

**¡ANTONIO REYNOSO!**  
*for* **CONGRESS**

**KEEPING  
NEW  
YORK  
MOVING**

# KEEPING NEW YORK MOVING: HOW CONGRESS CAN IMPROVE PUBLIC TRANSIT AND LOWER FARES

New York runs on its transit system. More than three million workers rely on the transit system to reach their jobs every single day. **New York City alone accounts for over 40 percent of all public transit trips across the United States.** When our trains and buses slow down or fares go up, working families are hit the hardest.

The lifeblood of New York City needs our help. Subway signals are decades past their prime and the MTA is constantly squeezed by rising costs and limited revenue, forcing fare hikes or service cuts onto riders.

**Although New York has the busiest transit system in America, we receive far less federal operating support than highway systems get.** Highway systems receive about 80 percent of federal surface transportation funding, while transit receives less than 20 percent. Highways are also eligible for billions in operating and maintenance support, while transit systems, including the one that moves the workforce of the nation's largest city, are not. Antonio Reynoso is running for Congress to close this gap.

When New York City's transit isn't working, the national economy suffers. Workers from every major industry depend on reliable subways. Congress already funds roads, airports, and major infrastructure. They must also prioritize the country's most important transit system.

**And now, the situation has grown even more urgent.**

## TRUMP'S WAR ON TRANSIT

In October 2025, The Trump administration froze nearly \$18 billion in federal funding, including money for the Second Avenue Subway extension into East Harlem and the Gateway Hudson tunnel. The White House tried to justify the attack by pointing to New York's use of DEI-based contracting standards, practices that are fundamental to New York's values. Fortunately, the courts overturned the ruling and the funds were released. But this likely won't be the last time Trump uses New York City's transit system as a pawn in his game for more personal power.

### **Antonio Reynoso Plan to Fight Back at the Federal Level:**

#### **1. Provide Federal Operating Support to Reduce Fares**

Right now, federal transit funding can be used to build stations, but it cannot be used to operate them. Highways, however, get billions every year for operations and maintenance. Congress must create a national operating support program to fill this gap. We tried this during COVID, and it worked. Federal funding kept fares down and prevented service cuts. A small yearly investment from Congress would reduce pressure on fare hikes, let New York City run more frequent service, and stabilize the MTA's finances.

#### **2. Expand Federal Transit Offices to Every State**

There is a Federal Highway Administration office in every state. There are only 10 Federal Transit Administration offices in the entire country. We must treat public transit with the same level of importance as our highways and expand these offices to every state. Doing so will allow the federal government to work hand-in-hand with local transportation planners. Rather than the onus being on individual cities and states to ask for federal transit funding, this will make the federal government a partner in expanding and improving public transportation across the country.

### **3. Bring all MTA stations up to ADA standards**

Less than 30 percent of MTA stations in New York City are ADA compliant. The All Stations Accessibility Program (ASAP) allows for state and local governments to apply for federal funding to remedy this. ASAP is a good start to getting our cities up to an accessible standard, but we need to expand funding for this program.. The Americans With Disabilities Act is an essential federal law, and the investment from our government should reflect that.

### **4. Create a Dedicated Federal Fund to Modernize NYC's Subway Signals**

New York City's's outdated subway signals are one of the top three causes of delays. Why? Because 40 percent of them were installed before World War II. The technology is so outdated that trains must keep far more space between them than modern systems require. Replacing these signals will cut delays and speed up service for millions of riders.

Antonio will fight for funding to be allocated based on infrastructure age and level of ridership

### **5. Protect Federal Funding for Safe Streets, Bike Lanes, and Walkable Communities**

Antonio's focus is not limited to trains. Millions of New Yorkers rely on walking and biking every day to get to their destination or to connect to their nearest public transit stop. Unsurprisingly, the Trump administration has slashed funding for these projects nationwide, targeting programs that help cities build safer streets and reconnect neighborhoods, predominantly communities of color, that were divided by highways decades ago.

The administration cut billions from the Neighborhood Access and Equity Program created under the Inflation Reduction Act, including at least \$750 million dedicated specifically to bike lanes, trails, and pedestrian improvements. These investments improve safety and make it easier for working people to get around without relying on a car.

Anyone who has ridden a bike on the busy streets of Brooklyn and Queens knows how important protected bike lanes and safer intersections are. They do not just make it easier to get where you need to go, they reduce car reliance and improve air quality in

neighborhoods already burdened by traffic. Congress must restore and expand federal funding for pedestrian and bicycle safety and treat active transportation as the essential infrastructure it is.

## **6. Tie Transit Investment to Housing Growth Around Stations**

Transit works best when people can actually access it! With billions of dollars of investment coming to projects such as the Inter-Borough Express rail line (IBX), City land use rules must allow more housing around stations, especially on underused commercial corridors. Along the IBX route alone, a transit-oriented development strategy could support roughly 70,000 new homes and make it easier for working families to live near jobs and reliable transit. Congress should reward that kind of planning by prioritizing federal transit funding for projects that pair new service with housing growth and accessible neighborhood design.

## **WHO WILL PAY?**

These investments would cost a fraction of the federal transportation budget and far less than what we already spend on roads. The money exists. It's a matter of treating transit as essential infrastructure as we do with highways.

With the federal government slashing funding for transit projects right here in New York City, it is more important than ever to protect the system that keeps New Yorkers moving. Every New Yorker, and the tourists that visit and help fuel our economy, deserves reliable and affordable transit options. These federal actions would increase access to active transportation, modernize the subway, and keep fares down, all while protecting an economic engine for our entire country.

In Congress, Antonio Reynoso will treat public transit infrastructure as the lifeline it is for so many New Yorkers across New York's 7th Congressional District.