

# CONGESTION PRICING NYC

## A Drama Unfolding in Real Time

MIT Mobility Forum | March 21, 2025

Samuel I. Schwartz, PE





# Trump sets March 21 deadline for NYC to end congestion pricing; Hochul responds, 'We will not be steamrolled'

By **The Associated Press** · March 7, 2025

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> [Trump sets March 21 deadline for NYC to end congestion pricing; Hochul responds, 'We will not be steamrolled'](#)

*Reading Time: 2 minutes*



resident Donald Trump's administration has given New York until next month to comply with its order to halt Manhattan's new congestion pricing system, but state officials on Wednesday vowed to continue the tolling program, which is meant to thin traffic and pump new revenue into the nation's busiest transit system. (AP PHOTO)



Bramhall'24  
NYDN



# Congestion pricing: Trump extends deadline for New York to end toll for Manhattan drivers



A sign alerting drivers of congestion pricing tolls is displayed near the exit of the Lincoln Tunnel in Manhattan. Credit: AP / Seth Wenig

## Congestion Pricing Plan in Brief: As Of June 5th



- Charge all vehicles entering south of 60th Street (CRZ)
- Revenue goal (by legislation) = \$15B bonds (~\$1B/year)
- 80% Subways & Buses; 20% Railroads
- Peak rates\*: Cars \$15; Trucks \$24- \$36,
- Off-Peak rates\*: \$3.75 cars; Trucks \$6 - \$9
- Taxis \$1.25/trip; Apps \$2.50/trip\*\*
- Credits at Tunnels\* (peaks only): Cars \$5; Trucks \$12-20
- Exemptions:
  - ❖ FDR Drive & Westside Highway through trips
  - ❖ Vehicles transporting disabled
  - ❖ Low-income residents 50% discount after 10 trips/month
  - ❖ Gov't owned vehicles & privately-owned public transit
  - ❖ NYS Tax credit CBD residents, income < \$60k
  - ❖ Qualifying Emergency vehicles, school buses

*\*Rates shown are for EZ Pass. Peak Hours: 5a-9p weekdays, 9a-9p weekends. Off-peak all other hours. Pay by mail 50% higher; surge pricing on Gridlock alert days*

*\*\*On top of So. of 96th St surcharge \$2.50 taxis, \$2.75 Apps*



## Congestion Pricing Plan in Brief: Today



- Charge all vehicles entering south of 60th Street
- Revenue goal (by legislation) = \$15B bonds (~\$1B/year)
- 80% Subways & Buses; 20% Railroads
- Peak rates\*: **Cars \$9; Trucks \$14.40- \$21.60,**
- Off-Peak rates\*: **\$2.25 cars; Trucks \$3.60 - \$5.40**
- **Taxis \$0.75/trip; Apps \$1.50/trip\*\***
- Credits at Tunnels\* (peaks only): **Cars \$3; Trucks \$7.20-\$12**
- Exemptions:
  - ❖ FDR Drive & Westside Highway through trips
  - ❖ Vehicles transporting disabled
  - ❖ Low-income residents 50% discount after 10 trips/month
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# ***Differences June 5, 2024 to Today (-40% from June 5th)***

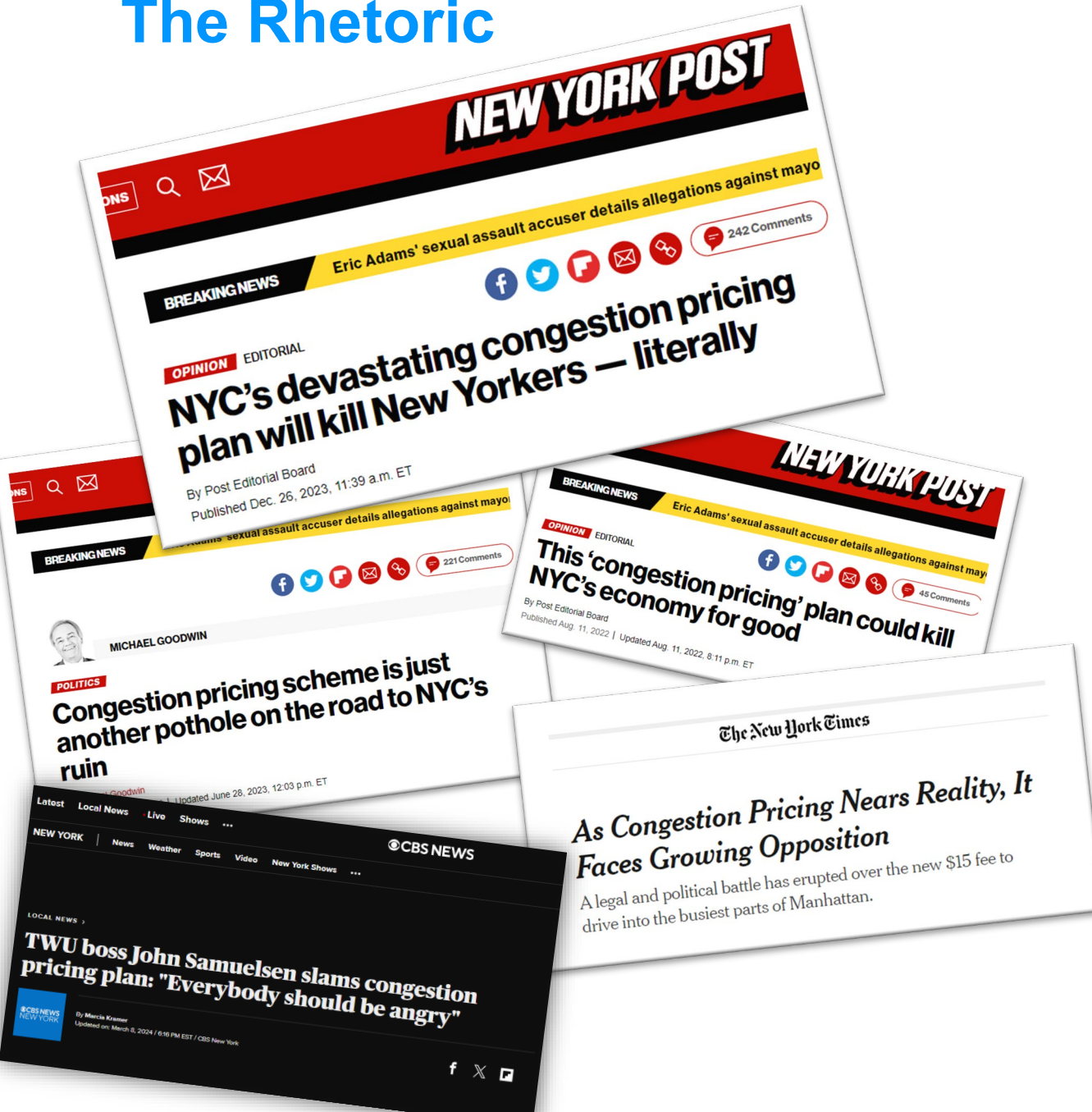
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  - Surge Pricing +25% on Gridlock Alert Days

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  - Credits at Tunnels\* (peaks only): **Cars \$3; Trucks \$7.20-\$12**
  - **No Surge Pricing**
  - **Increase to \$12 (-20%) in 2028**
  - **Increase to \$15 in 2031**

