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September 30, 2015

The Honorable Andrew M. Cuomo  
Governor of New York State  
NYS State Capitol Building  
Albany, NY 12224

Secretary Anthony Foxx  
U.S. Department of Transportation  
1200 New Jersey Ave, SE  
Washington, DC 20590

Hon. Charles Schumer  
United States Senate  
780 Third Avenue, Suite 2301  
New York, NY 10017

Dear Governor Cuomo, Secretary Foxx, and Senator Schumer:

The New York Building Congress urges you to continue your recent efforts to commence design and construction of a critical new trans-Hudson commuter rail connection.

A number of events have created the first realistic opportunity to develop a funding plan and advance efforts to build a new cross-Hudson passenger rail tunnel since the ARC tunnel project was cancelled in 2010.

Last year, Amtrak announced that damage to the existing tunnels caused by Super Storm Sandy would soon force a long-term closure for major repairs. A series of power supply failures this July further demonstrated the fragility of the tunnels, forcing multi-hour delays for thousands of commuters over several days.

Responding to the outages in late August, Senator Schumer urged quick action on the Gateway Program, and proposed a funding and administrative roadmap that would supply substantial federal aid and create a new entity to coordinate the project's multiple funding streams with the various local, state and federal entities involved. Secretary Foxx quickly followed this announcement by meeting with Governor Christie and New Jersey's congressional delegation to further discuss funding and executing the project.

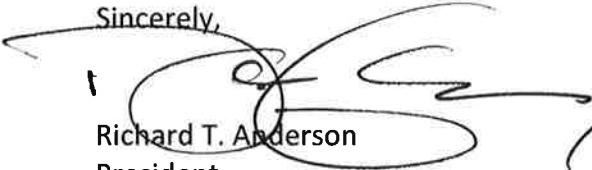
Finally, Governors Cuomo and Chris Christie issued a letter proposing that the two states pay half of the project's presumed \$20 billion cost, with the federal government paying the other half. The governors further proposed establishing a dedicated corporation within the Port Authority to manage the Gateway Program.

It is clear that key stakeholders needed to propel the Gateway Program are fully supportive and are looking for ways to implement it. The key missing ingredient is funding. The federal government must act and direct available federal funds or appropriate new ones in the next surface transportation bill, as the New York and New Jersey's Governors have already committed to their portion.

There must be the political will to advance this discussion despite the gridlock that has characterized Washington in the recent past. You are our chief advocates to get this done.

We cannot let this opportunity slip away. It is no understatement to say that the regional economy depends on a well-functioning rail connection between New Jersey and New York City. The current configuration is not only inadequate, it is on the brink of failure:

Sincerely,

  
Richard T. Anderson  
President

*Best wishes*