

# **Metropolitan Transportation Authority**

## **2026 Fare Change Materials**

**September 30, 2025**

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# STAFF SUMMARY

<b>Subject</b>	<b>Date</b>
2026 Fare Changes	September 30, 2025
<b>Department</b>	<b>Vendor Name</b>
Finance	N/A
<b>Department Head Name</b>	<b>Contract Number</b>
Jaibala Patel, Chief Financial Officer	N/A
<b>Department Head Signature</b>	<b>Contract Manager Name</b>
	N/A
<b>Project Manager</b>	<b>Table of Contents Ref #</b>
	N/A

<b>Board Action</b>					<b>Internal Approvals</b>		
Order	To	Date	Approval	Info	Order	Approval	Approval
1	Board	9/30/2025			1	CFO	
					2	Legal	
					3	Chief of Staff	

## I. Purpose

To obtain the Board's adoption and approval of a Resolution authorizing proposed fare changes, as set forth in Attachment A to the Resolution.

## II. Discussion

Fares are critical to the MTA's ability to operate a safe and reliable transportation system, while supporting rising costs and achieving a balanced budget as required by law.

The proposed fare changes continue the MTA's practice of adopting biennial rate increases – a policy the MTA has followed, with the exception of the period of COVID-19, since 2010. Small and predictable fare increases help keep up with inflation, avert radical fare fluctuations, and mitigate impacts on customers by avoiding double-digit increases.

On December 18, 2024, the Board adopted the 2025 – 2028 Financial Plan, which was based on a 4% increase in fare and toll revenue. The Board also authorized agency staff to proceed with the steps necessary to consider, but not implement, proposals for fare and toll increases.

The MTA conducted a robust public comment period to receive input on the proposed changes. Notices advising the public of proposed fare changes and dates for the public hearings were posted throughout the transit system in August 2025. Hearing advertisements ran in 21 regional newspapers in both English and non-English languages and detailed information describing the fare proposals were posted on the MTA website.

On August 19 and August 20, 2025, the MTA held three hybrid public hearings to receive public comments on the proposed fare changes. Public comment sessions were also held throughout the region at subway stations, commuter railroad stations, and mobile sales vans to hear directly from customers and receive public comments. Written comments were received through the online comment portal, mail, and e-mail. All testimony, including public hearing transcripts and recordings and comments submitted via the online portal, mail, and e-mail, have been distributed to Board members for their consideration.

The Board is now requested to adopt the accompanying resolution in Attachment A, which authorizes implementation of the proposed fares. The proposed fare increases are summarized below. See Attachment A to the Resolution for further detail.

#### **New York City Transit, MaBSTOA, Staten Island Railway, MTA Bus**

These changes would take effect on or about January 4, 2026:

- Subway, local bus, and Access-A-Ride base fare: Increase to \$3.00.
- Single ride ticket: Increase to \$3.50.
- Express bus fare: Increase to \$7.25.
- Fare cap and unlimited rides:
  - Make the Rolling 7-Day automatic Fare Cap for unlimited rides a permanent fare product.
  - Increase the Rolling 7-Day automatic Fare Cap for subway, SIR, and local bus to \$35.00.
  - Increase the Reduced Fare Rolling 7-Day automatic Fare Cap for subway, SIR, and local bus to \$17.50.
- No longer sell MetroCard fare media. This includes pay-per-trip, prepaid 7-Day, 30-Day, and 7-Day Express Bus Plus Unlimited Ride MetroCards.
- Seniors, customers with disabilities, and paratransit zero discount policies remain unchanged.

The following changes will take effect once the MetroCard is no longer accepted for fare payment:

- End acceptance of on-board bus fare payment by coin for a single ride, local bus fare. Cash will continue to be accepted at card vending machines and OMNY retailers.
- Increase the fee for a new OMNY Card to \$2.00.

#### **Commuter Railroads**

These changes would take effect on or about January 4, 2026:

- All Weekly and Monthly tickets will increase 4.5% or less.

- One-way fares will increase up to 8%. One-way tickets have a range of increases because all fares are rounded to 25-cent increments.
  - Special discounted fares, supplemental step-up on-board fares, and ride extension fares may increase more than 8% due to rounding.
- On Metro-North Railroad Pascack Valley and Port Jervis lines, no fares would increase as NJ Transit recently increased fares by 3% on July 1, 2025.
- UniTicket and One-Way Connecting fares:
  - Increase weekly connecting fares for Hudson Rail Link by 50¢.
  - Increase monthly connecting fares for Hudson Rail Link by \$2.00 and for Haverstraw-Ossining Ferry by 75¢.
  - Increase one-way fares for the Hudson Rail Link by 10¢, one-way connecting fares for the Haverstraw-Ossining Ferry by 25¢ and increase Seniors/Customers with Disabilities fares for these trips by 5¢.
  - Increase weekly fare for connecting local NYC bus service (NYCT, MaBSTOA and MTA Bus) by 75¢ and monthly fare by up to \$4.25.
  - Increase weekly fare for Nassau Inter-County Express (NICE) Bus UniTicket by up to 75¢ and monthly fare \$5.25.
- Other fare and policy proposals:
  - The surcharge for tickets purchased onboard, whether from a conductor or the TrainTime app, will increase by \$2.
  - Make the Peak CityTicket and Far Rockaway Ticket permanent fare products.
- These fare increases do not apply to travel to or from stations in the State of Connecticut, which are determined by the Connecticut Department of Transportation.

Attachment A to the resolution provides further detail on the proposed fare changes, which are essential to achieve a balanced financial plan. A service equity analysis, conducted in accordance with Title VI of the Civil Rights Act of 1964 and related Federal Transit Administration guidance materials, found that implementation of the proposed fare changes would not result in a disproportionate impact on either minority or below-poverty populations. A summary of this analysis is included in Attachment A.

### **III. Impact on Funding**

Adoption of this Resolution will raise revenues in 2026 and subsequent years, by increasing fares paid for transportation services provided by the MTA agencies, in furtherance of achieving a balanced budget as required by law.

### **IV. Recommendation**

It is recommended that the MTA Board adopt the Resolution attached to this Staff Summary.

