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NEW YORK
BUILDING
CONGRESS

Mr. Robin J. Stout, President
Moynihan Station Development Corporation
633 Third Avenue
New York, NY 10017

September 14, 2009

Dear Mr. Stout:

On behalf of the New York Building Congress, I am writing to express our strong support for the New York State Department of Transportation's application to the American Recovery and Reinvestment Act Transportation Investment Generating Economic Recovery (TIGER) Discretionary Grants Program. Securing these funds will take us an enormous step forward toward realizing the Moynihan Station Project, creating critical new rail facilities in one of the nation's densest business districts.

The Building Congress, New York's largest and most diverse coalition of the design, construction and real estate industry in New York City, is committed to supporting sound public policy and productive capital spending. Our members are keenly interested in mass transit investments and their impact on the City's current and future economic development.

The current Pennsylvania Station is the most heavily trafficked gateway into the nation's largest city, serving both the City's eight million residents and more than twenty million people in the metropolitan region. On a weekday 640,000 passengers use the station. Three major rail services – AMTRAK, Long Island Rail Road and New Jersey Transit – use Penn Station as their hub, while the City's subway system has 14 subway lines connected to or within one block of the station. However, no major improvements have been made to this hub in nearly half a century while ridership has exploded and our infrastructure has become frayed despite the admirable efforts of our railways to maintain service. The time for change is now.

The major improvements to the rail network under Moynihan Station are essential for the metropolitan region, which depends so heavily on public transportation. Alongside projects to expand subway service to the far west side of Manhattan, create a new rail tunnel from New Jersey to Penn Station, and link Grand Central Station to Penn Station, we are at last undertaking the difficult but essential projects which will be the backbone for future economic growth.

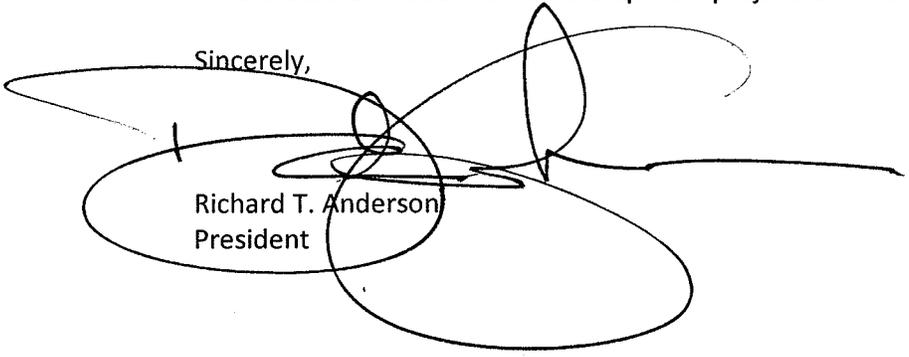
Furthermore and equally important, the improvements underneath Moynihan Station will improve the quality of the environment by reducing pollution and relieving congestion on area roadways and at airports. New York State and City have actively

encouraged transit-oriented development and discouraged urban sprawl. This is an essential component of this effort.

TIGER funds will facilitate the critical first phase of the Moynihan Station project, permit improvements to the rail infrastructure in and around Penn Station, increase capacity for both intercity and commuter rail services, enhance subway connections, reduce congestion, allow for easier access by persons with disabilities, and improve passenger safety and comfort. Additionally, the project will serve as an engine for economic recovery and future development through the creation of thousands of construction-related jobs, and thousands more associated with transit-oriented development, in the neighborhoods west of Penn and Moynihan Stations, objectives which have long been a priority for the Building Congress.

Accordingly, the Building Congress strongly supports this TIGER grant application and we will work with you where necessary to gain federal approval of this critical transportation infrastructure and economic development project for a new Moynihan Station.

Sincerely,



Richard T. Anderson
President