

FHV Congestion Rules

Commission Hearing
July 23, 2019

Background

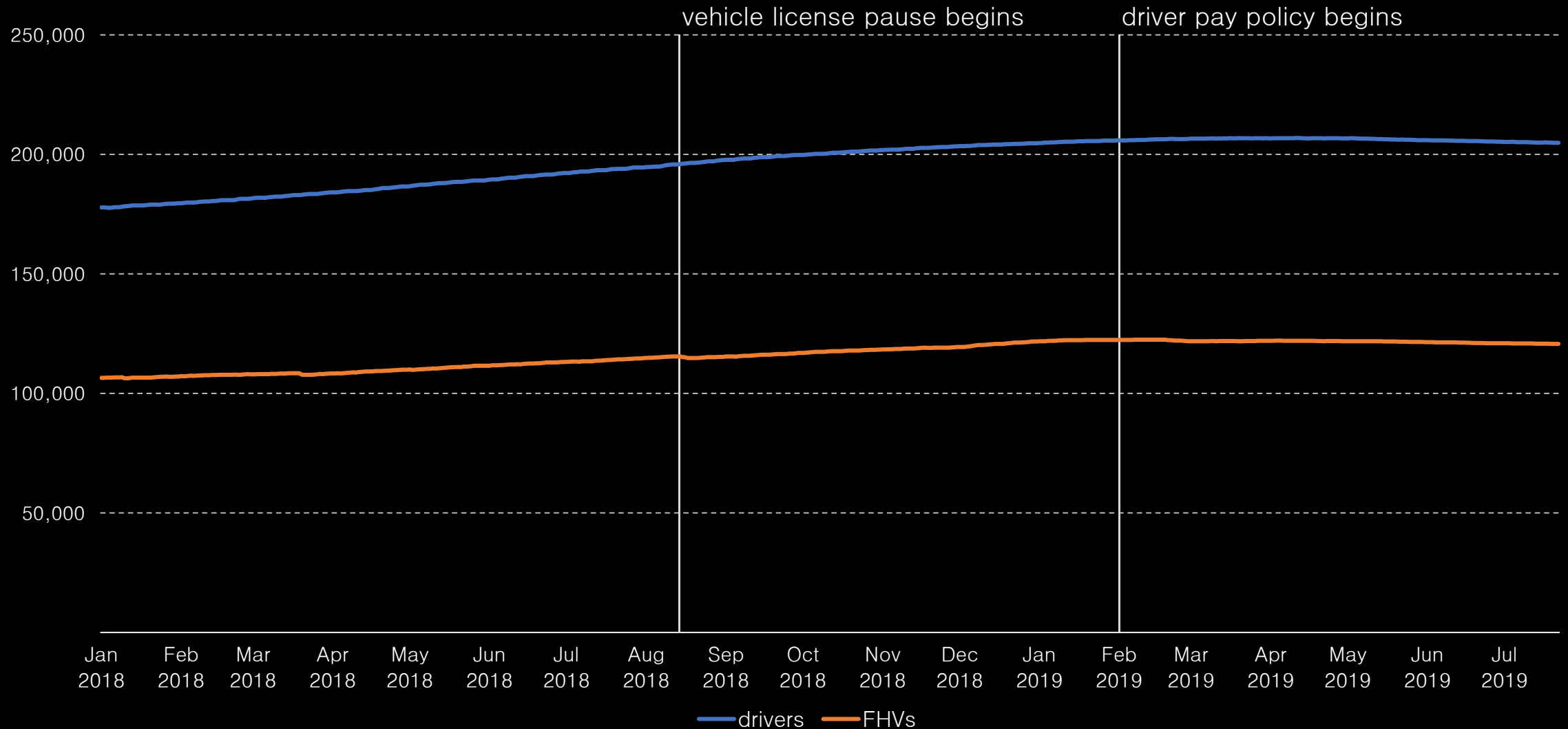
Local Law 147 of 2018

- Signed into law August 14, 2018
- Paused issuance of new FHV licenses (except WAVs) for one year from signing
- Required TLC and DOT to study the impact of FHVs on traffic congestion
- Authorizes TLC to regulate the number of FHVs and set cruising standards

