



Central Business District Tolling Program

Traffic Mobility Review Board Public Meeting #2



August 17, 2023

Summary of first TMRB meeting

The charge of the Traffic Mobility Review Board is to develop a proposed tolling structure that reduces traffic congestion in the Manhattan CBD and generates sufficient revenue to fund \$15 billion for MTA transit improvements, within the parameters set by the enabling legislation.

Seven key recommendation areas

- Discounts by time period
- Discounts for those already paying a tunnel toll to enter the CBD
- Rates for buses
- Rates for trucks
- Rates for government vehicles
- A plan for taxis & FHV's
- Other discounts/exemptions

Key considerations

- The toll must change driver behavior and reduce congestion in the CBD
- The goal is to keep tolls low, but still in the range of the revenue target
- Every discount and exemption requires higher toll rates overall
- Higher toll rates encourage more people to avoid the CBD and the CBD toll
- The recommended tolling structure should follow the constraints of the 2019 legislation and be within the bounds of what was studied in the Environmental Assessment the Environmental Assessment

Open questions

- How would crossing credits affect the base auto rate for the CBD toll?
- How would different truck tolling structures affect the base auto rate?
- Could taxis and FHV's be subject to a per-ride surcharge instead of a daily toll?
- Where do low-income drivers to the CBD commute from?
- How could different tolling periods to accommodate overnight workers affect the base auto rate?

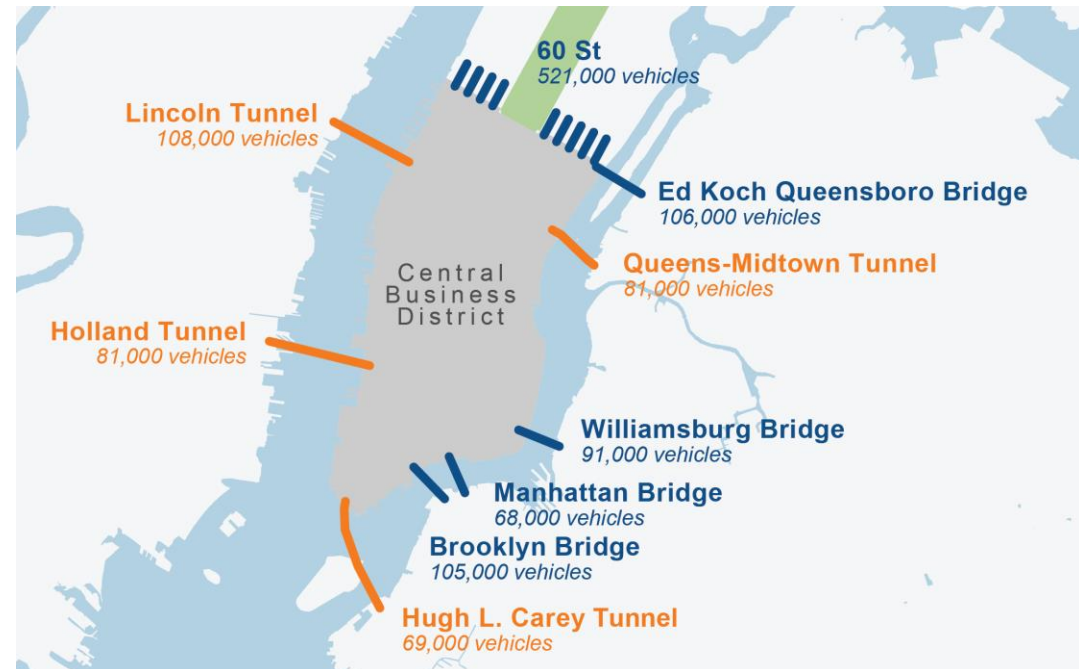
How would crossing credits affect the base auto rate for the CBD toll? What other impacts would credits have?

The TMRB can choose to provide a discount (crossing credit) to those already paying a toll to enter the CBD.

