

BOMA-NY Codes & Regs Committee
Transportation Subcommittee Report – February 2025
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WHAT HAVE 5 WEEKS OF CONGESTION PRICING MEANT TO NYC?

CONGESTION PRICING – THE GOOD

Traffic is Moving Faster: Fewer Than 500K Vehicles A Day Are Entering the Central Business District

Who are you going to believe — the MTA's new daily updated data or, to paraphrase Chico Marx, your own truth-tellin' eyes? In the first workweek of the toll, from Jan. 6 to Jan. 10, there was an average of 538,955 vehicle entries into the Central Business District, an 8.17-percent decrease in traffic compared to the years leading up to congestion pricing. In the second week, from Jan. 13 to Jan. 17 there was an average of 556,381 vehicles driving into the CBD, a 4.78-percent reduction compared to pre-congestion pricing traffic.

Manhattan traffic moves way faster since congestion pricing launched, MTA says. The MTA previously reported that the new fees, which launched on Jan. 5, led to 7% fewer vehicles entering the tolling zone south of 60th Street during the first several days they were in effect, compared to a similar period last year. The agency's latest data shows that reduction has allowed traffic to move faster in areas around the city.

"Trip times have fallen by 10% to 30% on average, meaning those numbers include days with unusual disruptions," per MTA Deputy Chief Juliette Michaelson. "These are just transformative improvements."

The MTA data shows average weekday travel times in the Holland Tunnel fell 48% during the first three weeks of congestion pricing compared to the same period last January. Travel times on the Williamsburg Bridge fell 30% and 27% on notoriously jammed Canal Street, according to the data."

Commuters, like Peter Philips, said they did not mind the new tolls because they were getting something in return.

"It's a different mind-set to have half an hour, 45 minutes, of your life back," he said.

Safety Improved: Congestion Relief Zone is Also a CRASH Relief Zone: Data

Traffic fatalities across the city are also down, the NYPD's CompStat 2.0 dashboard shows. Year to date, there were 10 deadly collisions on the roads compared to 18 in 2024—an over 44% drop year over year.

Congestion pricing zone business foot traffic is up

Subway Safety has improved in 2025 as ridership has jumped.

CONGESTION PRICING – THE NOW POSSIBLE CHANGES TO CITY STREETS

New York permit parking plan gains support amid congestion pricing

CONGESTION PRICING – THE SHRUG

Port Authority can absorb N.Y.C. congestion pricing toll losses, report says. Fewer Cars- but higher prices at Tunnel Tolls means revenue still intact

CONGESTION PRICING – THE NOT SO BAD

Mayor: Fort Lee traffic has not increased as NYC congestion pricing goes into effect: No significant traffic backups yet. But also suggests that it is still too early to tell.



CONGESTION PRICING – **THE BAD**

59th St Bridge Unfair Tolls - [Frustration mounts among Queensboro Bridge drivers hit with NYC congestion pricing toll](#)

Drivers entering Manhattan from Queens who take the lower roadway and travel north briefly cross 60th Street, meaning they still have to pay the \$9 daytime toll. Likewise, drivers leaving Manhattan from the Upper East Side must enter the zone at 59th Street to get on the Queensboro Bridge, also costing them \$9 during the day.

CONGESTION PRICING – **THE JERSEY RESISTANCE**

NJ tried trolling over congestion tolling. New Jersey tried to buy \$500,000 worth of digital anti-congestion pricing ads near local bridges, tunnels and in the new Manhattan toll zone — but the MTA rejected the campaign as too political. The ads promote the New Jersey Rise program, which rewards New York-based firms with grants if they allow their employees who typically commute across the Hudson to instead work in the Garden State.

Gov. Murphy asked President Trump to take a closer look at congestion pricing. Murphy is also offering out of state companies what he calls NJ RISE — a new program to incentivize businesses to re-assign New Jersey residents who are working in another state to a New Jersey location.

New Jersey is taking action to update its pending lawsuit over congestion pricing with new claims. The new claims focus on actions taken by the Federal Highway Administration (“FHWA”) last year to approve last-minute changes that New York officials made to their congestion pricing plans and to allow congestion pricing to begin without appropriate environmental reviews.

