

**Congress of the United States**  
**Washington, DC 20515**

January 12, 2018

The Honorable Elaine L. Chao  
Secretary  
U.S. Department of Transportation  
1200 New Jersey Avenue, SE  
Washington, DC 20590

Dear Secretary Chao:

We write today to express deep concern about Deputy FTA Administrator Williams's letter of December 29, 2017 expressing the Administration's mistaken belief that an agreement for the federal government to fund half the cost of the Gateway Project is "non-existent." On November 12, 2015, the governors of New Jersey and New York, Senator Chuck Schumer, Senator Cory Booker, Amtrak and the Secretary of Transportation announced an agreement that prompted the creation of the Gateway Program Development Corporation (GDC). As part of that pact it was agreed that the states would cover half of the project's costs and the federal government and Amtrak the other half. Significant federal investment was promised precisely because this is a project of regional and national concern. This track infrastructure is not just a link between two states; rather it is the primary connection between the Northeast and the rest of the national passenger rail network.

This summer, those traveling to New York Penn Station on NJ Transit, LIRR, and Amtrak suffered through a commuting "summer of hell" because of a need to repair decades old track infrastructure under the terminal. Due to unprecedented cooperation by these entities, the Port Authority of New York and New Jersey, and NY Waterway, the feared worst-case scenarios were avoided. However, we all know prolonged shutdowns like this will only become more frequent and more severe if the rail infrastructure connecting New Jersey and New York is not repaired and enhanced.

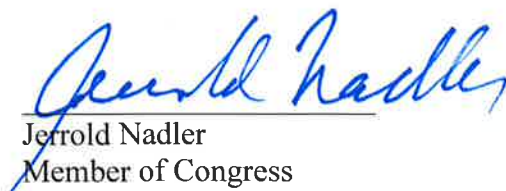
Last month, Governor Christie and Governor Cuomo announced their states were ready to commit \$1.9 billion and \$1.75 billion, respectively, to complete the Gateway Tunnel project, the centerpiece of the program. This, in addition to another \$1.9 billion already committed by the Port Authority, brings the states' contribution to \$5.55 billion. New Jersey's Governor-elect Phil Murphy has stated this project is a top priority of his. The Department of Transportation's and the White House's silence thus far is troubling. A year into the administration and not a penny has been committed by Congress or the administration toward any major infrastructure projects.

The President promised to "build the greatest infrastructure on the planet earth." The railroad connecting New Jersey and New York is far from great or even modern. Gateway is the nation's biggest and most urgent infrastructure project on the horizon. It is time for the federal government and the states to get on the same page about the urgency of this project. The time to build was yesterday.

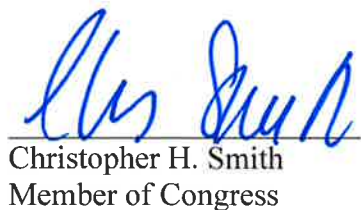
Sincerely,



Donald M. Payne, Jr.  
Member of Congress



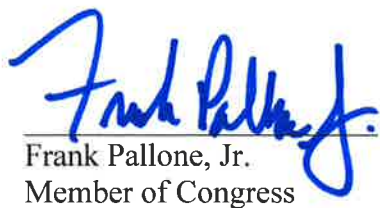
Jerrold Nadler  
Member of Congress



Christopher H. Smith  
Member of Congress



José E. Serrano  
Member of Congress



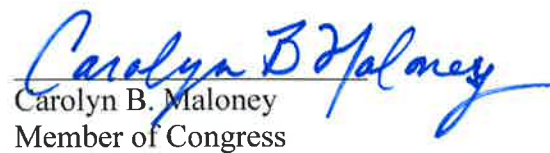
Frank Pallone, Jr.  
Member of Congress



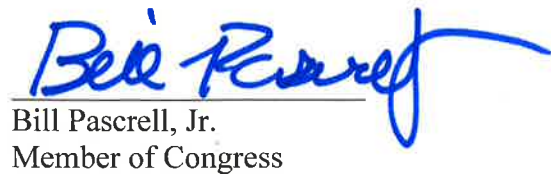
Peter T. King  
Member of Congress



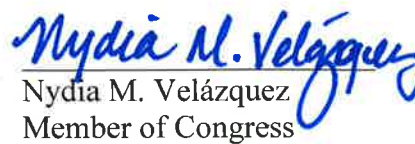
Frank A. LoBiondo  
Member of Congress




Carolyn B. Maloney  
Member of Congress



Bill Pascrell, Jr.  
Member of Congress



Nydia M. Velázquez  
Member of Congress


  
Albio Sires  
Member of Congress


  
Gregory W. Meeks  
Member of Congress


  
Leonard Lance  
Member of Congress


  
Joseph Crowley  
Member of Congress

  
Donald Norcross  
Member of Congress

  
Hakeem Jeffries  
Member of Congress


  
Tom MacArthur  
Member of Congress

  
Sean Patrick Maloney  
Member of Congress

  
Bonnie Watson Coleman  
Member of Congress

  
Grace Meng  
Member of Congress

  
Josh Gottheimer  
Member of Congress

  
Kathleen M. Rice  
Member of Congress



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Adriano Espaillat  
Member of Congress



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Thomas R. Suozzi  
Member of Congress

cc:

Ms. K. Jane Williams, Deputy Administrator, Federal Transit Administration