A crossing credit would:

- Reduce toll shopping
- Increase the CBD base toll rate
- Lead to more traffic diversions to avoid the CBD
- Shift the burden of who pays the CBD toll

About 29% of all vehicles entering and exiting the CBD use a tolled facility.



How would crossing credits affect the base auto rate for the CBD toll?

**Crossing credit
for users of the four tunnels**

\$0



**Change to base auto rate
for everyone entering CBD**

\$0

How would crossing credits affect the base auto rate for the CBD toll?

| Crossing credit for users of the four tunnels | | Change to base auto rate for everyone entering CBD |
|--|---|---|
| \$0 | ▶ | \$0 |
| \$4 | ▶ | +\$2 to \$2.50 |

Note: These estimates will increase if additional discounts or exemptions are provided

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| \$14 | ▶ | +\$8 to +\$9 |

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The higher the credit, the more diversions would occur.

| Crossing credit for users of the four tunnels | | Trucks avoiding the CBD |
|--|---|--------------------------------|
| No credit (EA scenario A) | ▶ | 7,200 trucks (12% of total) |
| Large credit (EA scenario E) | ▶ | 10,600 trucks (17% of total) |

The higher the credit, the more the burden of who pays the CBD toll shifts to New York State.

| Crossing credit for users of the four tunnels | | Trips vs revenue | | |
|--|--|------------------|-------|---------|
| | | | Trips | Revenue |
| No credit (EA scenario A) ▶ | | NY | 70% | 72% |
| | | NJ | 20% | 18% |
| | | CT | 3% | 2% |
| | | Other | 7% | 8% |
| Large credit (EA scenario E) ▶ | | NY | 68% | 78% |
| | | NJ | 21% | 11% |
| | | CT | 3% | 4% |
| | | Other | 8% | 7% |

**How would different truck rates affect the base auto rate?
What other impacts would these truck rates have?**

How would different truck rates affect the base auto rate?

Autos

Pick-ups and commercial vans



Trucks

Small trucks (non-articulated)



Large trucks (articulated)



How would different truck rates affect the base auto rate?

The TMRB can recommend charging trucks the same toll as autos, or different. You can also recommend charging trucks every time they enter the zone, or limiting the number of daily charges.

CBD truck rates could follow existing tolling structures on PA and MTA tunnels

| | MTA/TBTA Roundtrip E-ZPass rate | | PANYNJ Roundtrip E-ZPass rate (Peak) | |
|---------------------|------------------------------------|------|--|------|
| Auto | \$13.88 | 1X | \$14.75 | 1X |
| Small trucks | \$25.10 - \$41.12 | 2-3X | \$40.00 - \$60.00 | 3-4X |
| Large trucks | \$52.58 - \$79.96 | 4-6X | \$80.00 - \$120.00 | 5-8X |

CBD truck rates could be based on how much space they occupy on the street

| | Size of vehicle | |
|---------------------|-----------------|------|
| Auto | 15' avg | 1X |
| Small trucks | 35' max | 2X |
| Large trucks | 55' max | 3-4X |

How would different truck rates affect the base auto rate?

| Toll multiplier for trucks | Change to base auto rate for everyone entering CBD |
|---------------------------------------|---|
| Small: 2x auto Large: 3x auto | \$0 |

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| Small: 1x auto Large: 1x auto | ▶ | +\$0.75 to +\$1.25 |

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| Frequency of charge for trucks | Change to base auto rate for everyone entering CBD |
|---|---|
| Charge with every entry | \$0 |

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| Frequency of charge for trucks | | Change to base auto rate for everyone entering CBD |
|-----------------------------------|---|---|
| Charge with every entry | ▶ | \$0 |
| Charge once a day max | ▶ | +\$0.25 to +\$0.75 |

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Could taxis and FHV's be subject to a per-ride surcharge instead of a daily toll?

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Taxis and FHV's are a major part of New York City's transportation system.

