



Fix NYC

Report Summary Briefing

IBTTA Managed Lanes, AET & Technology Summit

TWO GROWING PROBLEMS FACING NYC

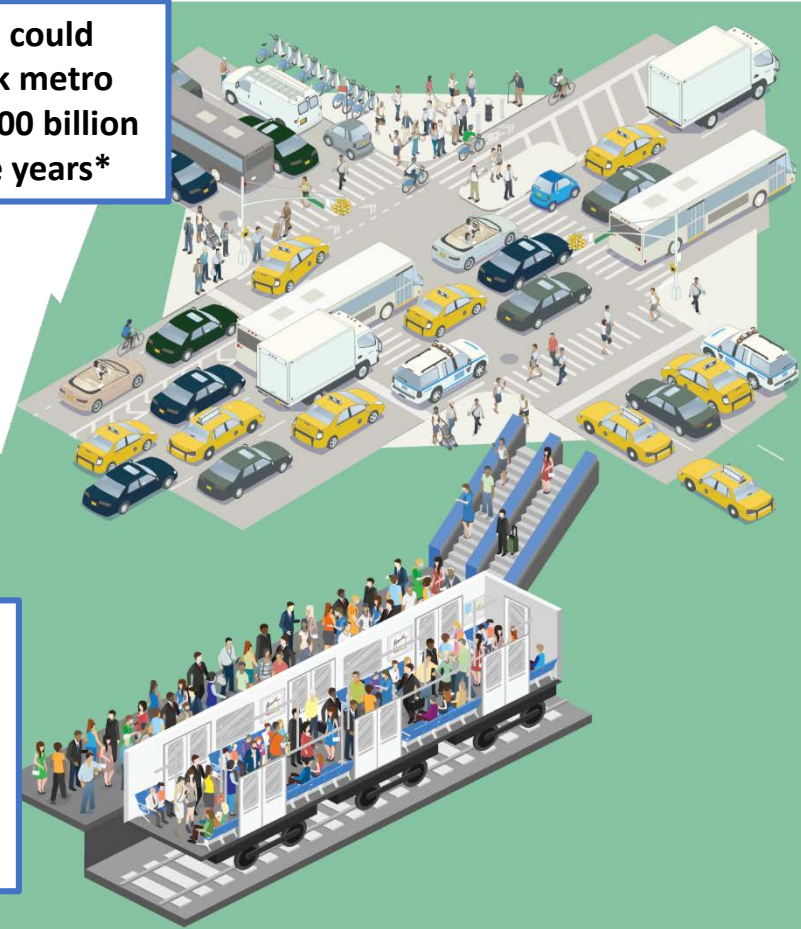
- **Below Ground** – subway delays are too frequent but are successfully being targeted by the Subway Action Plan

- **Above Ground** – severe traffic congestion on city streets is becoming the norm

Solutions are required to get out streets moving again and bring the subway back to a state of reliability New Yorkers deserve and expect.

Traffic congestion could cost the New York metro area economy \$100 billion over the next five years*

Subway service disruptions have been too frequent, resulting in delays for NYC commuters, residents, and tourists



HNTB'S ROLE

- **Technical Advisor to Fix NYC Panel**
- **Provide research on international and domestic experience for zone pricing and price managed lanes**
- **Provide estimates of gross revenue, congestion reduction, and average speed increases for various surcharge and zone pricing alternatives**

BALANCED TRANSPORTATION ANALYZER (BTA)

- Spreadsheet-based tool
- Can quickly evaluate a broad range of surcharge and zone pricing scenarios
- Used only for estimating average speed increase and congestion reduction for various surcharge and zone pricing alternatives
- Not used for estimating mode shifts or to determine origin/destination details
- Utilizes existing and accepted NYMTC Hub Bound Travel Data (2016)

INTERNATIONAL EXAMPLES

Singapore, London and Stockholm implemented cordons around their Central Business Districts (CBDs)

Lessons Learned From Their Experiences:

- All three cities **improved alternate modes of public transportation first**, including increasing capacity
- Accounted for mobility options like **Uber and Lyft** and their impact on the transportation network
- Considered **proven** toll collection **technology** and **operating costs**
- Considered varying charges by time – more during peak