**RESOLUTION**  
**Fare Changes Pertaining, As Applicable, To MTA, NYCTA, MaBSTOA, SIRTOA, MTA**  
**Bus, LIRR and Metro-North**

WHEREAS, the 2025-2028 Financial Plan adopted by the Board on December 18, 2024, contemplates implementation of fare and toll increases in 2026 in order to achieve a balanced budget in 2026;

WHEREAS, on December 18, 2024, the Board authorized agency staff to take necessary steps in connection with the consideration of fare increases, including publishing any required notices and conducting any required public hearings, for submission to the Board;

WHEREAS, notices of public hearing on proposed changes in fares were prepared and posted by the Metropolitan Transportation Authority (“MTA”), New York City Transit Authority (“NYCTA”); the Manhattan and Bronx Surface Transit Operating Authority (“MaBSTOA”); Staten Island Rapid Transit Operating Authority (“SIRTOA”); MTA Bus Company (“MTA Bus”), Metro-North Commuter Railroad Company (“Metro-North”), and The Long Island Rail Road Company (“LIRR”) (collectively, the “MTA Agencies”) at agency transportation facilities; and advertisements of said public hearings were contemporaneously published by the MTA Agencies, appearing in The Daily News, AMNY/Metro, El Diario, Amsterdam News, Harlem Community News, Daily Challenge, Poughkeepsie Journal, Journal News, Newsday, Chinese World Journal, Korea Daily New York, Der Yid, Haiti Liberte, Russkaya Reklama, Weekly Bangalee, NY Carib News, Postive Community, NY Christian Times, Ourtime Press, Street Hype, and Westchester County Press;

WHEREAS, three hybrid public hearings were conducted by MTA, NYCTA, MaBSTOA, SIRTOA, MTA Bus, Metro-North and LIRR, at the times set forth in the aforesaid notices of public hearings, at which all persons who wished to comment on the proposed fare changes were permitted to speak and written comments for inclusion in the record of the proceeding were invited, at New York City Transit Authority, 130 Livingston Street, New York, NY on August 19, 2025 and August 20, 2025;

WHEREAS, the Boards of MTA, NYCTA, MaBSTOA, SIRTOA, MTA Bus, Metro-North and LIRR have considered the testimony of the public at the hybrid public hearings and the written comments that were submitted; and

WHEREAS, the Boards of MTA, NYCTA, MaBSTOA, SIRTOA, MTA Bus, Metro-North and LIRR have considered various alternative fare structures and proposals and the financial circumstances of the MTA Agencies, have reviewed the results of analyses of fare structures and proposals prepared in accordance with Title VI requirements, and have considered impacts of proposed fare changes upon riders of mass transportation services, including minority and low-income users of such services.

NOW, THEREFORE, upon motion duly made and seconded, the following resolutions were adopted by the Boards of MTA, NYCTA, MaBSTOA, SIRTOA, MTA Bus, Metro-North and LIRR:

RESOLVED, that in accordance with the requirements of section 1205 and 1266 of the Public Authorities Law, the Boards of MTA, NYCTA, MaBSTOA, SIRTOA, MTA Bus, Metro-North and LIRR hereby approve the Title VI analysis and the fares and fare structures set forth in Attachment A hereto for NYCTA, MaBSTOA, SIRTOA, MTA Bus, Metro-North and LIRR, and the Presidents of each of MTA, NYCTA, MaBSTOA, SIRTOA, MTA Bus, Metro-North and LIRR and their designees are hereby authorized and directed to take such steps as may be necessary or desirable to implement such fares structures.

September 30, 2025

New York, New York

# STAFF SUMMARY

Subject	Date
2026 Fare Pilots	September 30, 2025
Department	Vendor Name
Finance	N/A
Department Head Name	Contract Number
Jaibala Patel, Chief Financial Officer	N/A
Department Head Signature	Contract Manager Name
	N/A
Project Manager	Table of Contents Ref #
	N/A

Board Action					Internal Approvals		
Order	To	Date	Approval	Info	Order	Approval	Approval
1	Board	9/30/2025			1	CFO	
					2	Legal	
					3	Chief of Staff	

## I. Purpose

To obtain Board approval to implement or adjust temporary fare pilots pertaining to travel on New York City Transit (NYCT), MTA Bus Company (MTA Bus), Staten Island Railroad (SIR), Long Island Rail Road (LIRR) and Metro-North Railroad (MNR).

## II. Discussion

For express bus customers, a rolling 7-day automatic fare cap for unlimited rides will be set at \$67. Customers riding express buses, local buses, and subways in any 7-day period will not pay more than \$67.

For railroad customers, the temporary fare pilots are as follows:

- All one-way tickets will be valid until 4 a.m. the following day.
- Reduced fare tickets will be valid all day, including in the morning peak period.

- The age cap for a child traveling on a Family Fare is increased from 11 to 17 years of age, allowing up to four children ages 5 to 17 to ride for \$1 when accompanied by a fare-paying adult, including in the morning peak. Additional children are not eligible for the Family Fare.
- Introduce a Day Pass for unlimited daily travel to replace the Round Trip ticket. The Day Pass would be valid on the day of purchase until 4 a.m. the following day. On weekdays, the Day Pass would cost 10% less than two one-way peak tickets; on weekends, it would cost the same as two one-way off-peak tickets. A CityTicket or Far Rockaway Day Pass can also be purchased without the peak discount.
- Introduce a “pay as you go” option for mobile customers to replace the 10-Trip ticket. After 10 peak or off-peak trips in a 14-day period in the same zone combinations, mobile customers would get an 11th peak or off-peak, as applicable, one-way trip for free in the same 14-day period.
- Customers who repeatedly purchase or activate mobile tickets onboard will be subject to the same surcharge applicable to tickets purchased onboard from a conductor or the TrainTime app after an escalating series of warnings.

These pilots will take effect on or about January 4, 2026.

### **III. Impact on Funding**

Fare revenues from the adjusted fare promotions are included in the current budget and July 2025 Financial Plan projections.

### **IV. Recommendation**

It is recommended that the MTA Board approve these fare pilots.