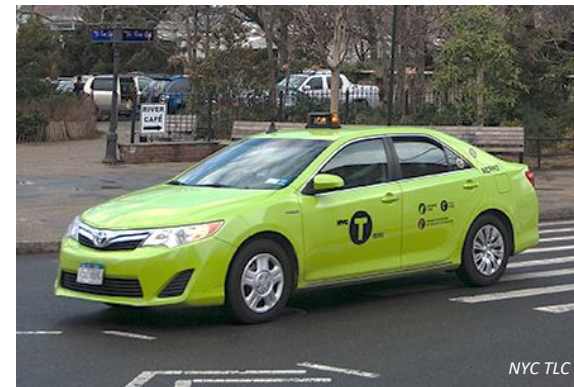
- NYC's Taxi & Limousine Commission licenses 175,000 drivers, 115,000 cars, and 1,000 businesses which together transport more than 1,000,000 passengers a day.
- In 2018, taxis & FHV's made up more than half of all vehicles in the CBD.



Yellow taxis



App-based For-Hire Vehicles
(Uber & Lyft)



Green cabs



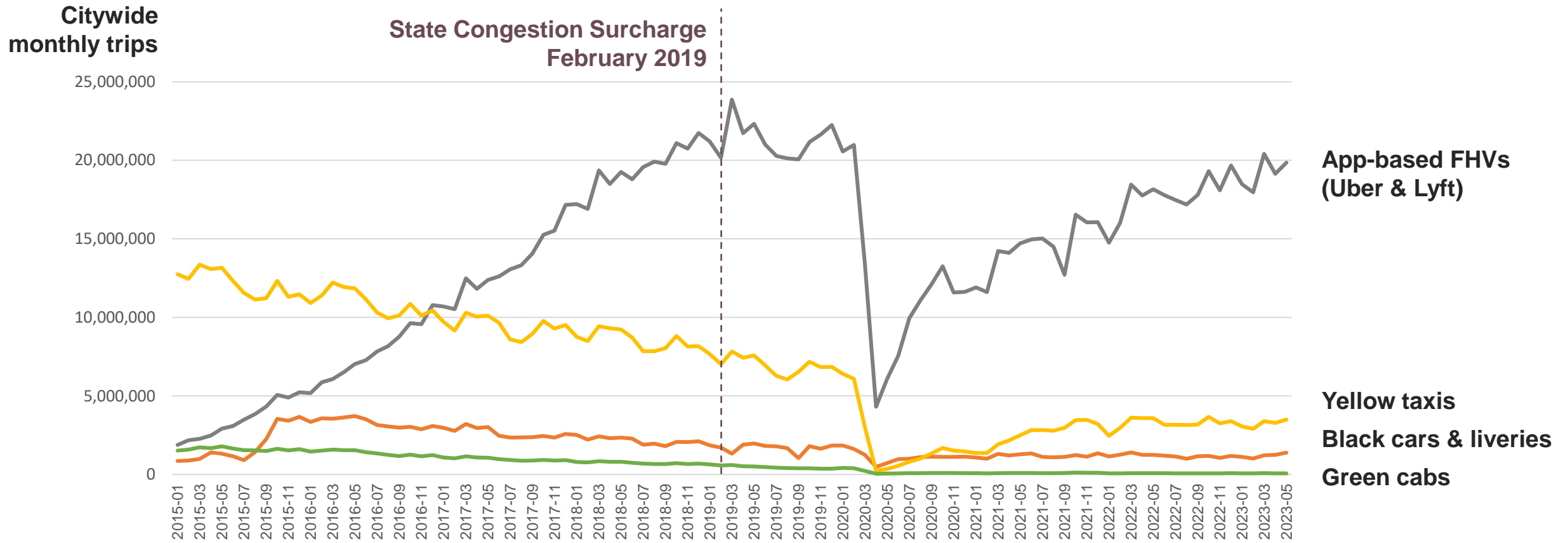
Black cars, liveries

Relevant considerations

- The EA found that charging NYC taxi and FHV drivers more than one CBD toll per day would have an adverse effect on the EJ subpopulation of drivers in the taxi and FHV industry.
- Scenarios that capped the toll at once per day resulted in increased taxi/FHV use.
- A daily toll would likely not be borne by the customers whose travel behavior congestion pricing is aiming to influence.

