$4.25	\$4.25
7	\$6.75	\$7.00	\$67.50	\$70.00	\$6.75	\$7.00	\$4.75	\$5.00
9	\$8.00	\$8.25	\$80.00	\$82.50	\$8.00	\$8.25	\$5.75	\$6.00
10	\$9.50	\$9.75	\$95.00	\$97.50	\$9.50	\$9.75	\$6.75	\$7.00
12	\$11.25	\$11.75	\$112.50	\$117.50	\$11.25	\$11.75	\$8.00	\$8.50
14	\$14.50	\$15.25	\$145.00	\$152.50	\$14.50	\$15.25	\$10.50	\$11.00

Table 2: On Board Fares to/from Zone 1

Proposed Long Island Rail Road Fares

Onboard Fares to/from City Zone 1								
(Penn Station, all Brooklyn stations, Long Island City, Hunterspoint Ave, Woodside, Forest Hills, Kew Gardens)								
Zone	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	\$15.00	\$15.00	\$12.00	\$13.00	\$10.00	\$11.00	\$9.00	\$9.00
3	\$16.00	\$17.00	\$14.00	\$14.00	\$11.00	\$11.00	\$10.00	\$10.00
4	\$18.00	\$19.00	\$15.00	\$15.00	\$12.00	\$12.00	\$10.00	\$10.00
7	\$20.00	\$20.00	\$16.00	\$16.00	\$13.00	\$13.00	\$11.00	\$11.00
9	\$22.00	\$23.00	\$18.00	\$18.00	\$14.00	\$14.00	\$12.00	\$12.00
10	\$25.00	\$26.00	\$20.00	\$20.00	\$16.00	\$16.00	\$13.00	\$13.00
12	\$29.00	\$30.00	\$22.00	\$23.00	\$17.00	\$18.00	\$14.00	\$15.00
14	\$35.00	\$37.00	\$27.00	\$28.00	\$21.00	\$21.00	\$17.00	\$17.00

(Some onboard fares will not change due to rounding. One way peak and off peak senior citizens/ disabled fares are not subject to onboard fare differentials.)

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Table 3: Sample Intermediate

Proposed Long Island Rail Road Fares

Sample Proposed Intermediate 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	\$144.00	\$149.00	\$44.50	\$46.00	\$5.50	\$5.50	\$4.00	\$4.00
4	Mineola	Jamaica	3	\$194.00	\$201.00	\$60.00	\$62.25	\$8.00	\$8.25	\$5.75	\$6.00
7	Hicksville	Jamaica	3	\$227.00	\$235.00	\$70.25	\$72.75	\$9.50	\$10.00	\$7.00	\$7.25
9	Babylon	Jamaica	3	\$274.00	\$284.00	\$85.00	\$88.00	\$11.75	\$12.25	\$8.50	\$9.00
10	Ronkonkoma	Jamaica	3	\$322.00	\$334.00	\$99.75	\$103.50	\$14.50	\$15.25	\$10.50	\$11.00
7	Oyster Bay	Mineola	4	\$96.00	\$99.00	\$29.75	\$30.75	\$3.25	\$3.25	n/a	n/a
9	Northport	Mineola	4	\$160.00	\$166.00	\$49.50	\$51.25	\$5.75	\$6.00	n/a	n/a
10	Ronkonkoma	Mineola	4	\$215.00	\$223.00	\$66.75	\$69.25	\$7.25	\$7.50	n/a	n/a
9	Deer Park	Hicksville	7	\$96.00	\$99.00	\$29.75	\$30.75	\$3.25	\$3.25	n/a	n/a
10	Ronkonkoma	Hicksville	7	\$160.00	\$166.00	\$49.50	\$51.25	\$5.75	\$6.00	n/a	n/a

Note: One-Way Off Peak tickets are not available for Zones 4 through 14 because One-Way Peak tickets are specifically priced for local travel in these zones.

Title VI Summary

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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 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 2019 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. The disparate impact analysis is used when the low income population is also a minority population.

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.

No base fare increase: This proposal keeps the Cash fare and Single Ride Ticket fare at the current price (\$2.75 and \$3.00 respectively), while eliminating the Bonus MetroCard. Unlimited 7-day MetroCards would increase to \$33 (from \$32) and Unlimited 30-day MetroCards would increase to \$127 (from \$121.00).

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 2018 are used to compute average fares

³Since 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.

by demographics and mode of travel, and thus are representative of the riders' Census-based demographics. Across an entire month, the number of swipes is approximately 164 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 the 2016 MTA Customer Satisfaction Survey and the 2013 Limited English Proficiency (LEP) intercept survey, 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 the 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. 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:

No base fare increase: 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 this 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 burden for minority and low income subway riders.

For local bus 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 this 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 burden for minority and low income local bus riders. For express bus service, this proposal has no adverse impacts on minority or low income populations. Although a meaningful statistical analysis cannot be performed for both minority and income, as there are only two express bus routes that are designated as both minority and low-income, minority and low income route riders comprise only 3.6% and 9.1% of express bus ridership, respectively.

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 resulted in the fare option not having a disparate impact or 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 4.0%, with a maximum 3.85% increase for weekly and monthly passes. Monthly tickets already at or above \$460, as well as corresponding weekly tickets to/from these zones, would receive no increase.

2. Methodology Used by LIRR

LIRR used data gathered from the 2017 Customer Satisfaction Survey (CSS). The CSS provides demographic information and statistically valid origin-destination ("OD") sets derived from customer responses, as well as the distribution of various fare media (e.g., monthly tickets, weekly tickets, one-way trip, ten-trip tickets) used by the responding riders. Fare media type is used to determine commutation patterns: monthly and weekly tickets are considered commutation trips; all other fare media types are assumed to be non-commutation trips.

Employing a statistically valid random sample of selected respondents (minority/non-minority and above poverty level/at or below poverty level) and their associated origin and destination stations and fare media, LIRR determined two factors: the proposed per-trip fare and the amount of increase in cost per trip. A statistical test ("t-test") was employed to determine whether there is any disparate impact or disproportionate burden with regard to race or income, respectively, within the two ticket type groups (commutation / non-commutation) for both factors (proposed per-trip fare and cost per trip increase).

If the result for either factor is in favor of minority and / or low-income populations, or if the differences are statistically insignificant, the analysis meets Title VI requirements. All of the outcomes were either favorable to minority and low-income customers or demonstrated differences that were statistically insignificant.

3. Results of the LIRR Analysis

Using this methodology and its associated analysis techniques, LIRR found that the proposed 2019 base fare increase has no disparate impact or disproportionate burden on both minority and low-income riders, respectively, served by LIRR.

D. Metro-North

1. Proposed Fare Increases

For east of Hudson services within New York State, Metro-North is proposing an overall base fare increase of 4.0%, with a maximum 3.85% increase for weekly and monthly passes. Monthly tickets already at or above \$460, as well as corresponding weekly tickets to/from these zones, would receive no increase. For west of Hudson services in New York State operated by New Jersey Transit, Metro-North is proposing no increases for any ticket types.

2. Methodology Used by Metro-North

This fare change evaluation methodology utilizes the 2016 Metro-North origin and destination customer survey to provide demographic information to determine the impact of the proposed fare changes on minority and low-income customers. The survey provides trip information derived from customer responses and also provides the distribution of fare media types (e.g., monthly tickets, weekly tickets, one-way trip tickets) used by the responding riders across all lines and at all times of day.

Metro-North defines minority customers as all respondents who indicated they were Black or African American, Asian, Native American, Hawaiian or other Pacific Islander or mixed.

Metro-North defines low-income customers as all respondents who indicated their income was at or below U.S. Health and Human Services Department guidelines for combinations of annual household income and household size.

