



David Yassky
Commissioner
TLCCommissioner@tlc.nyc.gov

33 Beaver Street, 22nd floor
New York, NY 10004

+1 212 676 1003 tel
+1 212 676 1100 fax

March 12, 2012

Mr. Robert R. Kulikowski, Ph.D.
Director
Mayor's Office of Environmental Coordination
253 Broadway – 14th Floor
New York, NY 10007

RE: Environmental Assessment Statement/Positive Declaration
(CEQR No. 12TLC026Y)

Dear Mr. Kulikowski:

The New York City Taxi and Limousine Commission (TLC) is assuming lead agency status for the CEQR review of the proposed Sale of 2,000 Taxi Medallions (CEQR No. 12TLC026Y). Based on the review of the enclosed Environmental Assessment Statement (EAS), TLC has issued a Positive Declaration and determined that a Draft Environmental Impact Statement is to be prepared. The EAS/Positive Declaration is also available to download from the website linked below.

www.nyc.gov/tlc

Please contact me by phone at (212) 676-1033, or via email at conan.freud@tlc.nyc.gov if you have any questions.

Sincerely,

A handwritten signature in black ink, appearing to read "Conan Freud". The signature is fluid and cursive.

Name: Conan Freud
Title: Deputy Commissioner
New York City Taxi and Limousine Commission

Enclosure:

- 1) Environmental Assessment Statement/Positive Declaration

cc:



**Taxi & Limousine
Commission**

David Yassky
Commissioner
TLCCommissioner@tlc.nyc.gov

**33 Beaver Street, 22nd floor
New York, NY 10004**

+1 212 676 1003 tel
+1 212 676 1100 fax

Mr. Kulikowski
March 12, 2012
Page 2

New York State Department of Environmental Conservation (DEC)—
Division of Regulatory Services; DEC—Region II Office; Bronx Borough
President; Brooklyn Borough President; Manhattan Borough President;
Queens Borough President; Staten Island Borough President; New York City
Economic Development Corporation; New York City Department of
Environmental Protection; New York City Department of Transportation;
New York City Community Boards.



City Environmental Quality Review

ENVIRONMENTAL ASSESSMENT STATEMENT SHORT FORM • FOR UNLISTED ACTIONS ONLY

Please fill out, print and submit to the appropriate agency (see instructions)

PART I: GENERAL INFORMATION

1. Does Action Exceed Any Type I Threshold In 6 NYCRR Part 617.4 or 43 RCNY §6-15(A) (Executive Order 91 of 1977, as amended)?

Yes No

If yes, STOP, and complete the FULL EAS

2. Project Name Taxi Medallion Increase

3. Reference Numbers

Form with fields for CEQR REFERENCE NUMBER, BSA REFERENCE NUMBER, ULURP REFERENCE NUMBER, OTHER REFERENCE NUMBER(S), 4a. Lead Agency Information, 4b. Applicant Information, and contact details.

5. Project Description:

The proposed action entails a public sale by the New York City Taxi and Limousine Commission (TLC) of up to 2,000 new taxicab licenses (medallions). The sale would increase the number of yellow taxis by 15.1%. All of these new licenses will be required to be used with taxicab vehicles that are accessible to individuals who use wheelchairs.

6a. Project Location: Single Site (for a project at a single site, complete all the information below)

Form with fields for ADDRESS, NEIGHBORHOOD NAME, TAX BLOCK AND LOT, BOROUGH, COMMUNITY DISTRICT, DESCRIPTION OF PROPERTY BY BOUNDING OR CROSS STREETS, and EXISTING ZONING DISTRICT.

6b. Project Location: Multiple Sites (Provide a description of the size of the project area in both City Blocks and Lots. If the project would apply to the entire city or to areas that are so extensive that a site-specific description is not appropriate or practicable, describe the area of the project, including bounding streets, etc.)

7. REQUIRED ACTIONS OR APPROVALS (check all that apply)

- City Planning Commission: YES NO
CITY MAP AMENDMENT
ZONING MAP AMENDMENT
ZONING TEXT AMENDMENT
UNIFORM LAND USE REVIEW PROCEDURE (ULURP)
CONCESSION
UDAAP
REVOCABLE CONSENT
ZONING CERTIFICATION
ZONING AUTHORIZATION
HOUSING PLAN & PROJECT
SITE SELECTION — PUBLIC FACILITY
FRANCHISE
DISPOSITION — REAL PROPERTY

Board of Standards and Appeals: YES NO

- SPECIAL PERMIT
EXPIRATION DATE MONTH DAY YEAR
VARIANCE (USE)
VARIANCE (BULK)

ZONING SPECIAL PERMIT, SPECIFY TYPE:

SPECIFY AFFECTED SECTION(S) OF THE ZONING RESOLUTION

- MODIFICATION OF
RENEWAL OF
OTHER

Department of Environmental Protection: YES NO IF YES, IDENTIFY:

Other City Approvals: YES NO

- | | |
|--|--|
| <input type="checkbox"/> LEGISLATION | <input type="checkbox"/> RULEMAKING |
| <input type="checkbox"/> FUNDING OF CONSTRUCTION; SPECIFY: | <input type="checkbox"/> CONSTRUCTION OF PUBLIC FACILITIES |
| <input type="checkbox"/> POLICY OR PLAN; SPECIFY: | <input type="checkbox"/> FUNDING OF PROGRAMS; SPECIFY: |
| <input type="checkbox"/> LANDMARKS PRESERVATION COMMISSION APPROVAL (<i>not subject to CEQR</i>) | <input type="checkbox"/> PERMITS; SPECIFY: |
| <input type="checkbox"/> 384(b)(4) APPROVAL | <input checked="" type="checkbox"/> OTHER; EXPLAIN Discretionary action by TLC of the issuance/public sale |
| <input type="checkbox"/> PERMITS FROM DOT'S OFFICE OF CONSTRUCTION MITIGATION AND COORDINATION (OCMC) (<i>not subject to CEQR</i>) | |

State or Federal Actions/Approvals/Funding: YES NO IF "YES," IDENTIFY:

8. Site Description: Except where otherwise indicated, provide the following information with regard to the directly affected area. The directly affected area consists of the project site and the area subject to any change in regulatory controls.