Could taxis and FHV be subject to a per-ride surcharge instead of a daily toll?

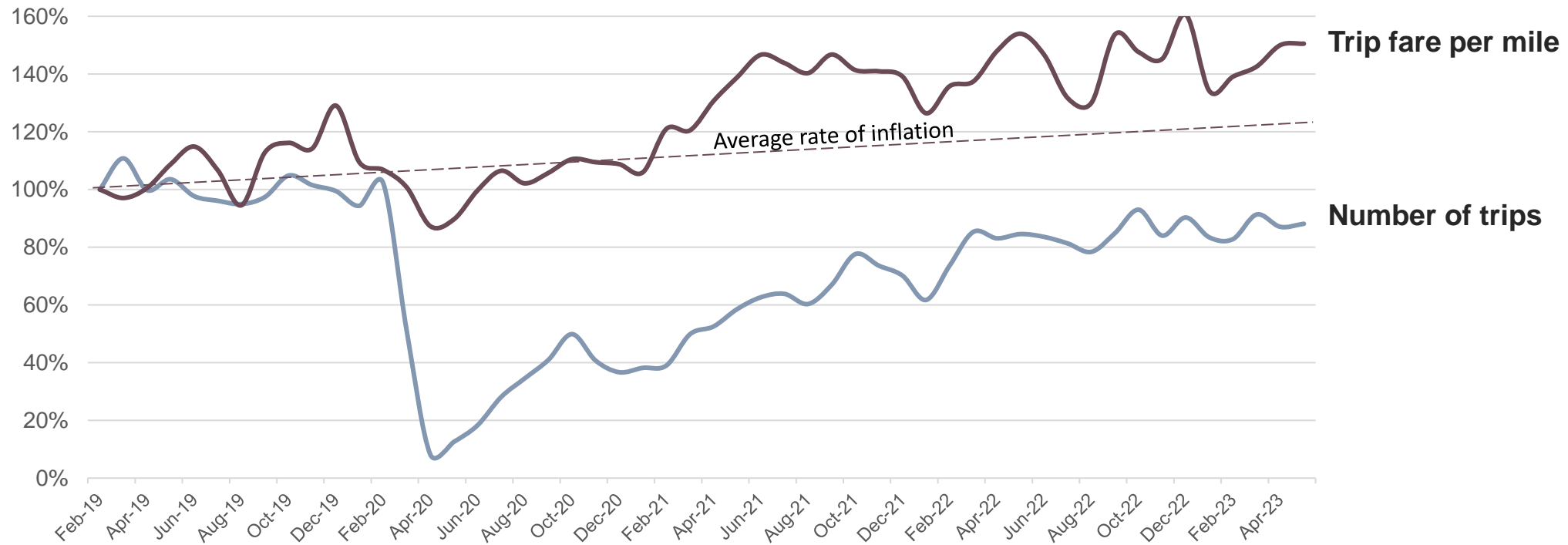
Yellow taxi, green taxi and black car trips have been in steady decline since app-based FHV came on the scene in 2015.



Could taxis and FHV be subject to a per-ride surcharge instead of a daily toll?

Since 2019, the cost per mile of app-based FHV trips in the CBD has increased twice as fast as inflation. Yet demand continues to grow.

