

Proposed Changes in Tolls, Fares & Other Fees

September 26, 2019

Tangible Progress in Meeting 21st Century Standards

Unprecedented infrastructure investment at Port Authority facilities fuels the economic engine of an ever-growing region

- The Port Authority's airports, trains, bridges, tunnels and terminals are vital to the regional and national economy, and are experiencing record, or near-record, activity
- Therefore, the Port Authority is:
 - Working to chart a different path, with the largest Capital Plan in the agency's history
 - Delivering an unprecedented level of investment as we seek to transform our legacy assets into modern, world-class facilities capable of meeting 21st century standards
- Tangible progress in developing new and revitalized 21st century facilities is beginning to be visible throughout the region

Unprecedented Investment Requires Funding

Inflation-based increases in tolls and fares are necessary, appropriate and the only responsible course of action

- The Port Authority is a self-funded, independent agency that does not rely on taxpayer dollars or funding from the states of New York or New Jersey
- The Port Authority works to maximize non-toll and non-fare revenues
- Port Authority tolls, fares and other fees have not increased in years and are not keeping pace with inflation, and as such, additional funding is required
- The proposed changes, presented for public comment, keep pace with inflation, are consistent with peer agencies, and remain true to prior Board actions. The changes address:
 1. Bridge and tunnel tolls
 2. PATH fares
 3. AirTrain fares, and
 4. A new airport ground transportation access fee

Public Comments on the Proposed Changes

1,304 public comments were received at seven public hearings and through written comment submissions

- A summary of the comments were shared with you on September 19
- The majority of the comments focused on 3 themes:
 1. Broad opposition to the changes in bridge and tunnel tolls, particularly the scheduled bus toll increases
 2. Opposition to modifying the New York/New Jersey Staten Island Bridges Discount Plan (“SIB Discount Plan”)
 3. Opposition to the new airport Ground Transportation Access Fee (“access fee”)
- Based on these comments, certain modifications are recommended

Bridge & Tunnel Tolls

Opposition to Bridge & Tunnel Tolls

1,182 comments were received in opposition to the changes to bridge and tunnel tolls, particularly bus tolls

- 970 comments opposed the scheduled bus toll increases
 - Comments cited the high cost of commuting in the region and requested that bus tolls be discounted, or free, to encourage the use of mass transit
- 212 comments broadly opposed the bridge and tunnel toll changes
 - Comments cited the region's cost of living, including its high tax-burden, the level of the existing tolls, and adverse impacts on people with fixed incomes
- **Recommendation:** adopt bridge and tunnel tolls increases
 - The changes keep pace with inflation, are consistent with peer agencies, and remain true to prior Board actions
 - Bus tolls, after consideration of the scheduled bus toll increases, when spread amongst bus riders, remain well below the auto toll rates

Proposed Adoption of Bridge & Tunnel Toll Changes*

Effective January 5, 2020

- Increase auto cash/Toll by Mail (TbM) by \$1.00
- Reduce E-ZPass Peak discount from \$2.50 to \$2.25 and Off-Peak discount from \$4.50 to \$4.25
- Adjust other vehicle classes comparably

Vehicle Type	Current	Proposed
Auto Cash/TbM	\$15.00	\$16.00
Auto E-ZPass Peak	\$12.50	\$13.75
Auto E-ZPass Off-Peak	\$10.50	\$11.75

Thereafter, implement an inflation-based adjustment mechanism

- Increase when the cumulative impact of CPI reaches \$1.00
 - One-time further reduction to E-ZPass discounts
- Implement automatic annual inflation adjustments thereafter

Discontinue the Car Pool discount in light of All Electronic Tolling and ongoing safety issues

Limit E-ZPass discounts to users with a NY or NJ E-ZPass Customer Service Center account

*A complete Toll Schedule comparison chart is available on the Port Authority's website

SIB Discount Plan Proposal

Seventy-six comments were received regarding the SIB Discount Plan, all in opposition

The comments focused on two broad themes:

1. The increasing unaffordability of living on Staten Island
2. The adverse impacts the increased number of qualifying trips would have on residents' lives, particularly for those with fixed incomes

Original Proposal Set the toll rate at 50% off the E-ZPass Peak auto rate (\$6.88); increase the number of qualifying trips from 3- to 10-trips per month

Modified Proposal Set the toll rate at 50% off the E-ZPass Peak auto rate (\$6.88); maintain the number of qualifying trips at 3-per-month

- Thereafter, increase the toll rate to maintain the discount at 50% off the E-ZPass Peak auto rate as automatic inflation-based increases for all auto E-ZPass tolls are reached

