

PROPOSED CHANGES IN TOLLS SCHEDULE FOR VEHICULAR INTERSTATE CROSSINGS, PROPOSED PATH SYSTEM FARE INCREASE AND OTHER FEES

For decades, the American Society of Civil Engineers has issued “report cards” that grade the United States’ infrastructure, including bridges, railroads, airports, and shipping facilities. The Engineers’ most recent overall grade for the country’s infrastructure --- a D+. In a critical area of our national life, this is no one’s idea of success. And it confirms what anyone can see --- that American infrastructure is in crisis. Long cycles of underinvestment are having their predictable effect --- neglected bridges and ports are crumbling; aging rail fleets are not being rebuilt; and airports are buckling under the weight of surging demand, unable to deliver the performance we all expect.

But for the New York/New Jersey region, the Port Authority has committed to making major investments in its facilities, and is working to chart a different course. Our airports, trains, bridges, tunnels, and terminals are fundamental pillars of regional prosperity and vitality. They fuel the engine of our ever-expanding regional economy. And they are being used at record-setting levels, with hundreds of millions of customers relying on Port Authority facilities at higher levels than ever before. The agency’s airports have set passenger volume records each year for the last five years. Five years of consistent growth has led to record PATH ridership. AirTrain ridership is at an all-time high. Port Authority ports are driving record growth. And Port Authority bridges and tunnels are handling more than 120 million vehicles each year.

The Port Authority’s current capital plan commits the agency to invest in its facilities at unprecedented, record levels. And the agency is beginning to deliver concrete, tangible results. In 2018 the Port Authority opened the Goethals Bridge, the agency’s first new bridge since 1931; completed systematic safety and signals improvements at PATH; inaugurated new gates and a new concourse at LaGuardia Airport, as part of an \$8 billion total airport rebuild; and broke ground on major terminal construction work at Newark Liberty International Airport. In recent weeks, the agency began the federal environmental review process to replace the obsolete Port Authority Bus Terminal; formally completed the project to re-build the Bayonne Bridge, which included the raising of the Bridge, a step that opened the way for the wave of ultra-large container ships coming through the widened Panama Canal to serve the region; initiated the PATH Improvement Plan, to provide major capacity increases across the system, and to drive forward both a detailed, six-point delay reduction initiative and various customer service initiatives; and completed during June of 2019 the final major element of the ship-to-rail infrastructure that will dramatically enhance our ports’ ability to both receive global cargo and to ship it outside the New York/New Jersey market.

Doing all of this requires funding. To get the job done, police officers and engineers and train conductors must be hired; and capital is needed both to upgrade aging infrastructure and to build new world-class 21st century transportation facilities.

To fund its operations and its investments, the Port Authority does not rely on taxpayer dollars or funding from the states of New York or New Jersey. The agency is self-funding. The agency works aggressively to generate maximal revenue from non-toll and non-fare sources --- from third-party fees, from rentals, and from businesses operating at our facilities. In addition, the

Port Authority seeks infusions of private capital. But given the extremely heavy cost of making serious infrastructure investments, the agency must supplement its revenue by collecting tolls, fares, and fees from the users of its facilities.

That is why the Board of Commissioners has long committed to ensuring that agency tolls and fares keep up. The Board's public commitments, made in 2008, 2011, and 2017, are discussed more below. These commitments concern, among other things, the need to adjust tolls and fares to account for the pent-up impact of inflation. This is common sense as much as it is sound financial planning. Commitments made in 2008, 2011, and 2017 represent consistent action by multiple predecessor Boards to chart a responsible long-term course for the agency. In following that same path, the Board, today, must ensure that it is itself proceeding in a responsible way. This means that toll and fare adjustments should be considered with the benefit of robust public input, and with an eye to honoring prior Boards' commitments; addressing inflation's effects; keeping the Port Authority in line with sister agencies; and making necessary investments for the region's future. In addition, toll and fare adjustments should be undertaken against the backdrop of the sort of concrete, tangible progress that is now underway.

An example helps to underscore the practical need to consider adjustments to agency tolls and fares. In 2003, the Port Authority opened the JFK AirTrain. Sixteen years later, the JFK AirTrain has carried hundreds of millions of people and, by annual passenger volume, is the tenth-busiest rail transit system in the country. But the JFK AirTrain still charges precisely the same fare that it did on the day it opened in 2003. This is not sustainable. Inflation has marched steadily forward over the past sixteen years; there are virtually no goods or services in the New York/New Jersey area that cost today what they did in 2003.

