



Strengthening and Promoting the Linen, Uniform
and Facility Services Industry

1800 Diagonal Road • Suite 200 • Alexandria, VA 22314 • 877.770.9274 • 703.519.0029 • www.trsa.org

Amend NYC Congestion Pricing

BACKGROUND

TRSA represents the linen, uniform and facility services industry. TRSA members are commercial laundry/facility services companies and their supplier partners who provide their needed supplies and infrastructure. Our membership enables life-sustaining businesses to safely operate, including healthcare facilities, grocery stores, infrastructure maintenance, food processors, public utilities (water and energy), first-responders, federal and state governments, laboratories, pharmaceutical manufacturing and other fundamental supply chain businesses.

TRSA POSITION

The New York City Congestion Pricing Proposal unfairly targets delivery trucks, which only represent 4% of all vehicles operating in the affected zone. The linens and garments provided by the linen and uniform industry are essential to the New York City economy. Delivery truck travel into the zone is non-discretionary and directed by customers. Healthcare facilities need the hygienically clean linens, scrubs, and healthcare personal protective equipment (PPE) required to keep workers, patients and the public safe. The current tolling program will drive up costs for the linen, uniform and facility services industry and all the essential operations we serve. **Trucks should pay the same rate and once-a-day toll as passenger vehicles.**

The current program will cost trucks an additional **\$24-\$36 per trip** during peak hours, while passenger vehicles will be charged **\$15 per day** to enter the zone.

This program will not impact congestion with respect to trucks⁴⁰. Charging an increased toll during peak periods would not shift travel times, as our members cannot make deliveries to businesses that are closed. In fact, in 2017, the Metropolitan Transportation Authority (MTA) conducted a pilot program that aimed to reduce traffic during high-peak hours by providing lower commercial vehicle tolls during off-peak periods. Following this pilot, MTA found that there was almost no difference in vehicle crossing times and congestion.

The revenue generated from this program is designed to subsidize improvements to transit without any benefit to roads and bridges. Our industry should not be expected to fund a transit investment, especially given our lack of alternatives to providing goods and services to customers.

ACTION

Introduce legislation to reduce the truck tolling rates to achieve pricing parity with passenger vehicles, and to change the per-trip toll to a once-a-day fee.