Airport Access Fee

Airport Access Fee Proposal

25 comments were received regarding the Access Fee, predominantly in opposition

Opposing comments cited the taxi industry's financial challenges, the economic hardship the fee would cause drivers, and concern for passengers who may not be able to afford the fee

Based on extensive feedback/outreach, the rate is proposed to decrease for two key reasons:

1. Recognition that the inaugural rate should be lower than peer airports, that have had ample time to adjust fees in a measured, incremental way based on practical experience with the fees
2. To ensure sufficient service at the airports, recognizing drivers are essential to airport operations

Proposal Effective Oct 3/20	FHV		Pooled FHVs		Taxis	
	Pick-Up	Drop-Off	Pick-Up	Drop-Off	Pick-Up	Drop-Off
Original	\$4.00	\$4.00	Not Specified	Not Specified	\$4.00	-
Modified	\$2.50	\$2.50	\$1.25	\$1.25	\$1.25 in 2020 \$1.75 in 2022	-

AirTrain Fares

Proposed Adoption of AirTrain Fare Changes*

Two comments were received regarding the changes to the AirTrain fares

- The two comments asserted the increase will adversely impact families and groups and encourage these riders to take autos as a more cost-effective option
- Recommendation: adopt AirTrain fare increases
 - fares have not increased since 2003 (JFK) and 2005 (EWR) and substantial investment is needed to increase capacity and improve customer experience

Effective November 1, 2019:

- Increase Single Ride Fares to and from JFK and EWR to \$7.75

Thereafter, implement an inflation-based adjustment mechanism for all fares

*A complete AirTrain Fare Schedule comparison chart is available on the Port Authority's website

PATH Fares

Proposed Adoption of PATH Fare Changes*

No comments were received regarding the changes to PATH fares

Recommendation: adopt PATH fare changes

Effective November 1, 2019:

- SingleRide Tickets unchanged
- Decrease multi-trip discount

Current	Proposed
\$2.75	\$2.75
\$2.10	\$2.50

Effective November 1, 2020:

- SingleRide Tickets unchanged
- Decrease multi-trip discount

\$2.75	\$2.75
\$2.50	\$2.60

Thereafter, implement an inflation-based adjustment mechanism for all fares

*A complete PATH Fare Schedule comparison chart is available on the Port Authority's website

PATH Title VI Fare Change Equity Analysis

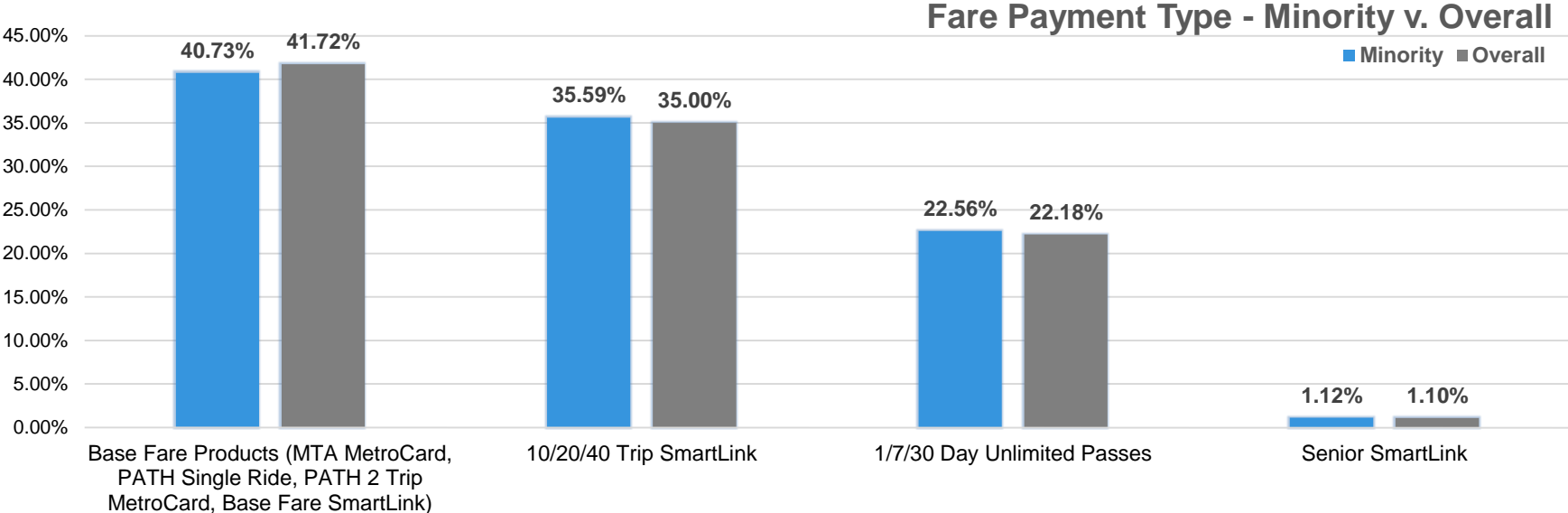
Pursuant to FTA Circular 4702.1B, Ch. IV § 7(b), PANYNJ performed a Title VI Equity Analysis