GRAPHICS The following graphics must be attached and each box must be checked off before the EAS is complete. Each map must clearly depict the boundaries of the directly affected area or areas and indicate a 400-foot radius drawn from the outer boundaries of the project site. Maps may not exceed 11x17 inches in size and must be folded to 8.5 x 11 inches for submission **N/A - Project is City-wide**

- | | | |
|--|-------------------------------------|---|
| <input type="checkbox"/> Site location map | <input type="checkbox"/> Zoning map | <input type="checkbox"/> Photographs of the project site taken within 6 months of EAS submission and keyed to the site location map |
| <input type="checkbox"/> Sanborn or other land use map | <input type="checkbox"/> Tax map | <input type="checkbox"/> For large areas or multiple sites, a GIS shape file that defines the project sites |

PHYSICAL SETTING (both developed and undeveloped areas)

Total directly affected area (sq. ft.):	Type of Waterbody and surface area (sq. ft.):	Roads, building and other paved surfaces (sq. ft.)
---	---	--

Other, describe (sq. ft.): N/A - The proposed action is not site specific and involves the sale of 2,000 new New York City taxi medallions.

9. Physical Dimensions and Scale of Project (if the project affects multiple sites, provide the total development below facilitated by the action)

Size of project to be developed: N/A (gross sq. ft.)

Does the proposed project involve changes in zoning on one or more sites? YES NO

If 'Yes,' identify the total square feet owned or controlled by the applicant: Total square feet of non-applicant owned development:

Does the proposed project involve in-ground excavation or subsurface disturbance, including but not limited to foundation work, pilings, utility lines, or grading? YES NO

If 'Yes,' indicate the estimated area and volume dimensions of subsurface disturbance (if known):

Area: sq. ft. (width x length) Volume: cubic feet (width x length x depth)

DESCRIPTION OF PROPOSED USES (please complete the following information as appropriate)

	Residential	Commercial	Community Facility	Industrial/Manufacturing
Size (in gross sq. ft.)				
Type (e.g. retail, office, school)	units			

Does the proposed project increase the population of residents and/or on-site workers? YES NO Number of additional residents? Number of additional workers?

Provide a brief explanation of how these numbers were determined:

Does the project create new open space? YES NO if Yes (sq. ft.)

Using Table 14-1, estimate the project's projected operational solid waste generation, if applicable: N/A (pounds per week)

Using energy modeling or Table 15-1, estimate the project's projected energy use: N/A (annual BTUs)

Has a No-Action scenario been defined for this project that differs from the existing condition? YES NO If 'Yes,' see Chapter 2, "Establishing the Analysis Framework" and describe briefly:

The proposed sale of medallions would be completed in three phases: 400 would be sold in Year One (2012), 800 in Year Two (2013), and 800 in Year Three (2014). Therefore, 2013, 2014 and 2015 have been selected as the analysis years. Consistent with CEQR protocols, growth factors will be applied to reflect changes that would occur within each analysis year. In addition, independent changes to the taxi fleet, as described below, will be used to adjust the No Action condition. In the future without the proposed action, the number of taxi medallions currently in service would remain unchanged. There are two changes, however, that would occur under the No Action Condition. The TLC plans to enter into an agreement with Nissan North America, Inc. (Nissan), to establish Nissan NV200 as the only vehicle authorized for use as a non-accessible New York City taxicab over the period 2011 through 2020. This "Taxi of Tomorrow" contract term would include three phases: 1) the period during which the vehicle would be under development, which would be a maximum of four years; 2) the ten-year period during which the manufacturer would sell vehicles into the NYC taxi market, beginning in 2013 or 2014; and 3) a period of five years, beginning at the conclusion of the ten-year selling period, during which Nissan would provide agreed-upon service and parts support for vehicles previously sold. In addition, also separate from the proposed action, legislation passed by the New York State Legislature allows TLC to issue up to 18,000 transferable permits for hail license vehicles that may pick up passengers by street hail in parts of New York City outside Manhattan, excluding airports, and in Manhattan north of East 96th Street and north of West 110th Street. The state legislation also allows for the issuance by TLC of up to 450 non-transferable permits that would authorize for-hire base stations to affiliate these street-hail vehicles.

10. Analysis Year *CEQR Technical Manual Chapter 2*

ANTICIPATED BUILD YEAR (DATE THE PROJECT WOULD BE COMPLETED AND OPERATIONAL): 2015

ANTICIPATED PERIOD OF CONSTRUCTION IN MONTHS:
N/A

WOULD THE PROJECT BE IMPLEMENTED IN A SINGLE PHASE? YES NO IF MULTIPLE PHASES, HOW MANY PHASES: Three

BRIEFLY DESCRIBE PHASES AND CONSTRUCTION SCHEDULE: 400 medallions would be sold in Year One (2012), 800 in Year Two (2013), and 800 in Year 3 (2014). Therefore, 2013, 2014 and 2015 have been selected as the analysis years.

11. What is the Predominant Land Use in Vicinity of Project? (Check all that apply)

RESIDENTIAL MANUFACTURING COMMERCIAL PARK/FOREST/OPEN SPACE OTHER, Describe: N/A

PART II: TECHNICAL ANALYSES

INSTRUCTIONS: The questions in the following table refer to the thresholds for each analysis area in the respective chapter of the CEQR Technical Manual.

- If the proposed project can be demonstrated not to meet or exceed the threshold, check the 'NO' box.
- If the proposed project will meet or exceed the threshold, or if this cannot be determined, check the 'YES' box.
- Often, a 'Yes' answer will result in a preliminary analysis to determine whether further analysis is needed. For each 'Yes' response, consult the relevant chapter of the CEQR Technical Manual for guidance on providing additional analyses (and attach supporting information, if needed) to determine whether detailed analysis is needed. Please note that a 'Yes' answer does not mean that an EIS must be prepared—it often only means that more information is required for the lead agency to make a determination of significance.
- The lead agency, upon reviewing Part II, may require an applicant either to provide additional information to support this Short EAS Form or complete a Full EAS Form. For example, if a question is answered 'No,' an agency may request a short explanation for this response. In addition, if a large number of the questions are marked 'Yes,' the lead agency may determine that it is appropriate to require completion of the Full EAS Form.

