

2020/2021 MTA Fare and Toll Policy Review

November 18, 2020

Fare/Toll Policy Timeline

| Activity | Timeline |
|---------------------------------------|--------------------------------|
| Board Vote (Public Hearings) | 11/18/20 |
| Public Hearings | December 2020 |
| Expected Board Vote (Fares) | January 2021 |
| Expected Board Vote (Tolls) | February 2021 |
| Potential Implementation Date (Fares) | 6-8 weeks after Board approval |
| Potential Implementation Date (Tolls) | 6-8 weeks after Board approval |

Financial Plan Targets

- The Financial Plan assumes biennial fare/toll increases that generate 4% in revenue yield on an annual basis (the equivalent of 2% per year).
- The last round of fare and toll increases went into effect in April 2019 and generated a 4% revenue yield on fares and a 6% yield on tolls.

2021 Fare/Toll Increase Revenue Targets (Dollars in Millions)

| Agency | 2021 | 2022 | 2023 | 2024 |
|-------------------|--------------|--------------|--------------|--------------|
| NYCT Subway/Bus | \$79 | \$149 | \$182 | \$183 |
| Commuter Rail | \$21 | \$40 | \$50 | \$51 |
| Bridges & Tunnels | \$48 | \$78 | \$85 | \$85 |
| Total | \$148 | \$267 | \$317 | \$319 |

NYCT Fare Structure Overview

❑ Time-based Passes

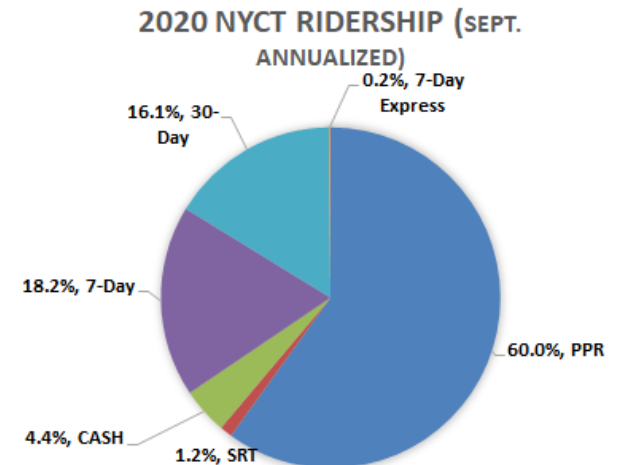
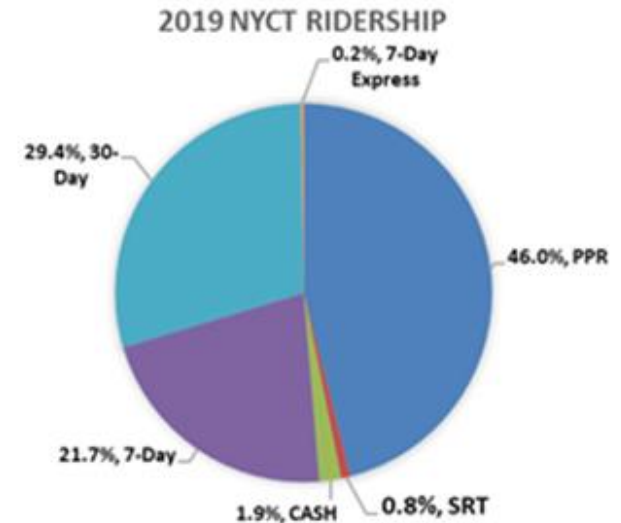
- ❑ 51% in 2019; 34% in 2020
- ❑ Valid for 7 or 30 days, unlimited trips
- ❑ 7-Day Ticket Fare is \$33
 - 28% riders paid more than base fare
 - 16% trips paid at more than base fare
- ❑ 30-Day Ticket Fare is \$127
 - 32% riders paid more than base fare
 - 20% trips paid at more than base fare