- The analysis determines whether the proposed PATH fare changes, if implemented, would have a disparate impact (DI) on minority customers or impose a disparate burden (DB) on low-income customers.
- DI or DB effects exist where: (1) a particular fare type is disproportionately used by minority or low-income customers; (2) that fare type is adversely effected; and, (3) the percentage by which that fare type is increased is disproportionate to the overall fare change program.
- A fare type is disproportionately used by minority or low-income customers if the minority/low-income rate of use exceeds the overall rate of use by at least 5%.
- The equity analysis showed that the fare changes will not have any DI or DB effects

PATH Title VI Fare Change Equity Analysis

No disparate impact on minority customers

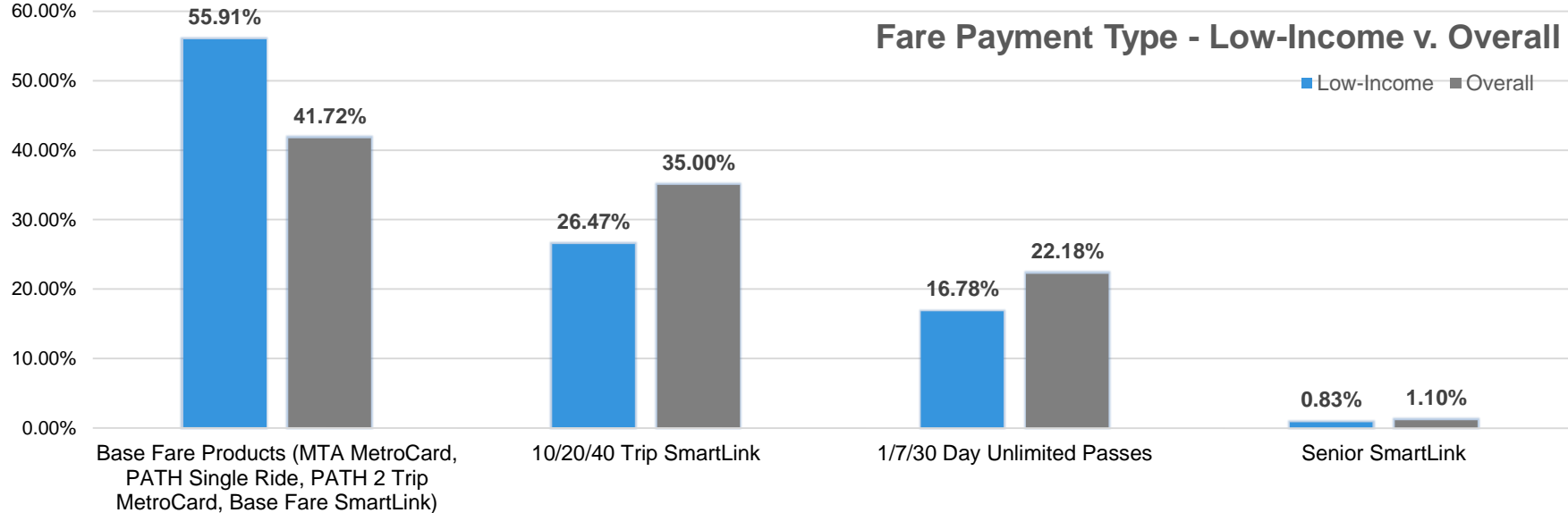
There are no fare types for which minority customer usage is at least 5% greater than overall usage.



PATH Title VI Fare Change Equity Analysis

No disproportionate burden on low-income customers

Low-income customer usage of base fare products like SingleRide tickets is greater than overall usage by more than 5%. But the fare that applies to these products is not being increased.



Recommendation

Adopt the proposed changes to tolls, fares and other fees as presented to the Board in June 2019 with two modifications

- Detailed schedules of the toll, fare and other fee changes are available on the Port Authority's public website
 - Includes modifications to the SIB Discount Plan and airport access fee as described herein
- The proposed changes are estimated to generate \$235 million of incremental annual revenue
- Record infrastructure investment requires funding and inflation-based increases in tolls and fares are necessary, appropriate and the only responsible course of action available to the Port Authority