The analysis measures the two factors below to separately evaluate impact to both minority and low-income customers under each of the proposed fare types:

- New cost per trip
- Amount of increase in cost per trip

The evaluation uses demographic and fare media information from each complete survey response to conduct a statistical test (“t-Test”) to determine whether the proposed fare change has a disparate impact or disproportionate burden with regard to race or income, respectively. If the change for either factor is in favor of minority and / or low-income populations, or if the differences are statistically insignificant, the analysis meets Title VI requirements. All of the outcomes were either favorable to minority and low-income customers or demonstrated differences that were statistically insignificant.

3. Results of the Metro-North Analysis

Using this methodology and its associated analysis techniques, Metro-North found that the proposed 2019 fare proposal has no disparate impact or disproportionate burden on both minority and low-income riders, respectively, served by Metro-North.

Triborough Bridge and Tunnel Authority

TYPE II DETERMINATION AND NEGATIVE DECLARATION

Under the State Environmental Quality Review Act

For the 2019 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 2019 (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, Verrazzano-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.

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 2019-2022 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.¹ 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.² Thus, 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.

The Toll Increase that constitutes the Proposed Action would be in amounts that are equal to or less than “Toll Scenario 2,” which was studied as the reasonable worst case scenario for potential impacts in the Environmental Assessment (“EA”) prepared by WSP USA Inc., in association with AKRF Inc. The EA focuses on the potential effects that the Proposed Action would have on transportation and air quality under Toll Scenario 2, since those are the areas of potential environmental impact that would most likely be affected by the Proposed Action. EA at 1-

¹ Public Authorities Law Sections 1205(1), 1266(3).

² Public Authorities Law Sections 553(12), 569-c.

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3.³ The information and analyses contained in the EA are the basis for the findings set forth in this determination.

Attached as Exhibit A to this determination is a crossing charge schedule detailing the current toll rates and the toll rates that were assumed under Toll Scenario 2, the reasonable worst case scenario assumed in the EA. The Proposed Action, however, will be in amounts equal to or less than Toll Scenario 2. As shown in Exhibit A, under Toll Scenario 2, tolls would be raised by about 8.0 percent for New York Customer Service Center (“NYCSC”) E-ZPass customers and by about 11.8 percent for Tolls by Mail (“TBM”) customers and E-ZPass customers not having an account with the NYCSC.⁴ These increases would result in the following rates for passenger vehicles at: the Major Facilities, a \$6.22 E-ZPass toll rate and a \$9.50 TBM toll rate; the VNB, a \$12.44 E-ZPass toll rate and a \$19.00 TBM toll rate; the HHB, a \$2.85 E-ZPass toll rate and a \$7.00 TBM toll rate; and the Minor Facilities, a \$2.33 E-ZPass toll rate and a \$4.75 TBM toll rate. Charges for other vehicle classes would increase proportionately, and certain discount and rebate programs would be available.

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 Section 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. Section 617.5(c)(26), which incorporates “routine or continuing agency administration and management,” into the list of “Type II” actions that are “not subject to review” under SEQRA. Therefore, TBTA 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.

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 not have significant adverse environmental impacts.

³ All page and table references in this Type II Determination and Negative Declaration refer to the February 2019 Environmental Assessment prepared by WSP USA Inc. and AKRF Inc. for TBTA.

⁴ TBTA’s crossing charge schedule, 21 N.Y.C.R.R. Section 1021.1, establishes toll rates for E-ZPass NYCSC customers, Section 1021.1(A), and for customers using Fare Media Other Than NYCSC E-ZPass, Section 1021.1(B). In this determination the phrase “TBM toll” refers to the toll rates charged to all TBM customers and E-ZPass customers not having an account with the NYCSC, and the phrase “E-ZPass toll” refers to the toll rate for NYCSC E-ZPass customers.

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A. Other Actions⁵

1. 2019 Fare Increases

In parallel with the Proposed Action, fare increases, also to be effective in March 2019, 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 Sections 1205, 1266 and 1266-c of the New York Public Authorities Law. To account for any cumulative impact caused by the potential concurrent implementation of the Proposed Action and these fare increases, the background conditions used to evaluate the Proposed Action account for traffic growth at a level that would accommodate a small anticipated shift of transit riders to autos due to the proposed fare increases. EA at 4-3.

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. 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 2019-2022 Financial Plan anticipates a potential toll increase in 2021 in addition to the Proposed Action. For purposes of forecasting revenues, this financial plan assumes that any such toll increase would be coupled with a fare increase, and forecasts the additional revenue from a potential 2021 fare/toll increase (assuming a combined 4% yield) as \$280 million in 2021 and \$329 million in 2022. However, no specific 2021 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

⁵ The FY 2020 Executive Budget proposed by the Governor in January 2019 includes a congestion tolling program that would charge vehicles entering certain areas in Manhattan. Since the Legislature has not yet negotiated or passed the Budget, no details are available concerning the congestion tolling program that may ultimately be enacted into law. As a result, the effects of congestion tolling – a program with utility that is independent of the proposed Toll Increase – are not considered in the analyses set forth in the EA or this determination.

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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 2021 toll increase. At present, there is no specific proposal for a 2021 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 2021, 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 2021 should be analyzed and considered through a separate environmental review. Circumstances warrant a separate review of the environmental impacts of any proposed 2021 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 2021 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. Moreover, based on its experience with previous toll increases, TBTA believes that the changes in travel patterns by a relatively small number of vehicles due to the Proposed Action would be temporary and would diminish shortly after the Toll Increase goes into effect as higher congestion along toll-free routes, travel time considerations, convenience and the effects of inflation, among other factors, reduce the attractiveness of alternative routes. EA at 2-9, 6-24. TBTA notes, in this regard, that the EA indicates that traffic volumes on the toll-free East River facilities generally have remained steady since 2005, notwithstanding the fact that tolls on the TBTA facilities have been raised seven times during that period. EA at 6-24.

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 2021. 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 2020, 2021, and 2022 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.

III. Assessment of the Potential Effects of the Proposed Action

The Proposed Action is anticipated to reduce TBTA toll facility traffic volumes since some customers would choose to avoid paying the higher toll and divert to a toll-free alternate route, shift to mass transit, consolidate trips or decide to not make the trip. Potential changes in traffic and air quality could occur at the toll facilities and vehicles diverted from the toll facilities could contribute to increased traffic and air quality effects along the toll-free alternate routes. Some vehicular trips would be eliminated due to the Toll Increase, which would result in a reduction in vehicle-miles traveled ("VMT") and an associated reduction in regional air pollutant emissions.

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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 VMT. With respect to each of these areas of analysis, 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 Toll Increase under consideration represents a tiny fraction of the approximately 917,000 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 any changes in traffic resulting from a toll increase are likely to be within the range of daily variation on New York City roadways. EA at 2-7, 6-1.

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

As noted above, the Proposed Action is anticipated to slightly reduce TBTA toll facility traffic volumes since some customers would choose to avoid paying the higher toll and divert to a toll-free alternate route, shift to mass transit, consolidate trips or decide to not make the trip. Thus, the Toll Increase would result in a slight improvement in traffic conditions and a slight reduction in air quality emissions at the TBTA facilities and the approaches. Moreover, since the implementation of Cashless Tolling at all TBTA facilities, delays associated with toll collection have been eliminated. Therefore, the Toll Increase would not result in an increase in transaction time or queueing delays. Because the Proposed Action would likely result in a minor decrease in traffic at TBTA toll facilities there would be no significant adverse traffic and air quality impacts at the facilities and their approaches due to the Proposed Action. EA at 2-8, 2-20 to 2-21, Chapter 5, and 7-1.

