

# Agenda

The New York Building Congress is a leadership organization composed of nearly 400 constituent organizations comprising more than 250,000 skilled tradespeople and professionals. The Building Congress supports sound public policy; promotes productive capital spending; encourages sound public/private sector partnerships; and evaluates the implementation of major government infrastructure projects.

## New York State Priorities

The Building Congress will advocate adequate funding for infrastructure, improved capital project delivery, and other key policy objectives in Albany. The Building Congress will also monitor and report on efforts of elected officials to address these priorities.

**THE MTA SHOULD RELEASE A ROBUST CAPITAL PLAN, INCLUDING FUNDING SECOND AVENUE SUBWAY PHASE 2.**

**THE LEGISLATURE SHOULD PROVIDE THE MTA CAPITAL PROGRAM WITH A RELIABLE, DEDICATED REVENUE STREAM.** The MTA network of rail, tunnels, and bridges constitutes the backbone of the New York City economy. Its upkeep and expansion is essential. The current MTA capital program expires at the end of 2014 and funding for the next five-year program has not been identified, but according to its Needs Assessment, will require tens of billions of dollars. The Building Congress has proposed new revenue sources to fund the program, which will require legislative approval.

**GOVERNOR ANDREW CUOMO SHOULD LEAD THE EFFORT TO IMPROVE THE PENN AND MOYNIHAN STATION TRANSPORTATION CORRIDOR.** With no firm plans for the next generation of important infrastructure projects announced, the Building Congress is advocating four major projects located around Penn Station: completion of a new Moynihan Station; progress on the Amtrak Gateway project; initiating West Side Access for Metro North trains; and improving conditions at Penn Station. The Governor should organize and lead a local, state, and federal interagency initiative to advance these objectives.

**PASS THE EMERGENCY RESPONDER ACT A7715 (CUSICK)/S5672(SAVINO).**

After responding to 9/11 to help recover and rebuild the World Trade Center site, building industry firms faced billions of dollars in lawsuits. New legislation would indemnify firms responding to future emergencies and will allow a robust response and help speed recovery.

**PASS PUBLIC-PRIVATE PARTNERSHIP LEGISLATION AND RENEW DESIGN-BUILD LEGISLATION.**

Legislation sponsored by Assembly Member Joseph Morelle and Senator Greg Ball expands the State's ability to accelerate project design and delivery. Moreover, the State has very successfully used design-build legislation to advance key transportation projects in the last two years. Design-build legislation expires in June of 2014.

**THE PORT AUTHORITY MUST FUND AND COMPLETE CORE INFRASTRUCTURE PROJECTS IN ITS 2014 CAPITAL PROGRAM.**

Although the Port Authority released no capital budget in 2013, the agency recently proposed a \$27 billion, ten-year capital plan that returns to funding core priorities at the region's airports, bridges, tunnels, ports, and rail facilities. It is imperative that the Port Authority sustain these funding levels and drives to complete major projects.

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## New York City Priorities

The Building Congress will seek to ensure that the City maintains a robust capital program and improves procurement and project delivery. The Building Congress will also monitor and report on efforts of the City Council and to address these priorities.

### **ENSURE ADEQUATE FUNDING FOR THE NEW YORK CITY CAPITAL PROGRAM.**

The City spent an average of \$9.5 billion on infrastructure in each of the last five years. Mayor Bill de Blasio should maintain capital investment at similar levels in order to maintain the improvements made to roads, bridges, schools, parks, and environmental facilities that undergird the City's economy. The Building Congress report, *How to Save New York City's Infrastructure: Dedicate Revenues*, proposes several new revenue sources — such as a uniform toll policy and residential parking permits — that could be dedicated to funding infrastructure and are already in use in other cities in the United States and abroad. Most of the proposals require approval from both the City and the State.

### **SUPPORT EFFORTS TO IMPROVE THE PENN AND MOYNIHAN STATION TRANSPORTATION CORRIDOR.**

The City has an important role to help advance four key infrastructure projects in this critical transit corridor, including completion of a new Moynihan Station; progress on the Amtrak Gateway project; initiating West Side Access for Metro North trains; and improving conditions at Penn Station. These projects will require funding, zoning, and infrastructure assistance from the City.

### **CREATE A PROCESS FOR WORKING WITH THE BUILDING INDUSTRY DURING AN EMERGENCY.**

The NYBC Task Force on New York City Storm Preparedness urged a more efficient process for emergency construction procurement. Since Superstorm Sandy, no such policy has been developed. The Building Congress will work with the City to establish emergency procurement measures missing from recently passed emergency response laws.

### **USE DESIGN-BUILD AND OTHER PROJECT DELIVERY APPROACHES TO SPEED CONSTRUCTION AND REDUCE COST.**

The City is largely constrained to the traditional design-bid-build method of construction procurement and delivery. A number of alternative project delivery methods offer opportunities to streamline the procurement process and deliver large capital projects more efficiently, potentially saving the City money.

### **DEVELOP AGENCY BEST PRACTICES TO SPEED PROJECT DELIVERY.**

The City's procurement, project management, permitting, and other administrative processes can further delay construction and increase the costs of public construction projects. The Administration must carefully examine and reform administrative practices that slow project delivery — the State's Tappan Zee Bridge Project is a model.