	YES	NO
--	-----	----

1. LAND USE, ZONING AND PUBLIC POLICY: *CEQR Technical Manual Chapter 4*

- | | | |
|---|--|---|
| (a) Would the proposed project result in a change in land use or zoning that is different from surrounding land uses and/or zoning? Is there the potential to affect an applicable public policy? If "Yes", complete a preliminary assessment and attach. | | ✓ |
| (b) Is the project a large, publicly sponsored project? If "Yes", complete a PlaNYC assessment and attach. | | ✓ |
| (c) Is any part of the directly affected area within the City's Waterfront Revitalization Program boundaries? If "Yes", complete the <u>Consistency Assessment Form</u> . | | ✓ |

2. SOCIOECONOMIC CONDITIONS: *CEQR Technical Manual Chapter 5*

- | | | |
|---|---|---|
| (a) Would the proposed project: | | |
| • Generate a net increase of 200 or more residential units? | | ✓ |
| • Generate a net increase of 200,000 or more square feet of commercial space? | | ✓ |
| • Directly displace more than 500 residents? | | ✓ |
| • Directly displace more than 100 employees? | | ✓ |
| • Affect conditions in a specific industry? | ✓ | |

3. COMMUNITY FACILITIES: *CEQR Technical Manual Chapter 6*

- | | | |
|--|--|---|
| (a) Does the proposed project exceed any of the thresholds outlined in <u>Table 6-1 of Chapter 6</u> ? | | ✓ |
|--|--|---|

4. OPEN SPACE: *CEQR Technical Manual Chapter 7*

- | | | |
|--|--|---|
| (a) Would the proposed project change or eliminate existing open space? | | ✓ |
| (b) Is the proposed project within an underserved area in the Bronx, Brooklyn, Manhattan, Queens, or Staten Island?
If "Yes," would the proposed project generate 50 or more additional residents?
If "Yes," would the proposed project generate 125 or more additional employees? | | ✓ |
| (c) Is the proposed project in a well-served area in the Bronx, Brooklyn, Manhattan, Queens, or Staten Island?
If "Yes," would the proposed project generate 300 or more additional residents?
If "Yes," would the proposed project generate 750 or more additional employees? | | ✓ |
| (d) If the proposed project is not located in an underserved or well-served area, would the proposed project generate:
200 or more additional residents?
500 additional employees? | | ✓ |

	YES	NO
5. SHADOWS: <i>CEQR Technical Manual Chapter 8</i>		
(a) Would the proposed project result in a net height increase of any structure of 50 feet or more?		✓
(b) Would the proposed project result in any increase in structure height and be located adjacent to or across the street from a sunlight-sensitive resource?		✓
6. HISTORIC AND CULTURAL RESOURCES: <i>CEQR Technical Manual Chapter 9</i>		
(a) Does the proposed project site or an adjacent site contain any architectural and/or archaeological resource that is eligible for, or has been designated (or is calendared for consideration) as a New York City Landmark, Interior Landmark or Scenic Landmark; is listed or eligible for listing on the New York State or National Register of Historic Places; or is within a designated or eligible New York City, New York State, or National Register Historic District?		✓
If "Yes," list the resources and attach supporting information on whether the project would affect any of these resources.		
7. URBAN DESIGN: <i>CEQR Technical Manual Chapter 10</i>		
(a) Would the proposed project introduce a new building, a new building height, or result in any substantial physical alteration to the streetscape or public space in the vicinity of the proposed project that is not currently allowed by existing zoning?		✓
(b) Would the proposed project result in obstruction of publicly accessible views to visual resources that is not currently allowed by existing zoning?		✓
8. NATURAL RESOURCES: <i>CEQR Technical Manual Chapter 11</i>		
(a) Is any part of the directly affected area within the Jamaica Bay Watershed? If "Yes," complete the Jamaica Bay Watershed Form.		✓
(b) Does the proposed project site or a site adjacent to the project contain natural resources as defined in section 100 of Chapter 11? If "Yes," list the resources and attach supporting information on whether the project would affect any of these resources.		✓
9. HAZARDOUS MATERIALS: <i>CEQR Technical Manual Chapter 12</i>		
(a) Would the project allow commercial or residential use in an area that is currently, or was historically, a manufacturing area that involved hazardous materials?		✓
(b) Does the project site have existing institutional controls (e.g. (E) designations or a Restrictive Declaration) relating to hazardous materials that preclude the potential for significant adverse impacts?		✓
(c) Would the project require soil disturbance in a manufacturing zone or any development on or near a manufacturing zone or existing/historic facilities listed in Appendix 1 (including nonconforming uses)?		✓
(d) Would the project result in the development of a site where there is reason to suspect the presence of hazardous materials, contamination, illegal dumping or fill, or fill material of unknown origin?		✓
(e) Would the project result in development where underground and/or aboveground storage tanks (e.g. gas stations) are or were on or near the site?		✓
(f) Would the project result in renovation of interior existing space on a site with potential compromised air quality, vapor intrusion from on-site or off-site sources, asbestos, PCBs or lead-based paint?		✓
(g) Would the project result in development on or near a government-listed voluntary cleanup/brownfield site, current or former power generation/transmission facilities, municipal incinerators, coal gasification or gas storage sites, or railroad tracks and rights-of-way?		✓
(h) Has a Phase I Environmental Site Assessment been performed for the site? If "Yes," were RECs identified? Briefly identify:		✓
10. INFRASTRUCTURE: <i>CEQR Technical Manual Chapter 13</i>		
(a) Would the proposed project result in water demand of more than one million gallons per day?		✓
(b) Is the proposed project located in a combined sewer area and result in at least 1,000 residential units or 250,000 SF or more of commercial space in Manhattan or at least 400 residential units or 150,000 SF or more of commercial space in the Bronx, Brooklyn, Staten Island or Queens?		✓
(c) Is the proposed project located in a <u>separately sewered area</u> and result in the same or greater development than that listed in <u>Table 13-1 of Chapter 13</u> ?		✓
(d) Would the project involve development on a site five acres or larger where the amount of impervious surface would increase?		✓
(e) Would the project involve development on a site one acre or larger where the amount of impervious surface would increase and is located within the <u>Jamaica Bay Watershed</u> or in certain <u>specific drainage areas</u> including: Bronx River, Coney Island Creek, Flushing Bay and Creek, Gowanus Canal, Hutchinson River, Newtown Creek, or Westchester Creek?		✓
(f) Is the project located in an area that is partially sewered or currently unsewered?		✓
(g) Is the project proposing an industrial facility or activity that would contribute industrial discharges to a VVWTP and/or generate contaminated stormwater in a separate storm sewer system?		✓
(h) Would the project involve construction of a new stormwater outfall that requires federal and/or state permits?		✓
11. SOLID WASTE AND SANITATION SERVICES: <i>CEQR Technical Manual Chapter 14</i>		
(a) Would the proposed project have the potential to generate 100,000 pounds (50 tons) or more of solid waste per week?		✓
(b) Would the proposed project involve a reduction in capacity at a solid waste management facility used for refuse or recyclables generated within the City?		✓