Today, the Board is being asked to inaugurate a set of hearings, to get public input on the proposed adjustments to agency tolls and fares laid out in the detailed chart ("Schedule") that is attached. The very large majority of the proposed adjustments are part of a catch-up effort to ensure that today's tolls, fares, and fees reflect the accumulated impact of past inflation. In total, the toll and fare adjustments set out in the Schedule would collectively generate \$235 million in incremental annual revenue --- and support the \$37 billion capital plan the Board is today considering, a capital plan that would help to ensure the prosperity and the vitality of the New York/New Jersey region long into the future.

Bridges and Tunnels

The first adjustment set forth in the Schedule concerns increases in the tolls at the agency's bridges and tunnels --- proposed increases for all vehicles, starting in 2020.

The reason for the toll increase is straightforward. In January of 2008, the Board directed that bridge and tunnel tolls increases must regularly keep pace with inflation.

The required inflation adjustment was later re-affirmed by the Board in 2011. The 2008 decision, as re-confirmed in 2011, provides that in the wake of the last toll increase in 2015, the Port Authority must track inflation. When the cumulative impact of inflation exceeds \$1, the Port Authority is to put the inflation adjustment into effect. The Port Authority's Chief Financial Officer has concluded that this \$1 threshold will be triggered in 2020. This is because the Port

Authority has not had a general bridges and tunnels toll increase since 2015 --- and the CFO, using consumer price inflation data and projections, has advised that, in 2020, more than one dollar's worth of inflation will have accumulated since 2015.

Accordingly, under the Board's directives from 2008 and 2011, bridge and tunnel tolls will be increased to reflect the long-building impact of inflation.

In addition, in February of 2017, the Board approved a ten-year capital plan, that outlined a decade's worth of important, much-needed transportation projects. The 2017 capital plan rested on the assumption "that the Board of Commissioners will take certain actions in the future to create or raise certain fees and charges at [Port Authority] facilities to maintain a balanced [capital] plan."

As set forth in the Schedule, the \$1.00 inflation adjustment would go into effect on January 5, 2020 and future inflation adjustments would continue thereafter. In light of the enormous growth in E-ZPass penetration (up from 74% in 2008 to over 85% in 2018), the proposal would also reduce the E-ZPass discount for autos and motorcycles by 25 cents, from \$2.50 to \$2.25 at peak rates and from \$4.50 to \$4.25 at off-peak rates. The E-ZPass discount was intended, in part, to incentivize drivers to make use of the E-ZPass system. But given the now-widespread use of E-ZPass, the previous steepness of the E-ZPass discount is no longer necessary and the proposal would reduce the extent of the discount.

The increase set out in the Schedule would be the first general increase to Port Authority bridge and tunnel tolls since 2015. And even with the increase in Port Authority tolls, Port Authority crossings will *not* generally be more expensive than regional comparators. For a car crossing the MTA's Verrazzano Bridge, the toll by mail rate is \$19; for a car crossing a Port Authority bridge or tunnel, the toll by mail rate/cash rate is today \$15 and is proposed to move up to \$16. In a similar vein, the average of the Port Authority's peak and off-peak E-ZPass rates for autos and motorcycles would be essentially equivalent to the MTA's single E-ZPass rate.

Carpool Discount

The Bayonne Bridge eliminated toll booths and started exclusively using electronic tolling in 2017. Such a change in how tolls are collected can speed traffic along --- and by doing so can reduce emissions, and help to eliminate traffic build-up in nearby communities. But as an operational matter, it is difficult to offer a carpool discount without operators physically present in toll booths, both to see how many passengers may be in a given car and to confirm the vehicle is not a for-hire vehicle ferrying paying passengers. Technological solutions to this problem are both costly and not as reliable as they one day may be. This is why, when the Bayonne Bridge and Outerbridge Crossing went to all-electronic tolling, the then-existing carpool discount was eliminated. And this is why the Board resolved more than a year ago that the carpool discount will be eliminated at the Goethals Bridge. As Port Authority bridges and tunnels prepare for a potentially all-electronic future, the Schedule reflects the elimination of the carpool discount at all agency bridges and tunnels. Moreover, the Port Authority's current experience with the carpool discount has raised safety concerns. Offering a carpool discount has encouraged significant numbers of people to stand, on foot, on the shoulder of busy bridge and tunnel approach roads --- waiting for a ride for themselves, and to allow the car's driver to secure a carpool discount. This is dangerous and unlawful behavior. Aggressive enforcement activity has been unable to stop it.

