

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

September 14, 2022

The Honorable Felicia James  
Associate Administrator  
U.S. Federal Transit Administration  
Office of Planning and Environment  
1200 New Jersey Ave SE,  
Washington, D.C., DC 20590

Dear Associate Administrator James:

Thank you for taking the time to speak with me in July regarding the Second Avenue Subway Phase II project. Currently, the neighborhoods Phase II intends to serve are of the most underserved, transit-dependent populations in the city. As such, I am writing to reiterate my support for the communities' request to expedite the Federal Transit Administration's (FTA) review of the project and the MTA's financial capacity.

Doing so could provide the opportunity for the MTA to enter an FTA Capital Investment Program full funding grant agreement (FFGA) by the end of 2022—a goal that the community is eager to see as they've longed for this transit extension since the 1970s. Additionally, I support the MTA's and community's request in urging for a letter of intent reiterating the FTA's intent to commit \$3.4 billion to the Second Avenue Subway Phase II project, as stated in the FTA's engineering approval letter for the project.<sup>1</sup>

New York's 13<sup>th</sup> Congressional district appreciates your steadfast partnership and collaboration with the New York Metropolitan Transportation Authority is working to see through that all Federal requirements are met to secure an FFGA for the Phase II project.<sup>2</sup> Reports to my office reflect that the MTA has been working tirelessly to demonstrate that they will have the financial capacity to operate and maintain their system without cutting service—an issue that the FTA has previously mentioned concern over.

Like other transit agencies around the country, MTA will face a severe operating deficit once its COVID relief funds are expended, in 2025. Please note that intergovernmental partners are committed to ensuring the MTA remains solvent so it can continue to provide vital transit services to residents throughout the metropolitan region, and visitors. The MTA region generates about 80% of NYS's Gross Domestic Product and Income, and robust transit services are critical

---

<sup>1</sup> *Phase 2 of Second Avenue Subway advances to engineering phase of CIG ...* (n.d.). Retrieved September 8, 2022, from <https://www.masstransitmag.com/rail/infrastructure/article/21252341/phase-2-of-second-avenue-subway-advances-to-engineering-phase-of-cig-program>

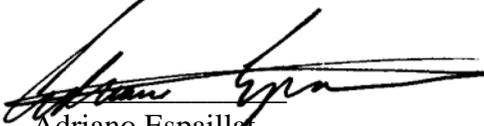
<sup>2</sup> 49 U.S.C. 5309(g)

to supporting the region's and the State's economy – and also to meet the State's climate and equity goals which align with the goals of the federal Green New Deal proposal.

In closing, I strongly support advancing this one-of-a-kind regional transit equity project which is of utmost importance to the Northern Manhattan community. It presents a myriad of long overdue socioeconomic benefits to working-class Northern Manhattan residents, and businesses.

Thank you for your consideration.

Sincerely

A handwritten signature in black ink, appearing to read 'Adriano Espaillat', with a long horizontal flourish extending to the right.

Adriano Espaillat  
Member of Congress