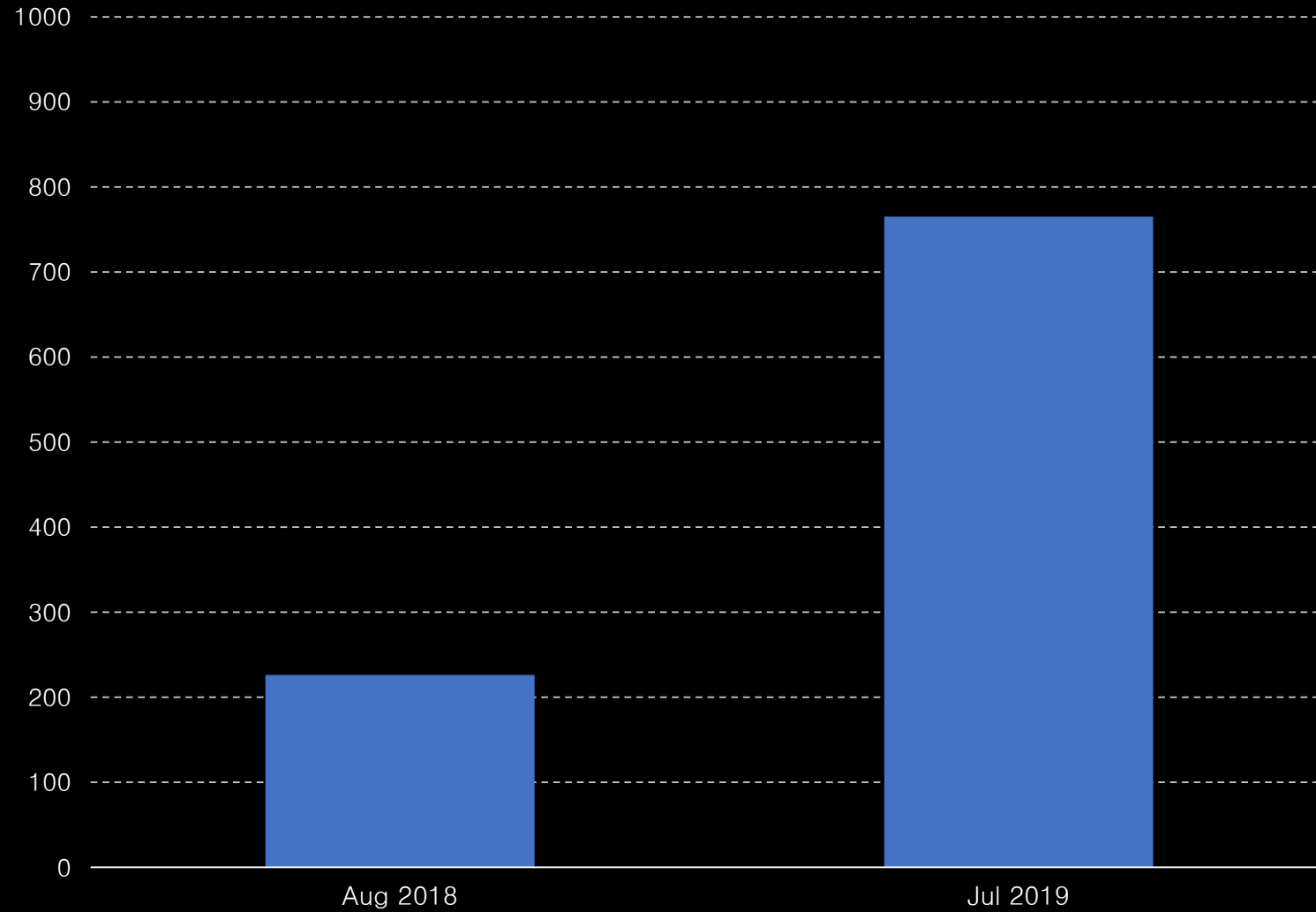
FHV Congestion Study

- TLC and DOT worked with consultants to model outcomes of potential policies
- Report released June 12, 2019