And this behavior slows traffic, undermining one of the basic reasons why the carpool discount was put in place in the first place.

Out of State Accounts

It has become standard practice throughout the region for tolling agencies that rely upon E-ZPass to limit discounts to those E-ZPass customers with local E-ZPass accounts. The MTA does not offer E-ZPass discounts to those who do not have a New York account, and neither does the New York State Thruway Authority. Similarly, the New Jersey Turnpike Authority does not offer E-ZPass discounts to those who do not have a New Jersey account. Maryland also does not offer E-ZPass discounts on non-Maryland accounts. The Schedule proposes to bring the Port Authority into line with its peers, by offering discounts to customers with New York or New Jersey accounts.

New York/New Jersey Staten Island Bridges Discount

The proposed Schedule includes a new, commuter-focused discount plan --- so that steep discounts are targeted to benefit more frequent users of the new Staten Island bridges, those who cross the bridges at least ten times each month.

AirTrains

As noted above, the JFK AirTrain fare has not generally been increased since 2003. The AirTrain Newark fare has not generally been increased since 2005. As set out in the Schedule, the single-ride fare for each AirTrain would increase to \$7.75. In addition, to ensure that accumulated inflation can be smoothly and predictably reflected in future fares, the Schedule reflects that AirTrain fares would, going forward, be subject to an automatic inflation-adjustment mechanism.

PATH

The proposal reflected in the Schedule would keep the PATH single-ride fare at \$2.75 --- where it has been since 2014. In addition, certain multi-ride PATH discounts would be scaled back. This approach is broadly in line with the MTA's --- the base fare for an MTA-provided New York City subway ride is \$2.75, and the MTA has eliminated multi-ride discounts. In addition, under the proposal set out in the Schedule, PATH fares would, going forward, be subject to an automatic inflation-adjustment mechanism.

Airport Ground Transportation Access Fees

Throughout the United States, airport operators have imposed access fees on for-hire vehicles and taxis that enter the airport. The fees imposed by the Port Authority's peer airports in Los Angeles; Chicago; San Francisco; and Washington, DC; are as follows:

Airport	For-Hire Vehicles		Taxis	
	Pick Up	Drop Off	Pick Up	Drop Off
Los Angeles	\$4.00	\$4.00	\$4.00	-
Chicago	\$5.60	\$5.60	\$4.00	-
San Francisco	\$4.50	\$4.50	\$4.50	-
Washington DC	\$4.00	\$4.00	\$3.00	\$3.00*

*(IAD only)

As reflected in the Schedule, fees at the Port Authority's three major airports would follow the LAX model ---- \$4.00 per for-hire vehicle pick-up and \$4.00 per for-hire vehicle drop-off; and \$4.00 per taxi pick-up, with no fee for a taxi-drop-off.

* * *

Against this backdrop, it was recommended that the Board hold public hearings, to ensure that members of the public have ample opportunity to share their views directly with the Commissioners on the proposed toll and fare adjustments in the Schedule.

Six public hearings would take place, three in New York and three in New Jersey, two in the morning and four in the evening, on the following schedule:

	Date and Time	Location
Hearing 1	July 16, 8:00AM	4 World Trade Center; Manhattan
Hearing 2	July 17, 8:00AM	2 Montgomery Street; Jersey City
Hearing 3	July 18, 7:00PM	Terminal One Redevelopment Community Outreach Office; Elizabeth
Hearing 4	July 22, 7:00PM	College of Staten Island
Hearing 5	July 29, 7:00PM	Hilton Hasbrouck Heights
Hearing 6	July 30, 7:00PM	JFK International Airport

Each hearing would be attended by at least one Commissioner from New York and one Commissioner from New Jersey, as well as a Hearing Officer, who would be charged with ensuring that a transcript is made of each public hearing and provided to the full Board of Commissioners. In addition, a summary of all comments made at each hearing should be provided to the Board by the Executive Director by September 19, 2019.

To ensure broad public participation at the hearings, the Executive Director should be directed to place advertisements in various local newspapers, and to widely publicize the hearings using the Port Authority's website and its various social media platforms.

