TLC DEIS Public Hearing
Taxi Medallion Increase EIS

October 3, 2013
Panel

• Richard Johns - Moderator
  – Executive Director of Special Projects
• Justine Johnson
  – External Affairs Analyst
• Conan Freud
  – Deputy Commissioner for Finance and Administration
• Meera Joshi
  – General Counsel
• Keith Walsh
  – Assistant General Counsel
Environmental Review Process

- DEIS Draft Scope of Work Issued March 19, 2012
- April 19, 2012 DEIS Public Meeting on DEIS Draft Scope Of Work
- DEIS Final Scope of Work Issued May 22, 2012
- DEIS Issued September 13, 2013: www.nyc.gov/tlc
Environmental Review Process

- Comments Accepted Until Close of Business October 15, 2013
- Final Environmental Impact Statement (FEIS) to be Prepared after Consideration of Public Comments
Tonight’s Hearing Process

- Copies of DEIS Available for Review
- Register to Speak at Entrance to Hearing Room
- Registration to Speak Closes at 7:30 pm
- Verbal Comments Accepted Until 8:00 pm
- Hearing Transcript to be Provided To TLC & Public
- Written Comments Also Accepted Until COB October 15, 2013
- Verbal & Written Comments Considered Equally
Need for Proposed Action

- Low Vehicle Ownership Rate, Particularly in Manhattan
- Fewer Taxicabs per Resident than Other Major Cities
- Long Wait Times for Unoccupied Taxicab
- Increased Need Due to Projected Increases in Population, Employment & Visitation
Proposed Action

• Issue up to 2,000 New Taxicab Medallions for Wheelchair Accessible Vehicles
• Medallions Must be Fully Transferable
• No More than 400 Medallions can be Issued Until Approval of the Disability Access Plan by NYSDOT
Summary of Findings of DEIS

• Elena Barnett, VP: Henningson Durham & Richardson Architecture & Engineering, PC
• Comprehensive Assessment of Impacts
• Completed In Conformance with CEQR Technical Manual
Assessment Categories

- Land Use, Zoning and Public Policy
- Socioeconomic Conditions
- Community Facilities and Services
- Open Space
- Shadows
- Historic Resources
- Urban Design and Visual Resources
- Neighborhood Character
- Natural Resources
- Hazardous Materials
- Water and Sewer Infrastructure
- Solid Waste and Sanitation Services
- Energy
- Transportation
- Air Quality & Greenhouse Gas Emissions
- Noise
- Public Health
DEIS Identifies

• Unavoidable Significant Adverse Impacts
• Growth Inducing Aspects
• Irreversible Commitment of Resources
• Measures to Mitigate Impacts
• Cumulative Effects of Proposed Action & Other Independent Projects that would be Completed Prior to 2017
Impact Assessment

• Incremental Change in Conditions Without the Proposed Action (“No Action” Condition), With Proposed Action and 400 Medallion Alternative

• Incorporates Effects Of Generalized Growth & Other Independent Actions

• Other Independent Actions Identified in Coordination with NYCDCP & NYCDOT
Screening Level Assessments Completed For

- Land Use, Zoning and Public Policy
- Community Facilities and Services
- Open Space
- Shadows
- Historic and Cultural Resources
- Urban Design and Visual Resources
- Natural Resources
- Hazardous Materials
- Water and Sewer Infrastructure
- Solid Waste and Sanitation Services
- Energy
- Noise
Detailed Impact Assessments Completed For

- Socioeconomic Conditions
- Transportation
  - Traffic
  - Transit
  - Pedestrians
  - Safety
- Air Quality
- Greenhouse Gas Emissions
- Public Health
- Neighborhood Character
Socioeconomic Conditions

• Values Of Independent & Corporate Medallions
• Taxicab Driver Income
• Livery Car Industry
• New York City Economy
Summary of Findings
Socioeconomic Impact Assessment

• Medallion Value
  – Individual Medallion: 0.5% To 3.6% Reduction, with a most likely reduction of 2.0%
  – Corporate Medallion: 0.4% To 2.7% Reduction, with a most likely reduction of 1.5%

• Taxicab Driver Income: 0.5% To a 3.7% Reduction, with a most likely reduction of 2.1%

• Livery Car Industry: Minimal Impact

• New York City Economy:
  – Additional $226.4 Million Taxicab Driver Income
  – Additional 5,077 Taxicab Drivers
  – City-wide Increase In Employment Of 6,200 Additional Jobs
Summary of Findings
Transportation Impact Assessment: Traffic

