



# PCAC

PERMANENT CITIZENS  
ADVISORY COMMITTEE TO THE MTA

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## MEMO OF SUPPORT

### [S.20 \(Gounardes\) - A.923 \(Dinowitz\)](#)

*AN ACT to amend the public authorities law, in relation to enacting the rider representation act*

The Permanent Citizens Advisory Committee to the MTA (PCAC) strongly supports the Rider Representation Act, S.20/A.923 (Gounardes/Dinowitz), which would provide the representatives of the New York City Transit Riders Council, Long Island Rail Road Commuter Council, and Metro-North Railroad Commuter Council on the MTA board with voting membership and creates a new voting board member recommended by the Mayor's Office of People with Disabilities in consultation with disability advocates.

The MTA Board's three rider Council representatives are the only board members statutorily required to regularly ride transit, yet have no vote. By virtue of their non-voting status they are prohibited from making motions, chairing committees, participating in a quorum, or using their votes as leverage to secure policy victories for our region's transit users. Rider representatives have a unique knowledge of their systems, and with so many critical MTA projects underway—including the development of the next capital program and billions in investment at stake—and the next planned fare increases, which should include new incentives and options, PCAC's legislative mandate to give riders a voice during this process has never been more crucial. In order to fully realize that mandate, riders must have a vote on the MTA board.

Similarly, riders with disabilities have historically had little representation on the MTA board. While there is now a statutory requirement that one member of MTA board be an individual with a disability, the advocates who have for decades pushed the MTA forward on accessibility have no formal role in selecting this individual. The addition of a board member selected by the Mayor's Office for People with Disabilities, in consultation with internal and external disability advocacy bodies and organizations, will provide an independent voice at a time when the MTA is making progress on station accessibility across the system, but also as it continues to face challenges with elevator maintenance, its Access-A-Ride program, and other accessibility concerns.

In short, riders have a voice, but not a vote. That's unacceptable. As congestion pricing rings in a new era for transit and the region, riders and disability advocates deserve a more formal role in the MTA's decision-making process.

For these reasons, the Permanent Citizens Advisory Committee to the MTA (PCAC) strongly supports the Rider Representation Act, S.20/A.923.

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