App-based FHV trips to, from and within the CBD

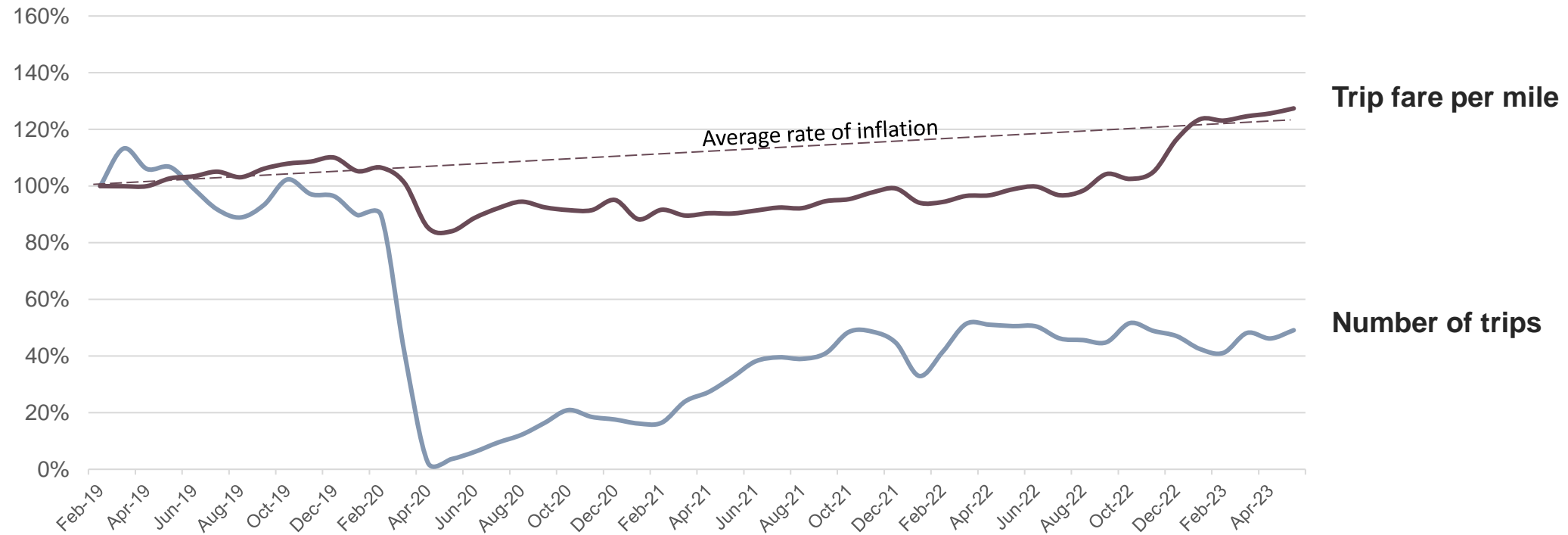


Data indexed to Feb 2019

Could taxis and FHV's be subject to a per-ride surcharge instead of a daily toll?

By contrast, per-mile taxi fares for trips in the CBD have tracked inflation, and demand has stabilized at half of pre-pandemic levels.

Taxi trips to, from and within the CBD



Data indexed to Feb 2019

Where do low-income drivers to the CBD commute from?

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1.5 million people work in the CBD



Of those, 1.3 million take transit and 143,000 drive.