Moreover, opportunity for public comment should be afforded for an extended period, even beyond the six July hearings set out above. Accordingly, members of the public should be invited to send any written comments on the Schedule to the Port Authority, via www.panynj.gov/publiccomments. Comments can be received at the referenced link until September 13, 2019. A summary of these comments should be provided to the Board by the Executive Director by September 19, 2019.

All of this provides an opportunity for broad and robust public comment, beyond what is required by the agency's By-Laws. It is crucial that the public be able to weigh in on the toll and fare changes set out in the Schedule. In addition, hearings on the toll and fare adjustments described in the Schedule should be combined with any hearings that the Board might initiate with respect to the reassessment of the agency's ten-year capital plan. Combined hearings will be more convenient for members of the public who wish to weigh in on both topics. And combined hearings are consistent with Article VI(B)(2) of the Port Authority By-Laws, which requires hearings on toll and fare increases to "state the purpose or purposes for which such tolls . . . [and] fares . . . are to be instituted or changed."

It is expected that, in light of information gained during the hearings and by means of written comments, the Board will consider enacting the adjustments reflected in the Schedule at its September 26, 2019 meeting.

Pursuant to the foregoing report, the following resolution was adopted, with Commissioners Bagger, Eve, Horwitz, LaBarbera, Lynford, McCabe, McDonald, O'Toole, Pocino, and Rosado in favor. General Counsel confirmed that sufficient affirmative votes were cast for the action to be taken, a quorum of the Board being present.

RESOLVED, that the Executive Director be, and he hereby is, authorized and directed to conduct public hearings with respect to the proposed toll, fare, and fee adjustments enumerated in the attachment to this Resolution ("Schedule"), and to conduct such hearings, to advertise such hearings, and to report on such hearings to the Board of Commissioners --- all in the manner set out in the Report above; and it is further

RESOLVED, that the Executive Director be, and he hereby is, authorized and directed to solicit public comments with respect to the Schedule and to report on such comments to the Board of Commissioners, all in the manner set out in the Report above; and it is further

RESOLVED that, in light of information gained both during the public hearings and by means of written public comments, the Board will expect to consider enacting the toll, fare, and fee adjustments reflected in the attached Schedule at its September 26, 2019 meeting.

Tolls-Existing & Proposed

Effective January 5, 2020

1. After 2020, it is proposed that all tolls (except vehicle Classes 8 and 9) will be indexed for inflation*

2. It is proposed that the E-ZPass toll discounts for all vehicle Classes be limited to users registered with a New York or New Jersey E-ZPass Customer Service Center account

All rates apply to the Lincoln Tunnel, Holland Tunnel, George Washington Bridge, Bayonne Bridge, Goethals Bridge, PEAK HOURS and the Outerbridge Crossing. Tolls are collected entering New York. No tolls are collected entering New Jersey. Weekdays: 6-10 a.m., 4-8 p.m. The Bayonne Bridge and Outerbridge Crossing are all cashless tolling facilities and no longer accept cash toll payments.										OFF-PEAK HOURS	
										All Other Times	
										OVERNIGHT HOURS FOR TRUCKS	
										Sundays-Thursdays, 10 p.m. until 6 a.m. the following morning	

