# Transportation Network Company (TNC) taxes/fees by state/city in the United States Dataset
**Datasets available at:** https://doi.org/10.25338/B82D07

(This dataset supports report **Setting TNC Policies to Increase Sustainability,** https://doi.org/10.7922/G2SJ1HW6)

This U.S. Department of Transportation-funded dataset is preserved by the University of California in the digital repository Dryad (https://datadryad.org/), and is available at https://doi.org/10.25338/B82D07.

The related final report **Setting TNC Policies to Increase Sustainability**, is available from the National Transportation Library's Digital Repository at https://rosap.ntl.bts.gov/view/dot/59186.

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Abstract: Cities and states across the U.S. are assessing fees or taxes on transportation network company (TNC) platforms, such as Uber and Lyft. The goals of these policies include traffic and emissions mitigation, as well as revenue generation, among other objectives. Our research aims to assess the goals and effectiveness of these fees in achieving some of these policy objectives, primarily congestion and emissions mitigation. The analysis addresses a core difficulty in comparing TNC fees—some fees are assessed per mile and others per trip. We compare 21 fees implemented by state and local governments across the United States and apply a methodology to compare these diverse fees and taxes based on a hypothetical ride informed by Uber's fare calculator, as well as other sources. Our findings show that when adjusted for comparison, the highest fees, by a wide margin, are assessed in downtown New York City and Chicago (during peak hours). A key policy implication of this research is that most fees or taxes are not large enough to affect enough travelers' choices to hail a TNC, and most do not differentiate between solo and pooled/shared rides. Only San Francisco, Chicago, New York City, and New Jersey differentiate between solo and shared rides, which is likely to influence travelers in choosing to share a ride. This is problematic given that increasing passengers per vehicle mile traveled is an essential strategy in managing congestion and reducing emissions associated with all vehicle travel, including TNCs.

Methods: This data was collected online using government websites and archives. It has been processed.
Usage Notes: No additional information is needed for re-using this data.

**Recommended Citation:**

Fuller, Sam; Brown, Austin (2021), Transportation Network Company (TNC) taxes/fees by state/city in the United States, Dryad, Dataset, https://doi.org/10.25338/B82D07

**Dataset description:**
This dataset contains 1 .zip file collection, described below.

**doi_10.25338_B82D07__v4.zip:**
- TNC_Data_Clean.xlsx
- TNC_Data_Clean.csv

File Type Descriptions:
- The .xlsx and .xls file types are Microsoft Excel files, which can be opened with Excel, and other free available software, such as OpenRefine.
- The .csv, Comma Separated Value, file is a simple format that is designed for a database table and supported by many applications. The .csv file is often used for moving tabular data between two different computer programs, due to its open format. The most common software used to open .csv files are Microsoft Excel and RecordEditor, (for more information on .csv files and software, please visit https://www.file-extensions.org/csv-file-extension).

**National Transportation Library (NTL) Curation Note:**
As this dataset is preserved in a repository outside U.S. DOT control, as allowed by the U.S. DOT's Public Access Plan (https://doi.org/10.21949/1503647) Section 7.4.2 Data, the NTL staff has performed *NO* additional curation actions on this dataset. NTL staff last accessed this dataset at https://doi.org/10.25338/B82D07 on 2022-05-02. If, in the future, you have trouble accessing this dataset at the host repository, please email NTLDataCurator@dot.gov describing your problem. NTL staff will do its best to assist you at that time.