# The Rhetoric

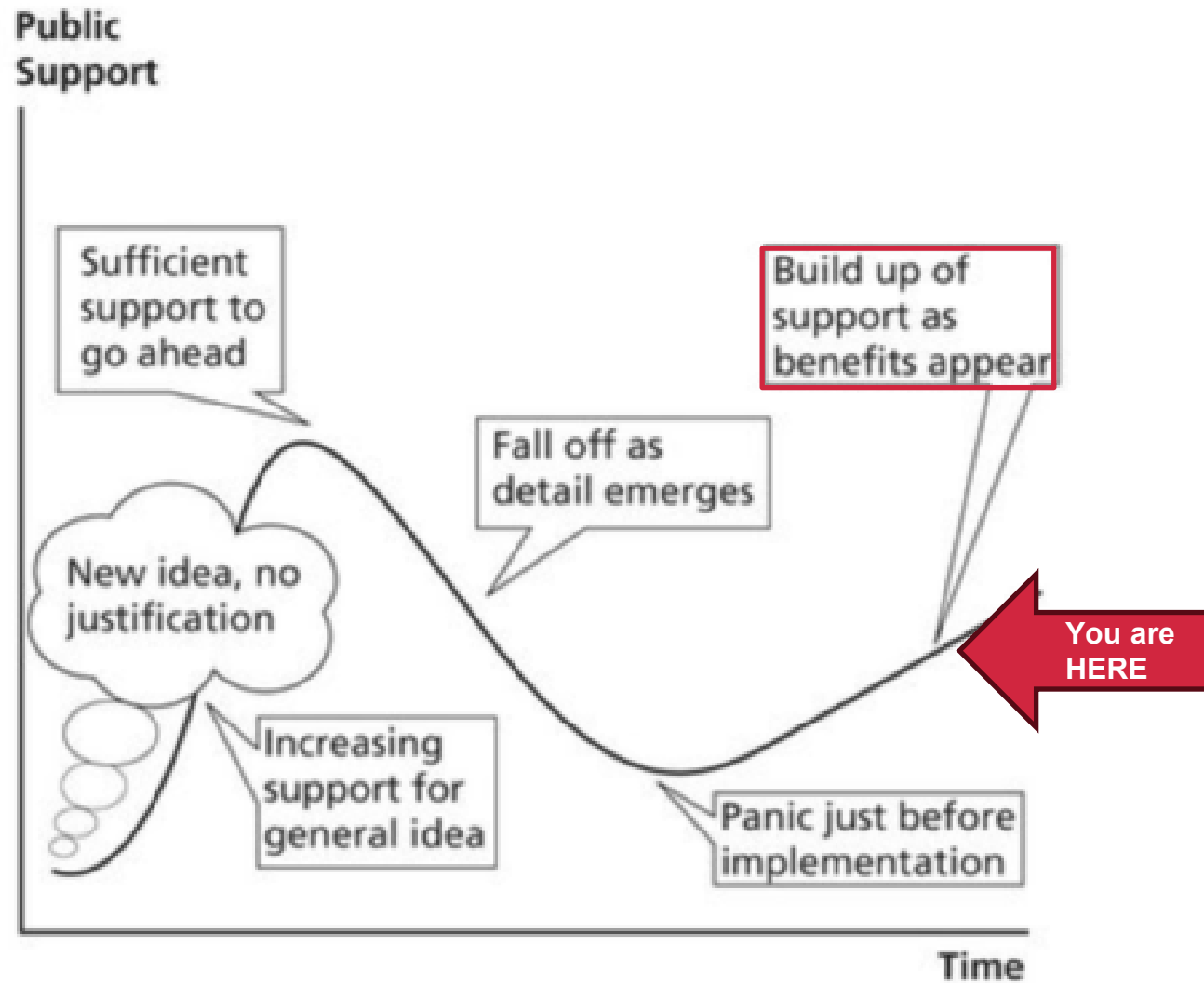


# The Lawsuits: 9 and Counting

1. New Jersey (Gov. Murphy)
  2. New Jersey (Fort Lee Mayor Mark Sokolich and Fort Lee resident Richard Galler)
  3. "New Yorkers Against Congestion Pricing Tax"
  4. Rockland County Executive Ed Day
  5. United Federation of Teachers & Vito Fossella (SI borough president)
  6. LES residents (Assemblyman David Weprin & Councilman Bob Holden)
  7. Elizabeth Chan (Battery Park City holiday songwriter)
  8. Town of Hempstead
  9. Trucking Association of New York
- Plus 100+ groups asking for exemptions:
    - Artists
    - Auto commuters from New Jersey
    - Auto commuters from Orange County (NY)
    - Auto commuters from Rockland County (NY)
    - Auto commuters from Staten Island



# “The gestation process for road pricing schemes”



Reproduced from Goodwin (2006)



# Congestion Pricing Tenets:

Only apply where there is serious congestion and good transit

## Manhattan CBD Ideal

- ❖ Speeds around 7 mph (5 mph in Midtown)
- ❖ All commuter rail and all but one\* MTA subway line enters the CBD

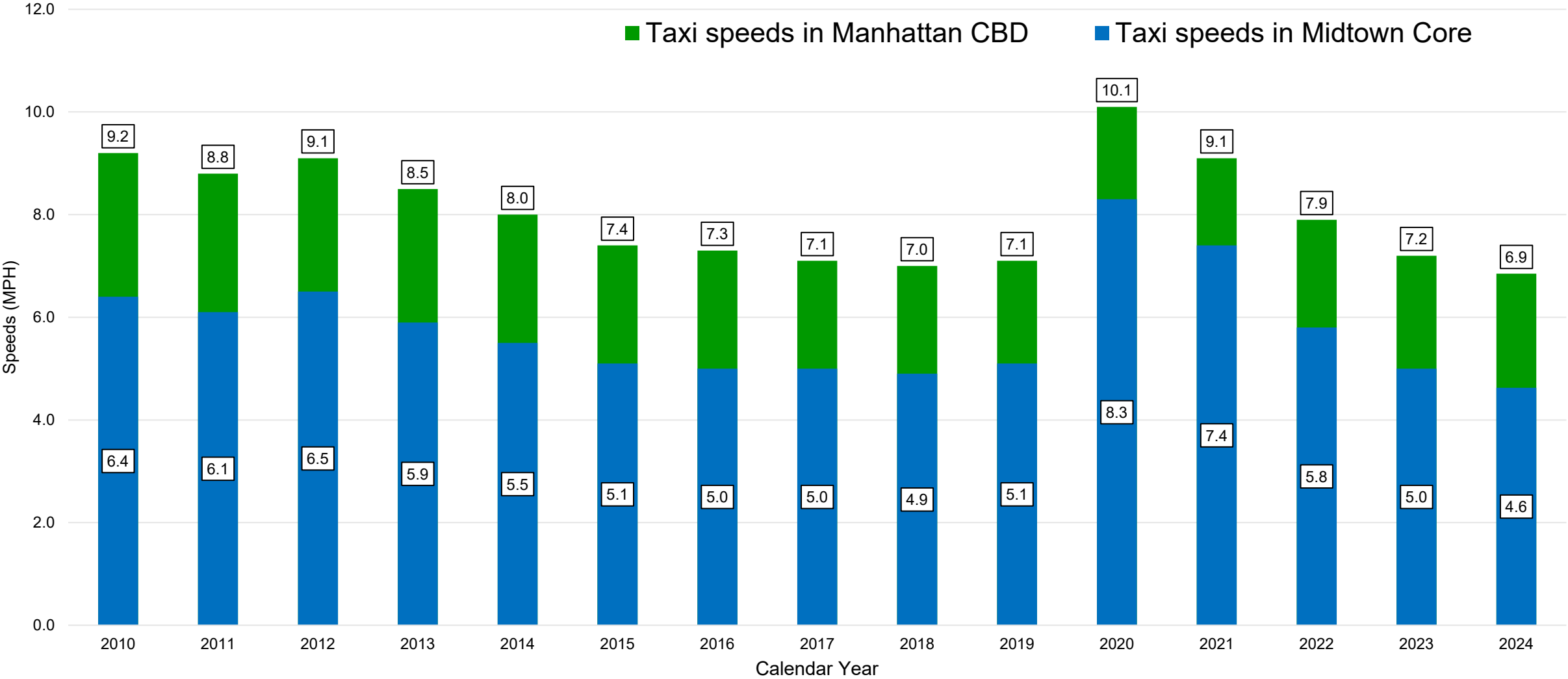
## More than 200 transit options:

