

Appendix

2011 Trip and Fare Estimates

Yellow taxicabs completed 177 million trips in 2011 with an average fare of \$10.57.¹⁸

An estimated 25,000 liveries were registered in 2011.¹⁹ Because these vehicles tend to be used less intensely than yellow taxicabs, this brief conservatively assumes 75 percent were active and completed an average of 8.0 trips per day. This is equal to 55 million total trips in 2011. The 2011 average fare for a livery trip was estimated to be 75 percent of the average taxicab fare, or \$7.92 per trip.

An estimated 12,782 black cars were registered in 2011.²⁰ Since many operate on a part-time basis, this brief assumes 60 percent were active and completed an average of 8.0 trips per day. This equals 24 million total trips in 2011. The 2011 average fare for a black car trip was estimated to be 250 percent of the average taxicab fare, or \$26.42 per trip, as these trips are often longer than the typical intra-Manhattan taxicab trip.

2015 Trip and Fare Estimates

All 2015 trip and fare revenue totals were annualized based on available data for a portion of the year.

Yellow taxicabs are estimated to complete 155 million trips in 2015 with an average fare of \$12.66. Green cabs are estimated to complete 20 million trips in 2015 with an average fare of \$12.28. Both figures are annualized by doubling trip totals for January through June.²¹

According to TLC data, as of August 2015, 27,090 liveries operated in New York City.²² Of these, 7,159 were street hail liveries, or green cabs, leaving 19,931 non-green cab liveries. For non-green cab livery trips, this brief assumes 75 percent of the 19,931 liveries were active and completed an average of 8.0 trips per day. The total trips for non-green cab liveries also includes estimated, non-metered, prearranged

trips by green cab liveries, assumed to be two trips per day. This leads to a total of 38 million trips in 2015. The 2015 average fare for a livery trip was estimated to be 75 percent of the average taxicab fare, or \$9.49 per trip.

According to TLC, as of June 2015, 31,551 black cars operated in New York City. Of these 18,224 are estimated to be vehicles operating through Uber. This estimate is derived from the published total of 14,088 vehicles in March 2015 with an additional 1,034 vehicles per month over four months, which brings the end-of-year 2014 registered black car vehicles to its August 2015 level.²³ This brief assumes Uber represents 90 percent of all DSP vehicles and trips and all other DSPs represent 10 percent, bringing total DSP vehicles to 20,249 and total DSP trips to 46 million.

Average fare for DSP trips was calculated using data provided by Uber for average hourly earnings for Uber drivers in New York City in 2014.²⁴ Average hourly earnings of \$27.10 were net of sales tax, black car fund contributions, and Uber's 20 percent fee. Average hourly fares were equal to \$39.49. To determine per trip fare, the median number of trips per hour (1.415) was derived from data provided by Uber in July 2015.²⁵ Average hourly fares divided by trips per hour equals average trip fare of \$27.01. This brief assumes other DSPs have same average fare as estimated for Uber.

Registered black cars not affiliated with a DSP are estimated to be 11,302 in 2015. This is calculated using the 31,551 total provided by TLC and subtracting estimated totals of DSP vehicles. This brief assumes 60 percent were active and completed an average of 8.0 trips per day. This is equal to 20 million total trips in 2015. The 2015 average fare for a black car trip was estimated to be 250 percent of the average taxicab fare, or \$31.65 per trip.

2019 Trip and Fare Estimates

All fare revenue estimates are based upon 2015 average fare estimates. This brief makes no adjustments for fare increases possible

between 2015 and 2019.

The low-growth scenario assumes continued growth at half the 2011 to 2015 rate, or 1.1 percent annually. This leads to a total of 296 million trips in 2019. The low-growth scenario assumes all service type trip shares remain constant from 2015. Low-growth assumes continued growth at half the 2011 to 2015 rate, or 1.09 percent annually. This leads to a total of 296 trips in 2019. The low-growth scenario assumes all service type trip shares remain constant from 2015.

The high-growth scenario assumes 2.1 percent annual growth in total trips, reaching 302

million trips by 2019. This is the estimated average annual growth rate from 2011 to 2015 for all service types. Baseline growth also assumes that DSPs will double their number of daily trips from an estimated 126,063 in 2015 to 252,126 by 2019. This increases their share of total trips from an estimated 17 percent in 2015 to 30 percent by 2019. For all other trip types, shares were calculated assuming the remaining shares of trips were divided by the corresponding share of remaining trips in 2015. Under these assumptions, taxicab trip share falls from 56 percent to 46 percent, green cabs from 7 percent to 6 percent, other liveries from 14 percent to 11 percent, and other black cars from 7 percent to 6 percent.