Class	Vehicle Type	Number of Rear Wheels	Number of Axles	E-ZPass Off-Peak Hours ²		E-ZPass Peak Hours ²		E-ZPass Trucks Weekday Overnight Hours ²		Cash Toll/Toll by Mail All Hours		
				Existing	Proposed ¹	Existing	Proposed ¹	Existing	Proposed ¹	Existing	Proposed ¹	
1	Vehicles with Two Axles and Single Rear (Includes Two Axle Recreational Vehicles with Single Rear Wheels and No Additional Axles In Tow)	 		2	\$10.50	\$11.75	\$12.50	\$13.75	N/A	N/A	\$15.00	\$16.00
2	Vehicles with Two Axles and Dual Rear Wheels (Includes Two Axle Recreational Vehicles with Dual Rear Wheels)	   	2	\$34.00	\$36.00	\$36.00	\$38.00	\$31.00	\$33.00	\$42.00	\$44.00	
3	Vehicles with Three Axles or Combinations of Vehicles Totaling Three Axles	   	3	\$51.00	\$54.00	\$54.00	\$57.00	\$46.50	\$49.50	\$63.00	\$66.00	
4	Vehicles with Four Axles or Combinations of Vehicles Totaling Four Axles	   	4	\$68.00	\$72.00	\$72.00	\$76.00	\$62.00	\$66.00	\$84.00	\$88.00	
5	Vehicles with Five Axles or Combinations of Vehicles Totaling Five Axles	 	5	\$85.00	\$90.00	\$90.00	\$95.00	\$77.50	\$82.50	\$105.00	\$110.00	
6	Vehicles with At Least Six Axles or Combinations of Vehicles Totaling At Least Six Axles	 	6+	\$102.00 Additional Axles \$17.00 each	\$108.00 Additional Axles \$18.00 each	\$108.00 Additional Axles \$18.00 each	\$114.00 Additional Axles \$19.00 each	\$93.00 Additional Axles \$15.50 each	\$99.00 Additional Axles \$16.50 each	\$126.00 Additional Axles \$21.00 each	\$132.00 Additional Axles \$22.00 each	
7	Class 1 or 11 (Including Class 1 Recreational Vehicles) with Trailer (Minimum Three Single Wheel Axles)	   	3	\$20.00 Additional Axles \$9.50 each	\$22.25 Additional Axles \$10.50 each	\$22.00 Additional Axles \$9.50 each	\$24.25 Additional Axles \$10.50 each	N/A	N/A	\$33.00 Additional Axles \$17.00 each	\$34.00 Additional Axles \$18.00 each	
8	Two Axle Buses and Mini Buses (Seating Capacity = 10 or More)	  	2	\$13.00	\$14.00 on 01/05/2020, \$14.50 on 01/02/2022, \$15.50 on 01/07/2024, and \$16.00 on 01/04/2026	\$13.00	\$14.00 on 01/05/2020, \$17.00 on 01/02/2022, \$18.00 on 01/07/2024, and \$21.00 on 01/04/2026	N/A	N/A	\$24.00	\$25.00 on 01/05/2020, \$27.00 on 01/02/2022, \$28.00 on 01/07/2024, and \$30.00 on 01/04/2026	
9	Three Axle Buses and Mini Buses (Seating Capacity = 10 or More)	  	3+	\$13.00	\$14.00 on 01/05/2020, \$14.50 on 01/02/2022, \$15.50 on 01/07/2024, and \$16.00 on 01/04/2026	\$13.00	\$14.00 on 01/05/2020, \$17.00 on 01/02/2022, \$18.00 on 01/07/2024, and \$21.00 on 01/04/2026	N/A	N/A	\$24.00	\$25.00 on 01/05/2020, \$27.00 on 01/02/2022, \$28.00 on 01/07/2024, and \$30.00 on 01/04/2026	
11	Motorcycles		2	\$9.50	\$10.75	\$11.50	\$12.75	N/A	N/A	\$15.00	\$16.00	

*Increase when the cumulative Consumer Price Index (CPI) reaches \$1.00 when measured on the Cash/TbM Class 1 vehicle rate; one-time further reduction of \$0.25 to the E-ZPass discount for Class 1 and 11 vehicles

Toll Discounts-Existing & Proposed

Effective January 5, 2020

1. After 2020, it is proposed that all tolls (except vehicle Classes 8 and 9) will be indexed for inflation*

2. Green Pass E-ZPass Off-Peak tolls maintained at \$3.50 less than the Class 1 vehicle E-ZPass Off-Peak toll for qualifying vehicles registered for the program through the E-ZPass NY Customer Service Center

3. Staten Island Bridges Commuter Discount Plan tolls will be indexed to inflation, maintaining the discount of fifty percent off qualifying trips based on the auto E-ZPass Peak toll*