- 53 rail options:
  - ❖ 32 subways entries into CBD (21 Subway lines)
  - ❖ 11 LIRR lines
  - ❖ 3 MNR lines
  - ❖ 2 PATH lines
  - ❖ 5 NJT lines
- 93 MTA bus options
- 34 NJ bus options
- 10 ferry routes, some with several CBD stops
- 1 aerial tram
- 15 Amtrak lines
- + shuttle buses, suburban transit, etc.

\*Subway shuttles excepted



# Average Taxi Speeds in Manhattan CBD and Midtown Core 2010 - 2024



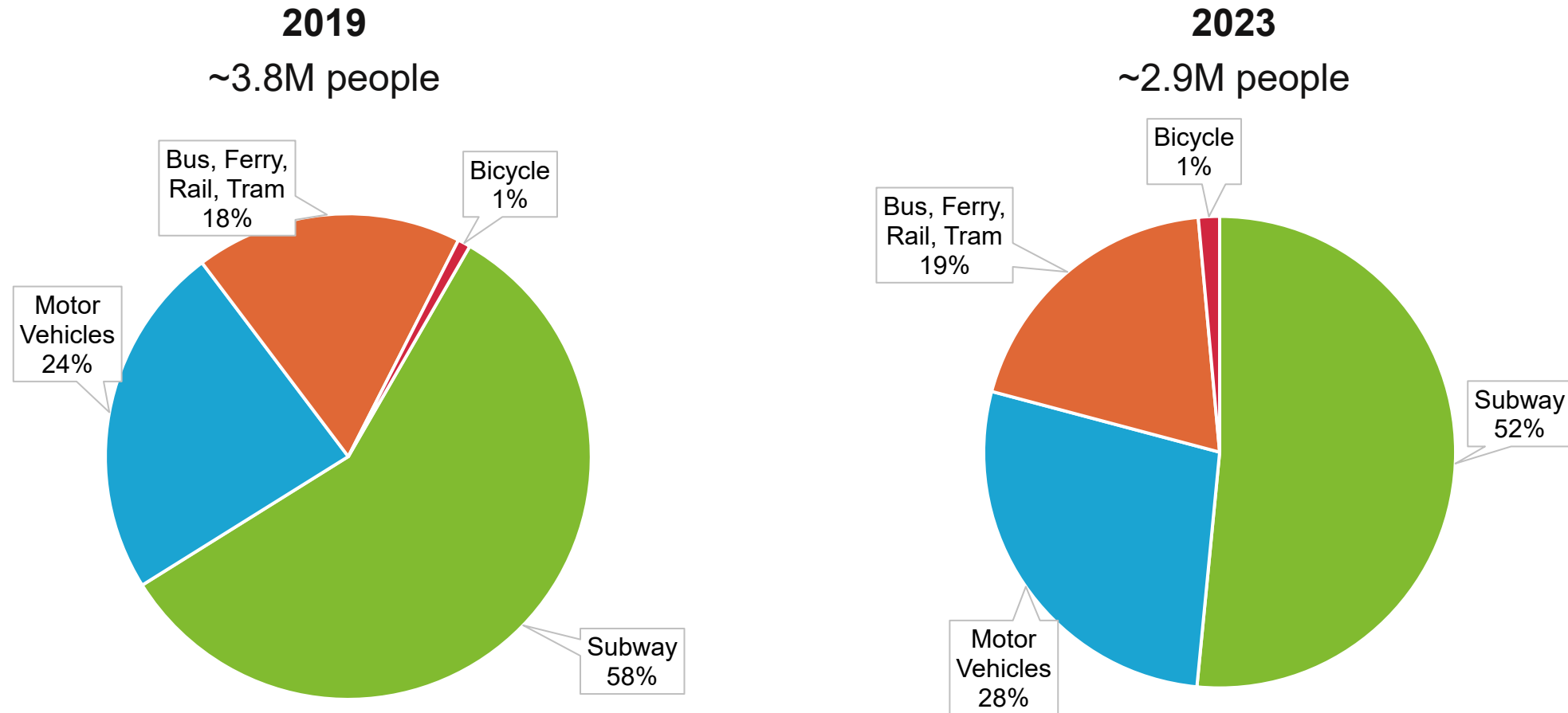
## Some Early Results

- Car traffic down 7-8%
- Subway, Bus and Suburban Rail up 6-10%
- Crashes with injuries down 19%
- Kids are getting to school on time more often
- Access to hospitals faster
- Noise complaints dropped 69%
- Retail sales up in the zone +\$900 M in January
- Restaurant reservations up 7%
- Broadway Theaters up 17%
- Majority in NYC (59%) say Trump should “allow congestion pricing ... to continue.”
- Revenue on target for \$500M in 2025



# 2019 & 2023 CBD Entries by Mode

Post-Pandemic Car Share Jumps from 24% to 28%





# WHACK-A-TOLL!

**Trump kills Hochul's congestion tax, says it's unfair to working class**



The Trump administration said yesterday it was pulling federal approval for the \$9 congestion tax to get into Manhattan, with Transportation Secretary Sean Duffy saying that the tax was "a slap in the face to working class Americans and small business owners." The MTA immediately sued to try to keep the toll.

**SEE PAGES 4-5**



## FED ATT'Y DEFENDS AXING ADAMS CASE

BOVE TELLS JUDGE THERE ISN'T A DEAL - AND IF THERE WERE, IT WOULDN'T MATTER - PAGES 4-5

# DON MOVES TO KILL CONGEST TOLL



President Trump has long been a foe of congestion pricing.

**SEE PAGES 2-3**

**Revokes OK given under Biden as MTA vows to keep collecting fees, fights effort in court**

AP: SHUTTERSTOCK





# TRUMP

LONG  
LIVE  
THE  
KING



 **Donald J. Trump**   
@realDonaldTrump

CONGESTION PRICING IS DEAD. Manhattan,  
and all of New York, is SAVED. LONG LIVE  
THE KING!