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

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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 2-12, 6-1 to 6-2. A total of 49 critical intersections and 655 movements (*i.e.*, lane groupings within intersections) in the four representative study areas were analyzed in the EA. EA at 2-17, 6-34. In assessing 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 State Department of Transportation (“NYSDOT”)⁶ and the criteria contained in the New York City Environmental Quality Review (“CEQR”) Technical Manual.⁷ EA at 6-21 to 6-23. The EA found that increased traffic volumes due to the Proposed Action at intersections in the four representative study areas would be within the range of daily traffic variation, and would not result in significant traffic impacts at those affected intersections. As set forth in the EA and discussed below, increased delays at each of the affected intersections would be below the NYSDOT SEQRA guidelines and, with the exception of certain turning movements, the CEQR Technical Manual thresholds. EA at 6-34 to 6-35.

As summarized below and discussed in more detail in the EA, the analysis found that 17 of the 655 movements studied would exceed the significance thresholds in the CEQR Technical Manual, consisting of six movements in the Lower Manhattan/Canal Street Corridor study area, six movements in the Ed Koch Queensboro Bridge and Vicinity study area, and five movements in the Broadway Bridge study area. EA at 6-35. However, as also discussed in the EA and below, the analysis employed conservative assumptions that do not reflect the effect that Cashless Tolling has had in attracting drivers to (and discouraging diversions from) the TBTA facilities, or operational improvements at locations where traffic control agents manage traffic flow. In addition, in light of past experience it is expected that the effects of the proposed toll increase under Toll Scenario 2 would be temporary and would diminish shortly after the Toll Increase goes into effect. EA at 2-8 to 2-9, 6-24, 6-35.

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 7-15 to 7-18. No significant adverse air quality impacts are projected at these locations, and, therefore, no significant adverse air quality impacts would occur at other, less congested locations due to the diversions. EA at 2-20, 7-17.

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 (which may redistribute some existing traffic rather than add new vehicles to the roadway network). 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.

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

The EA estimated that traffic would divert 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 2-9, 6-2.

Facility traffic diversions to the Canal Street corridor from the VNB and HCT would be relatively small and within the range of daily traffic variation. 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 2.6 seconds at the intersection of Canal Street and the Holland Tunnel On-Ramp during the PM peak hour; this intersection would remain at LOS D with the Proposed Action and would be well under the NYSDOT SEQRA significance threshold. EA at 2-9, 6-24. The EA found that the more stringent CEQR Technical Manual traffic criteria for significance would be exceeded for six out of 195 movements at the following locations within the Lower Manhattan/Canal Street Corridor Study Area: Canal Street and Hudson Street/Holland Tunnel On-Ramp; Canal Street and Holland Tunnel On-Ramp; Canal Street and 6th Avenue/Laight Street; Canal Street and West Broadway; and Canal Street and Broadway. EA at 2-10, 6-26. The exceedances of the CEQR Technical Manual traffic criteria for significance for these six movements are not considered significant impacts for the following reasons:

- The elasticities used in the analysis to estimate diversions are conservative and do not reflect the lower observed elasticities following the implementation of Cashless Tolling, as evidenced by a recent shift of traffic from toll-free to tolled crossings. Therefore, the expected diversions and potential impacts would be lower than presented in the EA.
- Average increases in delay at the affected intersections were found to be below the NYSDOT SEQRA criteria developed for projects that do not add traffic to the network.
- Traffic control agents are routinely deployed at intersections along Canal Street which help optimize intersection performance beyond what the signal can accommodate. Therefore, it is expected that the increases in delay at these locations will be lower than what is predicted by the traffic analysis in the EA.
- No more than 34 vehicles are predicted to be added to any one of these intersections during the Midday and PM peak hours, which is less than the intersection screening threshold for significant traffic impacts in the CEQR Technical Manual of less than 50 vehicles trips during the peak hour.
- The effects of the Toll Increase would be temporary and would diminish shortly after the Proposed Action 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. The EA found that historical and recent traffic data indicate that there has been

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no permanent increase in traffic at toll-free Manhattan crossings notwithstanding several previous TBTA toll increases.

Based on these considerations the EA found that the Proposed Action at the VNB and the HCT would not result in significant traffic impacts in Lower Manhattan and the Canal Street corridor. EA at 2-17, 6-34 to 6-35.

In addition, the EA indicated that the 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 7-14 to 7-15. This location is considered to represent the area with the highest potential air quality impact from diversions in the Canal Street Corridor. EA at 7-12 to 7-13. 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 7-15. 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 7-17.

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 7-15. 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 7-15 to 7-16. 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 still evolving and 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. Moreover, diversions associated with a toll increase diminish over time, so any localized increase in ambient concentrations of NO₂ that may result from diversions caused by the proposed Toll Increase can be expected to be negligible over the three year averaging period specified in the one-hour NO₂ NAAQS. EA at 7-16 to 7-17. Accordingly, there would not be any significant impacts on air quality caused by the Proposed Action along these diversion routes. EA at 7-17.

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

The EA estimated that traffic would divert 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, 6-7.

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Facility traffic diversions to the Ed Koch Queensboro Bridge and surrounding streets would be relatively small and within the range of daily traffic variation. 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 6.1 seconds at the intersection of 2nd Avenue and 59th Street during the Midday peak hour; this intersection would remain at LOS D with the Proposed Action and would, therefore, not exceed the NYSDOT SEQRA significance thresholds. EA at 2-12, 6-27. The EA found that the more stringent CEQR Technical Manual traffic criteria for significance would be exceeded for six out of 187 movements at the following locations within the Ed Koch Queensboro Bridge and Vicinity Study Area: 2nd Avenue and 58th Street; 2nd Avenue and 59th Street and Queensboro Bridge Lower Level On-Ramp; 1st Avenue and 57th Street; and 1st Avenue and 60th Street. EA at 2-12, 6-28 to 6-29. The exceedances of the CEQR Technical Manual traffic criteria for significance for these six movements are not considered significant impacts for the following reasons:

- The elasticities used in the analysis to estimate diversions are conservative and do not reflect the lower observed elasticities following the implementation of Cashless Tolling, as evidenced by a recent shift of traffic from toll-free to tolled crossings. Therefore, the expected diversions and potential impacts would be lower than presented in the EA.
- Average increases in delay at the affected intersections were found to be below the NYSDOT SEQRA criteria developed for projects that do not add traffic to the network.
- Traffic control agents are routinely deployed at key intersections in this study area which help optimize intersection performance beyond what the signal can accommodate. Therefore, it is expected the increases in delay at these locations will be lower than what is predicted by the traffic analysis in the EA.
- Less than 50 vehicles are predicted to be added at all of the intersections in this study area during the AM, Midday and PM peak hours, except at two intersections and most of these intersections would screen out under the CEQR Technical Manual threshold for significant traffic impacts of less than 50 vehicles trips during the peak hours.
- The effects of the Toll Increase would be temporary and would diminish shortly after the Proposed Action 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. The EA found that historical and recent traffic data indicate that there has been no permanent increase in traffic at toll-free Manhattan crossings notwithstanding several previous TBTA toll increases.

Based on these considerations, the EA found that the Proposed Action at the QMT, RFK Bridge, BWB, and TNB would not result in significant traffic impacts in the vicinity of the Ed Koch Queensboro Bridge. EA at 2-17, 6-34 to 6-35.

In addition, the EA revealed that the diversions would cause a very small increase (0.3 parts per million) in estimated concentrations of CO near the Ed Koch Queensboro Bridge and 2nd Avenue. EA at 7-14 to 7-15. 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-

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12 to 7-13. 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 7-15. 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 7-17.

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 7-15. 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 7-15 to 7-16. 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 still evolving and 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. Moreover, diversions associated with a toll increase diminish over time, so any localized increase in ambient concentrations of NO₂ that may result from diversions caused by the proposed Toll Increase can be expected to be negligible over the three year averaging period specified in the one-hour NO₂ NAAQS. EA at 7-16 to 7-17. Accordingly, there would not be any significant impacts on air quality caused by the Proposed Action along these diversion routes. EA at 7-17.

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

The EA estimated that traffic would divert 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, 6-15.