Discount Plan-Enrollment Required	Number of Axles	PEAK HOURS		OFF-PEAK HOURS		OVERNIGHT HOURS FOR TRUCKS		Cash Toll/Toll by Mail All Hours		
		Off-Peak Hours	Peak Hours	Weekday	Overnight Hours	Trucks	Weekday	Overnight Hours	Existing	Proposed ₁
Carpool Plan Class 1 & 11 Vehicles	2	\$6.50 Additional Axles \$9.50 each	Discontinued	\$6.50 Additional Axles \$9.50 each	Discontinued	N/A	N/A	N/A	N/A	N/A
Green Pass² Eligible Low-Emission Class 1 Vehicles	2	\$7.00 Additional axles \$9.50 each	\$8.25 Additional axles prevailing E-ZPass toll.	\$12.50 Additional axles \$9.50 each	\$13.75 Additional axles \$10.50 each	N/A	N/A	N/A	N/A	N/A
Staten Island Bridges Plan Class 1, 7 & 11 Vehicles	2	\$6.25 if 3+ trips taken; \$10.50 if only 1 or 2 trips taken. Additional Axles \$9.50 each	Replaced	\$6.25 if 3+ trips taken; \$10.50 if only 1 or 2 trips taken. Additional Axles \$9.50 each	Replaced	N/A	N/A	N/A	N/A	N/A
New York/New Jersey Staten Island Bridges Commuter Discount Plan³ Class 1, 7 & 11 Vehicles	2	N/A	\$6.88 if 10+ trips taken; \$11.75 if 9 or less trips taken. Additional axles \$10.50 each.	N/A	\$6.88 if 10+ trips taken; \$13.75 if 9 or less trips taken. Additional axles \$10.50 each.	N/A	N/A	N/A	N/A	N/A

*The 10-trip requirement applies to NY-bound trips made in a calendar month

PATH Fares-Existing & Proposed

1. After 2020, it is proposed that all fares be indexed for inflation

Fare Option	Price		Price Per Ride	
	Existing	Proposed ¹	Existing	Proposed ¹
1-Trip SmartLink /PATH SingleRide Ticket / Pay-Per-Ride MetroCard	\$2.75	\$2.75	\$2.75	\$2.75
PATH 2-Trip MetroCard	\$5.50	\$5.50	\$2.75	\$2.75
10-Trip - SmartLink	\$21.00	\$25.00 on 11/01/2019, \$26.00 on 11/01/2020	\$2.10	\$2.50 on 11/01/2019, \$2.60 on 11/01/2020
20-Trip - SmartLink	\$42.00	\$50.00 on 11/01/2019, \$52.00 on 11/01/2020	\$2.10	\$2.50 on 11/01/2019, \$2.60 on 11/01/2020
40-Trip - SmartLink	\$84.00	\$100.00 on 11/01/2019, \$104.00 on 11/01/2020	\$2.10	\$2.50 on 11/01/2019, \$2.60 on 11/01/2020
Senior SmartLink Card - for riders 65 years or older	\$1.00	\$1.25 on 11/01/2019	\$1.00	\$1.25 on 11/01/2019
SmartLink 1-Day Pass - unlimited for 1 day	\$8.25	\$10.00 on 11/01/2019, \$10.50 on 11/01/2020	N/A	N/A
SmartLink 7-Day Pass - unlimited for 7 days	\$29.00	\$34.50 on 11/01/2019, \$36.00 on 11/01/2020	N/A	N/A
SmartLink 30-Day Pass - unlimited for 30 days	\$89.00	\$106.00 on 11/01/2019, \$110.25 on 11/01/2020	N/A	N/A

AirTrain JFK Fare-Existing & Proposed

Effective November 1, 2019

1. After 2019, it is proposed that all AirTrain JFK fares be indexed for inflation*

Fare Option*	Price		Price Per Ride	
	Existing	Proposed ¹	Existing	Proposed ¹
Single Ride MetroCard	\$5.00	\$7.75	\$5.00	\$7.75

*The expiration of the 10-trip card will be reduced to 31 days

AirTrain Newark Fare-Existing & Proposed

Effective November 1, 2019

1. After 2019, it is proposed that all AirTrain Newark fares be indexed for inflation

Fare Option*	Price		Price Per Ride	
	Existing	Proposed ¹	Existing	Proposed ¹
Single Ride Ticket (NJ Transit)	\$5.50	\$7.75	\$5.50	\$7.75
Single Ride Ticket (Amtrak)	\$5.00	\$7.75	\$5.00	\$7.75

Airport Ground Transportation Access Fee-Existing & Proposed

Effective mid- to late-2020

Access Fee*	Pick-Up Price		Drop-Off Price	
	Existing	Proposed	Existing	Proposed ¹
Taxi	N/A	\$4.00	N/A	N/A
For-Hire-Vehicle (FHV)	N/A	\$4.00	N/A	\$4.00

*The airport Ground Transportation Access Fee is proposed for John F. Kennedy International Airport, Newark Liberty International Airport, and LaGuardia Airport