22 ReTruths 111 Likes

2/19/25, 12:58 PM





# Central Business District Tolling Program Preliminary Traffic Impacts

March 2025

© NYC DOT







2.8 million fewer cars in the CRZ  
since the program launched

60,000 fewer cars a day = 10% reduction

# Trip times across river crossings into the CBD continue to be much faster than last January

		wkdy	S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S
		avg	1/5	1/6	1/7	1/8	1/9	1/10	1/11	1/12	1/13	1/14	1/15	1/16	1/17	1/18	1/19	1/20	1/21	1/22	1/23	1/24	1/25
NJ	Lincoln	-17%	1%	-39%	-34%	-35%	-32%	-17%	-1%	-4%	1%	12%	-24%	-23%	-15%	-1%	0%	-34%	6%	-9%	-5%	-18%	10%
	Holland	-48%	1%	-48%	-54%	-60%	-67%	7%	-1%	-1%	-52%	-59%	-59%	-68%	-26%	0%	-2%	-57%	-41%	-57%	-61%	-26%	1%
Brooklyn	Hugh Carey	-18%	0%	-12%	-30%	-30%	-31%	-4%	0%	0%	-12%	-27%	-24%	-29%	-4%	0%	0%	-12%	-21%	5%	-31%	-4%	0%
	Brooklyn	-10%	-6%	-18%	-21%	-31%	-25%	-16%	6%	2%	-19%	-2%	-12%	-11%	-12%	-10%	-9%	-28%	71%	-19%	-13%	-12%	78%
	Manhattan	-10%	0%	-9%	-8%	-13%	-9%	-8%	0%	-2%	-8%	-7%	-11%	-11%	-12%	-4%	-4%	-10%	-10%	-15%	-12%	-10%	-5%
	Williamsburg	-30%	-3%	-37%	-29%	-40%	-38%	-36%	-15%	2%	-34%	-25%	-19%	-36%	-24%	6%	2%	-60%	-17%	-28%	-22%	-34%	1%
Queens	Queensboro	-30%	-14%	-52%	-44%	-34%	-34%	-35%	-19%	-13%	-41%	-28%	-36%	3%	-21%	-20%	-14%	-55%	-21%	-45%	-5%	-30%	-20%
	Qu-Midtown	-15%	-4%	-50%	-22%	-31%	-28%	-14%	1%	-3%	-20%	-3%	-26%	-2%	-14%	0%	-3%	-52%	2%	-4%	-5%	11%	2%

# Overall Speeds in the Manhattan CBD Are Up

	CBD Speed (mph)		YoY changes %
	2024	2025	
Weekday 8 AM-6 PM	7.82	8.38	+7.2%
Weekend 12 PM-10 PM	8.22	9.06	+10.2%

*These increased speeds come after three years of declining speeds in the CBD*

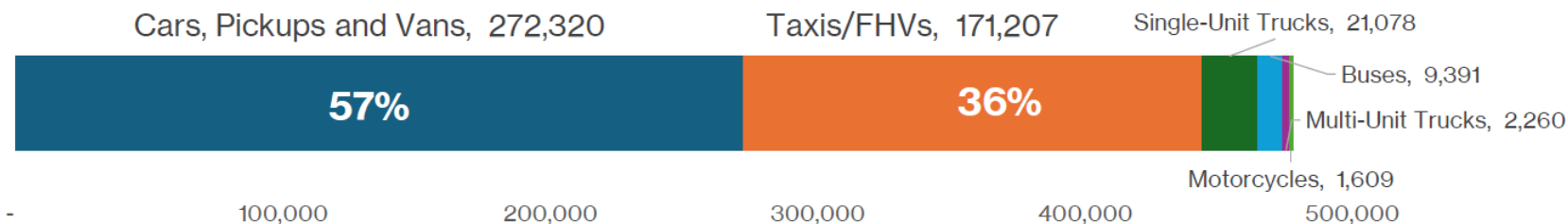
*Based on on-trip breadcrumb data for Taxis, Uber & Lyft*



