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
Wheelchair-Accessible FHVs

- Aug 2018: 200 FHVs
- Jul 2019: 800 FHVs
HV Average Trip Wait Time, 2018 vs 2019

Feb 15 - May 15 2018

Feb 15 - May 15 2019

Average wait time
- <= 5.0 minutes
- >5 - 6 minutes
- >6 - 7 minutes
- >7 - 8 minutes
- >8.0 minutes

Map showing the distribution of average trip wait times for 2018 and 2019, with color coding representing different time intervals.
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 FHVs
• 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.
- FHVs tripled from <40,000 vehicles in 2010 to >120,000 vehicles in 2019.
- FHVs 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 FHVs increased by 62% from 2013 to 2018, primarily from growth in the number of FHVs.
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