	YES	NO
12. ENERGY: <i>CEQR Technical Manual Chapter 15</i>		
(a) Would the proposed project affect the transmission or generation of energy?		✓
13. TRANSPORTATION: <i>CEQR Technical Manual Chapter 16</i>		
(a) Would the proposed project exceed any threshold identified in Table 16-1 of Chapter 16?	✓	
(b) If "Yes," conduct the screening analyses, attach appropriate back up data as needed for each stage, and answer the following questions:		
(1) Would the proposed project result in 50 or more Passenger Car Equivalents (PCEs) per project peak hour? If "Yes," would the proposed project result in 50 or more vehicle trips per project peak hour at any given intersection? <i>**It should be noted that the lead agency may require further analysis of intersections of concern even when a project generates fewer than 50 vehicles in the peak hour. See Subsection 313 of Chapter 16, "Transportation," for information.</i>	✓ ✓	
(2) Would the proposed project result in more than 200 subway/rail or bus trips per project peak hour? If "Yes," would the proposed project result, per project peak hour, in 50 or more bus trips on a single line (in one direction) or 200 subway trips per station or line?		✓
(3) Would the proposed project result in more than 200 pedestrian trips per project peak hour? If "Yes," would the proposed project result in more than 200 pedestrian trips per project peak hour to any given pedestrian or transit element, crosswalk, subway stair, or bus stop?		✓
14. AIR QUALITY: <i>CEQR Technical Manual Chapter 17</i>		
(a) <i>Mobile Sources:</i> Would the proposed project result in the conditions outlined in Section 210 of Chapter 17?	✓	
(b) <i>Stationary Sources:</i> Would the proposed project result in the conditions outlined in Section 220 of Chapter 17? If "Yes," would the proposed project exceed the thresholds in the Figure 17-3, <i>Stationary Source Screen Graph</i> ? (attach graph as needed)		✓
(c) Does the proposed project involve multiple buildings on the project site?		✓
(d) Does the proposed project require Federal approvals, support, licensing, or permits subject to conformity requirements?		✓
(e) Does the proposed project site have existing institutional controls (e.g. E-designations or a Restrictive Declaration) relating to air quality that preclude the potential for significant adverse impacts?		✓
15. GREENHOUSE GAS EMISSIONS: <i>CEQR Technical Manual Chapter 18</i>		
(a) Is the proposed project a city capital project, a power plant, or would fundamentally change the City's solid waste management system?		✓
(b) If "Yes," would the proposed project require a GHG emissions assessment based on the guidance in Chapter 18?		
16. NOISE: <i>CEQR Technical Manual Chapter 19</i>		
(a) Would the proposed project generate or reroute vehicular traffic?	✓	
(b) Would the proposed project introduce new or additional receptors (see Section 124 of Chapter 19) near heavily trafficked roadways, within one horizontal mile of an existing or proposed flight path, or within 1,500 feet of an existing or proposed rail line with a direct line of sight to that rail line?		✓
(c) Would the proposed project cause a stationary noise source to operate within 1,500 feet of a receptor with a direct line of sight to that receptor or introduce receptors into an area with high ambient stationary noise?		✓
(d) Does the proposed project site have existing institutional controls (e.g. E-designations or a Restrictive Declaration) relating to noise that preclude the potential for significant adverse impacts?		✓
17. PUBLIC HEALTH: <i>CEQR Technical Manual Chapter 20</i> (To come - Contingent on Air Quality Analysis)		
(a) Would the proposed project warrant a public health assessment based upon the guidance in Chapter 20?	✓	
18. NEIGHBORHOOD CHARACTER: <i>CEQR Technical Manual Chapter 21</i>		
(a) Based upon the analyses conducted for the following technical areas, check yes if any of the following technical areas required a detailed analysis: Land Use, Zoning, and Public Policy, Socioeconomic Conditions, Open Space, Historic and Cultural Resources, Urban Design and Visual Resources, Shadows, Transportation, Noise If "Yes," explain here why or why not an assessment of neighborhood character is warranted based on the guidance of in Chapter 21, "Neighborhood Character." Attach a preliminary analysis, if necessary.	✓	
The proposed action involves the sale of 2,000 new New York City taxi medallions. No new development would occur as part of the proposed action. Therefore, detailed analyses for the following technical areas are not required: Land Use, Zoning, and Public Policy, Open Space, Historic and Cultural Resources, Urban Design and Visual Resources, and Shadows. Regarding Transportation, and consequently Air Quality, and Noise, the greatest effect of the proposed action is likely to occur in portions of Midtown Manhattan, Downtown Brooklyn, and Queens Plaza at Northern Boulevard and Thompson Avenue. Overall, the defining features of these areas would not be significantly affected due to the presence of additional taxicabs. A detailed analysis of effects on Neighborhood Character will be prepared if the Transportation and Air Quality detailed analyses indicate the potential for significant adverse impacts to occur.		

		YES	NO
19.	CONSTRUCTION IMPACTS: <i>CEQR Technical Manual Chapter 22</i> Would the project's construction activities involve (check all that apply):		
	• Construction activities lasting longer than two years;		✓
	• Construction activities within a Central Business District or along an arterial or major thoroughfare;		✓
	• Require closing, narrowing, or otherwise impeding traffic, transit or pedestrian elements (roadways, parking spaces, bicycle routes, sidewalks, crosswalks, corners, etc);		✓
	• Construction of multiple buildings where there is a potential for on-site receptors on buildings completed before the final build-out;		✓
	• The operation of several pieces of diesel equipment in a single location at peak construction;		✓
	• Closure of community facilities or disruption in its service;		✓
	• Activities within 400 feet of a historic or cultural resource; or		✓
	• Disturbance of a site containing natural resources.		✓
<p>If any boxes are checked, explain why or why not a preliminary construction assessment is warranted based on the guidance of in Chapter 22, "Construction." It should be noted that the nature and extent of any commitment to use the Best Available Technology for construction equipment or Best Management Practices for construction activities should be considered when making this determination.</p> <p>N/A - The proposed action would not involve any construction activities.</p>			

20. APPLICANT'S CERTIFICATION

I swear or affirm under oath and subject to the penalties for perjury that the information provided in this Environmental Assessment Statement (EAS) is true and accurate to the best of my knowledge and belief, based upon my personal knowledge and familiarity with the information described herein and after examination of pertinent books and records and/or after inquiry of persons who have personal knowledge of such information or who have examined pertinent books and records.

Still under oath, I further swear or affirm that I make this statement in my capacity as the

Conan Freud, Deputy Commissioner for Finance and Administration of New York City Taxi and Limousine Commission

APPLICANT/SPONSOR

NAME THE ENTITY OR OWNER

the entity which seeks the permits, approvals, funding or other governmental action described in this EAS.

