

## **AIANY Testimony for the Joint Legislative Budget Hearing on Transportation on MTA 2025-2029 Capital Plan Funding**

**February 6, 2025**

American Institute of Architects New York (AIANY) writes to express our strong support for the MTA 2025-2029 Capital Plan and urges the New York State Legislature to fully invest in the program. We represent more than 5,000 architects and design professionals committed to positively impacting the physical and social qualities of our state.

The \$68.4 billion investment in the MTA Capital Program is vital for the future of transit in our region and New York's economy, as outlined in the MTA's comprehensive 20-Year Needs Assessment. [The Partnership for New York City](#) found the 2025-2029 Capital Plan would create 72,600 jobs for MTA vendors in NYS alone and \$106 billion in statewide economic output. At a time when affordability is top of mind for New Yorkers, the economic value for the entire state is worth every penny invested into MTA, particularly given the emphasize of state of good repairs in the plan.

The 2025-2029 Capital Plan makes essential investment in state-of-good repairs projects (such as \$10.9B for new railcars, \$5.4B for signal modernization), accessibility upgrades (\$7.1B to make ADA improvements at 60+ stations), and resiliency and expansion projects (\$2.75B for the Interborough Express connecting Brooklyn and Queens, \$1.4B for zero-emissions bus fleet) that will enable our system to be more efficient, sustainable, and keep New Yorkers moving. These necessary projects demand robust investment, and AIANY strongly encourages the legislature to fill the \$35.4 billion funding gap to ensure our region's transit infrastructure is well maintained and moving forward.

In addition, as a longtime advocate for Congestion Pricing, AIANY has been thrilled to see the successful first month of the program in action, proving that congestion pricing works to reduce traffic, make streets safer, and will help us reach our climate goals. We ask the legislature to avoid new carve-outs and proposals to delay or cancel the program, as outlined in our [opposition memo](#) co-signed by 20 organizations. Possible exemptions could cost millions a year in critical toll revenue, impacting funding for critical projects in the 2020-2024 Capital Plan.

Thank you for your consideration.