## **Attachment A: NYCT, LIRR, and Metro-North Fare Tables**

**New York City Transit – Proposed Fares**  
**Subway, Bus and Paratransit**

<b>Ticket Type</b>	<b>Current Fare</b>	<b>Proposed Fare</b>
<b>Subway and Local Bus</b>		
Base Fare	\$2.90	\$3.00
Reduced Fare	\$1.45	\$1.50
7-Day Rolling Fare Cap	\$34.00	\$35.00
Single Ride Ticket	\$3.25	\$3.50
<b>Express Bus</b>		
Base Fare	\$7.00	\$7.25
Reduced Fare	\$3.50	\$3.60
7-Day Rolling Fare Cap	\$64.00 (pre-paid MetroCard)	\$67.00 (OMNY fare cap)
<b>Paratransit</b>		
Paratransit Base Fare	\$2.90	\$3.00

Note: Discount policies remain unchanged for seniors, customers with disabilities, and the Paratransit Zero fare, unless otherwise noted.

## Long Island Rail Road – Proposed Fares

### Zones & Stations

Zone	Stations
1	Penn Station, Grand Central, Atlantic Terminal, Long Island City, Hunterspoint Avenue, Nostrand Avenue, East New York, Woodside, Forest Hills, Kew Gardens, Mets-Willets Point
3	Jamaica, Locust Manor, Laurelton, Rosedale, St. Albans, Hollis, Queens Village, Flushing, Murray Hill, Broadway, Auburndale, Bayside, Douglaston, Little Neck
4	Gibson, Hewlett, Woodmere, Cedarhurst, Lawrence, Inwood, Far Rockaway, Lynbrook, Valley Stream, Westwood, Malverne, Lakeview, Hempstead Gardens, West Hempstead, Elmont-UBS, Belmont Park, Bellerose, Stewart Manor, Nassau Boulevard, Garden City, Country Life Press, Hempstead, Floral Park, New Hyde Park, Merillon Avenue, Mineola, East Williston, Great Neck, Manhasset, Plandome, Port Washington
7	Centre Avenue, East Rockaway, Oceanside, Island Park, Long Beach, Rockville Centre, Baldwin, Freeport, Merrick, Bellmore, Wantagh, Seaford, Massapequa, Massapequa Park, Carle Place, Westbury, Hicksville, Bethpage, Farmingdale, Syosset, Albertson, Roslyn, Greenvale, Glen Head, Sea Cliff, Glen Street, Glen Cove, Locust Valley, Oyster Bay
9	Amityville, Copiague, Lindenhurst, Babylon, Pinelawn, Wyandanch, Deer Park, Cold Spring Harbor, Huntington, Greenlawn, Northport
10	Bay Shore, Islip, Great River, Oakdale, Sayville, Patchogue, Brentwood, Central Islip, Ronkonkoma, Medford, Kings Park, Smithtown, St. James, Stony Brook, Port Jefferson
12	Bellport, Mastic-Shirley, Speonk, Yaphank
14	Westhampton, Hampton Bays, Southampton, Bridgehampton, East Hampton, Amagansett, Montauk, Riverhead, Mattituck, Southold, Greenport

## Long Island Rail Road – Proposed Fares

### Fares to/from Zone 1

Zone	Monthly		Weekly		One-Way Peak		One-Way Off-Peak	
	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed
1	\$165.00	\$172.50	\$65.00	\$67.75	\$9.25	\$7.25	\$6.75	\$5.25
3	\$198.00	\$207.00	\$78.25	\$81.50	\$11.25	\$7.25	\$8.25	\$5.25
4	\$253.00	\$264.25	\$90.00	\$94.00	\$13.00	\$13.50	\$9.75	\$10.00
7	\$287.00	\$299.75	\$102.00	\$106.50	\$14.50	\$15.25	\$10.75	\$11.25
9	\$341.00	\$356.50	\$121.25	\$126.75	\$17.50	\$18.25	\$13.00	\$13.50
10	\$378.00	\$394.50	\$134.50	\$140.25	\$20.50	\$21.50	\$15.25	\$16.00
12	\$433.00	\$452.00	\$154.00	\$160.75	\$24.50	\$25.50	\$18.25	\$18.75
14	\$468.00	\$487.75	\$166.25	\$173.50	\$31.75	\$33.00	\$23.50	\$24.50

Zone	One-Way Senior/Disabled	
	Current	Proposed
1	\$4.50	\$3.50
3	\$5.50	\$3.50
4	\$6.50	\$6.75
7	\$7.25	\$7.50
9	\$8.75	\$9.00
10	\$10.25	\$10.75
12	\$12.25	\$12.75
14	\$15.75	\$16.50

### CityTicket

Zone	Peak CityTicket		Off-Peak CityTicket	
	Current	Proposed	Current	Proposed
1	\$7.00	\$7.25	\$5.00	\$5.25
3	\$7.00	\$7.25	\$5.00	\$5.25

### Far Rockaway Ticket

Zone	Peak Far Rockaway Ticket		Off-Peak Far Rockaway Ticket	
	Current	Proposed	Current	Proposed
4	\$7.00	\$7.25	\$5.00	\$5.25

## Long Island Rail Road – Proposed Fares

### Fares to/from Zone 1 – Day Pass (Promotion)

#### Day Pass

Zone	Weekday		Weekend	
	Current	Proposed	Current	Proposed
1	N/A	\$14.50	N/A	\$10.50
3	N/A	\$14.50	N/A	\$10.50
4	N/A	\$24.25	N/A	\$20.00
7	N/A	\$27.50	N/A	\$22.50
9	N/A	\$32.75	N/A	\$27.00
10	N/A	\$38.75	N/A	\$32.00
12	N/A	\$46.00	N/A	\$37.50
14	N/A	\$59.50	N/A	\$49.00

#### CityTicket Day Pass

Zone	Weekday		Weekend	
	Current	Proposed	Current	Proposed
1	N/A	\$14.50	N/A	\$10.50
3	N/A	\$14.50	N/A	\$10.50

#### Far Rockaway Ticket Day Pass

Zone	Weekday		Weekend	
	Current	Proposed	Current	Proposed
4	N/A	\$14.50	N/A	\$10.50