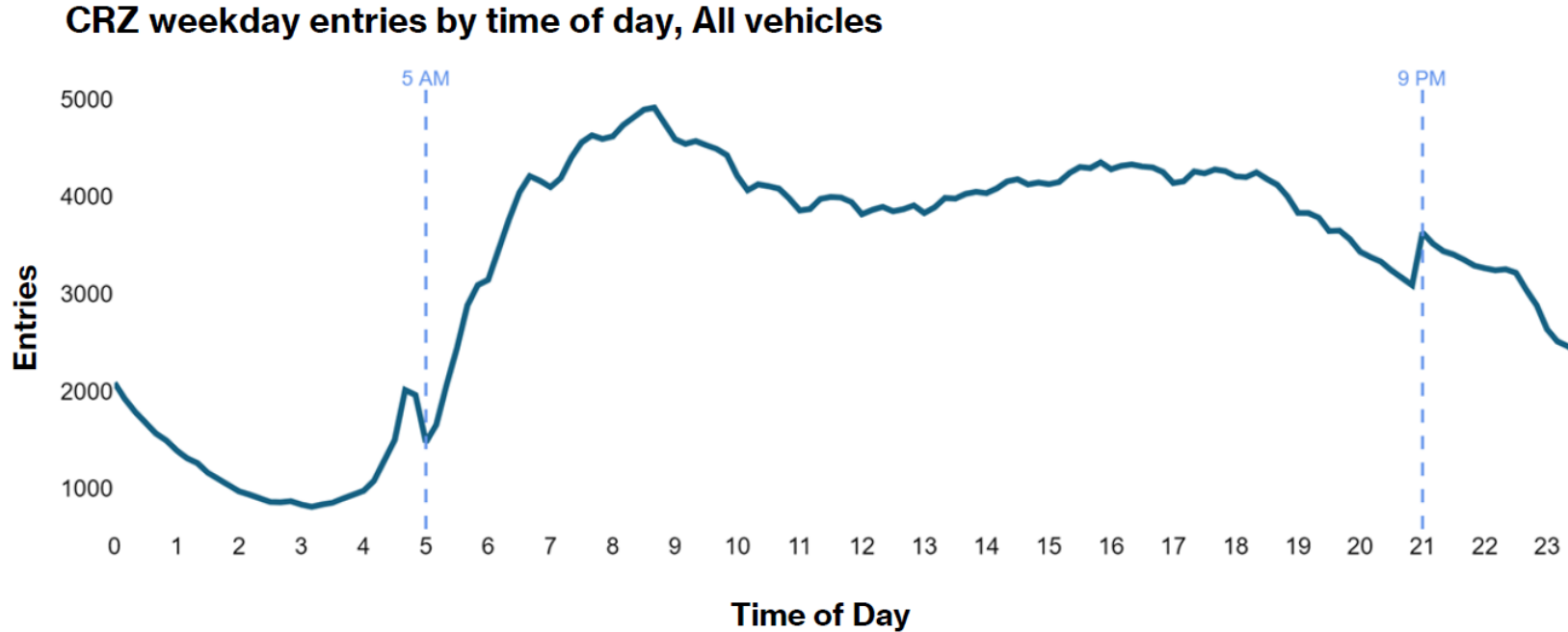


# More than half of all CRZ entries are passenger vehicles; another third are taxis and FHVs

## CRZ weekday entries, by type of vehicle



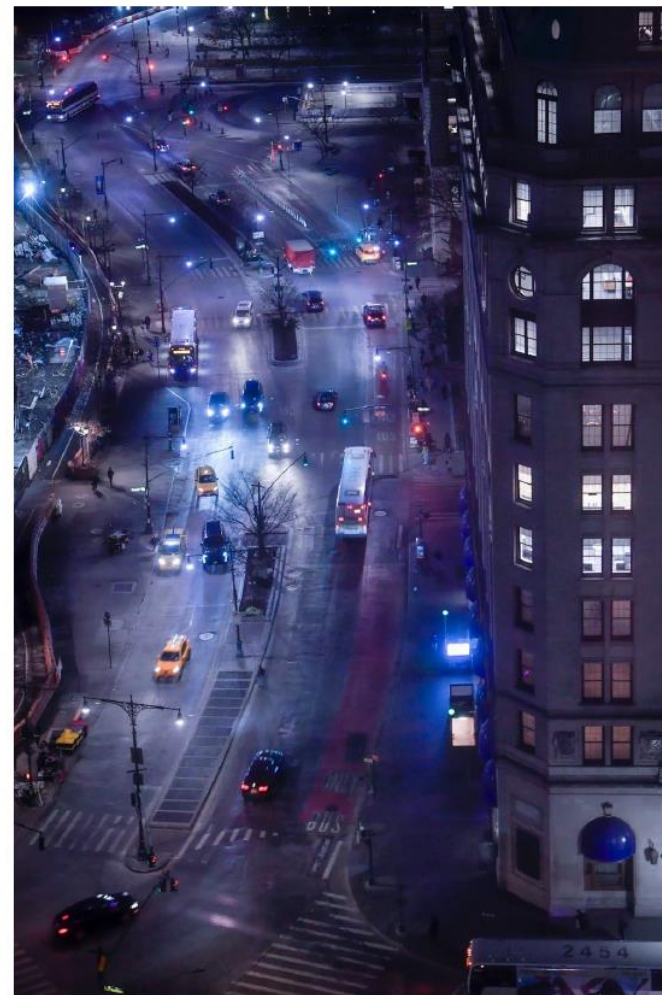
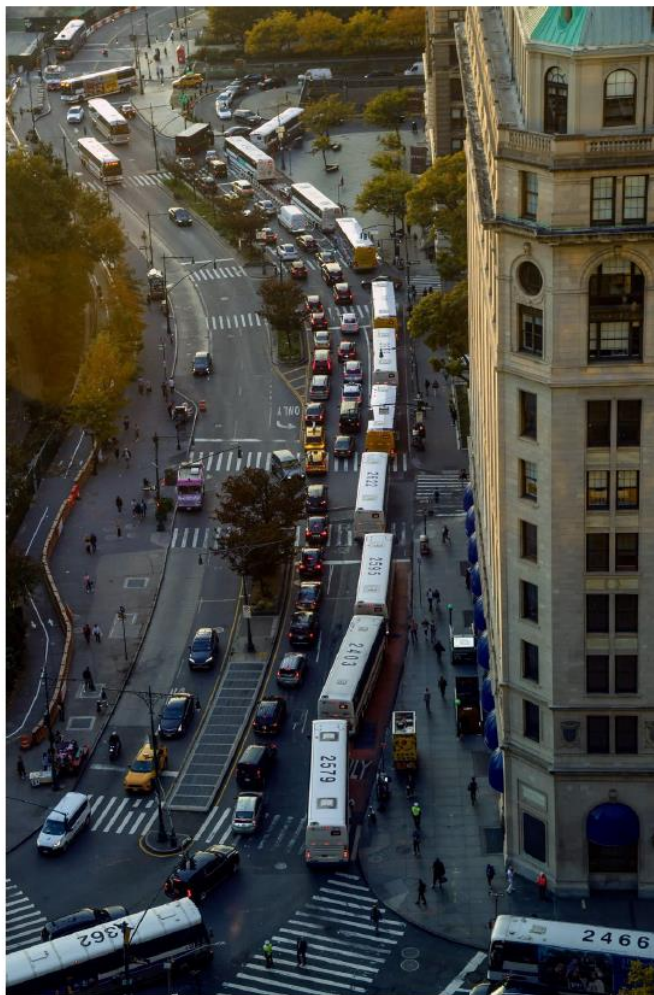
# Some drivers are shifting their travel to avoid the peak toll





## Battery Place at 6pm

October 2023  
vs. January 2025



# Thank You!

Questions?