NYC EXPERIENCE

Features	Citizens Budget Commission (2006 & 2015)	Mayor Bloomberg's plaNYC (2007)	Commission on MTA Financing (2008)	MoveNY (2017)
Cordon Toll	Yes (2006)	Yes	No	Yes
• Amount	\$4/night, \$7/day, \$10/peak	\$8/cars; \$21/trucks		\$5.76 each way(\$11.52)/cars, higher/trucks
• Hours	24/7	6am – 6pm, M-F		24/7
• Boundary	60 th Street	86 th Street (60 th Street)		60 th Street for Cordon
• Direction	In	In, Intra-Zone		In, Out
Toll Offsets	N/A	Deduct tolls paid by E-ZPass for NYC bridges and tunnels	N/A	\$5 decrease in tolls for MTA major bridges, \$2 decrease for MTA minor bridges
Exemptions	N/A	Emergency, transit, medallion taxis, handicapped plates, neighborhood car services	N/A	No double tolling (East River MTA crossings and Lincoln and Holland Tunnels) Taxis and FHVs exempt from cordon
Taxis and TNCs	N/A	N/A	N/A	35% surcharge plus \$0.50 drop charge south of 96 th Street/trip
Other fees/taxes	Increase motor vehicle fees or fuel taxes Vehicle-Miles Traveled tax of \$2.80/cars & \$7.63/trucks (2015)	N/A	0.33% Regional Mobility Tax	Elimination of reduction for parking garage sales tax (Manhattan)
Other revenues	Increase MTA tolls 25% - 50%	N/A	Regular increase in MTA fares & tolls (bi-annual, Regional CPI)	N/A
Other tolling	MTA to toll East River Bridges at cordon rates in each direction	N/A	MTA to toll Harlem River and East River bridges at same rates as subway fares	Toll East River Bridges %5.76 each way (\$11.52)

A PHASED APPROACH IS ESSENTIAL

PHASE 1: Increase Mobility

(2018)

- Identify public transportation improvements for the outer boroughs and suburbs
- Improve enforcement of traffic laws within the Central Business District (CBD)
- Address the impact of bus congestion in the CBD
- Overhaul the NYC Placard Program

PHASE 2: Revenue Options for Transit Improvements

(2019)

Congestion Surcharge on FHV and Taxi Trips Options include:

- Implement a geographical boundary of the surcharge zone
- Determine amount of the surcharge
- Determine which days and hours the surcharge will be in effect
- Discount pool trips
- Invest in public transportation improvements in the outer boroughs and suburbs

PHASE 3: Reduce Traffic Congestion and Generate Revenue for Transit

(2020)

Establish Pricing Zone Within the Manhattan CBD

- Charge daily entry fee initially for trucks and then cars
- Exempt FDR Drive from zone charge between the Brooklyn Bridge and 60th Street
- Credit tolls paid at Queens-Midtown, Hugh L. Carey, Holland and Lincoln Tunnels towards pricing zone fee

PHASE ONE (2018)

Create a Foundation

- Identify Public Transportation improvements in the Outer Boroughs and Suburbs
- Improve Enforcement of Traffic Laws within the CBD of Manhattan
- Overhaul the NYC Placard Program
- Address Impact of Bus Congestion within the CBD
- Reform Taxi and Limousine Commission (TLC) Regulations
- Begin Early work on a Zone Pricing system



PHASE TWO (2019)

- Implement a Congestion Surcharge on FHV and Taxi trips in the CBD after Subway Action Plan has increased reliability of subway system

Considerations:

- Areas for zone charge – Below 96th Street or Below 60th Street
- Fee structure for charges
- Cruising charges



PHASE TWO (2019)

Estimated FHV and Taxi Trip Surcharge Gross Revenue (in \$Millions)