## Long Island Rail Road – Proposed Fares

### Intermediate Fares

Origin Zone	Destination Zone	Monthly		Weekly		One-Way Peak		One-Way Off-Peak	
		Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed
3	3	\$125.00	\$130.50	\$47.75	\$49.50	\$5.75	\$6.00	\$4.25	\$4.50
4	3	\$189.00	\$197.25	\$65.00	\$67.75	\$8.75	\$9.00	\$6.50	\$6.75
7	3	\$221.00	\$230.75	\$76.00	\$79.50	\$10.25	\$10.75	\$7.50	\$8.00
7	4	\$92.00	\$96.00	\$31.75	\$33.00	\$3.50	\$3.75	\$3.50	\$3.75
9	3	\$266.00	\$277.75	\$91.50	\$95.50	\$12.75	\$13.25	\$9.50	\$9.75
9	4	\$155.00	\$162.00	\$53.25	\$55.75	\$6.25	\$6.50	\$6.25	\$6.50
9	7	\$92.00	\$96.00	\$31.75	\$33.00	\$3.50	\$3.75	\$3.50	\$3.75
10	3	\$314.00	\$327.75	\$108.00	\$112.75	\$16.00	\$16.50	\$11.75	\$12.25
10	4	\$209.00	\$218.25	\$72.00	\$75.00	\$8.00	\$8.25	\$8.00	\$8.25
10	7	\$155.00	\$162.00	\$53.25	\$55.75	\$6.25	\$6.50	\$6.25	\$6.50

## Metro-North Railroad – Proposed Fares

### Zones & Stations

#### East of Hudson

Zone	Hudson Line Stations	Harlem Line Stations
1	Grand Central, Harlem – 125 <sup>th</sup> St.	Grand Central, Harlem – 125 <sup>th</sup> St.
2	Yankees – E 153 <sup>rd</sup> St., Morris Heights, University Heights, Marble Hill, Spuyten Duyvil, Riverdale	Melrose, Tremont, Fordham, Botanical Garden, Williams Bridge, Woodlawn, Wakefield
3	Ludlow, Yonkers, Glenwood, Greystone	Mt. Vernon West, Fleetwood, Bronxville, Tuckahoe, Crestwood
4	Hastings-on-Hudson, Dobbs Ferry, Ardsley-on-Hudson, Irvington	Scarsdale, Hartsdale, White Plains, North White Plains
5	Tarrytown, Philipse Manor, Scarborough, Ossining, Croton-Harmon	Valhalla, Mt. Pleasant, Hawthorne, Pleasantville, Chappaqua
6	Cortlandt, Peekskill	Mount Kisco, Bedford Hills, Katonah, Goldens Bridge
7	Manitou, Garrison, Cold Spring, Breakneck Ridge	Purdy's, Croton Falls, Brewster, Southeast
8	Beacon, New Hamburg	Patterson, Pawling, Appalachian Trail
9	Poughkeepsie	Harlem Valley – Wingdale, Dover Plains
10	N/A	Tenmile River, Wassaic

Zone	New Haven Line Stations (NY Only)
11	Fordham
12	Mount Vernon East, Pelham, New Rochelle
13	Larchmont, Mamaroneck, Harrison
14	Rye, Port Chester

#### West of Hudson

NJ Transit Zone	Stations
<b>Pascack Valley Line</b>	
61	Pearl River, Nanuet, Spring Valley
<b>Port Jervis Line</b>	
72	Sloatsburg, Tuxedo
73	Harriman
74	Salisbury Mills
75	Campbell Hall
76	Middletown
77	Otisville
78	Port Jervis

## Metro-North Railroad – Proposed Fares

### Fares to/from Zone 1

#### Hudson and Harlem Line

Zone	Monthly		Weekly		One-Way Peak		One-Way Off-Peak	
	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed
1	\$155.00	\$162.00	\$61.50	\$64.00	\$8.50	\$7.25	\$6.25	\$5.25
2	\$180.00	\$187.50	\$71.00	\$74.00	\$10.00	\$7.25	\$7.50	\$5.25
3	\$233.00	\$243.50	\$83.00	\$86.50	\$12.00	\$12.50	\$9.00	\$9.25
4	\$260.00	\$271.50	\$92.50	\$96.50	\$13.25	\$13.75	\$9.75	\$10.25
5	\$299.75	\$313.00	\$106.50	\$111.25	\$15.25	\$16.00	\$11.25	\$11.75
6	\$359.00	\$374.75	\$127.75	\$133.25	\$18.25	\$19.00	\$13.50	\$14.00
7	\$407.75	\$425.50	\$145.00	\$151.25	\$20.75	\$21.75	\$15.25	\$16.00
8	\$446.50	\$466.25	\$158.75	\$165.75	\$24.00	\$25.00	\$17.75	\$18.50
9	\$489.50	\$500.00	\$174.00	\$177.75	\$27.00	\$28.25	\$20.00	\$21.00
10	\$499.50	\$500.00	\$177.50	\$177.75	\$28.50	\$29.75	\$21.00	\$22.00

Zone	School Commutation		One-Way Senior/Disabled	
	Current	Proposed	Current	Proposed
1	\$104.00	\$108.50	\$4.25	\$3.50
2	\$121.00	\$125.75	\$5.00	\$3.50
3	\$156.00	\$163.25	\$6.00	\$6.25
4	\$174.00	\$182.00	\$6.50	\$6.75
5	\$201.00	\$209.75	\$7.50	\$8.00
6	\$241.00	\$251.00	\$9.00	\$9.50
7	\$273.00	\$285.00	\$10.25	\$10.75
8	\$299.00	\$312.50	\$12.00	\$12.50
9	\$328.00	\$335.00	\$13.50	\$14.00
10	\$335.00	\$335.00	\$14.25	\$14.75