NYCDOT



nyc\_dot



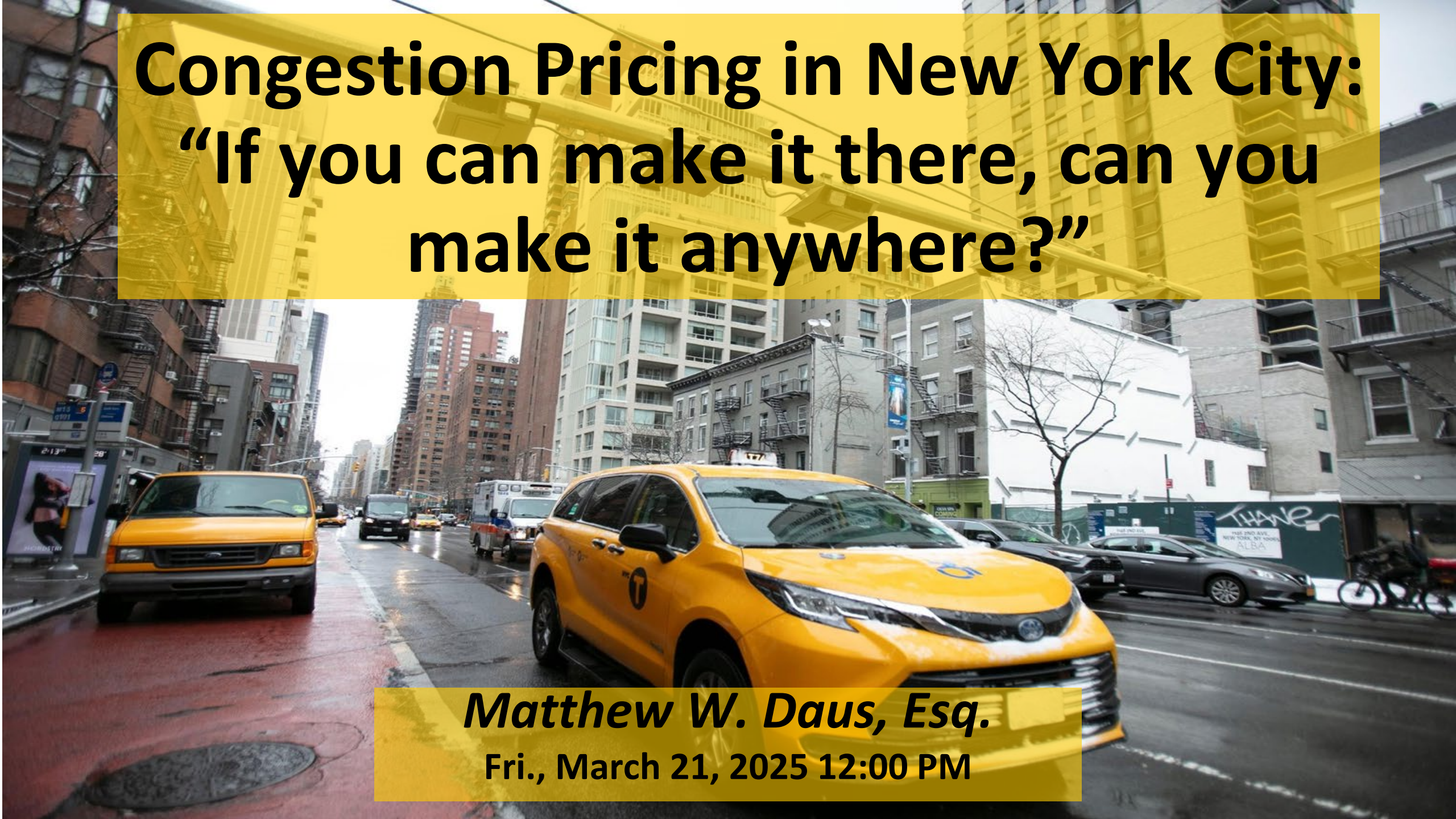
nyc\_dot



NYCDOT



# Congestion Pricing in New York City: “If you can make it there, can you make it anywhere?”



***Matthew W. Daus, Esq.***  
Fri., March 21, 2025 12:00 PM



# Matthew W. Daus, Esq.



- **Former Commissioner/Chair/CEO & General Counsel, NYC Taxi & Limousine Commission**
- **President, International Association of Transportation Regulators**  
**[www.iatr.global](http://www.iatr.global)**
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  - Founder & Chair, Transportation Practice Group
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# PlaNYC 2030 (2007) Congestion Pricing

- **Required NY State legislature's approval**
- **Federal Funding & Urban Partnership Program**
  - NYC applied for \$500M in fed funds to fight congestion
  - Aug 2007: NYC awarded \$354M
  - Most funding went to transit projects; only \$10.4M allocated for CP launch
- **Proposed Zone & Fees**
  - Manhattan below 60<sup>th</sup> (WSH & FDR excluded)
  - \$8/day – cars & commercial vehicles
  - \$21/day – trucks
  - \$1 taxi surcharge – trips touching zone
  - Drivers using toll tunnels/ bridges would only pay difference



# Political & Public Reactions

- **Support**

- Mayor Bloomberg, Gov. Spitzer, MTA, business groups, environmental advocates
- Argued benefits: Less congestion, shorter commutes, cleaner air, transit funding

- **Opponents**

- Assembly Speaker Sheldon Silver & other lawmakers cited concerns about equity, local traffic shifts, privacy
- Polls (2007–2008):
  - Majority of NYC voters opposed (57%-61%)
  - Support rose to 67% if funds went to transit





# State Legislature Decision & Fallout

- Jan 31, 2008: NYC Traffic Congestion Mitigation Commission approved revised plan
- Mar 31, 2008: NYC Council approved plan (30-20 vote)
- **Apr 7, 2008: NY State Assembly refused to vote, killing proposal**
- **Loss of Federal Funding:**
  - USDOT reallocated NYC's \$354M to other cities (Chicago, LA)
- Gas price surge in 2008 temporarily reduced traffic (showing pricing effects)



# MTA State Surcharge

- \$0.50 cents on every yellow or green taxi trip
- Enacted by NYS legislature in 2009 as part of a package of unpopular MTA funding proposals.
- Has raised over *\$1 Billion dollars* since inception.
- Only yellow and green cabs pay this surcharge – predates the app-revolution.



# Move NY Congestion Pricing Proposal (2015)

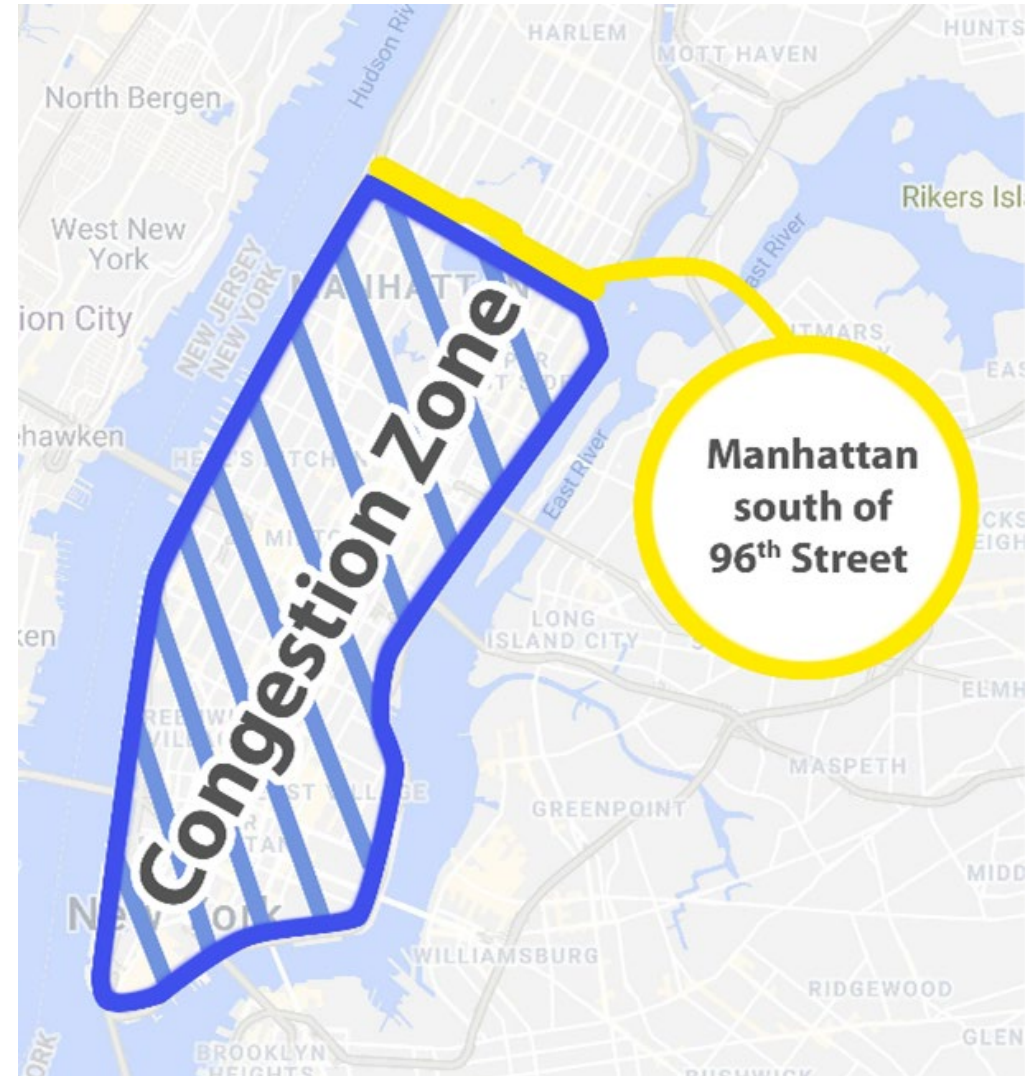
- **Developed by Sam Schwartz**
- **Key Features:**
  - Zone: Manhattan below 60th
  - Toll rates:
    - \$8 cash / \$5.54 E-ZPass to enter
    - East River bridges (previously free) would be tolled
    - Outer-borough crossings (e.g., Throgs Neck Bridge) would see toll reductions
  - Intra-Manhattan tolls below 60th Street
- **Projected Revenue & Allocation**
  - Estimated \$1.5B/ year
  - 75% to MTA, 25% to NYC DOT
- **Political & Legislative Outcome**
  - Opposition: Queens Borough Pres. Melinda Katz
  - 2016: Bills introduced at state level but never passed