<https://nypost.com/2025/01/29/us-news/mta-rejects-new-jersey-anti-toll-ads-in-war-over-congestion-pricing>

<https://newjersey.news12.com/gov-murphy-asks-president-trump-to-take-a-closer-look-at-congestion-pricing>

<https://newjersey.news12.com/gov-murphy-files-new-claims-in-pending-lawsuit-against-congestion-toll>

CONGESTION PRICING – **THE WHITE HOUSE**

[Trump Expected To Make Efforts To Halt Congestion Pricing and Put Conditions on MTA Funding.](#)

Trump Administration Considers Halting Congestion Pricing: The New York City tolling program began on Jan. 5 after defying obstacles for decades. A move to stop it would likely touch off a legal battle between the state and federal government.

The Department of Transportation is discussing whether to withdraw a key federal authorization that the tolling plan received from the Biden administration last year. Such a move would almost certainly touch off a legal battle between the state and federal government, and could effectively kill congestion pricing in its infancy.

[Among potential penalties available to the Federal DOT are withholding millions of dollars in funding and reopening the environmental review process that authorized the toll under the Biden administration.](#) Trump also vowed to rid Big Apple streets of bike lanes and criminal migrants, the president told The Post. He is hopeful that his “respect” for Gov. Hochul in their ongoing discussions will result in a mutually beneficial deal on the unpopular toll. At risk is part of the \$36 billion in five-year federal transportation funding to New York state that extends to the end of 2026. Other federal grants might also be affected if Trump pounces on what New Yorkers are calling the congestion con. President Trump said to have NYC's congestion pricing, bike lanes in his crosshairs

President Trump is said to be moving closer to pulling the plug on New York City congestion pricing, but is still in ongoing talks with Gov. Kathy Hochul. The President and NY Governor recently spoke. [During the conversation, Hochul told Mr. Trump that initial data shows congestion pricing was working, and made the case for keeping the program, the source said.](#) Hochul tried to convince him the program is making a big difference in New York, not only raising much-needed cash for the area's aging transportation system, but reducing traffic and speeding commutes.



AND HOW DO FEDERAL APPOINTMENTS, ACTIONS & POLICIES AFFECT THE MTA'S FUNDING?

[Trump to name congestion pricing opponent Marc Molinaro to oversee transit](#)

Marc Molinaro has had discussions with Trump administration officials about leading the Federal Transit Administration, according to people familiar with the matter. Part of the U.S. Department of Transportation, the FTA oversees mass transit systems around the nation and disburses roughly \$20 billion a year in grant funding.

[Trump administration says MTA funding will require ICE cooperation](#)

The Trump administration is laying the groundwork to potentially deny federal transportation funding to the Metropolitan Transportation Authority and other regional transit partners if local officials do not cooperate with federal immigration actions. In a Department of Transportation memo, the agency issued new guidance on which transit entities and projects it will prioritize for federal grants and loans. One of the new priorities, according to the order, is that recipients cooperate with federal immigration officials, and rather vaguely, "other goals and objectives specified by the President."

CONGESTION PRICING – SUBWAY EXPANSION! WHAT THE \$ ARE DESIGNED TO SUPPORT Now that funding is coming in, the [MTA is now advancing the expansion of the Second Avenue subway \(the Q train\) to Harlem.](#)

CONGESTION PRICING – THE MAYOR?

Now that the Federal criminal charges against Mayor Adams were withdrawn (but can be refiled!), [Mayor Adams told top officials not to criticize President Trump.](#) Could the Mayor's close relationship with Mr. Trump compromise his ability to put New Yorkers first? While Congestion Pricing is a NY State law, and was supported by the NYC Mayor in the past, things could change in this dispute and negotiations.

THE UGLY: THE MTA'S MISMANAGEMENT & SHORTFALLS: NOT WINNING SUPPORT FOR CONGESTION PRICING

[Deadbeat drivers racked up \\$5B in unpaid MTA tolls in 4 years](#) — and closing booths to go 'cashless' may be to blame. [New Yorkers fume over revelation MTA lost \\$5.1B on unpaid tolls](#), violations as drivers now pay congestion pricing tolls. There have long been legitimate concerns about the MTA's management and ability to collect funds.