Check if prepared by: APPLICANT/REPRESENTATIVE or LEAD AGENCY REPRESENTATIVE (FOR CITY-SPONSORED PROJECTS)

APPLICANT/SPONSOR NAME: Conan Freud

Conan Freud, Deputy Commissioner for Finance and Administration

LEAD AGENCY REPRESENTATIVE NAME:

SIGNATURE:

DATE:

3-9-12

PLEASE NOTE THAT APPLICANTS MAY BE REQUIRED TO SUBSTANTIATE RESPONSES IN THIS FORM AT THE DISCRETION OF THE LEAD AGENCY SO THAT IT MAY SUPPORT ITS DETERMINATION OF SIGNIFICANCE.

PART III: DETERMINATION OF SIGNIFICANCE (To Be Completed By Lead Agency)

INSTRUCTIONS:

In completing Part III, the lead agency should consult 6 NYCRR 617.7 and 43 RCNY §6-06 (Executive Order 91 of 1977, as amended) which contain the State and City criteria for determining significance.

1. For each of the impact categories listed below, consider whether the project may have a significant effect on the environment. For each of the impact categories listed below, consider whether the project may have a significant adverse effect on the environment, taking into account its (a) location; (b) probability of occurring; (c) duration; (d) irreversibility; (e) geographic scope; and (f) magnitude.	Potential Significant Adverse Impact	
	YES	NO
IMPACT CATEGORY		
Land Use, Zoning, and Public Policy		
Socioeconomic Conditions	✓	
Community Facilities and Services		
Open Space		
Shadows		
Historic and Cultural Resources		
Urban Design/Visual Resources		
Natural Resources		
Hazardous Materials		
Water and Sewer Infrastructure		
Solid Waste and Sanitation Services		
Energy		
Transportation	✓	
Air Quality	✓	
Greenhouse Gas Emissions		
Noise	✓	
Public Health	✓	
Neighborhood Character	✓	
Construction Impacts		

2. Are there any aspects of the project relevant to the determination whether the project may have a significant impact on the environment, such as combined or cumulative impacts, that were not fully covered by other responses and supporting materials? If there are such impacts, explain them and state where, as a result of them, the project may have a significant impact on the environment.

Refer to the EAS Supplementary Document.

3. LEAD AGENCY CERTIFICATION

Deputy Commissioner for Finance and Administration

 TITLE
 Conan Freud

 NAME

New York City Taxi and Limousine Commission
 LEAD AGENCY

 SIGNATURE

Check this box if the lead agency has identified one or more potentially significant adverse impacts that **MAY** occur.

Issue **Conditional Negative Declaration**

A **Conditional Negative Declaration (CND)** may be appropriate if there is a private applicant for an Unlisted action AND when conditions imposed by the lead agency will modify the proposed project so that no significant adverse environmental impacts would result. The CND is prepared as a separate document and is subject to the requirements in 6 NYCRR 617.

Issue **Positive Declaration** and proceed to a draft scope of work for the Environmental Impact Statement.

If the lead agency has determined that the project may have a significant impact on the environment, and if a conditional negative declaration is not appropriate, then the lead agency issues a **Positive Declaration**.

NEGATIVE DECLARATION (To Be Completed By Lead Agency)

Statement of No Significant Effect

Pursuant to Executive Order 91 of 1977, as amended, and the Rules of Procedure for City Environmental Quality Review, found at Title 62, Chapter 5 of the Rules of the City of New York and 6NYCRR, Part 617, State Environmental Quality Review, the [] assumed the role of lead agency for the environmental review of the proposed project. Based on a review of information about the project contained in this environmental assessment statement and any attachments hereto, which are incorporated by reference herein, the [] has determined that the proposed project would not have a significant adverse impact on the environment.

Reasons Supporting this Determination

The above determination is based on information contained in this EAS that finds, because the proposed project:

No other significant effects upon the environment that would require the preparation of a Draft Environmental Impact Statement are foreseeable. This Negative Declaration has been prepared in accordance with Article 8 of the New York State Environmental Conservation Law (SEQRA).

TITLE

LEAD AGENCY

NAME

SIGNATURE

**Taxi Medallion Increase
City Environmental Quality Review
Environmental Assessment Statement
Supplementary Document
CEQR # 12TLC026Y**

The Proposed Action entails the public sale by the New York City Taxi and Limousine Commission (TLC) of up to a maximum of 2,000 taxicab licenses (medallions) to vehicles that are accessible to individuals with disabilities. The sale would increase the number of yellow taxi licenses from the existing number of 13,327 licenses to a total of 15,327 licenses, an increase of approximately 15.1%. All of the new licenses would be required to be used with taxicab vehicles that are accessible to individuals who use wheelchairs. The sale of medallions would begin no earlier than July 15, 2012. Medallions would be sold at a public auction on the following schedule: 400 would be sold in Year One (2012), 800 in Year Two (2013), and 800 in Year Three (2014). The sale of the 2,000 new accessible medallions would not require any site-specific development.

This supplementary document to the Environmental Assessment Statement (EAS) for the Proposed Action includes:

- A comparison of the impacts of the Proposed Action against screening criteria included in the CEQR Technical Manual to determine whether a detailed assessment of the impact of the Proposed Action is warranted for each impact category identified in the CEQR Technical Manual.
- A detailed assessment of the impacts of the Proposed Action in conformance with the requirements of the *CEQR Technical Manual* for each impact category for which the initial screening indicated the need for a detailed assessment.

1. Land Use, Zoning, and Public Policy

The Proposed Action is limited to the authorization of the TLC to publicly sell 2,000 new taxi medallions and does not require the direct or indirect use of any existing land use or result in a change in land use, zoning, or an officially adopted and promulgated public policy. Therefore, in conformance with *CEQR Technical Manual* screening criteria, the Proposed Action would not have the potential to result in a significant impact on land use, zoning or public policy and a detailed analysis is not required to determine whether the Proposed Action would result in a significant adverse impact on land use, zoning, and public policy.

2. Socioeconomic Conditions

The *CEQR Technical Manual* indicates that a detailed socioeconomic conditions analysis is not required if it can be demonstrated that a proposed action would not result in a significant direct or indirect displacement of residents or businesses, and that the proposed action would not have a significant adverse impact on an industry of importance to the City. Since the Proposed Action

would not result in any new development, it would not result in any direct or indirect displacement of residences or businesses. However, it could potentially result in an adverse effect on the taxi industry, an industry of importance to the City, as a consequence of potential impacts on the value of a medallion, given the proposed increase in the number of medallions available for purchase and the potential decrease in taxicab fare revenue per shift due to the increased level of congestion that might result from the possible 15.1% increase in the number of taxicabs on the street network, particularly in Manhattan. Taxicab medallions are currently selling at over \$700,000 for an independent medallion and approximately \$1 million for a corporate (also known as minifleet) medallion.