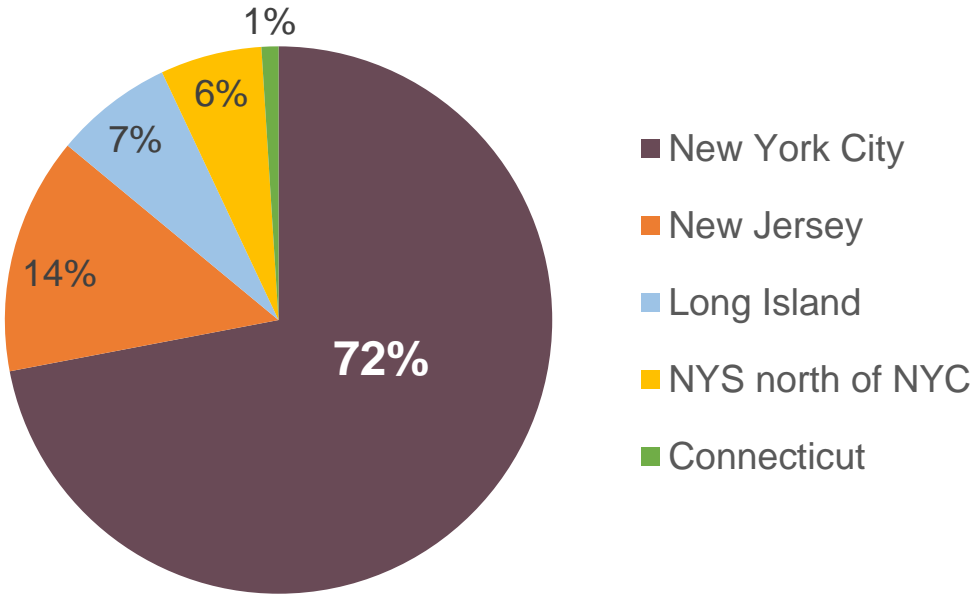


Of those who drive, 16,100 live in low-income households (under \$50,000)



Where do low-income drivers to the CBD commute from?