Facility traffic diversions to the Broadway Bridge Corridor would be relatively small and within the range of daily traffic variation. 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 3.1 seconds at the intersection of West 230th Street and Broadway during the Midday peak hour; this intersection would change from LOS D to LOS E with the Proposed Action but would be well under the NYSDOT SEQRA significance threshold. EA at 2-14, 6-32. The EA found that the more stringent CEQR Technical Manual traffic criteria for significance would be exceeded at the following five out of 189 movements within the Broadway Bridge Corridor Study Area: Broadway and West 225th Street; Broadway and West 230th Street/Exterior Street; Broadway and West 230th Street; On-Ramp Southbound for the Major Deegan Expressway/Off-Ramp Southbound for the Major Deegan Expressway and West 230th Street; and Off-Ramp Northbound for the Major Deegan Expressway/On-Ramp Northbound for the Major Deegan Expressway and West 230th Street. EA at 2-14 to 2-15, 6-33 to 6-34. The exceedances of the CEQR Technical Manual traffic criteria for significance at these five locations are not considered significant impacts for the following reasons:

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- The elasticities used in the analysis to estimate diversions are conservative and do not reflect the lower observed elasticities following the implementation of Cashless Tolling, as evidenced by a recent shift of traffic from toll-free to tolled crossings. Therefore, the expected diversions and potential impacts would be lower than presented in the EA.
- No more than 35 vehicles are predicted to be added to any one of these intersections during the Midday and PM peak hours, which is less than the intersection screening threshold for significant impacts in the CEQR Technical Manual of less than 50 vehicles trips during the peak hour.
- The effects of the Toll Increase would be temporary and would diminish shortly after the Proposed Action 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. The EA found that historical and recent traffic data indicate that there has been no permanent increase in traffic at toll-free Manhattan crossings notwithstanding several previous

Based on these considerations, the EA found that the Proposed Action at the HHB would not result in significant traffic impacts in the vicinity of the Broadway Bridge. EA at 2-17, 6-34 to 6-35.

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 7-12 to 7-13. Since no significant adverse air impacts were identified near the Ed Koch Queensboro Bridge and vicinity, 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 7-17. Accordingly, there would not be any significant impacts on air quality caused by the Proposed Action along these diversion routes. *Id.*

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

The EA estimated that traffic would divert 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 2-15, 6-11.

Facility traffic diversions to Rockaway Boulevard and the Nassau Expressway (in Queens County and Nassau County, respectively) would be relatively small and within the range of daily traffic variation. 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 Nassau expressway and Rockaway Turnpike during the Midday peak hour; this intersection would remain at LOS C with the Proposed Action and would be well under the NYSDOT SEQRA significance threshold. EA at 2-16, 6-31. In addition, the EA found that the more stringent CEQR Technical Manual traffic criteria for significance would not be exceeded at any location within the Nassau Expressway

Triborough Bridge and Tunnel Authority
TYPE II DETERMINATION AND NEGATIVE DECLARATION
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Corridor Study Area due to the Proposed Action. *Id.* 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 2-17, 6-34 to 6-35.

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 7-12 to 7-13. Since no significant adverse air impacts were found near the Ed Koch Queensboro Bridge and vicinity, the EA concluded that local 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 7-17. Accordingly, there would not be any significant impacts on air quality caused by the Proposed Action along these diversion routes. *Id.*

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

The Proposed Action is predicted to result in diversion of some traffic from TBTA facilities to alternate toll-free routes, as well as elimination of some facility traffic due to shrinkage (elimination of trips, consolidation of trips, or a shift to mass transit). 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 (“NOx”), PM₁₀, PM_{2.5} within the 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 2-19 to 2-27, 7-17 to 7-19.

IV. Conclusions and Findings

Having undertaken a thorough environmental analysis, the Authority hereby determines that the Proposed Action (a toll increase in amounts equal to or less than those assumed in Toll Scenario 2) 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
February __, 2019

Triborough Bridge and Tunnel Authority
TYPE II DETERMINATION AND NEGATIVE DECLARATION
For the 2019 Toll Increase

EXHIBIT A

**EXISTING AND PROPOSED
CROSSING CHARGE SCHEDULE UNDER TOLL SCENARIO 2**



Table 2-2: Proposed Toll Schedule - Toll Scenario 2 (“8 percent Toll Increase”)

CARS					TRUCKS				
	Current	Proposed	\$ Chg	% Chg		Current	Proposed	\$ Chg	% Chg
<u>VNB (One-Way Tolling)</u>					<u>TBM - VNB (One-Way Tolling)</u>				
TBM/Non-NYCSC E-ZPass	\$ 17.00	\$ 19.00	\$ 2.00	11.8%	Axle #s				
E-ZPass	\$ 11.52	\$ 12.44	\$ 0.92	8.0%	2 \$	34.00	\$ 38.00	\$ 4.00	11.8%
SIR E-Token	\$ 9.22	\$ 9.96	\$ 0.74	8.0%	3 \$	56.00	\$ 62.58	\$ 6.58	11.8%
E-Z SIR (>2 Trips)	\$ 6.48	\$ 7.00	\$ 0.52	8.0%	4 \$	70.00	\$ 78.24	\$ 8.24	11.8%
Rebate	\$ 0.98	\$ 0.98	\$ -	0.0%	5 \$	92.00	\$ 102.82	\$ 10.82	11.8%
Effective Toll	\$ 5.50	\$ 6.02	\$ 0.52	9.5%	6 \$	106.00	\$ 118.48	\$ 12.48	11.8%
E-Z SIR (<3 Trips)	\$ 6.84	\$ 7.36	\$ 0.52	7.6%	7 \$	132.00	\$ 147.52	\$ 15.52	11.8%
Rebate	\$ 1.34	\$ 1.34	\$ -	0.0%	<u>Each Additional Axle above 7:</u>				
Effective Toll	\$ 5.50	\$ 6.02	\$ 0.52	9.5%	\$	20.00	\$ 22.36	\$ 2.36	11.8%
SI Carpool	\$ 3.20	\$ 3.46	\$ 0.26	8.1%	<u>TBM - MAJORS</u>				
					Axle #s				
<u>Majors</u>					2 \$	17.00	\$ 19.00	\$ 2.00	11.8%
TBM/Non-NYCSC E-ZPass	\$ 8.50	\$ 9.50	\$ 1.00	11.8%	3 \$	28.00	\$ 31.29	\$ 3.29	11.8%
E-ZPass	\$ 5.76	\$ 6.22	\$ 0.46	8.0%	4 \$	35.00	\$ 39.12	\$ 4.12	11.8%
					5 \$	46.00	\$ 51.41	\$ 5.41	11.8%
<u>HHB</u>					6 \$	53.00	\$ 59.24	\$ 6.24	11.8%
TBM/Non-NYCSC E-ZPass	\$ 6.00	\$ 7.00	\$ 1.00	16.7%	7 \$	66.00	\$ 73.76	\$ 7.76	11.8%
E-ZPass	\$ 2.64	\$ 2.85	\$ 0.21	8.0%	<u>Each Additional Axle above 7:</u>				
					\$	10.00	\$ 11.18	\$ 1.18	11.8%
<u>MPB & CBB</u>					<u>TBM - MINORS</u>				
TBM/Non-NYCSC E-ZPass	\$ 4.25	\$ 4.75	\$ 0.50	11.8%	Axle #s				
Minor E-Token	\$ 2.83	\$ 3.17	\$ 0.34	12.0%	2 \$	8.50	\$ 9.50	\$ 1.00	11.8%
E-ZPass	\$ 2.16	\$ 2.33	\$ 0.17	7.9%	3 \$	14.00	\$ 15.65	\$ 1.65	11.8%
RR E-Token	\$ 1.93	\$ 2.08	\$ 0.15	7.8%	4 \$	17.50	\$ 19.56	\$ 2.06	11.8%
RR E-ZPass	\$ 1.41	\$ 1.52	\$ 0.11	7.8%	5 \$	23.00	\$ 25.71	\$ 2.71	11.8%
					6 \$	26.50	\$ 29.62	\$ 3.12	11.8%
					7 \$	33.00	\$ 36.88	\$ 3.88	11.8%
					<u>Each Additional Axle above 7:</u>				
					\$	5.00	\$ 5.59	\$ 0.59	11.8%
					<u>E-ZPASS - VNB (One-Way Tolling)</u>				
					Axle #s				
					2 \$	20.80	\$ 22.46	\$ 1.66	8.0%
					3 \$	34.10	\$ 36.82	\$ 2.72	8.0%
					4 \$	43.58	\$ 47.06	\$ 3.48	8.0%
					5 \$	56.80	\$ 61.34	\$ 4.54	8.0%
					6 \$	66.28	\$ 71.58	\$ 5.30	8.0%
					7 \$	79.52	\$ 85.88	\$ 6.36	8.0%
					<u>Each Additional Axle above 7:</u>				
					\$	13.28	\$ 14.34	\$ 1.06	8.0%
					<u>E-ZPASS - MAJORS</u>				
					Axle #s				
					2 \$	10.40	\$ 11.23	\$ 0.83	8.0%
					3 \$	17.05	\$ 18.41	\$ 1.36	8.0%
					4 \$	21.79	\$ 23.53	\$ 1.74	8.0%
					5 \$	28.40	\$ 30.67	\$ 2.27	8.0%
					6 \$	33.14	\$ 35.79	\$ 2.65	8.0%
					7 \$	39.76	\$ 42.94	\$ 3.18	8.0%
					<u>Each Additional Axle above 7:</u>				
					\$	6.64	\$ 7.17	\$ 0.53	8.0%
					<u>E-ZPASS MINORS</u>				
					Axle #s				
					2 \$	5.20	\$ 5.62	\$ 0.42	8.1%
					3 \$	8.53	\$ 9.21	\$ 0.68	8.0%
					4 \$	10.90	\$ 11.77	\$ 0.87	8.0%
					5 \$	14.20	\$ 15.34	\$ 1.14	8.0%
					6 \$	16.57	\$ 17.90	\$ 1.33	8.0%
					7 \$	19.88	\$ 21.47	\$ 1.59	8.0%
					<u>Each Additional Axle above 7:</u>				
					\$	3.32	\$ 3.59	\$ 0.27	8.1%

