



NEW YORK STATE SENATOR

Andrew J. Lanza

Senate Republicans Introduce Package To Improve The Failing MTA

ANDREW J. LANZA April 4, 2025

**NO MTA
TAX HIKE**



SAVE *the* SUBURBS

Legislation Would Increase Transparency and Accountability and Improve Rider Safety

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The MTA is about the most mismanaged bureaucracy in a state replete with mismanagement. Between crime on the subways and congestion pricing, they fail New Yorkers at every turn," stated Deputy Leader Andrew Lanza.

Senate Republican Leader Rob Ortt, Deputy Leader Andrew Lanza, along with **members of the Senate Republican Conference** today unveiled a comprehensive package of legislation aimed at improving the failing MTA amidst out-of-control spending, decreased ridership, and increased crime on the subways.

Despite the Governor's proposal of a record-breaking \$64.5 billion 5 year Capital plan for the MTA, reports of wasteful spending and a lack of accountability persist. The **self-serving spending** habits of those managing the MTA are particularly concerning given that ridership has decreased and remains significantly lower than pre-pandemic levels. Crime on the subway remains a major concern - **assaults on police officers** are up more than 150 percent since 2019 and felony assaults were up 55 percent over 2019 last year. And yet, the Governor and Majorities are once again looking to **increase taxes in the MTA region** for yet another bailout in this year's budget.

"Every year, the MTA comes to the state looking for massive amounts of funding – despite their record of reckless spending with zero accountability. As spending goes up, ridership continues to plummet because New Yorkers are simply afraid to ride the subways due to the increase in violent crime being committed. And once again, they are looking to the constituents of the MTA region to foot their bills with another possible payroll tax. It needs to stop. The MTA needs accountability and transparency, and they need to prioritize rider safety – these bills being proposed by my colleagues in the Republican Conference will address these issues and restore some sanity to the horribly mismanaged MTA," **said Senate Republican Leader Rob Ortt.**

"Mass transit is about getting people out of cars and onto trains. This attempt to shift to regional fees is another attempt to pick LI's pocket. The backdrop is all the unchecked fare beating in NYC subway and buses. Leadership needs to address the issue. They really think we're not paying attention. We are," **said Senator Jack M. Martins.**

“It is unfair to ask businesses or self-employed individuals in Rockland and Orange to pay the same tax rate as counties with robust, well-funded transit options. If the MTA cannot provide our residents with equitable service, such as a one-seat ride into NYC, we should not be forced to bankroll their inefficiencies. My legislation will create a carve out to cease this economic injustice immediately,” **stated Senator Bill Weber.**

“New Yorkers work too hard to be seen as a piggy bank for an outdated and poorly run transit system that does nothing to protect the safety of those who use it. I hear all the time from my constituents regarding their fears of riding mass transit. Talking heads from the MTA want us to think it’s perception— but this is reality for so many in the MTA region. It’s time to hold Janno Lieber accountable for the continued waste of taxpayer money. New Yorkers deserve a safe, efficient, and fiscally responsible transit system we can all be proud of,” **stated Senator Steve Chan.**

“The MTA is fiscally mismanaged, and instead of going after fare evaders, they are once again trying to drain hardworking New Yorkers with another tax while failing to fix its own glaring problems. Instead of prioritizing safety and responsible budgeting, the Governor and Legislative Majorities continue to push for yet another tax hike—another bailout for a system that has failed the people it serves. Enough is enough. New Yorkers shouldn’t have to choose between their wallets and their safety. Our legislative package will bring the accountability, transparency, and real reforms necessary to fix this broken system, ensuring the MTA finally works for the people—not the other way around,” **stated Senator Patricia Canzoneri-Fitzpatrick.**

“The management of the MTA has become a bottomless pit of wasteful spending, mismanagement, and misplaced priorities. While families across New York are tightening their belts to make ends meet, the MTA continues to demand more taxpayer dollars without providing riders with a safe ride or accountability. I proudly support this legislative package

that will restore transparency, enhance public safety and bring much-needed financial discipline to a system that has gone unchecked for far too long,” **stated Senator Mario Mattera.**