THE MTA BUDGET - MTA Still Needs Money Even After Congestion Pricing- [MTA chair tells New York](#)

[Legislature the agency needs billions and it's up to them to figure out how to get it.](#) The MTA says it needs more than \$68 billion to fund its capital plan for subway improvements. MTA chief Lieber told lawmakers it's up to them to figure out how to raise the money. The MTA needs about \$33 billion to fill the gap, insisting it's a good investment. "MTA's budget is actually 3% lower now than it was in 2019. That's right – 3% lower even with a ton of extra subway and rail service, not to mention a new 714,000 square foot terminal at Grand Central Madison and hundreds more elevators to maintain. How many other agencies can say the same? Delivering much more, at a lower cost," Lieber said. "The MTA is actually the most efficient transit organization in the United States, based on the cost per rider and subsidy per rider. We are the best deal." Lawmakers were skeptical of the optimistic spin presented by the MTA chief. The proposed \$68 billion plan for the coming five years compares to the MTA's \$55 billion capital plan for 2020-2024 and \$33 billion for 2015-2019.

IF THE MTA DOESN'T GET MONEY SOON, 2025 WILL BE ANOTHER SUMMER FROM HELL

[A state of collapse: How the MTA put riders on the fast track to ruin](#)

Internal MTA records obtained by Gothamist and the agency's public data reveal that service breakdowns are on pace to become more frequent in 2025 than during New York's infamous "summer of hell" in 2017, when the subway's reliability fell to its lowest level in decades.

FINALLY - THE TRUTH!

Kid to Mom: "I want to be an adult!!"

Mom: "I assure you, you do not."

@overheardnewyork

AIRPORTS & AIRPLANES

How Safe Is It To Fly Following Recent Aviation Disasters?

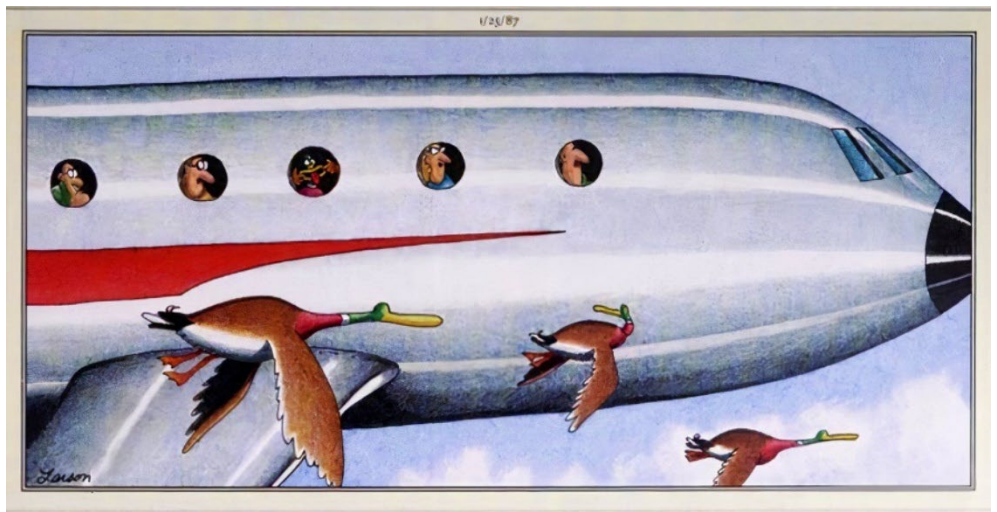
The midair collision that killed 67 near Washington, the fiery plane crash in Philadelphia and a plane crash in Alaska that killed 10 are only the most high-profile disasters. There was also a Japan Airlines plane that clipped a parked Delta plane while it was taxiing at the Seattle airport earlier this week and a United Airlines plane caught fire during takeoff at the Houston airport Sunday after an engine problem sparked a fire on the wing. That's not even to mention the security concerns that arose after stowaways were found dead inside the wheel wells of two planes and aboard two other flights. And don't forget about the time that a passenger opened an emergency exit door on a plane while it was taxiing for takeoff in Boston. So of course, people are wondering whether their flight is safe?