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 Verrazzano-Narrows Bridge and collected only in the Staten Island-bound direction, in accordance with federal law.
2. Posted E-Zaps tolls 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.

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

February 27, 2019

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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 explicitly directed 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 may be used, as appropriate, to 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 Verrazzano-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 Verrazzano-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 v. TBTA*, 774 F.3d 1052 (2d Cir. 2014), *cert. denied*, 136 S.Ct. 80 (2015), *aff'g* 977 F. Supp. 2d 320 (S.D.N.Y. 2013) (upholding resident discounts on certain TBTA bridges); *Angus Partners LLC v. Walder*, 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 Partners* decisions provide additional support for the currently proposed changes to the toll structure.

Janes v. TBTA, et al.

In *Janes*, the United States Court of Appeals for the Second Circuit affirmed the District Court's dismissal of all of the plaintiffs' claims that toll discounts given on the Verrazzano Narrows

Bridge to residents of Staten Island and on the Marine Parkway and Cross Bay Bridges to residents of the Rockaways and Broad Channel are unconstitutional. The Court of Appeals held that the resident discounts at issue violate neither the constitutional right to travel nor the dormant Commerce Clause.

The Court of Appeals found that the 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 test pronounced by the Supreme Court in *Northwest Airlines v. County of Kent*, 510 U.S. 355 (1994).

In doing so, the Court of Appeals 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 Court of Appeals 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 [Verrazzano, 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 Court of Appeals 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 the 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 the plaintiffs' petition for *certiorari* on October 5, 2015.

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

In *Angus Partners*, the United States District Court for the Southern District of New York dismissed claims that TBTA bridge and tunnel tolls violated the plaintiffs' constitutional right to travel and the dormant Commerce Clause. The plaintiffs alleged that TBTA was charging excessive and unreasonable tolls on its facilities and that the transfer of toll revenue to the MTA and NYCTA violated various provisions of the United States Constitution and the common law of New York State, 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 *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-Z Pass 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 that the plaintiffs had failed to demonstrate that programs such as Arts for Transit, the Student MetroCard program, MTA Bus, and LI Bus had not 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. The 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 of 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 5.89 million transit trips and 1.82 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 2017, approximately 878,000 vehicular trips were made on an average weekday over the TBTA’s 7 bridges and through its 2 tunnels, and weekend trips averaged about 791,000 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

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).

quality of mass transportation declines. At the present time, a significant number of links in the 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 2045, it is forecast that the number of Regional Vehicle Miles of Travel will increase 12% above the level in 2017³. 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 Manhattan and the Manhattan CBD, and are based in part on data generated for the NYMTC Hub Bound 2016 report, as well as data from the 2010 Census, 2012-2016 American Community Survey,⁴ and the NYCDOT New York City Bridge Traffic Volumes 2016.

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 1,399,000 vehicular and transit trips to the CBD are made across the 60th Street cordon on a typical weekday, and 1,364,000 such trips are made in the opposite direction; approximately 2,763,000 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

³ NYMTC, Plan 2045: Regional Transportation Plan, p. 2-23.

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. ACS Journey-to-Work data used in this report is from the Public Use Microdata Sample (PUMS) because Census Transportation Planning Package (CTPP) was not yet available for the five-year 2012-2016 period.

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 2012-2016 American Community Survey Journey-To-Work data, 57,000 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 52% (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% (180,000) of the 282,000 Bronx Corridor public transportation work trips originate in the City itself, and 40% of these trips (73,000) 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 100,000 suburban public transit commuters, where approximately 93% (93,000) of work trip makers have cars. A 10% shift among these commuters (9,300 riders) would put as many as 7,000 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.

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 Manhattan and the CBD already result in congestion, which would increase if there were even a slight shift in the number of

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 2016 (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 844,000 passengers into the CBD on a typical workday in 2016. 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 (89,000 vehicles per day in 2016, according to 2016 New York City Bridge Traffic Volumes 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 (just over 55,000 per day), followed by the TBTA's Henry Hudson (35,000) and Robert F. Kennedy Bridges (just under 55,000 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.

persons driving automobiles into the CBD. Of the average 1,869,000 daily trips made through the Brooklyn/Queens corridor to the CBD, approximately 79.5% (1,486,000) are made on public transportation.⁷ Automobile travel through this corridor into the CBD accounts for 307,000 vehicle trips a day (372,000 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 to Manhattan in the 2012-2016 period was 973,000, of which 120,000 were auto trips. Over 87% (735,000) of the estimated 839,000 Brooklyn/Queens Corridor transit work trips (bus, subway, ferry, and rail) originate within the city limits, and about 50% (365,000) of these intra-city trips are made by people who have access to automobiles. Among the 104,000 commuters making transit trips to work that originate in Nassau and Suffolk counties (primarily commuter rail), 97% (101,000) 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 1.36 for this corridor, a 10% shift (about 46,500) of Queens Corridor transit users who can use auto would add about 34,000 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 region. 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.

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 2,942,000 trips in both directions at 2,200 vehicles per hour per lane over 24 hours, and 54 available lanes, (including the 12 on the Verrazzano-Narrows Bridge and the 4 lanes from Queens on the Robert F. Kennedy Bridge), rush-hour

⁷ From the Brooklyn/Queens corridor, most of this travel is via the Long Island Rail Road into Penn Station (117,000 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.

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 Verrazzano-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 Manhattan 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 Manhattan, 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 Verrazzano-Narrows Bridge. Twenty-two express bus routes link all parts of the island with the CBD. A smaller share of trips 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 Manhattan, about 89% (32,000) 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 Verrazzano-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 Verrazzano-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-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

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 Verrazzano 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 Verrazzano Narrows Bridge.