- Total number of intersections with one or more significant impacts (out of 54 intersections)

<table>
<thead>
<tr>
<th>Year</th>
<th>AM</th>
<th>Midday</th>
<th>PM</th>
</tr>
</thead>
<tbody>
<tr>
<td>2014</td>
<td>21</td>
<td>15</td>
<td>12</td>
</tr>
<tr>
<td>2015</td>
<td>29</td>
<td>24</td>
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<tr>
<td>2016</td>
<td>35</td>
<td>34</td>
<td>33</td>
</tr>
<tr>
<td>2017</td>
<td>37</td>
<td>37</td>
<td>37</td>
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</tbody>
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- Impact if One or More Movements at Intersection Exceeds CEQR Impact Thresholds
- Signal Timing Changes Evaluated To Mitigate Impacts
Summary of Findings
Transportation Impact Assessment: Traffic

- With Signal Timing Changes in 2017:
  - AM Peak Travel Period: 14% of Total Lane Groups Remain Unmitigated and 6% Cannot Be Fully Mitigated
  - Midday Peak Travel Period: 16% of Total Lane Groups Remain Unmitigated and 4% Cannot Be Fully Mitigated
  - PM Peak Travel Period: 18% of Total Lane Groups Remain Unmitigated and 1% Cannot Be Fully Mitigated
Summary of Findings
Transportation Impact Assessment: Parking, Pedestrian, Transit & Safety

- Parking: No Anticipated Impacts
- Pedestrians: No Anticipated Impacts
- Bicycles: No Anticipated Impacts
- Transit: No Anticipated Impacts
- Safety: Increased Traffic Volumes At 25 Intersections That Experienced Five Or More Pedestrian and/or Bicycle Accidents During One Year in the Most Recent Three Year Period
Summary of Findings: Air Quality

- A detailed microscale analysis of potential air quality impacts was conducted at four (4) representative intersections at which the maximum potential impacts of the Proposed Action would be expected to occur.
- Results of the analyses were below CEQR thresholds for PM$_{10}$, 24-hour PM$_{2.5}$ and CO.
- The Proposed Action is not expected to significantly impact NO$_x$ concentrations in the New York City.
Summary of Findings: Air Quality

- Results were above CEQR thresholds for annual neighborhood PM$_{2.5}$

<table>
<thead>
<tr>
<th>Air Quality Receptor Site</th>
<th>24-hr PM$_{2.5}$ Pollutant Concentrations (1),(2)</th>
<th>Annual Neighborhood PM$_{2.5}$ Pollutant Concentrations (1),(3)</th>
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</thead>
<tbody>
<tr>
<td></td>
<td>µg/m$^3$</td>
<td>µg/m$^3$</td>
</tr>
<tr>
<td>(STV: 4.5 µg/m$^3$)</td>
<td>(STV: 0.1 µg/m$^3$)</td>
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<tr>
<td>3rd Avenue and 57th Street</td>
<td>1.97</td>
<td>0.38</td>
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<tr>
<td>Increment due to the Proposed Action$^6$</td>
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<tr>
<td>5th Avenue and 42nd Street</td>
<td>3.88</td>
<td>0.30</td>
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<td>Increment due to the Proposed Action$^7$</td>
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<td>6th Avenue and 23rd Street</td>
<td>2.85</td>
<td>0.32</td>
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<td>Increment due to the Proposed Action$^8$</td>
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<td>7th Avenue &amp; 34th Street</td>
<td>2.96</td>
<td>0.17</td>
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<td>Increment due to the Proposed Action$^9$</td>
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- Mitigation for traffic would bring the results down below significant thresholds
- Additional analyses being conducted and will be presented in the FEIS
Summary of Findings: GHG Emissions

• Greenhouse Gas Emissions:
  – 1% Increase In GHG Emissions Generated From On-road Vehicles
  – 0.2% Increase In Total City-wide GHG Emissions
Summary of Findings: Public Health

• Based On Results Of Air Quality, Water Quality, Hazardous Materials, And Noise Impact Assessments

• No Anticipated Public Health Impacts
Summary of Findings: Neighborhood Character


• No Anticipated Neighborhood Character Impacts
For Further Information

• Justine Johnson, NYC TLC
• www.nyc.gov/TLC
• Comments can be emailed to:
  – Medallioneis@tlc.nyc.gov