New York Airports Had Their Busiest Year Ever In 2024!

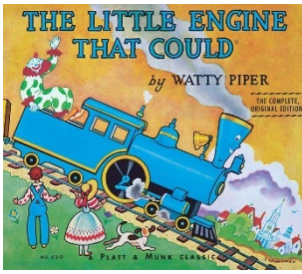
Interesting! Airplanes are painted white for these 5 important reasons

"If you've ever wondered why airplanes are painted white, there are five key reasons — and not one of them has to do with blending in with clouds.

- 1- White paint reflects sunlight, keeping the plane interior cooler on boiling hot days when the aircraft is roasting on the tarmac.
- 2- Weight — and the light-hued varnish weighs less than dark-colored paint. The more light weight the paint, the better the plane's fuel efficiency in the air, equalling a lower price tag for operating the vehicles.
- 3- The outlet also reported that white paint shows wears and tears more than any other color. Cracks or corrosion are much easier to spot on lighter varnish, which allows maintenance to notice and fix the issue more quickly.
- 4- Lighter paint won't fade as quickly as other hues would when directly exposed to harsh UV rays thousands of miles in the air at cruising altitude. Slower fading negates the need for constant retouches on the plane's exterior.
- 5- Birds are able to spot planes much easier in the sky when they're painted white." →



I THINK I CAN, I THINK I CAN – HUDSON RAILWAY TUNNEL 🚆 PROGRESS IS CHUGGING AHEAD



Gateway Tunnel - [\\$1.8 Billion Construction Contract Awarded to dig a key part of the new rail tunnel between NJ and NYC](#)

The Gateway Development Commission board unanimously awarded a \$1.8 billion contract for one of the most expensive and complicated aspects of the \$16 billion project to build a new two-track railroad tunnel between North Jersey and Manhattan under the Hudson River. The winning firm rose to the top after pitching a unique strategy that could save nine months of construction.

🦛 HIPPOS: DID YOU KNOW THE UPPER WEST SIDE HAS HIPPOS? 🦛

Hippos- They're [Not Just For NJ Aquariums!](#) Or [Christmas](#) 🎄
(But How Hungry Are They?)

[A West Side Rag investigation found there are at least 27 hippos currently on the Upper West Side.](#) Unclear how this compares to other neighborhoods, but you've got to think this puts the UWS at the very top of the hippo-per-block list of any NYC neighborhood.



ROADS - PUBLIC SAFETY

[Gov. Hochul wants to ban parking near NYC elementary school](#) 🚧 ⚠️
[crosswalks](#)

[Report: Speed cameras 📷 in NYC cut major crashes; spark debate as Albany weighs renewal](#)

SUBWAY SAFETY – NEW APPROACHES AND BETTER STATISTICS AS RIDERSHIP IS UP

[Gov. Hochul wants a cop 🚔 on every overnight NYC subway train](#)

The NYPD clarified it's only phase one of the \$77M program. The first 100 cops were deployed in mid-January. The other 200 were scheduled to be assigned by the end of January.

[No panhandling, peeing or lying on subway seats: NYPD launches new quality-of-life division](#)

The NYPD will create a division targeting low-level quality-of-life crimes like aggressive panhandling, some street vending, public urination and abandonment of vehicles. The new division comes after what NYPD Commissioner Tisch said was a similar pilot program in New York City's subway system that focused on enforcing rules against activities like lying on subway seats, smoking and drinking alcohol in the transit system. Tisch said these two new initiatives are meant to make people feel safe. Police data shows overall crime rates have been falling for at least the last two years.

[MTA wants prosecutors to bring the hammer down on fare evaders](#)

The head of the Metropolitan Transportation Authority wants the city's district attorneys to aggressively prosecute serial fare-beaters — a practice the Manhattan District Attorney's office has mostly declined to charge since 2018. MTA board chair and CEO Janno Lieber on Friday called for Manhattan District Attorney Alvin Bragg, Brooklyn District Attorney Eric Gonzalez and Bronx District Attorney Darcelle Clark to crack down on fare evaders with "theft of services" charges, which are class A misdemeanors punishable by up to a year in jail. The MTA has said that fare evasion cost the authority more than \$600 million in 2023, and a frustrated Lieber said he wants people with a record of persistent fare-dodging to be held accountable as a deterrent.