❑ Pay-Per-Ride MetroCard Fares

- ❑ 46% in 2019; 60% in 2020
- ❑ \$2.75 for subways and local buses
- ❑ \$6.75 for express buses

❑ Non-MetroCard Fares

- ❑ 3% in 2019; 5.6% in 2020
- ❑ Coin on the Bus - \$2.75
- ❑ Single Ride Ticket - \$3.00



NYCT – Policy Options

Fare Policy Options

| Policy | Description |
|------------------------------------|---|
| Base 2% | Increase fares on all ticket types to generate a 2% revenue yield |
| Base 4% | Increase fares on all ticket types to generate a 4% revenue yield |
| Eliminate Time-Based Passes | Elimination of 7- and 30-day passes; base fare would not increase |
| Keep Base Fare Flat | Hold base fare at \$2.75 and increase price of 7- and 30-day passes |
| Eliminate Bus Coinage | In preparation for OMNY roll out with large out-of-system sales network |
| Discontinue Walk-Up Reduced Fare | Simplify process for joining the Reduced Fare Program. This process was suspended during COVID. |
| Increase Green Fee | Increase the “green fee” for new MetroCard purchases above the current \$1 |
| Eliminate Single Ride Ticket (SRT) | Remove the SRT as a fare option |
| Single Ride Ticket (SRT) Fare | Increase the base fare for SRT by up to \$1 |



FOR ILLUSTRATIVE PURPOSES

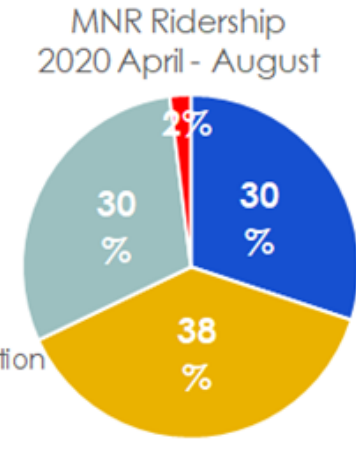
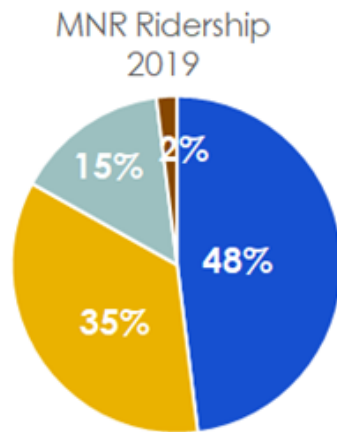
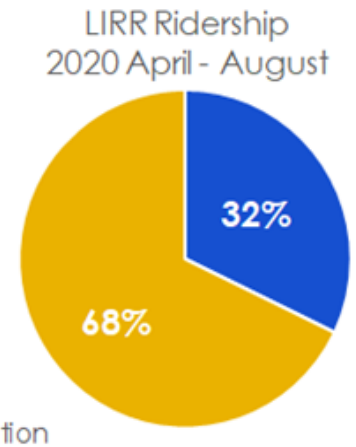
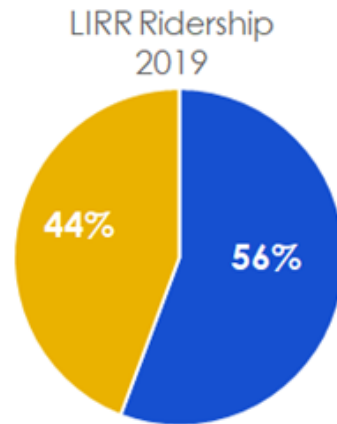
Railroads Fare Structure Overview

- **Commutation** tickets are Monthly and Weekly
 - Used by regular commuters traveling during the peaks

- **Non-Commutation** tickets are peak and off-peak ten-trip and one-ways

- **Intermediate** tickets are for travel to/from Zones 4 and above (LIRR) and Zones 2 and above (MNR)

- **5 primary ways to buy tickets:** vending machines, windows, eTix, onboard and Mail and Ride.