# 2019 Congestion Surcharge

- **Per-trip charge below 96<sup>th</sup> St. in Manhattan – as part of 2019 congestion pricing legislation**
  - Taxis: \$2.50; FHV: \$2.75
- Generated **nearly \$2B by end of 2024**
- Where does the \$ go?
  - **Outer Borough Fund** created through same 2019 legislation
  - First \$300M to **subway action plan**
  - Next \$50M to **outer borough transportation account** (MTA ops/ capital costs in outer boroughs)
  - Any \$ beyond that to transportation fund for transit projects
- 2023 outer borough account reached ~\$49M
- 2024: \$22M dedicated for rebates on 2 outer borough bridges
  - Henry Hudson & Cross Bay



# Importance of Taxi and FHV Exemption

- **UTRC: *Equity Impacts of NYC Congestion Pricing on Taxi and For-Hire Vehicle Drivers and Passengers***
- **Double Taxation Concern** – Taxi & FHV passengers already pay congestion surcharge; adding another congestion fee compounds financial burden
- **Economic Hardship for Drivers** – Taxi & FHV industries not fully recovered from COVID-19; more fare hikes could reduce ridership, lead to job losses
- **Disproportionate Impact on Low-Income Communities** – Many low-income residents & transit desert commuters rely on FHVs
  - Congestion pricing could make their trips more expensive
- **Recommendation to Pause or Exempt Taxis & FHVs** – Report suggests delaying implementation for Environmental Impact Statement (EIS); exempting taxis and FHVs if program proceeds



<https://tinyurl.com/jtmp2nfr>

# TRB 2025 - *Decarbonizing Mobility Globally: International Perspectives and Experiences with Congestion Pricing and Beyond*

- **Public Messaging** – must clearly communicate CP benefits especially to vulnerable communities
  - “congestion pricing” → “value pricing”
- **Lessons from Global Case Studies** – Experts from Sweden, Spain, Australia shared insights on successful congestion reduction policies
  - Stockholm - public approval increased post-implementation
  - Madrid - demonstrating success of Low Emission Zones
- **NYC-Specific Challenges & Mitigation Strategies** –
  - Policies to lessen impacts on for-hire vehicle drivers
  - Will CP generate enough revenue to improve MTA services?
- **Research & Policy Refinements** –
  - Market-based alternatives, potential toll exemptions, data-driven approaches to optimizing CP for fairness & effectiveness



<https://tinyurl.com/ms6yd6c9>



# Taxi & FHV Exemptions in Other Programs

- **London Congestion Charge**
  - Taxis and private-hire vehicles (PHVs) were originally exempt
  - PHV exemption ended Apr 2019 – Except in case of wheelchair-accessible PHV
- **London Ultra Low Emission Zone**
  - Taxis exempt w/ 12 yr age limit on older vehicles; new cleaner vehicles have 15 yr limit
  - All newly licensed taxis must be zero emission capable (ZEC)
- **Singapore? Stockholm? - NO**



# Review of Taxi Data

- Examination of a subset of Yellow Taxi Trips in Jan 2024 and 2025: ~4.2M taxi trips.
- Within this subset Yellow Taxi trips increased 33% citywide
- Rate of trips beginning/ending in CBD appears flat
  - (Non CBD trips in 2024: 52%; Non CBD Trips in 2025: 51%)
- Travel time is flat – avg. taxi trip in 2024: 21.3 min; avg. 2025 trip: 21.3 min
- Revenue increased 28%





# Latest Impacts on Taxi Ridership/Trips

- Yellow Taxi trips to the CBD from outside the CBD **increased 32%**. Travel times increased ~ 5%
- Yellow Taxi trips from the CBD to elsewhere ***increased 30%***. Travel times decreased ~3%.
- Yellow Taxi trips wholly within the CBD ***increased 40%***. Travel time decreased ~3%.
- Yellow Taxi trips wholly outside the CBD increased 31%. Travel time was flat.





# Congestion Pricing Predictions

- Trump will end Congestion Pricing - but how?
- Lawsuits?
  - **MTA v Duffy:**
    - MTA seeks judicial declaration - USDOT Sec. Duffy's withdrawal from CP agreement is legally ineffective
    - ***Prediction: Congestion Pricing survives***
  - **NJ v FHWA:**
    - NJ argues environmental review was insufficient
    - Court indicated that NJ should receive more funding from program
    - ***Prediction: Congestion Pricing survives***



# Congestion Pricing Predictions

- **Congressional Action:**
  - HR 352, Motorist Tax Abuse Act, sponsored by Rep. Malliotakis (R- SI), co-sponsored Rep. Gottenheimer (D-NJ), Rep. Drew (R-NJ)
    - Prohibits USDOT Secretary from maintaining cordon pricing under VPPP program for NYC
  - Other legislation coming - perhaps in the “**Big, Beautiful Budget Bill**”
  - Only question: Will Congress also seeks to kill other VPPP projects, is Congress sympathetic to investors who bought Congestion Pricing bonds
  - **Prediction: Unlikely congestion pricing survives**



# Congestion Pricing Predictions

- **Trump and the Art of the Deal:**
  - Trump's history as a negotiator: Transparent, relentless once fixated on particular outcome - **Trump said he's ending Congestion Pricing**
  - NYC relies on \$66B in federal funding
  - Upcoming federal budget will have massive cuts to Medicaid, education funding, HUD funding, etc.
  - Will Hochul continue to defy Trump, collect \$1B in toll revenue annually if she could trade it to avoid \$10B in Medicaid cuts?
  - **Prediction: If a frontal assault on Congestion Pricing is unsuccessful, Trump will ultimately get his way**





# What Follows Congestion Pricing?

- **MTA must clean house**
  - MTA claims they learned from previous boondoggles
- **However:**
  - **\$110M:** NYC elevator accessibility project avg cost
  - **\$110M:** Parisian subway station avg cost of building!
  - **\$1M:** Study to examine behavioral psychology approaches to fare-beating
  - Albany must decide if the MTA is “a jobs program that provides transit or a transit program that provides jobs”

	Initial Budget & Estimated Completion Date	Final Cost & Time
Second Ave Subway Phase 1	Construction started in 2007. Anticipated cost \$4.1B. Projected to open June 2014.	Final Cost: \$4.6B. Opened Jan 2017.
East Side Access	Announced in 1999. Anticipated cost \$4.3B. Projected to open in 2009.	Final Cost: \$11B+. Completed in 2022. <i>Took seven years to develop a proper budget for the project!</i>
7 Line Extension	Construction started in 2007. Anticipated cost \$2.1B. Projected to open Dec 2013.	Final Cost: \$2.4B. Opened June 2014 - <i>with one less subway station than was promised!</i>