In addition to analyzing the potential impacts on medallion value and taxicab fare revenue, the socioeconomic analysis will also quantify the potential impact of an increase in the supply of yellow taxi medallions on the livery car industry. The analysis will also look at the increase in employment as a result of the additional taxi medallions and its impact on the New York City economy.

3. Community Facilities and Services

The Proposed Action would not physically alter or displace any existing or planned community facility, nor would it add new populations that would create demand for services greater than the ability of existing facilities to provide those services. Therefore, in conformance with *CEQR Technical Manual* screening criteria, it would not have the potential to result in a significant impact on community facilities and services, and a detailed analysis was not undertaken to determine if the Proposed Action would result in a significant adverse impact to community facilities and services.

4. Open Space

Consistent with guidance in the *CEQR Technical Manual*, the Proposed Action would not have the potential to result in either direct or indirect impacts on open spaces. The Proposed Action would not result in direct impacts on open space resources because:

- The Proposed Action would not result in a physical loss of public open space by encroaching on an open space or displacing an open space;
- The Proposed Action would not change the use of an open space so that it no longer serves the same user population;
- The Proposed Action would not limit public access to an open space;
- The Proposed Action would not cause increased odors or shadows on public open space that would affect its usefulness, whether on a permanent or temporary basis. As documented in the air quality and noise impact analyses included in this supplementary document, the Proposed Action would also not result in a significant adverse impact on noise or air pollutant levels at any open space resource.

The Proposed Action would also not result in indirect impacts on open space resources because:

- The Proposed Action would not generate any additional residents or 125 workers in an underserved area, as defined in the *CEQR Technical Manual*;
- The Proposed Action would not generate any additional residents or 750 workers in a well-served area, as defined in the *CEQR Technical Manual*; and
- The Proposed Action would not generate any additional residents or 500 employees in an area outside of an underserved or well-served area.

Therefore, in conformance with the *CEQR Technical Manual* screening criteria, it would not have the potential to result in a significant impact on open space resources and a detailed analysis is not required to determine if the Proposed Action would result in a significant adverse impact on open space.

5. Shadows

The Proposed Action would not result in new structures—or additions to existing structures including the addition of rooftop mechanical equipment—of 50 feet or more or be located adjacent to, or across the street from, a sunlight-sensitive resource. Therefore, in conformance with the *CEQR Technical Manual* screening criteria, it would not result in a significant impact on sunlight-dependent resources, and a detailed analysis is not required to determine if the Proposed Action would cause a significant adverse impact from new shadows.

6. Historic and Cultural Resources

The Proposed Action would not result in any in-ground disturbance that could potentially affect archaeological resources. Nor would the Proposed Action result in:

- New construction, demolition, or significant physical alteration to any building, structure, or object;
- A change in scale, visual prominence, or visual context of any building, structure, or object or landscape feature;
- Construction, including but not limited to, excavating vibration, subsidence, dewatering, and the possibility of falling objects;
- Additions to or significant removal, grading, or replanting of significant historic landscape features;
- Screening or elimination of publicly accessible views; or
- Introduction of significant new shadows or significant lengthening of the duration of existing shadows on an historic landscape or on an historic structure.

Therefore, in conformance with the *CEQR Technical Manual* screening criteria, the Proposed Action would not have the potential to result in a significant impact on historic and cultural resources and a detailed analysis is not required to determine if the Proposed Action would result in a significant adverse impact to historic and cultural resources.

7. Urban Design and Visual Resources

The Proposed Action would not result in the construction of a new structure or alteration of an existing structure, nor would it require any zoning change. Therefore, in conformance with *CEQR Technical Manual* screening criteria, the Proposed Action would not have the potential to result in a significant impact on urban design and visual resources and a detailed analysis is not required to determine if the Proposed Action would result in a significant adverse impact to urban design and visual resources.

8. Natural Resources

The Proposed Action is not site specific and entails the authorization of the TLC to publicly sell up to 2,000 new medallions. Any additional taxicabs resulting from the Proposed Action would primarily operate on New York City roadways. Therefore, the Proposed Action would not:

- either contain, or be near or contiguous to, natural resources or important subsurface conditions;
- contain any "built resource" that is known to contain or may be used as a habitat by a protected species as defined in the Federal Endangered Species Act (50 CFR 17) or the State's Environmental Conservation Law (6 NYCRR Parts 182 and 193); or
- contain any subsurface conditions, the disruption of which might affect the function or value of an adjacent or nearby natural resource.

Therefore, in conformance with *CEQR Technical Manual* screening criteria, the Proposed Action would not have the potential to result in a significant impact on natural resources, and a detailed analysis is not required to determine if the Proposed Action would result in a significant adverse impact to natural resources.

9. Hazardous Materials

The Proposed Action is not site specific and entails the authorization of the TLC to publicly sell up to 2,000 new medallions. Any additional taxicabs resulting from the Proposed Action would primarily operate on New York City roadways. The Proposed Action would not require any new construction or in-ground disturbance. Consequently, the Proposed Action would not:

- increase pathways to human or environmental exposure on a site with elevated levels of hazardous materials;

- introduce new activities or processes using hazardous materials causing the risk of human or environmental exposure to be increased; or
- introduce a population to potential human or environmental exposure from off-site sources.

Therefore, in conformance with *CEQR Technical Manual* screening criteria, the Proposed Action would not have the potential to result in a significant impact on hazardous materials and a detailed analysis is not required to determine if the Proposed Action would result in a significant adverse impact on hazardous materials.

10. Water and Sewer Infrastructure

The Proposed Action is not site specific and would result in up to 2,000 additional taxicabs that would primarily operate on New York City roadways. Regarding water supply, the proposed project would not result in an exceptionally large demand for water (e.g., those that are projected to use more than one million gallons per day such as power plants, very large cooling systems, or large developments); nor does it involve a project site that is located in an area that experiences low water pressure. Regarding the demand on wastewater and stormwater conveyance and treatment, the Proposed Action would not increase population density; nor would it increase impervious surfaces. Therefore, in conformance with *CEQR Technical Manual* screening criteria, a detailed analysis is not required to determine if the Proposed Action would result in a significant adverse impact to water and sewer infrastructure.

11. Solid Waste and Sanitation Services

The Proposed Action would not result in solid waste generation associated with residential, institutional, commercial, and industrial uses. Therefore, in conformance with *CEQR Technical Manual* screening criteria, a detailed analysis is not required to determine if the Proposed Action would not result in a significant adverse impact to solid waste and sanitation services.