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 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

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.

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 \$7.362 billion of new money bonds. This included funds for the 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

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

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 \$1.1 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

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.

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.

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. On July 28, 2014, the MTA Board approved an amendment to select elements of the Disaster Recovery (Sandy) and MTA New York City Transit portions of the 2010-2014 Capital Programs, and a change in the funding plan. This amendment was deemed approved by the CPRB on September 3, 2014. The total Program remained at \$34.801 billion. On May 24, 2017, the MTA Board approved a further amendment to the 2010-2014 Capital Programs to reflect scope transfers and consolidation between the approved capital programs, and to reflect reductions to the MTA Superstorm Sandy capital projects to match current funding assumptions. The amended CPRB capital program totaling \$29.237 billion was deemed approved by the CPRB as submitted on July 31, 2017. The 2010-2014 TBTA Capital Program was also amended to provide \$2.784 billion in capital expenditures and did not require CPRB approval. In total, the 2010-2014 Capital Program funding package incorporated \$988 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 \$2.022 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. On April 25, 2018, the MTA Board

approved a transfer of funds within the TBTA capital plan of \$4 million. Funding for the amended Capital Program plan (including TBTA projects) relied on the issuance of \$15.715 billion of new money bonds.

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 was fully funded. On February 23, 2017, the MTA Board approved a revision of the CPRB portion of the Program, adding \$100 million transferred from prior capital programs to support additional investment projects. This partial amendment was approved by the CPRB on March 30, 2017 as submitted. On May 24, 2017, the MTA Board approved a full amendment to the Program to reflect updated project estimates and rebalanced programs to address budgetary and funding needs of priority projects, including a regional mobility project to expand the LIRR's Main Line. The CPRB portion of the full amendment totaling \$29.517 billion was deemed approved by the CPRB on July 31, 2017. The amended TBTA capital program totaling \$2.940 billion was approved by the MTA Board in May 2017 and did not require CPRB approval. On December 13, 2017, the MTA Board approved the addition of \$0.349 billion for the Transit system in support of the NYC Subway Action Plan. On April 25, 2018, the MTA Board approved a full amendment to increase the Program to \$33.270 billion, of which \$2.936 billion was attributable to TBTA. The amendment reflected updated project cost estimates, emerging new needs across the agencies, and reallocation of funds within the East Side Access and Regional Investment programs, among others. The amendment to the Transit and Commuter systems was deemed approved by the CPRB on May 31, 2018 as submitted. The revised Program for TBTA was not subject to CPRB approval.

A detailed budget breakout of the 2015-2019 Capital Program is provided below. Effective March 19, 2017, NYCSC E-ZPass tolls on TBTA facilities were increased to \$5.76 (\$2.64 for the Henry Hudson Bridge and \$2.16 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 25, 2018, with the non-TBTA programs having been approved by the CPRB on May 31, 2018:

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

CATEGORY	TOTAL 2015-2019
Subway Cars	\$ 1,482
Buses	1,185
Passenger Stations	4,608
Track	1,891
Line Equipment	277
Line Structures	907
Signals and Communications	3,053
Power	886
Shops & Yards	373
Depots	367
Service Vehicles	246
Miscellaneous	988
Staten Island Railway	480
TOTAL TRANSIT PROGRAM	\$ 16,742

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	\$ 394
GCT, Outlying Stations & Parking	537
Track and Structures	437
Communications and Signals	310
Power	112
Shops and Yards	470
Miscellaneous	202
METRO-NORTH TOTAL	\$ 2,462

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	\$ 369
Stations	679
Track	776
Line Structures	126
Communications and Signals	370
Shops and Yards	228
Power	155
Miscellaneous	157
LIRR TOTAL	\$ 2,859

Numbers may not total due to rounding

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

CATEGORY	TOTAL 2015-2019
East Side Access	\$ 2,710
LIRR Expansion	2,050
Second Avenue Subway- Phase 2	1,735
Penn Station Access	695
Regional Investments	203
ESA Liability Reserve	131
Miscellaneous/Administration	128
TOTAL NETWORK EXPANSION	\$ 7,652

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 and Mentoring Administration	204
MTA INTERAGENCY TOTAL	\$ 243

Numbers may not total due to rounding

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

CATEGORY	TOTAL 2015-2019
Buses	\$ 263
Facilities and Equipment	96
Program Administration	17
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.	\$ 6,701
Federal Core Capacity	100
MTA Bonds	7,968
State of New York	8,640
City of New York Capital Funds	2,666
Pay-as-you-go Capital (PAYGO)	2,145
Asset Sales/Leases	1,018
Federal New Starts	500
Other MTA Sources	595
Bridges and Tunnels Dedicated Funds/ Bonds	2,936
TOTAL 2015-2019 FUNDS AVAILABLE	\$ 33,270

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 \$2,936 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/ Bonds" 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 Transportation Revenue 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 last year, TBTA's core mission was 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 implemented 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 significantly enhanced traffic flow at its facilities, improved 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 are suspended over the roadway on gantries and vehicles will not be required to slow down, stop or change lanes to pay tolls. Toll booths were 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 was fully operational at all TBTA facilities.

The ORT work was 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 \$5,247 million and \$766.0 million for the Superstorm Sandy Restoration and Mitigation program. The major work undertaken during this time period included:

Agency-Wide Projects:

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).

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 1992-2005 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 included 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 included 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 (\$65.6million 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 (\$54.9 million).

Robert F. Kennedy Bridge:

Robert F. Kennedy Bridge overhaul initiative spans multiple capital programs to rebuild the entire bridge's roadway deck, upgrade anchorages, and rehabilitate the suspension cables. This effort continues in the 2015-2019 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 reconstructed the existing Bronx Toll Plaza area, while eliminating portions of the plaza deck no longer needed since ORT has been implemented. Also included

is the relocation of utilities, personnel and facilities that exist under the toll plazas, as well as structural painting (\$338 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 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 reconstructed ramp was designed and constructed to current seismic and load requirements (\$53.8 million).

Reconstruction of the Manhattan Approach Ramps: This project reconstructed the 125th Street on and off bound ramps. Construction included 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. (\$209.6 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 (\$349.3 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 (\$89.0 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. (\$39.1 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 was completed in the 2010-2014 program, which includes the construction of remote toll plazas and relocation of the lower level garage utilities (\$48.4 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 (\$52.3 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 (\$56.8 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 (\$170.1 million).

Ventilation Building Electrical Upgrade, Replace Electrical Switchgear & Fan Motor Control Replacement: This project replaced 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 were 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 included complete replacement of all components damaged by the flooding during Superstorm Sandy. Work included 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 also included 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 (\$69.6 million).

Suspended Span Replacement (Phase A): Design and prototype construction for the deck replacement on suspended spans was performed under this project (\$21.5 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 (\$37.2million).

Verrazzano-Narrows Bridge:

Rehabilitation of the Approach Span Decks of the Verrazzano-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 and Construction of new Bus/HOV Ramp: This project involved 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 was widened to accommodate a future reversible Bus/HOV lane across the bridge. In addition, this project constructed a new Bus/HOV ramp connecting the Gowanus HOV land to the new upper level HOV lane as part of regional mobility improvements. (\$398.3 million).

Rehabilitation of Toll Plaza East and West Bound Ramps: The eastbound and westbound ramps and the eastbound mainline of the Verrazzano-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. (\$76.6 million).

B. 2015-2019 Requirements

As outlined below, TBTA's amended capital program over the 2015-2019 period totals \$2,936 million (dollars inflated to year of commitment). Approximately 63% of projected expenditures will be incurred at three facilities: the Robert F. Kennedy Bridge, Verrazzano-Narrows Bridge, and the Throgs Neck Bridge.