SURCHARGE OPTIONS	Below 60th Street			Below 96th Street		
	Mon-Fri 6am-8pm	Mon-Fri 6am-11pm	Mon-Fri 6am-11pm Sat and Sun 12pm-10pm	Mon-Fri 6am-8pm	Mon-Fri 6am-11pm	Mon-Fri 6am-11pm Sat and Sun 12pm-10pm
Within CBD/Touching CBD weekend rate						
\$2.00 fee (all CBD-touching trips)	\$155	\$195	\$245	\$190	\$235	\$295
\$4.00/\$2.00 \$2.00 weekends	\$225	\$285	\$335	\$305	\$380	\$440
\$4.00/\$2.00 weekdays and weekends	\$225	\$285	\$360	\$305	\$380	\$480
\$5.00/\$3.00 (6am - 8pm) \$2.50/\$1.50 (8pm - 11pm) \$2.00 weekends	\$290	\$330	\$380	\$385	\$435	\$495
\$5.00/\$3.00 \$2.00 weekends	\$290	\$370	\$420	\$385	\$480	\$540
\$5.00/\$3.00 weekdays and weekends	\$290	\$370	\$465	\$385	\$480	\$600
\$5.00 fee (all trips) \$2.00 weekends	\$355	\$450	\$500	\$430	\$545	\$605

PHASE THREE (2020)

- Implement Zone Pricing for Trucks Entering the CBD
- Implement Zone Pricing for All Vehicles Entering the CBD

Considerations:

- Days of the week for zone charge
- Time(s) of the day for zone charge
- Variable Pricing
- Exemptions to zone charge



PHASE THREE (2020)- TRUCK ZONE PRICING

Estimated Truck Zone Pricing Gross Revenue (in \$Millions)

FIGURE 11. ESTIMATED TRUCK ZONE ENTRY PRICE GROSS REVENUE (ASSUMES ONCE PER DAY) (IN \$MILLIONS)

	Mon–Fri 6am–8pm	Mon–Fri 6am–8pm Sat and Sun 12pm–10pm	All days 24hrs/day
\$25.34 fee	\$105	\$120	\$180

PHASE THREE (2020)- ALL VEHICLE ZONE PRICING

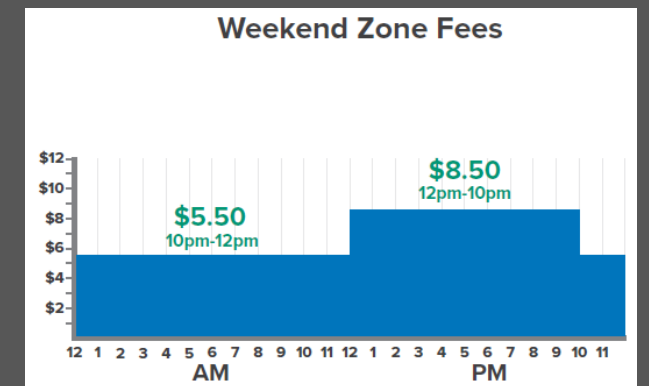
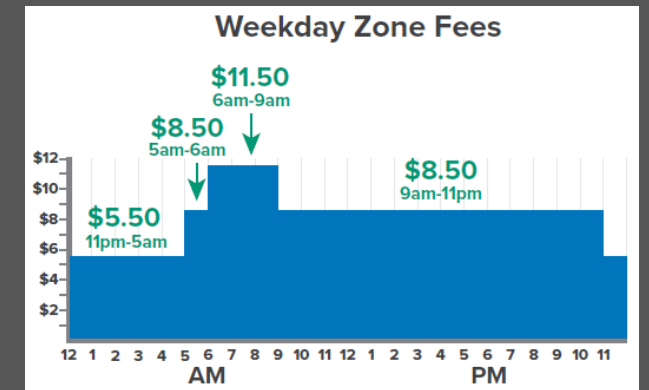
Estimated Truck Zone Pricing Gross Revenue (Assumes Once Per Day) (in \$Millions)

	Below 60th Street		
	Mon-Fri 6am-8pm	Mon-Fri 6am-8pm	Variable Pricing – See Rate Tables
		Sat and Sun 12pm-10pm	Mon-Sun 24-hours per Day
Revenue: Autos (\$11.52 fee)	\$705	\$905	\$970
Revenue: Trucks (\$25.34 fee)	\$105	\$120	\$130
Total: Autos/Trucks	\$810	\$1,025	\$1,100
Congestion Reduction (Reduction in CBD entries during specified charging periods)	13%	14%	8%
Average CBD Speed Increase	9%	9%	8%

Congestion reduction and average speed increase estimates are based on a flat \$2 pickup charge on CBD originating taxi and FHV trips.