## **Metro-North Railroad – Proposed Fares**

### **Fares to/from Zone 1**

#### New Haven Line (NY Portion)

<b>Zone</b>	<b>Monthly</b>		<b>Weekly</b>		<b>One-Way Peak</b>		<b>One-Way Off-Peak</b>	
	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed
11	\$180.00	\$187.50	\$71.00	\$74.00	\$10.00	\$7.25	\$7.50	\$5.25
12	\$233.00	\$243.25	\$83.00	\$86.50	\$11.75	\$12.25	\$8.75	\$9.00
13	\$260.00	\$271.50	\$92.50	\$96.50	\$13.25	\$13.75	\$9.75	\$10.25
14	\$280.00	\$292.25	\$99.50	\$104.00	\$14.25	\$15.00	\$10.50	\$11.00

<b>Zone</b>	<b>School Commutation</b>		<b>One-Way Senior/Disabled</b>	
	Current	Proposed	Current	Proposed
11	\$121.00	\$125.75	\$5.00	\$3.50
12	\$156.00	\$163.00	\$5.75	\$6.00
13	\$174.00	\$182.00	\$6.50	\$6.75
14	\$188.00	\$195.75	\$7.00	\$7.50

## **Metro-North Railroad – Proposed Fares**

### **Fares to/from Zone 1**

#### **CityTicket**

<b>Zone</b>	<b>Peak CityTicket</b>		<b>Off-Peak CityTicket</b>	
	<b>Current</b>	<b>Proposed</b>	<b>Current</b>	<b>Proposed</b>
1	\$7.00	\$7.25	\$5.00	\$5.25
2	\$7.00	\$7.25	\$5.00	\$5.25

## **Metro-North Railroad – Proposed Fares**

### **Fares to/from Zone 1 – Day Pass (Promotion)**

#### **Day Pass**

<b>Zone</b>	<b>Weekday</b>		<b>Weekend</b>	
	Current	Proposed	Current	Proposed
1	N/A	\$14.50	N/A	\$10.50
2	N/A	\$14.50	N/A	\$10.50
3	N/A	\$22.50	N/A	\$18.50
4	N/A	\$24.75	N/A	\$20.50
5	N/A	\$28.75	N/A	\$23.50
6	N/A	\$34.25	N/A	\$28.00
7	N/A	\$39.25	N/A	\$32.00
8	N/A	\$45.00	N/A	\$37.00
9	N/A	\$50.75	N/A	\$42.00
10	N/A	\$53.50	N/A	\$44.00

#### **CityTicket Day Pass**

<b>Zone</b>	<b>Weekday</b>		<b>Weekend</b>	
	Current	Proposed	Current	Proposed
1	N/A	\$14.50	N/A	\$10.50
2	N/A	\$14.50	N/A	\$10.50

## Metro-North Railroad – Proposed Fares

### Intermediate Fares

Line / Origin Zone	Destination Zone	Monthly		Weekly		One-Way Peak	
		Current	Proposed	Current	Proposed	Current	Proposed
Hudson Line							
2	3	\$67.50	\$70.50	\$23.25	\$24.25	\$3.25	\$3.50
2	5	\$100.00	\$104.50	\$34.75	\$36.00	\$6.00	\$6.25
Harlem Line							
2	4	\$75.50	\$78.75	\$26.00	\$27.00	\$4.25	\$4.50
3	4	\$67.50	\$70.50	\$23.25	\$24.25	\$3.25	\$3.50
4	4	\$67.50	\$70.50	\$23.25	\$24.25	\$3.25	\$3.50
5	4	\$68.50	\$71.50	\$23.50	\$24.50	\$3.25	\$3.50
6	4	\$109.75	\$114.50	\$37.75	\$39.50	\$6.25	\$6.50
7	4	\$155.75	\$162.75	\$53.75	\$56.00	\$8.25	\$8.50
8	4	\$206.00	\$215.00	\$71.00	\$74.00	\$12.00	\$12.50
9	4	\$271.00	\$282.75	\$93.25	\$97.25	\$14.25	\$15.00
10	4	\$271.00	\$283.00	\$93.25	\$97.25	\$15.25	\$15.75
New Haven Line (NY)							
11	12	\$67.50	\$70.50	\$23.25	\$24.25	\$3.25	\$3.50
12	12	\$67.50	\$70.50	\$23.25	\$24.25	\$3.25	\$3.50

## Metro-North Railroad – Proposed Fares

### West of Hudson Line to Penn Station

NJ Transit Zone	Monthly		Weekly		10-Trip		Adult One-Way	
	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed
<b>Pascack Valley Line</b>								
<b>61</b>	\$329.00	\$329.00	\$99.75	\$99.75	\$109.50	\$109.50	\$11.45	\$11.45
<b>Port Jervis Line</b>								
<b>72</b>	\$398.00	\$398.00	\$122.50	\$122.50	\$141.50	\$141.50	\$14.70	\$14.70
<b>73</b>	\$402.00	\$402.00	\$123.75	\$123.75	\$156.00	\$156.00	\$16.20	\$16.20
<b>74</b>	\$413.00	\$413.00	\$127.25	\$127.25	\$170.00	\$170.00	\$17.70	\$17.70
<b>75</b>	\$431.00	\$431.00	\$132.75	\$132.75	\$184.50	\$184.50	\$19.20	\$19.20
<b>76</b>	\$445.00	\$445.00	\$137.00	\$137.00	\$194.00	\$194.00	\$20.20	\$20.20
<b>77</b>	\$469.00	\$469.00	\$144.50	\$144.50	\$208.00	\$208.00	\$21.70	\$21.70
<b>78</b>	\$502.00	\$502.00	\$154.75	\$154.75	\$229.50	\$229.50	\$23.95	\$23.95

NJ Transit Zone	Adult Off-Peak Round-Trip		Child Off-Peak Round-Trip		Child/Senior One-Way		School Commutation	
	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed
<b>Pascack Valley Line</b>								
<b>61</b>	\$17.10	\$17.10	\$8.75	\$8.75	\$5.60	\$5.60	\$247.00	\$247.00
<b>Port Jervis Line</b>								
<b>72</b>	\$23.60	\$23.60	\$11.40	\$11.40	\$7.15	\$7.15	\$299.00	\$299.00
<b>73</b>	\$25.85	\$25.85	\$12.65	\$12.65	\$7.90	\$7.90	\$302.00	\$302.00
<b>74</b>	\$28.10	\$28.10	\$13.65	\$13.65	\$8.65	\$8.65	\$310.00	\$310.00
<b>75</b>	\$30.35	\$30.35	\$14.90	\$14.90	\$9.40	\$9.40	\$324.00	\$324.00
<b>76</b>	\$31.85	\$31.85	\$15.65	\$15.65	\$9.90	\$9.90	\$334.00	\$334.00
<b>77</b>	\$34.10	\$34.10	\$16.65	\$16.65	\$10.65	\$10.65	\$352.00	\$352.00
<b>78</b>	\$37.60	\$37.60	\$18.40	\$18.40	\$11.65	\$11.65	\$377.00	\$377.00