# What Follows Congestion Pricing?

- Can New York implement Congestion pricing on our own?
  - Short answer: **No**
  - Long answer: No, because 23 U.S.C. §129 (enacted in 1916) **prohibits local governments from tolling roads which are “federal aid highways”** - streets, highways, bridges, etc with some federally funded improvements
  - The **CBD** is largely composed of **federal aid highways**





# Thank You!

# Questions?

**Contact: [mdaus@windelsmarx.com](mailto:mdaus@windelsmarx.com) | 646-261-1590 (mobile)**



## **Congestion Pricing in New York City: ‘If you can make it there, can you make it anywhere?’**

Sam Schwartz, Will Carry and Matt Daus, 3/21/25

Annotation prepared by *Niaz Mahmud Zafri*

### **Part I. Literature**

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### **Part II. Recent News**

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- Deliso, M. & Katersky, A. (2025, January 13). Nation's 1st congestion pricing 'working,' preliminary data shows: MTA. *ABC News*. <https://abcnews.go.com/US/nyc-congestion-pricing-data/story?id=117637856>
- Zanger, J., & Capellini, J. (2025, February 20). NYC congestion pricing approval pulled by Trump administration, but Hochul and MTA vow to fight. *CBS News*. <https://www.cbsnews.com/newyork/news/nyc-congestion-pricing-halted/>

Deliso, M. (2025, February 24). NYC congestion pricing generates nearly \$50M in 1st month as Trump admin moves to kill plan. *ABC News*. <https://abcnews.go.com/US/nyc-congestion-pricing-revenue-january-first-month/story?id=119144841>

Cohen, R. (2025, April 20). N.Y. governor says congestion pricing will remain despite federal deadline to end the program Sunday. *NBC News*. <https://www.nbcnews.com/news/us-news/hochul-congestion-pricing-will-remain-rcna202053>

### **Part III.**

#### **Jinhua questions**

*Q: What are the main differences between the original congestion pricing proposals in the 1970s and the current implementation?*

**A:** Sam referenced the historical political challenges of the 1970s and 1980s, where previous attempts were thwarted by congressional opposition and lawsuits. He praised the current program for exceeding expectations, highlighting key improvements such as reduced crashes, faster traffic speeds, and increased taxi ridership. While acknowledging that the revenue-driven nature of the legislation imposed some constraints on flexibility, he considered the results to be "better than expected."

*Q: What criticisms have been raised against the current congestion pricing program?*

**A:** Will mentioned criticisms that the program is seen as a money grab and a tax, which has generated public backlash. However, the data showing reduced traffic and faster speeds have helped counter these claims, demonstrating the program's potential benefits.

*Q: How do you foresee other cities adopting congestion pricing?*

**A:** Matt advised rebranding ("don't call it congestion pricing"), avoiding fixed revenue targets, and integrating taxis/buses into transit ecosystems. He urged cities to wait for NYC's political resolution with Trump and prioritize safety, equity, and visible transit improvements to build public trust.

#### **Audience**

*Q: How does congestion pricing address equity for workers like plumbers, electricians, or teachers who need to drive into Lower Manhattan with tools or for work?*

**A:** Matt proposed a "lockbox" model, which would use congestion fee revenue from taxis and ride-hailing services to subsidize essential workers' transportation needs, advocating for targeted support rather than broad exemptions. Sam countered that low-income New Yorkers mainly rely on public transit, citing a 50:1 transit-to-car ratio, and noted existing equity measures like discounted transit fares. Will highlighted the indirect benefits for service vehicles, arguing that reduced congestion leads to time savings that help offset fees, while emphasizing the need to monitor impacts on environmental justice communities.

**Q:** *Do higher speeds from reduced congestion compromise safety?*

**A:** Will clarified that the term "higher speeds" refers to improved traffic flow (6–7 mph average speeds in the congestion zone compared to gridlocked 0–2 mph), which has reduced crashes by 20% in the area and contributed to citywide progress, including New York's lowest traffic fatality rates since 2013. Matt supplemented this by advocating for automated enforcement tools like bus-mounted cameras to further bolster safety, particularly if post-pandemic traffic speeds increase, ensuring compliance without compromising road safety.

#### **Part IV. Summary of Other Memos.**

1. *Political and Implementation Challenges:* The congestion pricing policy, first proposed in the 1970s, has faced persistent political resistance, lawsuits (e.g., from New Jersey), and federal opposition, particularly from the Trump administration, which has threatened to halt the program. Panelists criticized its branding as "congestion pricing," arguing the term fuels public backlash. They emphasized rebranding around equity or environmental benefits to reframe it as a solution for urban livability. Success hinges on navigating federal politics and ensuring revenue transparency to avoid perceptions of a "money grab."
2. *Equity Concerns:* Debates centered on balancing exemptions for essential workers (e.g., plumbers, teachers) with the reality that most low-income New Yorkers depend on public transit rather than personal vehicles. Matt proposed a "lockbox" model to subsidize first- and last-mile transit access using fees from ride-hail services, while Sam highlighted existing equity measures like discounted fares. Critics warned broad exemptions could undermine the policy but supported targeted subsidies to address mobility gaps.
3. *Early Outcomes and Metrics:* Initial data showed a 10% reduction in traffic (60,000 fewer cars daily) entering Manhattan's Central Business District (CBD), with speeds rising 7–10% and crashes dropping 20%. Safety improvements included faster emergency response times and the city's lowest traffic fatalities since 2013. However, panelists stressed the need for long-term monitoring of unintended effects, such as traffic diversion to environmental justice communities.
4. *Global Comparisons:* London and Singapore were cited as successful models. London reinvested toll revenue into visible transit upgrades (e.g., new buses), while Singapore's dynamic Electronic Road Pricing (ERP) adjusts fees by time and location. NYC's unique challenges—geographic isolation, limited transit links, and car dependency—highlight the need for tailored solutions, including infrastructure expansions alongside pricing.
5. *Recommendations for Improvement:* Key suggestions included renaming the policy to emphasize benefits (e.g., "Road Safety Fund"), automating enforcement (e.g., bus cameras), and allocating revenue to transit upgrades and mobility-as-a-service (MaaS) initiatives. Transparent metrics (e.g., air quality, speed gains) were urged to build public trust, alongside exempting taxis and ride-hails to preserve their role in the mobility ecosystem.



## **My Reflection**

The MIT Mobility Forum focused on New York City's congestion pricing program, aiming to reduce traffic, improve air quality, and fund public transit. Early data shows positive results, including a 10% reduction in traffic and faster travel times. However, political opposition, legal challenges, and concerns over vehicle exemptions remain. The program's history dates back to the 1970s, with previous proposals blocked due to political issues. Successful examples from cities like London, Stockholm, and Singapore highlight the importance of transparency and visible benefits in gaining public support.

The forum inspired several research ideas, such as studying the behavioral impact of congestion pricing on different socio-economic groups, exploring equity-centered pricing models, and using revenue to support mobility-as-a-service (MaaS). Research into environmental justice and how communication strategies affect public perception was also suggested. These ideas could help optimize the effectiveness and fairness of congestion pricing programs in the future.