Licensed FHV Drivers, 2018 to present



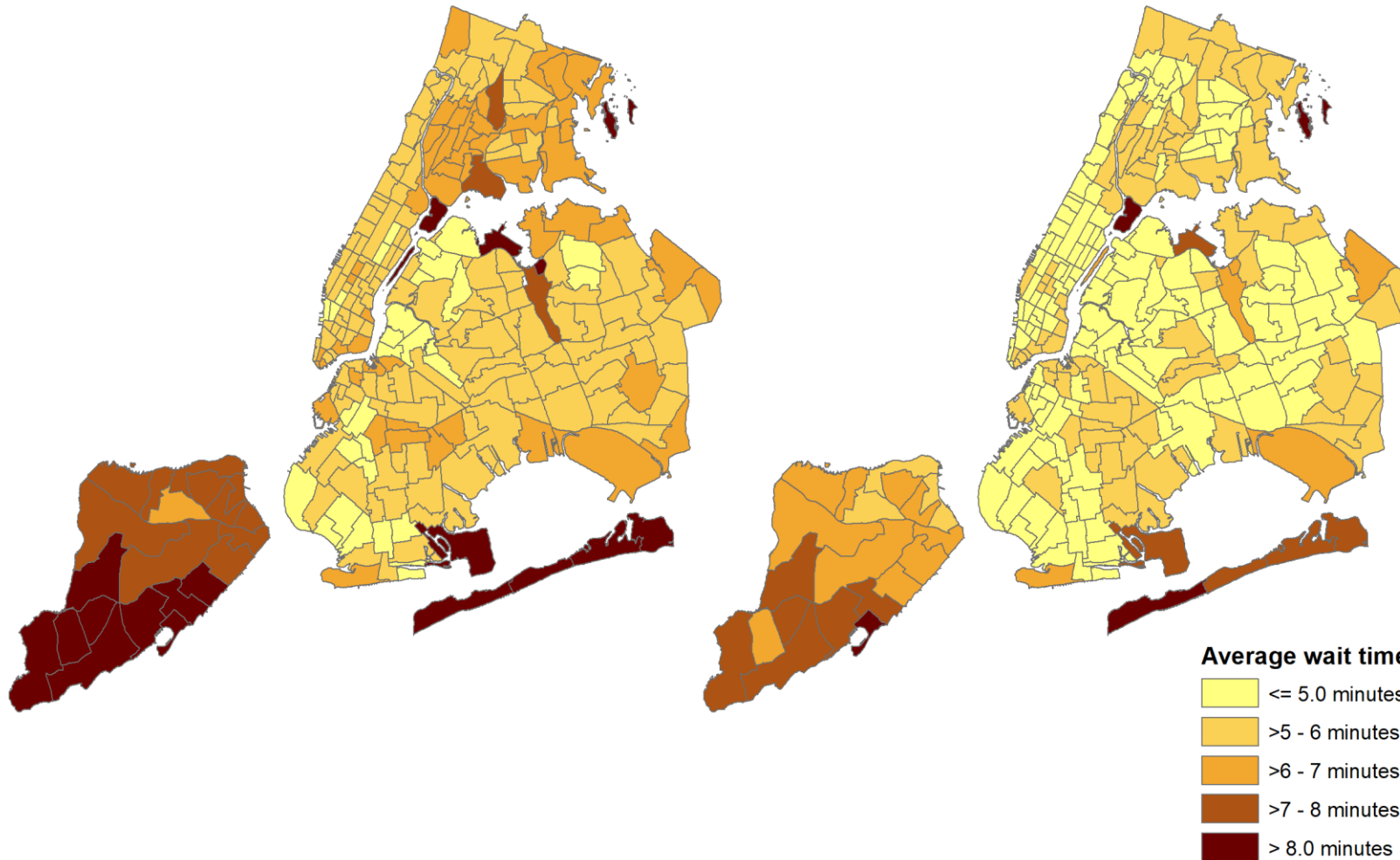
Wheelchair-Accessible FHVs



HV Average Trip Wait Time, 2018 vs 2019

Feb 15 - May 15 2018

Feb 15 - May 15 2019



Congestion Study Analysis

TLC collected and used extensive data sources for this analysis, including:

- First-ever vehicle classification counts in the Manhattan core, Downtown Brooklyn, and Long Island City to determine the percentage of traffic composed of taxis and FHV
- Detailed trip data including date, time and location of taxi and FHV trips
- App-on/app-off time for FHV drivers
- Passenger wait times for FHV trips
- Shared FHV trips
- FHV and taxi trip fares and FHV driver pay data
- TLC vehicle inspection data to calculate mileage and vehicle emissions
- Travel speed data in Manhattan CBD and Midtown derived from HV and taxi vehicle location data
- Passenger travel demand data

Congestion Study Key Findings

- Average weekday Midtown travel speeds in Midtown dropped from 6.4 mph to 4.9 mph from 2010 to 2018.
- FHV's tripled from <40,000 vehicles in 2010 to >120,000 vehicles in 2019.
- FHV's now make up nearly 30% of all traffic in the Manhattan core (south of 96th St).
- High-Volume For-Hire Services (HVs) grew from 60,000 daily trips in January 2015 to nearly 770,000 daily trips citywide in March 2019, an almost 12-fold increase.
- HV drivers spend over 40% of total work time empty and cruising for passengers due to a business model that prioritizes low wait times and market saturation.
- Greenhouse gas emissions from taxis and FHV's increased by 62% from 2013 to 2018, primarily from growth in the number of FHV's.

Proposed Rules

Cap on Cruising with One-Year Extension of FHV License Pause

Two-Part Policy

- HVs required to keep cruising <31% of total driving time in Manhattan core during peak hours (M–F 6AM – 11PM; S/S 8AM – 11PM)
 - Penalties: \$350 per 100 hours exceeding the limit, suspension or revocation for egregious violations
- No new vehicle licenses for one year, except for WAVs and electric vehicles
- Biannual evaluation of congestion conditions and service levels (e.g., wait times, trip volumes, traffic speed) to adjust policies as needed, with required public reports on key metrics
- HVs held accountable to the cap on cruising by penalties scaled to operation size

Projected Impacts

FHVs

- Projected **24–28% decline** in FHV traffic in the Manhattan core during rush hours
- HVs will manage oversupply of vehicles in the core use drivers' time more efficiently
- Improved average driver net income due to pause on new vehicle licenses and increased driver utilization

Public Benefits

- Improved Manhattan bus speeds
- Reduced vehicle pollution
- Improved traffic safety (less driving means fewer crash opportunities)
- More room for other road users (e.g., pedestrians, bikes, deliveries)
- Continued easy availability of for-hire service using 135,000 existing FHVs and taxis