## Metro-North Railroad – Proposed Fares

### West of Hudson Line to Hoboken and Secaucus Junction

NJ Transit Zone	Monthly		Weekly		10-Trip		Adult One-Way	
	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed
<b>Pascack Valley Line</b>								
<b>61</b>	\$267.00	\$267.00	\$82.75	\$82.75	\$92.50	\$92.50	\$9.75	\$9.75
<b>Port Jervis Line</b>								
<b>72</b>	\$300.00	\$300.00	\$93.00	\$93.00	\$104.50	\$104.50	\$11.00	\$11.00
<b>73</b>	\$304.00	\$304.00	\$94.25	\$94.25	\$119.00	\$119.00	\$12.50	\$12.50
<b>74</b>	\$315.00	\$315.00	\$97.75	\$97.75	\$133.00	\$133.00	\$14.00	\$14.00
<b>75</b>	\$333.00	\$333.00	\$103.25	\$103.25	\$147.50	\$147.50	\$15.50	\$15.50
<b>76</b>	\$347.00	\$347.00	\$107.50	\$107.50	\$157.00	\$157.00	\$16.50	\$16.50
<b>77</b>	\$371.00	\$371.00	\$115.00	\$115.00	\$171.00	\$171.00	\$18.00	\$18.00
<b>78</b>	\$404.00	\$404.00	\$125.25	\$125.25	\$192.50	\$192.50	\$20.25	\$20.25

NJ Transit Zone	Adult Off-Peak Round-Trip		Child Off-Peak Round-Trip		Child/Senior One-Way		School Commutation	
	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed
<b>Pascack Valley Line</b>								
<b>61</b>	\$14.75	\$14.75	\$7.50	\$7.50	\$4.75	\$4.75	\$200.00	\$200.00
<b>Port Jervis Line</b>								
<b>72</b>	\$16.50	\$16.50	\$8.25	\$8.25	\$5.50	\$5.50	\$225.00	\$225.00
<b>73</b>	\$18.75	\$18.75	\$9.50	\$9.50	\$6.25	\$6.25	\$228.00	\$228.00
<b>74</b>	\$21.00	\$21.00	\$10.50	\$10.50	\$7.00	\$7.00	\$236.00	\$236.00
<b>75</b>	\$23.25	\$23.25	\$11.75	\$11.75	\$7.75	\$7.75	\$250.00	\$250.00
<b>76</b>	\$24.75	\$24.75	\$12.50	\$12.50	\$8.25	\$8.25	\$260.00	\$260.00
<b>77</b>	\$27.00	\$27.00	\$13.50	\$13.50	\$9.00	\$9.00	\$278.00	\$278.00
<b>78</b>	\$30.50	\$30.50	\$15.25	\$15.25	\$10.00	\$10.00	\$303.00	\$303.00

## **Attachment B: Title VI Report**

## 2025 FARE PROPOSALS: TITLE VI SUMMARY

### I. Executive Summary: Results of Title VI Fare Change Analyses

Before taking action to adopt a fare change, MTA conducts evaluations of the fare change to determine whether the specific fare proposal, if adopted, would be expected to have a disparate impact and/or disproportionate burden on minority and low-income populations. These fare change analyses are conducted in accordance with Federal Transit Administration (“FTA”) circular 4702.1B which provides guidance regarding implementation of Title VI of the Civil Rights Act of 1964 (“Title VI”), and FTA’s Environmental Justice Policy.<sup>1</sup>

Each of the MTA entities affected by the fare charge proposal under consideration have conducted an analysis pursuant to Title VI guidance to determine whether the proposal would have a disparate impact and/or disproportionate burden<sup>2</sup> on the minority and low-income communities they serve. The paragraphs below summarize the conclusions of those analyses. In Part II below, more detailed descriptions of these analyses are provided.

Subway/Bus Fare Proposal: Analyses conducted by NYCT and MTA Bus<sup>3</sup> of the 2025 fare proposal, which includes changes associated with the full implementation of OMNY (as described in further detail in Part II below) concluded that it would not have a disparate impact or disproportionate burden on minority or low-income riders served by NYCT and MTA Bus.

Commuter Rail Proposal: Analyses of the fare proposal applicable to transportation on the commuter rails conducted by Metro-North and LIRR each found that the proposed 2025 fare change would not have a disparate impact or disproportionate burden on minority or low-income riders served by Metro-North and LIRR.

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<sup>1</sup> As recipients of federal grants made by the United States Department of Transportation (“DOT”), the MTA affiliated and subsidiary agencies that provide subway, bus and commuter rail services are subject to the requirements of Title VI, which prohibits discrimination on grounds of race, color or national origin under a program or activity receiving Federal financial assistance. In addition, DOT’s Order on Environmental Justice requires DOT grant recipients to take certain actions to address environmental justice concerns affecting minority and low-income populations.

<sup>2</sup> The FTA required analysis for minority populations is disparate impact and for low-income populations the required analysis is disproportionate burden. The disparate impact analysis is used when the low-income population is also a minority population.

<sup>3</sup> While MTA Bus Company (MTA Bus) is a separate agency from NYCT, operationally MTA Bus is part of NYCT, and as such, this Title VI analysis performed by NYCT applies to MTA Bus.



