



PCAC

PERMANENT CITIZENS
ADVISORY COMMITTEE TO THE MTA

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Permanent Citizens Advisory Committee to the MTA FY26 Executive Budget Priorities

Thanks to the Legislature's work, MTA riders are reaping the benefits of a fully funded MTA operating budget. We're excited to work with you this budget to advance the MTA's 2025-29 Capital Plan as well as fare discounts and incentives to ensure transit is not cost prohibitive for any rider.

PCAC supports the following aspects of the Executive Budget:

✓ **TEDE Part M: State and City Funding for the Metropolitan Transportation Authority 2025-2029 Capital Plan**

This is a welcome step but the \$3 billion allocated by the State and City is \$1 billion less than anticipated in initial funding and does not detail specific funding sources for the remainder of the plan. How the Governor and Legislature fund the MTA's Capital Plan is a \$33 billion question that threatens the authority's ability to provide safe and reliable service to *millions* of daily riders. The Partnership for NYC found the Capital Plan will generate [\\$106 Billion](#) in NYS economic activity and 70,000+ jobs. We appreciate the Governor's support of the Capital Plan, but riders need dedicated, recurring, bondable funding sources distributed equitably across the State. A fully-funded 25-29 Capital Plan is essential to ensuring safe and reliable service and a system that is in a State-of-Good-Repair.

- ✓ **Statewide Mass Transportation Operating Assistance (STOA): Increase in state operating funds for the MTA**
- ✓ **TEDE Part I: Extend the Metropolitan Transportation Authority's Tax Increment Financing**
- ✓ **TEDE Part K: Extend the Metropolitan Transportation Authority's Property Valuation Agreement**
- ✓ **TEDE Part L: Make Permanent the Metropolitan Transportation Authority's current Paratransit Reimbursement**
- ✓ **TEDE Part O: Automated Camera Enforcement for "Blocking the Box"**
- ✓ **PPGG Part N: Enhance the Transit Ban** Protecting transit workers and riders through strengthening legislation, with exceptions for situations requiring public transportation

PCAC would like to see the following included in the Enacted Budget:

- **Dedicated, recurring, and bondable funding streams for the MTA's 25-29 Capital Plan.**
- Fare discounts and incentives detailed in PCAC's report "[Rider-First Fare Payment](#)," these support more equitable access to affordable transit for more New Yorkers, particularly those in subway deserts:
 - **Introduce A.M. peak discounts on the LIRR and Metro-North** for senior, disabled, and Medicare-eligible riders – \$5-\$10 million
 - **Create an MTA Family Fare** for 12-17-year-old LIRR and Metro-North riders – cost dependent on exact discount
 - **Create a weekly CityTicket** with transfers to New York City Transit – \$25 million-\$40-\$50 million (with free transfer to subways and buses)
 - **Expand Fair Fares to the commuter railroads** within New York City – \$30-\$35 million
 - **Expand Fair Fares to 200% of the Federal Poverty Level** – \$36-\$40 million (CSS).

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Created by the Legislature in 1981, PCAC's legislative mandate is to represent subway, bus, Staten Island Railway, Long Island Rail Road, and Metro-North Railroad riders. PCAC advocates on behalf of riders and advises the MTA on operational performance and capital projects through policy recommendations and reports.