TBTA
2015-2019 CAPITAL PROGRAM BY FACILITY
(Dollars in Millions)

Throgs Neck Bridge	\$ 681
Robert F. Kennedy Bridge	613
Verrazzano-Narrows Bridge	553
Authority-Wide Projects	324
Henry Hudson Bridge	265
Bronx-Whitestone Bridge	176
Hugh L. Carey Tunnel (formerly, the Brooklyn-Battery Tunnel)	137
Rockaway Crossings (Cross Bay and Marine Parkway Bridges)	95
Queens Midtown Tunnel	92
TOTAL	\$ 2,936

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 55% 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	\$ 33.0	\$ 15.0	\$ 158.7	\$ 177.4	\$ 368.7	\$ 752.7
Roadways and Deck	0.0	41.3	39.6	399.1	379.3	859.3
Toll Plazas & ITS	1.7	146.1	375.4	40.8	57.8	621.8
Utilities	45.0	3.6	134.4	212.0	41.3	436.4
Buildings and Sites	0.0	4.6	13.8	5.0	17.3	\$40.8
Miscellaneous	5.1	17.5	8.0	21.4	13.1	\$65.2
Structural Painting	38.8	0.4	0.2	68.2	52.3	160.0
TOTAL	\$ 123.7	\$ 228.6	\$ 730.2	\$ 923.9	\$ 929.9	\$2,936.3

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.

Authority Wide

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 introduced cashless, all-electronic ORT to its customers, with cashless tolling implemented at all TBTA facilities by the end of 2017.

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

Rehabilitation of Ventilation Systems (HC07): One of the major goals for the Hugh L. Carey Tunnel 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 \$88 million.

Robert F. Kennedy Bridge:

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 non-suspended spans. The total cost in the approved 2015-2019 Capital Program is \$63 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 \$135 million.

Bronx Whitestone Bridge:

Miscellaneous Structural Rehabilitation (BW14): This project performed the high priority repairs recommended from the recent Biennial Inspection, as well as addressing potential findings from 2015 and 2017 Biennial inspections. Select roadway framing connections were upgraded to meet current load standards. In addition, the project removed 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 to 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 \$20 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 Verrazzano-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 is installing 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 \$88 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 were permanently relocated to an on-grade area south of the structure in the 2010-2014 capital program and 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 are being 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 are being 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 \$96 million.

Skewback Retrofit (HH89): This project provides for the complete encasement of the concrete skewbacks, which transfer load from the bridge arch and support the bridge structure and the installation of an alternate load path structure which will take the load from the bridge arch if the skewbacks continue to deteriorate. The concrete foundations that support the approach viaducts are being replaced to ensure the structural integrity of the approach viaducts. 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 \$100 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 \$49 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 \$39 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 \$366 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 \$162 million.

Verrazzano-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 were informed by the results of a Verrazzano-Narrows Bridge Master Plan that was developed under the 2010-2014 program. The total cost in the approved 2015-2019 Capital Program is \$250 million.

Verrazzano-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 \$31 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 ratings 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.



Bridges and Tunnels

**Crossing Charge Increases --
Environmental and "Just and Reasonable"
Determination
(Action item)**

Staff Summary

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

Date	February 27, 2019
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	2/27/19			

Internal Approvals			
Order	Approval	Order	Approval
3	Acting President		VP Procurement
	General Counsel		VP Operations
	Executive VP		VP Labor Relations
	VP Operations Support		VP & Chief Engineer

Internal Approval (cont.)							
Order	Approval	Order	Approval	Order	Approval	Order	Approval
1	Acting VP & Chief Financial Officer		Chief Security Officer		Chief Maintenance Officer	2	VP & Chief of Staff
	Chief Information Officer		Chief Health & Safety Officer		Affirmative Action		Other

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 Acting 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 15, 2018, 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 toll-free diversion routes. The EA analyzed in detail the potential environmental impacts of the proposed worst case scenario 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 such a toll increase.

Because the proposed Crossing Charge Schedule has toll increases equal to or less than the EA's proposed worst case scenario toll increase, and because the EA provides that any toll increase with toll rates equal to or lower than the proposed worst case scenario toll increase would have lower potential traffic and air quality impacts and, therefore, the findings under the EA would also apply to any toll increase with toll rates equal to or lower than the proposed worst case scenario toll increase, the EA thus 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 Acting 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 Acting President or his designee to execute the Negative Declaration, and finding the proposed increases "just and reasonable."

RESOLUTION

WHEREAS, on November 15, 2018, 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 worst case scenario 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 such a toll increase; 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, because the proposed Crossing Charge Schedule has toll increases equal to or less than the EA's proposed worst case scenario toll increase, and because the EA provides that any toll increase with toll rates equal to or lower than the proposed worst case scenario toll increase would have lower potential traffic and air quality impacts and, therefore, the findings under the EA would also apply to any toll increase with toll rates equal to or lower than the proposed worst case scenario toll increase, 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 Acting 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
February 27, 2019

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

	VERRAZZANO- 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	\$6.12	\$6.12	\$2.80	\$2.29
Registered Staten Island Residents using an eligible vehicle taking 3 or more trips per month	\$3.44			
Registered Staten Island Residents using an eligible vehicle taking less than 3 trips per month	\$3.63			
Registered Staten Island Residents using an eligible vehicle with three or more occupants (HOV)	\$1.70			
Registered Rockaway Residents using an eligible vehicle				\$1.49
Each additional axle costs	\$4.00	\$4.00	\$3.00	\$3.00
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	\$11.06	\$11.06		\$5.53
Three-axle vehicles	\$18.12	\$18.12		\$9.06
Four-axle vehicles	\$23.16	\$23.16		\$11.58
Five-axle vehicles	\$30.19	\$30.19		\$15.10
Six-axle vehicles	\$35.23	\$35.23		\$17.62
Seven-axle vehicles	\$42.26	\$42.26		\$21.13
Each additional axle	\$7.06	\$7.06		\$3.53
3 Two-axle franchise buses	\$4.43	\$4.43		\$2.21
4 Three-axle franchise buses	\$5.26	\$5.26		\$2.77
5 Motorcycles	\$2.66	\$2.66	\$1.91	\$1.91
Each additional axle	\$1.59	\$1.59	\$1.59	\$1.59

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 Verrazzano-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 Verrazzano-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

	VERRAZZANO- 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	\$9.50	\$9.50	\$7.00	\$4.75
The following discounted charges are available for eligible class 1 vehicles:				
Charge per crossing for E-Tokens				\$3.17
Charge per crossing for E-Tokens for registered Staten Island Residents using an eligible vehicle	\$4.90			
Charge per crossing for E-Tokens for registered Rockaway Peninsula/Broad Channel Residents using an eligible vehicle				\$2.05
Each additional axle costs	\$4.00	\$4.00	\$3.00	\$3.00
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	\$19.00	\$19.00		\$9.50
Three-axle vehicles	\$31.29	\$31.29		\$15.65
Four-axle vehicles	\$39.12	\$39.12		\$19.56
Five-axle vehicles	\$51.41	\$51.41		\$25.71
Six-axle vehicles	\$59.24	\$59.24		\$29.62
Seven-axle vehicles	\$73.76	\$73.76		\$36.88
Each additional axle	\$11.18	\$11.18		\$5.59
3 Two-axle franchise buses	\$9.25	\$9.25		\$4.50
4 Three-axle franchise buses	\$10.25	\$10.25		\$5.25
5 Motorcycles	\$4.00	\$4.00	\$4.00	\$4.00
Each additional axle	\$1.68	\$1.68	\$1.68	\$1.68

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 Verrazzano-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 Verrazzano-Narrows one-way crossing charge collection program, all per crossing charges shown should be doubled. Presently paid in westbound direction only.