II. Agency Title VI Fare Change Analyses

A. New York City Transit/MTA Bus

1. Proposed Fare Change

Fare Media Current			Fare Media Proposed		
Subway and Local Bus					
Single Ride Ticket (SRT)	\$	3.25	Single Ride OMNY	\$	3.50
Cash (Bus)	\$	2.90			
Base Fare	\$	2.90	OMNY	\$	3.00
7-Day Unlimited MetroCard	\$	34.00	OMNY Weekly Cap	\$	35.00
30-Day Unlimited MetroCard	\$	132.00			
Express Bus					
Express Base Fare	\$	7.00	OMNY	\$	7.25
7-Day Express Plus MetroCard	\$	64.00	OMNY Weekly Cap	\$	67.00

The following fare scenario proposal was evaluated.

- increases Single Ride Ticket fare from \$3.25 to \$3.50.
- increases Express base fare from \$7.00 to \$7.25.
- increases the base fare from \$2.90 to \$3.00.
- 7-Day Unlimited MetroCard would be discontinued and replaced by Weekly Fare Cap which will increase to \$35.00 (from \$34.00).
- 7-Day Express Plus MetroCard would be discontinued and replaced by Weekly Fare Cap increase to \$67.00 (from \$64.00).
- 30-Day Unlimited MetroCard would be discontinued.

Minority riders would continue to pay a substantially lower average fare (\$2.26) compared to non-minority riders (\$2.56). Low-income riders continue to pay a substantially lower average fare (\$2.30) compared to high-income riders (\$2.42).

## 2. Proposed Fare Media Change

This proposal also changes Fare Media with:

- Discontinuing On-Board Coin Payments on local buses.
- The sunsetting of the MetroCard and the full implementation of OMNY.

## 3. NYCT Fare Equity Assessment Methodology

To evaluate the equity of fare changes as well as fare media changes, NYCT developed a model that predicts fare revenue, ridership, and average fare by media type, based on historical electronic fare data that is maintained by NYCT's Office of Management and Budget (OMB). The model contains two (2) components calibrated from observations made before and after previous fare increases: "revealed" diversion rates between different fare media (i.e., cross-elasticity); and trip attenuation rates (i.e., direct elasticity), because some passengers curtail discretionary trips due to higher fares. This model therefore accounts for diversion between transit and other modes and between different fare media but does not disaggregate across different demographic groups.

To disaggregate the model across different demographic groups, and to therefore be able to determine the impact of fare changes on low-income and minority riders, first each subway station and bus route is classified as minority or non-minority, and low-income or high-income. These classifications are established from NYCT's Title VI reporting methodology that defines minority and low-income areas as Census tracts where minority and low-income resident percentages exceed NYCT's service area averages. Using these averages, subway stations within or adjacent to minority/low-income tracts are classified as minority/low-income stations. Bus routes that have more than  $\frac{1}{3}$  (one-third) of route length traversing minority/low-income tracts are classified minority/low-income bus routes.

NYCT then weighs each subway station and bus route with the use of passengers' actual fare media preferences at those locations and computes average fares by demographics based on location profiles. To determine the current fare mix by demographic attribute (i.e. minority status, income level) and by mode of travel (i.e. local bus, express bus, subway), NYCT uses electronic payment data from all subway stations and bus routes for a one (1) month period, generally October or May, both historically high-ridership months.<sup>4</sup>

The NYCT Title VI reporting methodology assumes that the demographics of subway and

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<sup>4</sup> Since NYCT assumes that the demographics of subway riders correlate with the residential demographics of the Census tract in which the subway station lies, certain stations (hubs) with high usage by commuters outside of the City of New York, such as Penn Station, Grand Central Terminal, Port Authority Bus Terminal, Howard Beach-JFK, and Jamaica-Sutphin/Archer, are excluded from the analysis.

bus riders correlate with the residential demographics of the census tract (American Community Survey 2023) in which the subway station and bus stop lies.

Data from bus service is analyzed at a route level and data from subways is analyzed at an originating-station level. The fare model described above is then used to predict the changes to fare mix and the anticipated changes to ridership levels disaggregated by demographic attribute and mode of travel given the fare option. Combining the results allows the impact on riders to be predicted for each fare change scenario in terms of expected average fare paid and disaggregated by demographic group.

NYCT then conducts a statistical analysis for minority/non-minority and for low-income/high-income groups at the station and at the route level (separately for each mode of travel) to determine whether the impact of the fare change is distributed disproportionately between demographic groups for each option proposed. A statistical test concerning the difference between means (technically, a t-test for two samples assuming unequal variance) is used to determine if the differences between demographic groups in the change of average fare paid is significant. This method unambiguously demonstrates whether a difference is statistically significant. If the difference in average fares is not statistically significant, then the change in fare structure does not have a disproportionate impact upon the protected (minority or low income) group being measured and therefore would not have a disparate impact or a disproportionate burden. However, if a statistically significant difference is found, then it must be determined if this represents a disproportionate adverse impact on a protected group (such as higher average fares for minorities). If it does not, then the fare structure does not have a disparate impact or a disproportionate burden.

In applying the t-test to NYCT's available fare media and demographics dataset, the fare differences between demographic groups are calculated at a subway station/bus route level owing to data collection methodologies associated with the MetroCard Automated Fare Collection (AFC) system. The average change in fare paid is used for the t-test, found by averaging all the differences between the current fare and the proposed fare on a station-by-station and route-by-route basis. Therefore, each subway station/bus route is weighed equally in this analysis.

#### 4. Results of the NYCT Analysis

##### (i) Fare Change

Using the above methodology, NYCT's analysis demonstrates that the fare change proposal does not have a disparate impact or disproportionate burden on minority and low-income riders served by NYCT. The findings are detailed as follows:

Local Bus Service: There is no disparate impact or disproportionate burden on minority or

low-income riders because there is no statistically significant difference in the proposed fare change between minority/non-minority populations and low-income/high-income populations.

Subway Service: There is no disparate impact or disproportionate burden on minority or low-income riders because there is no statistically significant difference in the proposed fare change between minority/non-minority populations and low-income/high-income populations.

Express Bus Service: There is no disparate impact or disproportionate burden on minority or low-income riders because there is no statistically significant difference in the proposed fare change between minority/non-minority populations and low-income/high-income populations.