“As we reach the point where the state budget is late and Democrat lawmakers are scrambling to find new ways to turn New Yorkers into the ATM for the MTA, I want to reiterate my message for all to hear, this budget should contain NO MTA PAYROLL TAX INCREASE! Before reaching into the pockets of individuals and businesses to take even more money, the hard work must be done to root out the mismanagement, overspending and inefficiencies at the MTA,” **stated Senator Dean Murray.**

“The MTA oversees one of the busiest transportation systems in the world and is critical to our local, state and national economy. This system should be seen as the pinnacle of mass transit throughout the world. Instead, it is known for deplorable crimes, fare evasions and for being an insatiable money pit that can't meet the basic transportation needs of New Yorkers. It is critical for the State Government to implement long-overdue reforms to the MTA to make it safer, more cost effective and affordable for riders and area taxpayers. This will provide us with the opportunity to expand access and meet the growing demand for public transportation services throughout Suffolk County,” **stated Senator Anthony Palumbo.**

“For too long, the MTA has operated without accountability, wasting billions while demanding even more from hardworking New Yorkers. Enough is enough. Our plan delivers real reforms to stop reckless spending, increase transparency, ensure Long Islanders get a fair deal on fares and, most importantly, make the system safer for every rider. New Yorkers deserve an MTA that prioritizes their safety and financial well-being—not one that treats them like an endless source of cash for mismanagement and failure,” **stated Senator Steve Rhoads.**

“The MTA has strayed from its core mission of providing safe, efficient, and reliable mass transit to our Hudson Valley residents and millions of other hardworking New Yorkers. My colleagues and I have proposed an innovative policy agenda that would put commuters and taxpayers first and finally get the beleaguered transportation agency back on track,” **said Senator Rob Rolison.**

“For years, the MTA has spent millions and millions of taxpayer dollars on “improving service” with nothing or very little to show for it. When the MTA payroll tax was passed in 2008, they claimed it would lead to permanent financial stability. This broken record never ends. Increased tolls at our bridges, increased fares on our trains, the payroll tax, Congestion Pricing and now a newly proposed \$64.5 billion dollar capital plan with zero accountability. If we just keep giving the MTA endless streams of money with no accountability it will never be forced to run efficiently,” **stated Senator Alexis Weik.**

As Democrats scramble to pick up the pieces of its plan to fund the money pit that is the MTA, the Senate Republican conference is highlighting legislation to hold the MTA’s feet to the fire. In an effort to prioritize public safety and protect MTA riders, Senators introduced legislation to:

> allows retired and current police officers to use MTA services for free, while also providing additional security to fellow riders ([S.509](#), **Senator Palumbo**);

> Increases the penalty of crimes committed in or upon MTA property. When a person is convicted of a crime while in or upon metropolitan transportation authority property, the crime shall be deemed to be one category higher than the specified offense the defendant committed, or one category higher than the offense level applicable to the defendant's conviction for an attempt or conspiracy to commit a specified offense, whichever is applicable ([S.7024](#), **Senator Lanza**); and

> Establish two non-voting seats on the MTA Board for the MTAPD Chief of Police and a representative from the MTAPD PBA ([S.7027](#), **Senator Chan**).

In addition to improving public safety, Senate Republicans continue to focus on restoring accountability, transparency and fiscal sanity to the MTA with legislation that would:

> Repeal congestion pricing and audit the MTA ([S.533](#), **Senator Martins**);

> Establishes the Long Island Transportation Account to provide fare discounts to residents of Nassau and Suffolk Counties for the Long Island Railroad ([S.715](#), **Senator Rhoads**);

> Require continuous work on MTA projects - including design, construction, maintenance or renovation - until completion ([S.1925](#), **Senator Weber**);

> Establishes the MTA Control Board, a financial oversight board to bring crucially needed fiscal discipline and management reform to the MTA ([S.2714](#), **Senator Murray**);

> Requires the MTA, prior to submitting an amendment to the capital plan, to make available on their website a report outlining the repairs and investments needed to restore the authority's existing transit systems to a state of good repair and ensure the existing transit systems continue to deliver transportation services safely and reliably for the MTA region. ([S.6384](#), **Senator Murray**); and

> Exempt Rockland and Orange counties from MTA payroll tax ([S.7055](#), **Senator Weber**).