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The Honorable Joseph R. Biden, Jr.
President-Elect of the United States

The Honorable Kamala Harris
Vice President-Elect of the United States

Dear President-Elect Biden and Vice President-Elect Harris:

The New York Building Congress and its 550 member organizations, comprised of more than 250,000 professionals, urge your administration to prioritize its commitment to building modern, sustainable infrastructure.

When you enter office on January 20, it will be a time of great uncertainty. It is more important than ever for the federal government to reinvigorate the economy, create new jobs and invest in America. A central component of this effort must be robust federal investment in the rehabilitation of our nation's infrastructure. For every \$1 billion invested in infrastructure in New York City, 5,000 new jobs are created.

By providing federal support and funding, we can create millions of jobs, support U.S. manufacturing and strengthen the economy. We can fix roads and bridges, build capacity in transportation systems, address the shortfalls in our water, energy and broadband systems and break ground on new construction projects across the country. Furthermore, advancing these critical projects will send a clear message that by getting people back to work and reviving the local, state and national economies, we can help America move past the pain of the last year.

Outlined in the following pages are the highest priority projects in the New York region that urgently require federal support in your administration's first 100 days.

Very truly yours,

Carlo A. Scissura, Esq.
President & CEO
New York Building Congress



The western portal of the North River Tunnel in North Bergen, NJ



Rendering of the future Portal North Bridge.



96St Station Platform



Tunnel development for Second Avenue Subway

THE GATEWAY PROGRAM & EMPIRE STATION COMPLEX

What: The Gateway Program is the most important infrastructure project in the country. By delivering critical rail infrastructure projects between Newark, New Jersey and Penn Station, the Gateway Program would improve rail services, add resiliency and create new rail capacity in the busiest 10-mile section of the Northeast Corridor, the nation's most heavily used passenger rail line. The Empire Station Complex will build a 21st century business-transit development district and link a new terminal at Penn Station South with Moynihan Train Hall, Penn Station and the surrounding area.

Why: The Gateway Program creates tens of thousands of jobs, improves reliability and increases capacity. Moreover, it protects 20 percent of the nation's GDP by preventing the potential closure of a vital link to the nation's economic heart. Analysis on the Hudson Tunnel Project estimates that this component alone will create more than 72,000 jobs and \$19 billion in economic activity.

Federal Ask: \$1.6 billion for Portal North Bridge; \$11.1 billion for New Hudson River Tunnel; \$1.6 billion for rehabilitation of the existing tunnel.

SECOND AVENUE SUBWAY, PHASE 2

What: The first phase of the Second Avenue Subway (SAS) opened to the public in 2017. The next phase of the project, which will extend the Q train from 96th Street to 125th Street in East Harlem, is currently being designed. Once complete, SAS Phase 2 will reduce overcrowding on the adjacent Lexington Avenue subway line and stimulate economic growth in upper Manhattan. Beyond the economic benefit to the city, SAS Phase 2 advances social equity by improving access to East Harlem, which has one of the city's highest concentrations of public housing.

Why: SAS Phase 2 will generate at least as much economic activity as Phase 1's \$2.87 billion. Combined with Phase 1, Phase 2 will serve approximately 300,000 riders daily, and at its northern terminus, SAS will create a multimodal hub at the 125th Street station with connections to the Lexington Avenue subway, Metro-North Railroad and New York City Transit bus system. SAS will create a one-seat ride from East Harlem to Lower Manhattan.

Federal Ask: \$3.5 billion in federal dollars towards the \$6.9 billion total cost for Phase 2.

CONGESTION PRICING

What: Working with the New York City Department of Transportation and TransCore, the Metropolitan Transportation Authority (MTA) will design, build, operate and maintain the country's first Central Business District Tolling Program. Drivers entering the congestion zone – Manhattan south of 60th Street – will pay a surcharge that funds local transit improvements.

Why: Following the onset of the pandemic, the MTA's already significant budget shortfall increased. The agency needs a viable and reliable stream of revenue to maintain the nation's largest mass transit system. Congestion pricing is expected to raise revenues of more than \$1 billion annually, which will allow the MTA to borrow \$15 billion and fund its historic 2020-2024 Capital Plan.

Federal Ask: Begin the necessary environmental review through federal agencies. A purely administrative action, this can be completed on day one of the Biden Administration. There is no cost associated with the federal role in congestion pricing.

AIRTRAIN LGA

What: AirTrain LGA is a sustainable mass transit solution providing convenient, predictable and reliable access to LaGuardia Airport. The Port Authority of New York and New Jersey's proposed plan will have two on-airport stations and will connect to the Long Island Rail Road and New York City Subway.

Why: LaGuardia, one of the nation's busiest airports, is the only major one on the east coast without a rail connection. AirTrain LGA will create 3,000 construction jobs, generate economic opportunities for local businesses and attractions, revitalize public spaces and take 4,000 cars off the road daily, which will reduce greenhouse gas emissions and air pollution. Once complete, the new rail link will carry between 6.6 and 10 million passengers annually.

Federal Ask: Advance and issue a Record of Decision for the AirTrain LGA Environmental Impact Statement. This action does not require federal funding, driving influential change at no cost.

NEW YORK CITY HOUSING AUTHORITY

What: The New York City Housing Authority (NYCHA), the largest public housing authority in North America, serves nearly 565,000 New Yorkers. The agency manages over 170,000 units of affordable housing for some of the city's most vulnerable populations, low- and moderate-income residents, communities of color and those with chronic health conditions.

Why: NYCHA is plagued by an aging housing stock and struggles to make necessary repairs due to staggering shortages of capital funding. With serious operation and management challenges, the agency failed to meet federal compliance standards and currently operates under a settlement agreement with a federal monitor. The agency needs \$40 billion to bring its buildings to a state of good repair.

Federal Ask: Provide \$12 billion a year in additional federal subsidies and preserve existing and create new public housing, as well as to support rental assistance and homelessness programs.