7 in 10 low-income drivers to the CBD live in New York City

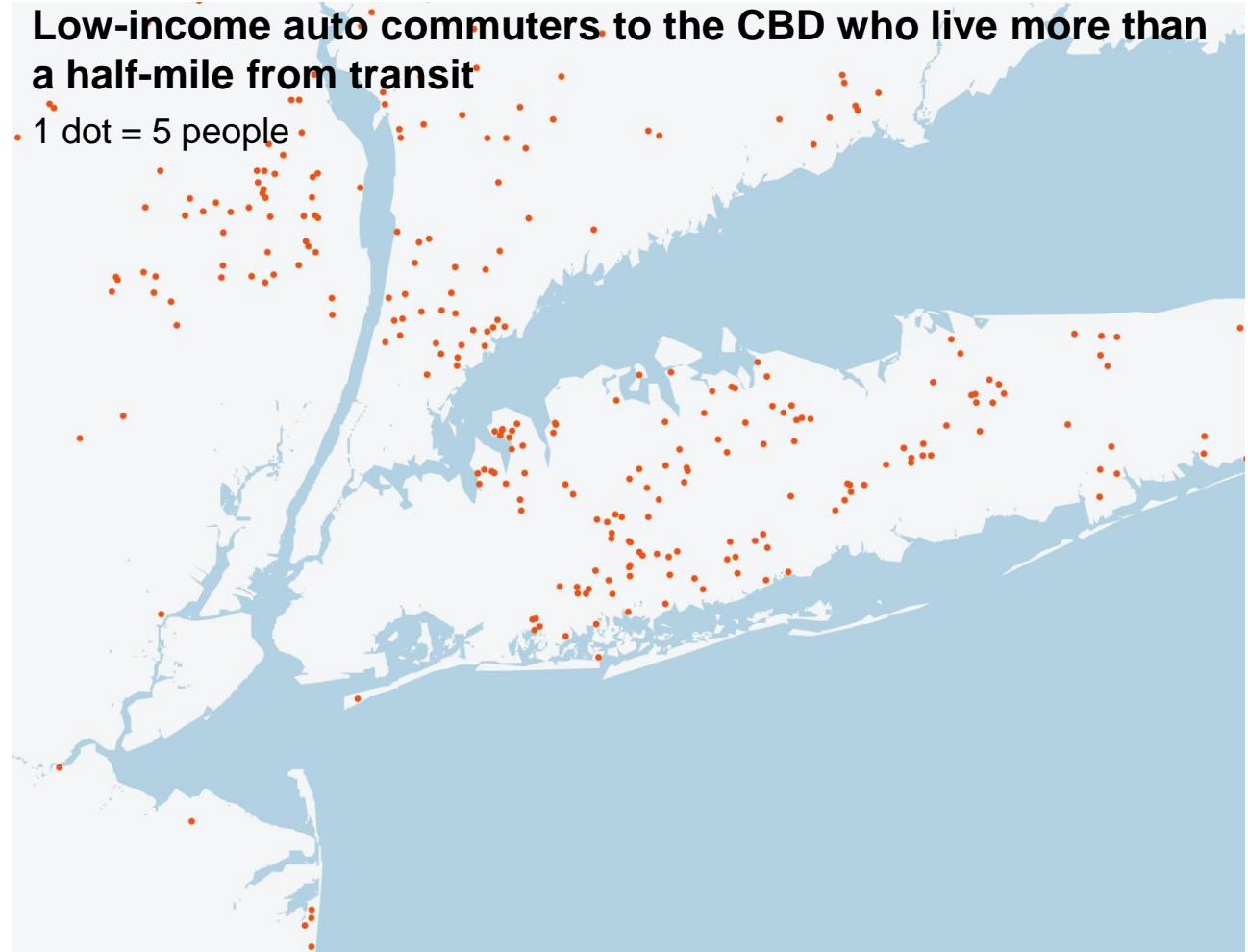


**5,200 low-income drivers
commute from outside NYC**

Where do low-income drivers to the CBD commute from?

About 1,560 low-income drivers to the CBD don't have direct access to transit.

That's 0.7% of all low-income CBD commuters.



How could different tolling periods to accommodate overnight workers affect the base auto rate?

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Of the 1.5 million people employed in the CBD, approximately 48,000 (3%) are at work at 1am.

| Occupational Categories | Workers on the job at 1am in the US | Manhattan CBD workers | Manh CBD workers on the job at 1am |
|--|-------------------------------------|-----------------------|------------------------------------|
| Protective service | 13% | 38,222 | 5,057 |
| Transportation and material moving | 10% | 32,794 | 3,166 |
| Production | 9% | 27,508 | 2,613 |
| Healthcare support | 8% | 21,419 | 1,722 |
| Building and grounds cleaning and maintenance | 7% | 43,580 | 2,897 |
| Farming, fishing, and forestry | 7% | 494 | 36 |
| Legal | 6% | 70,961 | 4,324 |
| Healthcare practitioners and technicians | 5% | 39,678 | 1,835 |
| Installation, maintenance, and repair | 5% | 15,390 | 789 |
| Personal care and service | 4% | 33,540 | 1,305 |
| Office and administrative support | 4% | 190,963 | 6,985 |
| Life, physical, and social science | 3% | 12,939 | 354 |
| Business and financial operations specialists | 2% | 188,380 | 3,932 |
| Computer and mathematical | 2% | 87,008 | 1,903 |
| Architecture and engineering | 2% | 24,906 | 487 |
| Arts, design, entertainment, sports, and media | 2% | 116,405 | 1,766 |
| Food preparation and serving related | 2% | 65,648 | 1,205 |
| Sales and related | 2% | 171,705 | 3,377 |
| Construction and extraction | 2% | 32,933 | 681 |
| Management | 1% | 273,591 | 2,762 |
| Community and social service | 1% | 18,904 | 266 |
| Education, training, and library | 1% | 47,128 | 693 |

There are different types of overnight shift workers

Representative shift schedules

| | |
|---|--|
| Hospitality & restaurants | 3pm-12am, 4pm-12am, 6pm-2am, 7pm-3am, 11pm-7am |
| Hospitals & nursing homes | 3pm-11pm, 7pm-7am, 11pm-7am |
| Police & fire departments | 6pm-6am, 8pm-6am, 10pm-8am, 10pm-10am, 11pm-7am |
| Sanitation | 12am-8am, 5pm-1am |
| Security | 4pm-12am, 12am-8am |
| Shipping, grocery & manufacturing | 10pm-6am, 11pm-7am |
| Transportation & facility operations | 3pm-11pm, 4pm-12am, 10pm-6am, 11pm-7am, 12am-8am |
| Utilities | 11pm-7am |

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| Schedule options | Change to base auto rate for everyone entering CBD |
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