12. Energy

The Proposed Action is not site specific and would result in up to 2,000 additional taxicabs that would primarily operate on New York City roadways, and does not involve any facility that would affect the transmission or generation of energy. Therefore, in conformance with *CEQR Technical Manual* screening criteria, a detailed analysis is not required to determine if the Proposed Action would result in a significant adverse impact to energy transmission or generation.

13. Transportation

Traffic Analysis

The *CEQR Technical Manual* sets the basic threshold for a detailed traffic analysis at 50 vehicle trips per hour related to the proposed action traveling through an intersection. The sale of

2,000 new taxi medallions would increase the taxi fleet by approximately 15.1%. Increasing the current taxi volume by 15.1% could translate into an increase of well over 50 taxis in one hour at a number of key intersections. For example, an intersection with 528 taxis in the AM peak hour could experience an increase of approximately 80 taxis during that hour. Therefore, the set of 52 representative intersections identified by the City — comprising intersections that carry a noticeable number of the 13,237 taxicabs currently operating in the City — will be analyzed to determine the potential impact of the taxi medallion sale in this study area (see Figure 1 “Traffic Study Area”). These representative intersections for analysis were selected, in consultation with TLC, New York City Department of Transportation (DOT) and New York City Department of Environmental Protection (DEP), based on the review of the hourly taxi pick-up/drop-off data summarized by Census Block Group for each of the three analysis (AM, midday, and PM) peak periods. In addition, taxi Global Positioning System (GPS) data was also used to identify blocks (links) with 50 or more pick-up/drop-off activities during the AM, midday and PM peak hours. Further, the prior Taxi Medallion EIS [CEQR #03TLC001Y] was also reviewed to verify the locations where traffic or air-quality impacts were identified. The following additional attributes led to the selection of study intersections:

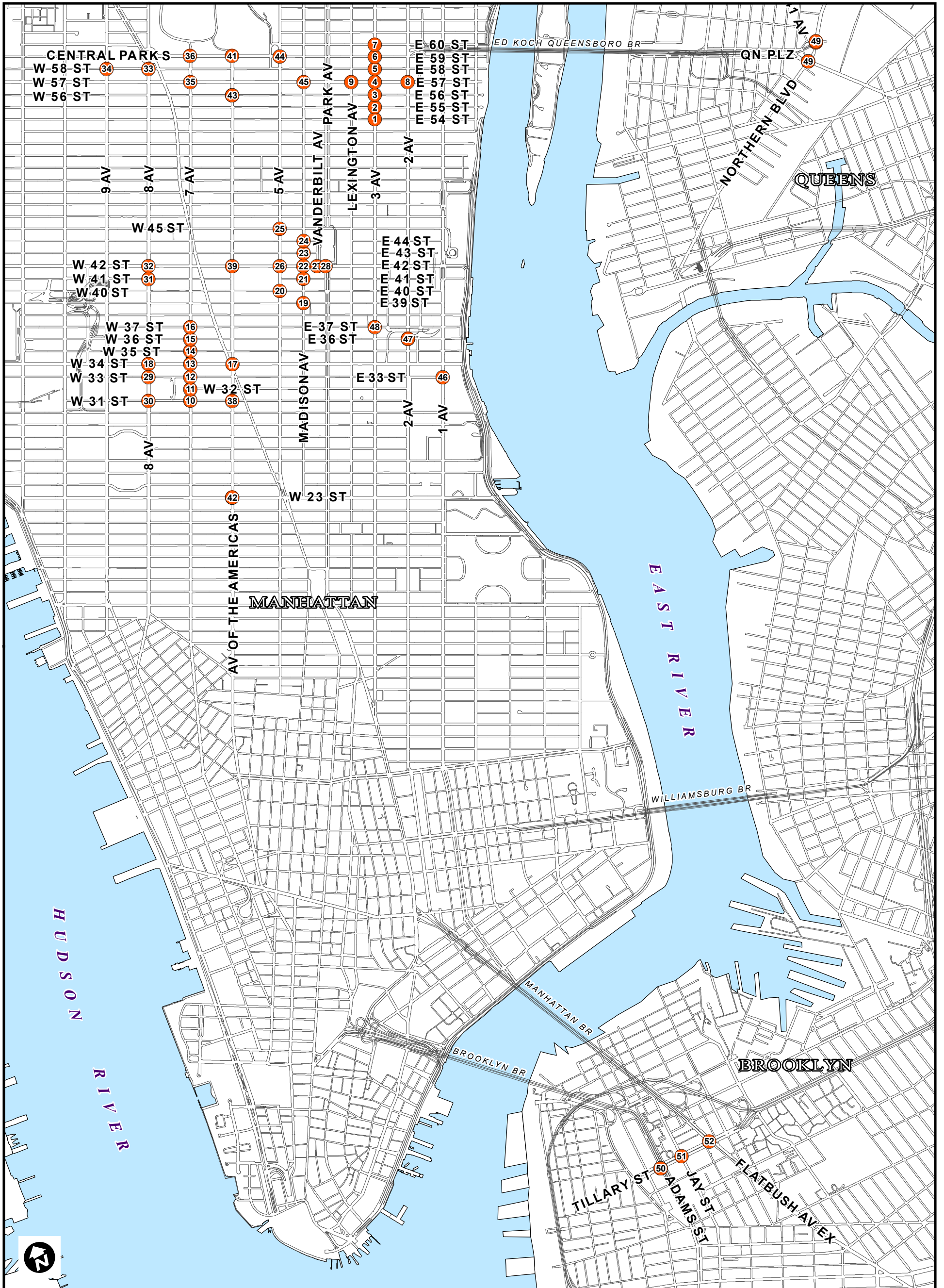
- Major origins/destinations (i.e., Penn Station, Grand Central Terminal, PA Bus Terminal, etc.);
- Next to the area with greatest concentration of taxi pick-up/drop-off volumes;
- High percentage of taxi cabs in baseline traffic;
- Taxi stands; and
- Portals (Brooklyn, Manhattan and Queens Borough Bridges) with high taxi volumes.

Transit Analysis

The CEQR thresholds for a detailed transit analysis are A) 200 passengers per peak hour related to a subway/rail line or station or B) 50 bus trips in a single direction on a single route. The sale of 2,000 new taxi medallions is not expected to increase transit trips. Conversely, it would increase the capacity and reduce wait times for an auto based mode, making that mode slightly more attractive. Therefore, a detailed transit analysis is not required.

Pedestrian Analysis

The CEQR threshold for a detailed pedestrian analysis is 200 pedestrian trips per peak hour. The Proposed Action is expected to generate few new pedestrian trips in the peak hours (i.e. trips that are not already being made). Furthermore, the new taxis could reduce some pedestrian activity by making the taxi mode more convenient. The Proposed Action could redistribute some pedestrian trips, but the pedestrian activity related to these new taxis will be dispersed throughout the primary taxi service areas. Therefore, there is no one location where the peak hour pedestrian activity is expected to exceed the 200 trip threshold. Thus, a detailed pedestrian analysis is not required.



