



Legislation Text

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Res. No. 103

Resolution calling upon the Port Authority of New York and New Jersey to impose two-way tolls for trucks on all crossings into and out of the City that are under its control for the purposes of removing the incentives for trucks to travel unnecessarily through the central business district of Manhattan to avoid the payment of tolls.

By Council Members Fidler, Chin, Comrie, Jackson and Lander

Whereas, In 2008 the Department of Transportation (DOT) estimated that trucks still made over 10,000 trips daily through Manhattan; and

Whereas, It is estimated many of these daily 10,000 trips are made through Manhattan in order to avoid tolls; and

Whereas, According to Federal Highway Administration projections, the amount of traffic is increasing rapidly with Brooklyn and Staten Island seeing the greatest increase in truck traffic by 2020, with 93% and 95% increases, respectively, over 1998 levels, while the projected increases for The Bronx, Queens and Manhattan are 75%, 83% and 80%, respectively; and

Whereas, According to the New York City Economic Development Corporation's Cross Harbor Freight Movement Project Draft Environmental Impact Statement, truck traffic was projected to grow by some 48 percent over the next two decades; and

Whereas, Trucks traveling westbound out of the City are not subject to a toll on the George Washington Bridge, nor the Holland Tunnel or the Lincoln Tunnel; and

Whereas, Trucks constitute the most noxious component of vehicular traffic, leading to increased air pollution, roadway wear and tear and traffic congestion; now, therefore, be it

Resolved, That the Council of the City of New York calls upon the Port Authority of New York and

New Jersey to impose two-way tolls for trucks on all crossings into and out of the City that are under its control for the purposes of removing the incentives for trucks to travel unnecessarily through the central business district of Manhattan to avoid the payment of tolls.

AC
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