STATE OF NEW YORK

9395

2025-2026 Regular Sessions

IN ASSEMBLY

December 19, 2025

Introduced by M. of A. HEVESI -- read once and referred to the Committee on Corporations, Authorities and Commissions

AN ACT enacting the one city, one fare act

The People of the State of New York, represented in Senate and Assembly, do enact as follows:

Section 1. Short title. This act shall be known and may be cited as the "one city, one fare act".

§ 2. Legislative findings and statement of purpose. The legislature finds, determines and declares that:

(a) The MTA's three transit operating agencies, New York City Transit ("NYCT"), the Long Island Rail Road ("LIRR"), and Metro-North, converge in New York City, in particular at Grand Central Terminal, but fares vary within city limits across the different modes of travel.

(b) Many parts of New York City that are in need of enhanced access to the subway, such as Southeast Queens and the East Bronx, are served by--or will be served by--the LIRR or Metro-North. However, high fares on these services and a lack of joint railroad-NYCT ticket options make intracity railroad travel prohibitively expensive. Taking the LIRR from Rosedale to Atlantic Terminal takes a third of the time (36 minutes, versus 1 hour, 32 minutes) but costs more than twice as much ($7.25 versus $3). A daily peak round-trip ticket between Kew Gardens and Fordham consists of either two City Tickets or a one-way ticket and a Combo Ticket add-on, costing $29 with no weekly or monthly option available, nearly ten times as expensive as the subway.

(c) The MTA has already implemented a single CityTicket fare zone for railroad tickets, but only for one railroad or the other. This option has made New York City's railroad stations some of the only stations to surpass pre-COVID ridership, some by as much as 224%, and saved New Yorkers over $100 million according to Governor Hochul. This is clear evidence of latent demand for enhanced intracity commuter rail options. Unfortunately, the MTA has not expanded CityTicket despite continued

EXPLANATION--Matter in *italics* (underscored) is new; matter in brackets [-] is old law to be omitted.

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calls from elected officials, advocates and communities throughout the city.

(d) The MTA has further declined to restore joint railroad-NYCT options such as the Atlantic Ticket, which offered a weekly LIRR ticket between Southeast Queens and Atlantic Terminal along with a weekly unlimited subway pass for $60 until 2023.

(e) The legislature has repeatedly affirmed the necessity of providing fare incentives to transit riders in the FY2025 and FY2026 One-House Budget Resolutions and has acted previously to correct unrealized opportunities at the authority, such as the 2022 bicycle and pedestrian access bill (S4943B/A6235B).

(f) A public policy purpose would be served and the interests of the people of the state, in particular parts of The Bronx and Queens where the subway does not reach, would be advanced by directing the Metropolitan Transportation Authority to develop and implement a field study of a single, unified fare zone across New York City's railroads. Such a field study would broaden the MTA's customer base in areas unserved by the subway, ensuring equitable access to affordable transit for residents of subway deserts.

§ 3. The Metropolitan Transportation Authority is hereby authorized and directed to conduct a study on a unified, single city fare zone across the Long Island Rail Road and Metro-North for all intracity commuter rail options with free transfers to New York City Transit. Such study shall last no less than two years. Following implementation of such study, the Metropolitan Transportation Authority shall report the findings to the governor and the legislature.

§ 4. This act shall take effect immediately.