Chart above presumes MOVE NY's two-way automobile E-ZPass toll rate of \$11.52 unless otherwise specified

Variable Pricing Rate Tables



CURRENT PLAN

- Implement a Congestion Surcharge on taxis & FHV and Taxi trips in below 96th Street
 - \$2.75 per trip Uber and Via
 - \$2.50 per trip Yellow taxis
 - \$0.75 Pool trips (Via, UberPool)
- Generation of \$400 for transit improvements



NEXT STEPS

- Continue to review enforcement
- Study options for zone pricing within CBD

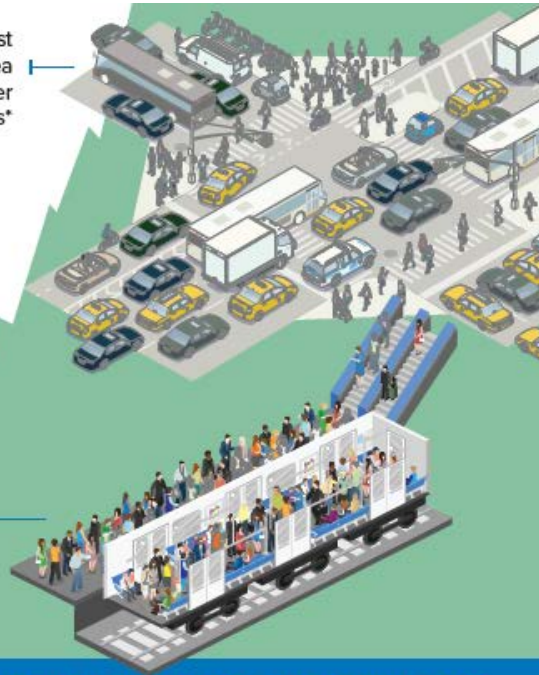


**Fix NYC
 Advisory Panel**

Traffic congestion could cost the New York metro area economy \$100 billion over the next five years*

**OPTIONS TO GET
 NEW YORK CITY
 MOVING**

Subway service disruptions have been too frequent, resulting in delays for NYC commuters, residents and tourists



Solutions are required to get our streets moving again and bring the subway back to a state of reliability New Yorkers deserve and expect.

**PHASE 1:
 Increase
 Mobility
 (2018)**

- Identify public transportation improvements for the outer boroughs and suburbs
- Improve enforcement of traffic laws within the Central Business District (CBD)
- Address the impact of bus congestion in the CBD
- Overhaul the NYC Placard Program

**PHASE 2:
 Revenue
 Options for
 Transit
 Improvements
 (2019)**

**Congestion Surcharge on FHV and Taxi Trips
 Options include:**

- Implement a geographical boundary of the surcharge zone
- Determine amount of the surcharge
- Determine which days and hours the surcharge will be in effect
- Discount pool trips
- Invest in public transportation improvements in the outer boroughs and suburbs

**PHASE 3:
 Reduce Traffic
 Congestion
 and Generate
 Revenue for
 Transit
 (2020)**

**Establish Pricing Zone Within
 the Manhattan CBD**

- Charge daily entry fee initially for trucks and then cars
- Exempt FDR Drive from zone charge between the Brooklyn Bridge and 60th Street
- Credit tolls paid at Queens-Midtown, Hugh L. Carey, Holland and Lincoln Tunnels towards pricing zone fee

**PHASE 2
 Potential Tax
 and FHV
 Charging
 (2019)**



**PHASE 3
 Potential Zone
 Pricing Boundary
 (2020)**

**Does Not Include
 FDR Drive
 North of the
 Brooklyn Bridge**

*The Partnership for New York City, "\$100 Billion Cost of Traffic Congestion in Metro New York", January 2018