

Congress of the United States
Washington, DC 20515

November 12, 2010

The Honorable Ray LaHood
Secretary
U.S. Department of Transportation
1200 New Jersey Ave., SE
Washington, DC 20590,

Dear Secretary LaHood,

On October 27, 2010, New Jersey Governor Chris Christie of New Jersey reaffirmed his decision to cancel the Access to the Region's Core (ARC) project, freeing up roughly \$3 billion in federal transportation dollars that should be used to finance other, existing projects. On behalf of the constituents we represent and the residents of New York State, we urge you to re-direct those funds to existing and on-going projects that are being built in New York. From the Second Avenue Subway, East Side Access, the Moynihan Station, high speed rail for the Northeast and Empire Corridors, and dozens of other projects across the state, New York has an ambitious array of projects that qualify for federal transportation funds. We would welcome an early infusion of federal funds to move those projects forward more quickly.

New York's mass transit systems are already at or above capacity. We cannot increase the number of subways on the Lexington Avenue line, the number of LIRR trains entering Pennsylvania Station or the number of cars coming through our bridges and tunnels. On-time performance in the Northeast Corridor is hampered by a lack of capacity. The lack of capacity has given New Yorkers the longest commuting times in the nation. Our region will not be able to grow economically unless we expand capacity on these overburdened transportation systems.

Further, too often, commuters are jammed together in uncomfortable proximity. A 2007 study undertaken by New York City Transit found that not only are the maximum number of trains running on the 4, 5, 6 and L lines, but during the morning rush hours, the number of riders exceed the transit agency's loading guidelines, giving riders less than three square feet to stand in. The Second Avenue Subway is intended to be the solution to some of this crowding, but it will take years for the project to provide relief.

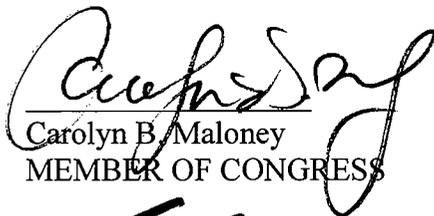
New Yorkers use mass transit more than any other area of the country, with nearly 55% of all commuters travelling by bus, train or subway to get to work, substantially more than the percentage of the next highest city – Washington, DC (38%). That's more than 1.9 million

people per day, six times the number of mass transit users of the next highest city – Chicago (294,000). In a region with strong patterns of mass transit use, coupled with a serious lack of capacity, the taxpayers of this nation can rest assured that federal transportation dollars redirected to projects in our area will be put to good use.

During this time of economic trouble, we want to make sure that federal transportation dollars that have been appropriated will be used. Economists tell us that every dollar spent on transportation returns \$1.59 in economic activity. Transportation construction creates jobs and expands economic opportunities in the future. We have great projects in the pipeline, and we would relish an infusion of federal funding to help us pay for them.

We believe that it makes sense to keep the New Jersey transportation funds in this region to help address our area's severe and growing transportation needs. We have great projects underway that can make effective use of the funding. Accordingly, we urge you to redirect the ARC funds to New York State's on-going transportation construction projects.

Very truly yours,



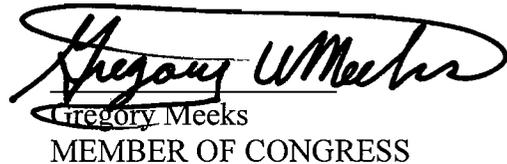
Carolyn B. Maloney
MEMBER OF CONGRESS



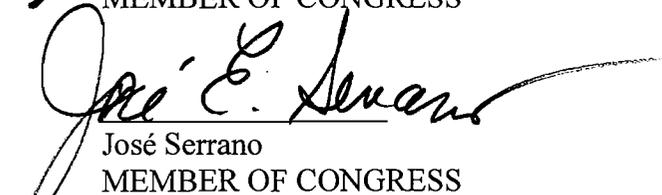
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Peter King
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Gregory Meeks
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José Serrano
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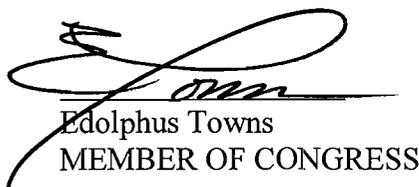
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