Bridges and Tunnels

Crossing Charge Increases (Action item)



Staff Summary

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

Date	February 27, 2019
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	2/27/19			

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

Internal Approval (cont.)							
Order	Approval	Order	Approval	Order	Approval	Order	Approval
1	Acting VP & Chief Financial Officer <i>MMT</i>		Chief Security Officer		Chief Maintenance Officer	2	VP & Chief of Staff <i>MMT</i>
	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 Acting 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 2019-2022, presented at the November 2018 Board meeting, contemplates implementation of increased tolls and fares, to achieve budgeted revenue targets. On November 15, 2018, the Board authorized the Authority to take the requisite preliminary steps to implement a new Crossing Charge Schedule. On December 12, 2018, the Board approved the 2019 Budget and 2019-2022 Financial Plan which contemplate implementation of toll increases in March 2019.

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 5, 2018, 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 \$1.00 to \$9.50 for customers using fare media other than New York Customer Service Center ("NYCSC") E-ZPass, commonly referred to as

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

Tolls by Mail, 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 NYCSC E-ZPass customers of \$.36 to \$6.12.

- An increase in the passenger car toll for Tolls by Mail customers at the Verrazzano-Narrows Bridge, where tolls are collected Staten Island-bound only in accordance with federal law, of \$2.00 to \$19.00; and an increase in the passenger car toll for NYCSC E-ZPass customers of \$.72 to \$12.24.
- An increase in the one-way passenger car toll for Tolls by Mails customers at the Henry Hudson Bridge of \$1.00 to \$7.00; and an increase in the passenger car toll for NYCSC E-ZPass customers of \$.16 to \$2.80.
- An increase in the one-way passenger car toll for Tolls by Mail customers at the Cross Bay Veterans Memorial and Marine Parkway-Gil Hodges Memorial Bridges ("Rockaway Bridges") of \$.50 to \$4.75; and an increase in the passenger car toll for NYCSC E-ZPass customers of \$.13 to \$2.29.
- A toll of \$7.26 for registered Staten Island Residents ("SIR") using NYCSC E-ZPass for less than three trips per month across the Verrazzano-Narrows Bridge, where tolls are collected Staten Island-bound only, and a \$6.88 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 \$5.90 for all such Staten Island residents after receiving a rebate under the MTA's SIR Rebate Program.¹
- A toll of \$1.49 for registered Rockaway Residents using E-ZPass at the Rockaway Bridges.
- Other statutory discounts, which are provided through E-Tokens at the Verrazzano-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 31, 2019.

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 Acting 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 2019 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

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 Verrazzano-Narrows Bridge.

authorizing the Acting President or his designee to take all steps to establish, implement and permanently adopt the Schedule, pursuant to law.

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

RESOLUTION

WHEREAS, on November 15, 2018, 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 16, 2018 in the *Daily News* and *amNewYork*; on November 21, 2018 in *Newsday*, *Connecticut Post*, *Stamford Advocate*, *Greenwich Time*, *Danbury News-Times*, *Norwalk Hour*, *Journal News*, *Middletown Times Herald-Record*, and *Poughkeepsie Journal*; and from November 16, 2018 to November 23, 2018 on the news websites *EISolNews.com*, *NY1Noticias.com*, *HaitiLiberte.com*, *Rusrek.com*, *EIEspecial.com*, *EIDiarioNY.com*, *KoreaTimes.com*, *KoreaDaily.com*, *SingTaoUSA.com*, *TheEpochTimes.com*, and *VisionTimes.com*; and

WHEREAS, hearings at which members of the public were invited to comment on the proposed crossing charge changes were held at Baruch College, Baruch Performing Arts Center Mason Hall, 17 Lexington Avenue, Manhattan, on November 27, 2018; at the Hilton Long Island Grand Ballroom, 598 Broad Hollow Road, Melville, Suffolk County, on November 29, 2018; at the Hostos Center for the Arts & Culture, Main Theatre, 450 Grand Concourse, the Bronx, on November 29, 2018; at the College of Staten Island Center for the Arts, College of Staten Island, 2800 Victory Boulevard, Staten Island, on December 3, 2018; at the New York Power Authority, 123 Main Street, White Plains, on December 5, 2018; at the Kumble Theater for the Performing Arts at LIU Brooklyn, One University Plaza, Brooklyn, on December 10, 2018; at the Milton G. Bassin Performing Arts Center, York College, 94-45 Guy R. Brewer Boulevard, Queens, on December 11, 2018; and at the Palisades Center, Adler Community Room, 1000 Palisades Center Drive, West Nyack, on December 13, 2018; and

WHEREAS, the public was offered the opportunity to record videotaped comments at the Metro-North Grand Central Terminal, 89 East 42nd Street, Manhattan on November 27, 2018; at the Long Island Rail Road Ronkonkoma Station, Suffolk County on November 28, 2018; at the Metro-North Poughkeepsie Station, Dutchess County on November 29, 2018; at the Long Island Rail Road Hicksville Station, Nassau County on December 3, 2018; at MetroCard Customer Service, 3 Stone Street, Manhattan on December 4, 2018; 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 5, 2018 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 February 27, 2019, 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 Acting 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 Acting 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 31, 2019; and be it further,

RESOLVED, that the Acting 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 Title 21 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 Title 21 of the New York Codes, Rules and Regulations, pursuant to law.

February 27, 2019
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

	VERRAZZANO- 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	\$6.12	\$6.12	\$2.80	\$2.29
Registered Staten Island Residents using an eligible vehicle taking 3 or more trips per month	\$3.44			
Registered Staten Island Residents using an eligible vehicle taking less than 3 trips per month	\$3.63			
Registered Staten Island Residents using an eligible vehicle with three or more occupants (HOV)	\$1.70			
Registered Rockaway Residents using an eligible vehicle				\$1.49
Each additional axle costs	\$4.00	\$4.00	\$3.00	\$3.00
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	\$11.06	\$11.06		\$5.53
Three-axle vehicles	\$18.12	\$18.12		\$9.06
Four-axle vehicles	\$23.16	\$23.16		\$11.58
Five-axle vehicles	\$30.19	\$30.19		\$15.10
Six-axle vehicles	\$35.23	\$35.23		\$17.62
Seven-axle vehicles	\$42.26	\$42.26		\$21.13
Each additional axle	\$7.06	\$7.06		\$3.53
3 Two-axle franchise buses	\$4.43	\$4.43		\$2.21
4 Three-axle franchise buses	\$5.26	\$5.26		\$2.77
5 Motorcycles	\$2.66	\$2.66	\$1.91	\$1.91
Each additional axle	\$1.59	\$1.59	\$1.59	\$1.59

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 Verrazzano-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 Verrazzano-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

	VERRAZZANO- 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	\$9.50	\$9.50	\$7.00	\$4.75
The following discounted charges are available for eligible class 1 vehicles:				
Charge per crossing for E-Tokens				\$3.17
Charge per crossing for E-Tokens for registered Staten Island Residents using an eligible vehicle	\$4.90			
Charge per crossing for E-Tokens for registered Rockaway Peninsula/Broad Channel Residents using an eligible vehicle				\$2.05
Each additional axle costs	\$4.00	\$4.00	\$3.00	\$3.00
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	\$19.00	\$19.00		\$9.50
Three-axle vehicles	\$31.29	\$31.29		\$15.65
Four-axle vehicles	\$39.12	\$39.12		\$19.56
Five-axle vehicles	\$51.41	\$51.41		\$25.71
Six-axle vehicles	\$59.24	\$59.24		\$29.62
Seven-axle vehicles	\$73.76	\$73.76		\$36.88
Each additional axle	\$11.18	\$11.18		\$5.59
3 Two-axle franchise buses	\$9.25	\$9.25		\$4.50
4 Three-axle franchise buses	\$10.25	\$10.25		\$5.25
5 Motorcycles	\$4.00	\$4.00	\$4.00	\$4.00
Each additional axle	\$1.68	\$1.68	\$1.68	\$1.68

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