(ii) Fare Media Change

Using the stated methodology, NYCT's analysis demonstrates that the fare media change proposal does not have a disparate impact or disproportionate burden on minority and low-income riders in the NYCT service area. The findings are detailed as follows:

Discontinue Coin Payments on Local Bus Service: There is no disparate impact or disproportionate burden on minority or low-income riders.

Discontinue the 7-Day Unlimited MetroCard: There is no disparate impact or disproportionate burden on minority or low-income riders.

Discontinue the 7-Day Express Plus MetroCard: There is no disparate impact or disproportionate burden on minority or low-income riders.

Discontinue the 30-Day Unlimited MetroCard: There is no disparate impact or disproportionate burden on minority or low-income riders.

Transition from the MetroCard to OMNY: There is no disparate impact or disproportionate burden on minority or low-income riders.

B. Long Island Rail Road

1. Proposed Fare Change

Monthly and Weekly tickets would increase up to 4.5%. All other ticket types would increase up to 8%. Special discounted fares, supplemental step-up on-board fares, and ride extension fares may be subject to percentage increases higher than the otherwise maximum increases to base fares due to rounding.

LIRR would continue to offer UniTicket fares to travel on both commuter rail and connecting bus services. The weekly fare for connecting local New York City bus service would increase by 75¢ and the monthly fare would increase by \$4.25. The weekly fare for Nassau Inter-County Express (NICE) Bus UniTicket would increase by 75¢ and the monthly fare would increase by \$5.25.

In addition, the on-board fare surcharge for purchasing tickets on board trains would be increased by \$2.00; and the Peak CityTicket and Far Rockaway Ticket would become permanent.

As a pilot, round-trip and ten-trip tickets would be eliminated, and replaced, respectively, with a Day Pass and a “pay-as-you-go” discount in which mobile customers receive their 11th trip free after purchasing 10 rides in a 14-day period.

2. Methodology Used by LIRR

To perform a fare equity analysis on the proposed fare and fare product changes, LIRR used data gathered from the Fall 2024 and Spring 2025 MTA Customers Count Survey.<sup>5</sup> The Survey provides demographic information and statistically valid origin-destination (“OD”) sets derived from customer responses, as well as the distribution of various fare media (e.g., monthly tickets, weekly tickets, one-way trip, ten-trip tickets) used by the responding riders. Fare media type is used to determine commutation patterns: monthly and weekly tickets are considered commutation trips; all other fare media types are assumed to be non- commutation trips.

Employing a statistically valid random sample of selected respondents (minority/non-minority and above poverty level/at or below poverty level) and their associated origin and destination stations and fare media, LIRR determined two factors: the proposed per-trip fare and the amount of increase in cost per trip. A statistical test (“t-test”) was employed to determine whether there is any disparate impact or disproportionate burden with regard to race or income, respectively, within the two ticket type groups (commutation/non-commutation) for both factors (proposed per-trip fare and cost per trip increase).

If the result for either factor is in favor of minority and / or low-income populations, or if the differences are statistically insignificant, the analysis meets Title VI requirements. All

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<sup>5</sup> The Fall 2024 Survey was utilized for the analysis of the mobile ticket 11<sup>th</sup> trip free proposal since the 2025 Survey did not contain a question regarding the method of tickets purchase (mobile ticket app, vending machine etc.). Metro-North utilized the Fall 2024 Survey for all of the Metro-North proposals.

of the outcomes were either favorable to minority and low-income customers or demonstrated differences that were statistically insignificant.

### 3. Results of the LIRR Analysis

Using this methodology and its associated analysis techniques, LIRR found that the proposed 2025 fare proposal has no disparate impact or disproportionate burden on both minority and low-income riders, respectively, served by LIRR.

#### C. Metro-North Railroad

##### 1. Proposed Fare Change

Monthly and Weekly tickets would increase up to 4.5%. All other ticket types would increase up to 8%. Special discounted fares, supplemental step-up on-board fares, and ride extension fares may be subject to percentage increases higher than the otherwise maximum increases to base fares due to rounding.

Metro-North would continue to offer UniTicket fares to travel on both commuter rail and connecting bus services. The weekly fare for connecting local New York City bus service would increase by 75¢ and the monthly fare would increase by \$4.25. The weekly connecting fares for Hudson Rail Link would increase by 50¢ and the monthly fares would increase by \$2.00. The monthly connecting fare for the Haverstraw-Ossining Ferry would increase by 75¢. The one-way fares for the Hudson Rail Link would increase by 10¢, one-way connecting fares for the Haverstraw-Ossining Ferry would increase by 25¢, and Senior/Customers with Disabilities fares would increase by 5¢,

In addition, the on-board fare surcharge for purchasing tickets on board trains would be increased by \$2.00; and the Peak CityTicket would become permanent.

As a pilot, round-trip and ten-trip tickets would be eliminated, and replaced, respectively, with a Day Pass and a “pay-as-you-go” discount in which mobile customers receive their 11th trip free after purchasing 10 rides in a 14-day period.

##### 2. Methodology Used by Metro-North

The fare change equity analysis methodology utilizes the fall 2024 MTA Customer Count Survey data to determine the impact of the proposed fare changes on minority and low-income customers. The survey includes customers from Metro-North’s Hudson, Harlem and New Haven lines and the 3 Connecticut Branches (Danbury, New Canaan, and Waterbury). The demographic, origin/destination, and ticket type information from the survey is utilized to determine the impact of the changes on minority and low-income customers. Specifically, a statistical test (“t-test”) was employed to determine whether

there is any disparate impact or disproportionate burden with regard to race or income, respectively. If the change for either factor is in favor of minority and/or low-income populations, or if the differences are statistically insignificant, the analysis meets Title VI requirements.

The analysis measures the two factors below to separately evaluate impact to both minority and low-income customers under each of the proposed fare types:

- Average cost per trip
- Change in average cost per trip

All of the outcomes were either favorable to minority and low-income customers or demonstrated differences that were statistically insignificant.

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### 3. Results of the Metro-North Analysis

Using this methodology and its associated analysis techniques, Metro-North found that the proposed 2025 fare proposal has no disparate impact or disproportionate burden on both minority and low-income riders, respectively, served by Metro-North.