

# Congress of the United States

Washington, DC 20515

June 25, 2002

The Honorable Harold Rogers  
Chairman  
Subcommittee on Transportation  
House Appropriations Committee  
2358 Rayburn House Office Bldg.  
Washington, DC 20515

The Honorable Martin Olav Sabo  
Ranking Member  
Subcommittee on Transportation  
House Appropriations Committee  
1016 Longworth House Office Bldg.  
Washington, DC 20515

Dear Chairman Rogers and Ranking Member Sabo:

We are writing to add our support to the previously submitted appropriation request for the Second Avenue Subway in New York City. This project will provide a critical transportation link for our constituents who live and work across the entire New York region.

As you know, in FY02 the Second Avenue subway received a \$2 million appropriation after receiving \$3 million the year before. We now ask for your help in securing an additional \$18.5 million for preliminary engineering.

The New York City Region is the largest transit market in the United States, with nearly 8 million trips each day. Our subways and railroads have twice the ridership of the rest of the nation's rail systems combined, and the numbers continue to climb. In the 1990s, for the first time since before World War II, the growth in the number of commuters using public transportation in the five boroughs has exceeded the growth in auto use.

Within New York City, the MTA has concluded that the Lexington Avenue line is at capacity and that no additional trains can run on that line. With only one subway line serving the East Side, the Lexington Avenue line is the most overcrowded subway in the country, carrying 600,000 people each day. This crowding will only increase with the addition of Eastside Access.

The Second Avenue Subway would help alleviate crowding on the Lexington Avenue line and reach underserved areas of the city. In addition, the World Trade Center tragedy gave us one more reason to support the Second Avenue Subway. When lower Manhattan was inaccessible to street traffic, the subways were vital links to downtown. September 11<sup>th</sup> taught us that multiple links to our business districts are essential in case of future emergency, making the Second Avenue Subway more important than ever.

We understand the significant competition for scarce new start monies from around the country. However, we can assure you that few can match the immediate benefits that a Second Avenue Subway will provide to many tens of thousands of area residents.

We are very grateful for your help in this matter and look forward to working with you in the future.

Sincerely,

Charles B. Maloney

Frank Muller

Charles B. Kangel

John H. ...

John ...

William ...

Charles ...

William ...

She ...

John ...

Ann ...

Gene ...

Louis ...

John ...

Ernest ...

John ...

John ...

Sean Kelly

~~Gregory L. Meeks~~

John Sweeney

Michael R. McNulty

cc: Honorable John Sweeney, member, Subcommittee on Transportation  
Honorable Jose Serrano, member, Subcommittee on Transportation