LIRR/MNR – Policy Options

Fare Policy Options

| Policy | Description |
|------------------------------------|---|
| Base 2% | Increase fares on all ticket types to generate a 2% revenue yield |
| Base 4% | Increase fares on all ticket types to generate a 4% revenue yield |
| No Increase on Commutation Tickets | Pilot program to increase fares on one-way and ten-trip tickets, but hold monthly and weekly fares flat |
| “Flat Fares” | Condense into two zones (City/Suburban) and three fares – City; Suburban to City; Suburban to Suburban |
| Mail & Ride Program | Distribute Mail & Ride tickets through mobile platform only |



FOR ILLUSTRATIVE PURPOSES

MTA/B&T Toll Structure Overview

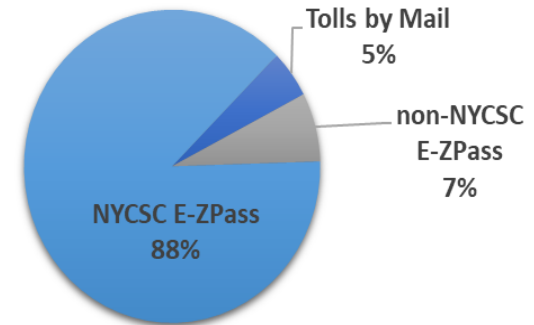
E-ZPass market share – 95%

- 88% of transactions receive the reduced NYCSC E-ZPass rate
- 7% non-NYCSC E-ZPass pay the same rate as Tolls by Mail (TbM)
- NYCSC E-ZPass auto differential (36%); truck differential (~41%)

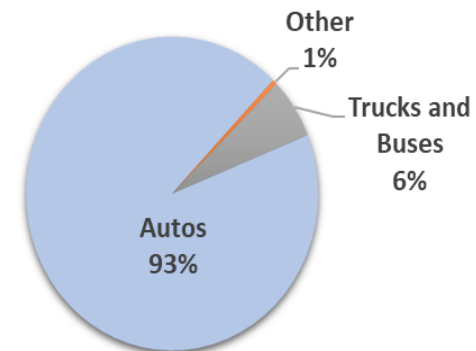
Additional discounts and rebates provided and planned

- Staten Island Residents at VNB (funded by MTA and New York State)
- Rockaway Residents at MPB/CBB (funded by MTA; rebate at CBB only)
- Commercial Vehicles rebate at VNB (funded by MTA and New York State)
- Bronx and Queens Resident rebates at HHB and CBB (planned; from Outerborough Transportation Account)

Distribution of Crossings by Payment Type
2019



Distribution of Crossings by Vehicle Type
2019



B&T – Policy Options

Toll Policy Options

Policy Options to Achieve up to an 8% Revenue Yield

Increase crossing charges for passenger vehicles to as much as \$6.70 for E-ZPass New York Customer Service Center (NYCSC) customers when using their properly mounted NYCSC E-ZPass tag.

Different crossing charges will apply to non-NYCSC E-ZPass and Tolls by Mail customers, motorcycles, buses, and trucks, as well as to NYCSC E-ZPass customers when not using their properly mounted E-ZPass tag.

Different crossing charges may apply by time of day and/or on predesignated Gridlock Alert Days.

Bridges and Tunnels resident discounts and carpool plans and MTA rebate programs may be affected.



Public Hearings Format

Dates – December 1st through December 21st

- ❑ Six hearings and two satellite hearings
- ❑ Press Release on November 18 with full schedule

Virtual Hearings – Zoom Webinar Format

- ❑ Up to 3,000 Participants – simultaneous livestream via MTAinfo YouTube
- ❑ Hearing panel of MTA Board Members and select agency presidents
- ❑ Q&A Function moderated by MTA IT, GCR, and MTA Agency SMEs

For more information on proposals & to register: new.mta.info/2020hearings