49 Traffic Study Area Location

0 1,000 2,000 Feet

NEW YORK CITY TAXI AND LIMOUSINE COMMISSION
TAXI MEDALLION INCREASE

Traffic Study Area Locations
Figure 1

Source: New York City Taxi and Limousine Commission, New York City Department of Transportation, New York City Department of City Planning, New York City Department of Information, Technology, and Telecommunications.

Parking

Given the highly dispersed nature of the taxi fleet both with respect to service areas and where they park when not in service, a detailed parking analysis is not required. The Proposed Action is not expected to have a significant impact on any parking location.

14. Air Quality

As described above in Section 13. Transportation, 52 representative intersections for analysis were selected for the traffic study area, in consultation with TLC, DOT and DEP, based on the review of the hourly taxi pick-up/drop-off data summarized by Census Block Group for each of the three analysis (AM, midday, and PM) peak periods. In addition, taxi GPS data was also used to identify blocks (links) with 50 or more pick- up/drop-off activities during the AM, midday and PM peak hours. Further, the prior Taxi Medallion EIS was also reviewed to verify the locations where traffic or air-quality impacts were identified. The following additional attributes led to the selection of study intersections:

- Major origins/destinations (i.e., Penn Station, Grand Central Terminal, PA Bus Terminal, etc.);
- Next to the area with greatest concentration of taxi pick-up/drop-off volumes;
- High percentage of taxi cabs in baseline traffic;
- Taxi stands;
- Portals (Brooklyn, Manhattan and Queens Borough Bridges) with high taxi volumes; and
- All the intersections that were within the line of sight and 1,000 feet from the selected air quality intersections.

Of these 52 intersections, four intersections were identified by TLC, in consultation with DEP, as having the potential to require an air quality analysis. The four locations were selected based on DEP's review of the existing overall traffic volume, existing traffic delays, existing taxi volume, and the proposed increase in taxi volume, based on the pro-rated approach – an increase of 15.1% in taxi volume at each intersection. The results of this review indicated that the locations where the highest potential air quality impacts are expected are:

- 3rd Avenue and 57th Street;
- 7th Avenue and 34th Street;
- 5th Avenue and 42nd Street; and
- 6th Avenue and 23rd Street.

Therefore, a detailed microscale analysis of potential CO, PM_{2.5} and PM₁₀ impacts will be conducted at these four intersections during AM, midday and PM peak hours.

A qualitative discussion of potential NO₂ impacts will be included in the EIS.

15. Greenhouse Gas Emissions

According to the *CEQR Technical Manual*, although the contribution of the GHG emissions from a proposed project to global GHG emissions is likely to be considered insignificant when measured against the scale and magnitude of total global GHG emissions, the GHG emissions from certain projects still should be analyzed to determine their consistency with the City's citywide GHG reduction goal. The GHG consistency assessment focuses on projects that have the greatest potential to produce GHG emissions that may result in inconsistencies with the GHG reduction goal to a degree considered significant and, correspondingly, have the greatest potential to reduce those emissions through the adoption of project measures and conditions. With the exception of city capital projects, and projects proposing power generation or a fundamental change to the City's solid waste management system, a GHG emissions assessment is conducted only for larger development projects undergoing an EIS, since these projects have the greatest potential to be inconsistent with the City's GHG reduction goal to a degree considered significant. As indicated in the *CEQR Technical Manual*, the GHG consistency assessment focuses on those projects being reviewed in an EIS that would result in development of 350,000 square feet or greater.

Since the Proposed Action is not a New York City capital project and would not require additional power generation, or regulations and other actions that would fundamentally change the City's solid waste management system by changing solid waste transport mode, distances, or disposal technologies, and would not result in new development, it is unlikely to produce GHG emissions that may result in inconsistencies with the City's GHG reduction goal to a degree considered significant. Nonetheless, the sale of 2,000 taxi medallions will be evaluated to determine whether it would be inconsistent with the City's GHG policy.

16. Noise

In accordance with Section 311.1 of the *CEQR Technical Manual*, a noise screening assessment was performed to determine if the project-related vehicles would cause a doubling of noise passenger car equivalents (PCEs). Since the proposed project would increase the number of existing taxi medallions by 15.1%, and the taxi medallions are only a portion of the total traffic that would be on the road, the proposed project would cause an increase of less than 15.1% in the overall traffic at any location. Per the *CEQR Technical Manual*, PCEs factors for noise are as follows:

- Each Automobile or Light Truck: 1 Noise PCE
- Each Medium Truck: 13 Noise PCEs
- Each Bus: 18 Noise PCEs
- Each Heavy Truck: 47 Noise PCEs

As shown above, taxi medallions are assigned a noise PCE of one. Although typically the vehicles in the study area consist of a mix of autos, light trucks, taxis, buses and trucks, it was conservatively¹ assumed for this noise screening assessment that all existing vehicles on the road are classified as automobiles, light trucks or taxis and would have a noise PCE factor of 1. Based on this conservative assumption, the proposed project would not result in a doubling (increase of 100%) of the existing PCEs at any location since the PCEs would increase by less than 15.1%. As a result, a detailed noise impact assessment is not required. The EIS will confirm and document noise-related conclusions of the EAS.

17. Public Health

The Proposed Action would not result in significant unmitigated adverse impacts in water quality, hazardous materials, or noise. However, a detailed air quality assessment will be prepared as part of the EIS. In conformance with the *CEQR Technical Manual*, a public health assessment would be prepared if the detailed air quality analysis in the EIS indicates the potential for significant adverse impacts.

18. Neighborhood Character

The Proposed Action would not result in significant unmitigated adverse impacts in Land Use, Zoning, and Public Policy; Socioeconomic Conditions; Open Space; Historic and Cultural Resources; Urban Design and Visual Resources; Shadows; or Noise. Therefore, in conformance with the *CEQR Technical Manual*, no neighborhood character assessment is warranted unless the Proposed Action would result in significant adverse transportation impacts.

19. Construction Impacts

The Proposed Action would not involve new construction or in-ground disturbance. Therefore, in conformance with *CEQR Technical Manual* screening criteria, a detailed assessment of construction impacts is not warranted.

¹ This approach is conservative because a mixture of other vehicle types (i.e., buses and/or trucks in addition to autos, light trucks and taxis) at a location would result in a higher existing PCE value. This would allow a larger number of taxi medallions to be added prior to causing a doubling of noise PCEs.