[NYC subway violence is concentrated at a sliver of stations and times!](#)

[Subway crime plummets as ridership jumped significantly in 2025 in congestion pricing era](#)

"NYC subway crime has dropped significantly so far this year. In the first month of 2025, there were 147 reported crimes on the subway down from 231 last year—resulting in 36% fewer crimes committed on the rails this year. At the same time, subway ridership has increased significantly since the start of congestion pricing on Jan. 5. This means that the drop in crime on the tracks has actually decreased even as more people are using NYC's busy transit system—one of the largest in the world. Subway ridership has increased almost every day since congestion pricing began on Jan. 5 — often in the hundreds of thousands of additional commuters daily. For example, on Jan. 8, the first Wednesday with congestion pricing in effect this year, over 530,000 more people were on the trains than the same day last year (3,834,806 vs. 3,303,727). Between Jan. 6 and 28, an amNewYork Metro review of MTA data found, ridership was up more than 9.1 million commuters year-over-year (74,680,439 in 2025 vs. 65,569,613 in 2024), a 13.1% increase. "

[Joyriders Caught: 2 teens arrested after allegedly taking R subway train in Queens for joyride](#)

Officers initially responded to reports of vandalism, but were met by an MTA employee who reported several people boarded the unoccupied R train and then took it on a joyride for a short distance

SUBWAY OPERATIONS & MAINTENANCE: TROUBLE AHEAD AND TROUBLE BEHIND

- **Service Restored After January [Power Loss Halted Multiple Subway Lines In Manhattan](#)**
- **Driving Blind: [NYC Subways Steered By 1930s Tech, Paper Maps And A Lot Of Hope](#)**

THE SUBWAYS CAN BE FUN AND HAVE SOME BEAUTY

[A little-known MTA program pays artists to add beauty to the subway](#) More than 400 artists — many of them local — have been commissioned by the MTA to bring public art to subways, rail stations, buses and elsewhere throughout the transit system.

[Bad Bunny and Jimmy Fallon entertained riders in a NYC subway station too!](#)

[Conductors Will Soon Get Netflix Specials? NYC subway train fills up with commuters, laughter](#)

THE GHOSTBUSTERS?

[NYPD, MTA join forces to combat ghost 👻 plates in NYC](#)



How bad do things have to be for both of these to be in town?



42ND STREET - CHANGES AHEAD

[42nd Street to get \\$57M makeover to prevent terror attacks](#)

And [Manhattan community boards push for 42nd Street busway](#)



Three Manhattan community boards are calling on city officials to transform 42nd Street into a busway, aiming to improve the efficiency of one of the city's slowest bus routes. Manhattan Community Boards 4, 5 and 6 sent a letter to Mayor Eric Adams and the city's Department of Transportation last week pushing for the change. The proposal mirrors the busway established on 14th Street, which significantly boosted bus speeds by limiting through-traffic and requiring vehicles to take the first available right turn.

BUS NETWORK MODERNIZATION APPROVED: [The Queens Bus 🚌 Network Redesign!](#)

This project is part of a larger effort to modernize New York City's bus network and improve bus service borough by borough. NYC is taking a fresh look at the bus network, with the goal of meeting customers' priorities: more reliable service, faster travel, better connections, and ease of use.

THE CULTURE SHIFT – NY USED TO BE A WALKING AND SOCIAL CITY – WHAT'S CHANGED?



[What Happened to Hanging Out on the Street?](#) Urban pedestrians are walking faster and doing less socializing, according to a new study of NYC, Boston and Philadelphia. American ambulators walked faster and schmoozed less than they used to. They seemed to be having fewer of the informal encounters that undergird civil society and strengthen urban economies. Is technology to blame, or public space itself? That apparent shift should set off alarms for those who care about the future of urban life. The [work of Ed Glaeser](#), and if you go back in time, [Jane Jacobs](#), point to cities' special ability to bring people together. That is at the core of city-making, of what it means to be urban.

[And if we're not sitting on a stoop in the East Village, how will we ever run into the other Rolling Stone band members walking around NYC?](#)

