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GLOBAL GATEWAY ALLIANCE LETTER CALLS ON USDOT TO QUICKLY FUND GATEWAY TUNNEL; HIGHLIGHTS IMPORTANCE TO NEWARK AIRPORT

“The over-100-year-old, one-track-in, one-track-out tunnel that Amtrak, NJ Transit, and millions of airport passengers currently rely on can no longer stand as the major rail link under the Hudson.”

Group suggests Public-Private Partnership to Fully Fund Project

(NEW YORK-NEW JERSEY) – Global Gateway Alliance Board Members sent a letter today to US Transportation Secretary Anthony Fox to call on the agency to quickly fund the Gateway Tunnel project, the rail tunnel connecting New York and New Jersey.

“The over-100-year-old, one-track-in, one-track-out tunnel that Amtrak, NJ Transit, and millions of airport passengers currently rely on can no longer stand as the major rail link under the Hudson,” the letter states.

GGA Board Members also suggest financing mechanisms including a public-private partnership to complete the funding for the tunnel.

The letter highlights the need for a viable transportation link between Newark Liberty Airport and New York City, with the existing, delayed rail route acting as the primary mass transit connection for airport passengers. “As such, we are calling for the US Department of Transportation to work together with New York and New Jersey officials to fund and advance the project to provide passengers with 21st century access and foster economic growth for the region.”

The full text of the letter is below.

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ABOUT GGA

Global Gateway Alliance (GGA) was established to address the major challenges facing the metropolitan region’s airports and related infrastructure that, if left unaddressed, will serve as a major impediment to the long-term growth of New York City and surrounding areas. By harnessing the expertise of leaders in business, government, academia, labor and other sectors, we seek to tackle these challenges head-on and serve as the leading advocate in an effort to improve our airports and facilitate the continued growth of the region. For more information regarding the Global Gateway Alliance, please visit

www.globalgatewayalliance.org. Follow GGA on Twitter @GGA_NYNJ and 'Like' the organization on Facebook at <http://on.fb.me/UsqxGw>.

GGA's board of directors includes: **Joseph Sitt** (Chairman), CEO, Thor Equities; **Stuart Appelbaum** (Vice President), President of the Retail, Wholesale and Department Store Union; **Angelo Genova**, Founding Partner at Genova Burns and a former New Jersey Commissioner of the Port Authority; **Chris Giamo**, Regional President for TD Bank; **David Hopkins**, Senior Director of Aviation at the New York City Economic Development Corporation; **Jared Kushner**, Owner of Kushner Properties and the New York Observer; **George Miranda**, Teamsters' International Vice President; **Mitchell Moss**, Henry Hart Rice Professor of Urban Policy and Planning at the Robert F. Wagner Graduate School of Public Service at New York University; **William Rudin**, CEO of Rudin Management Company, Inc. and Chairman of ABNY; **Joseph Spinnato**, President of the Hotel Association of New York City; **Alvin S. Trenk**, Chairman and CEO of Air Pegasus Corp; **Peter Ward**, President of the Hotel Trades Council on New York; **Tom Wright**, Executive Director of the Regional Plan Association; **Kathryn Wylde**, President of the Partnership for New York City, and **Tim Zagat**, Co-Founder and Co-Chair of Zagat Survey.



Global Gateway Alliance

25 W 39th Street, New York, NY 10018

October 6, 2015

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

Dear Secretary Foxx:

We are writing today to urge you to work alongside state and local partners to fund and build the new passenger rail tunnel connecting New York and New Jersey, known as the Gateway Tunnel. Global Gateway Alliance is the leading New York-New Jersey based coalition advocating for improvements to the region's airports.

The over-100-year-old, one-track-in, one-track-out tunnel that Amtrak, NJ Transit, and millions of airport passengers currently rely on can no longer stand as the major rail link under the Hudson. It is well beyond capacity, dangerously in need of repair, and the cause of the chronic delays felt throughout the transportation system in the most vital economic region in the country.

A new tunnel would provide a faster, more reliable link to New York City from Newark Airport, and in doing so, finally equip the airport with 21st century access for the millions of passengers who use it every year, while fostering much-needed regional economic growth.

Airport passengers rely on efficient and dependable transportation, and the lack of viable access at Newark presents a major barrier to the long-term growth of the airport, especially in today's competitive 21st century market.

Time after time, our airports are criticized for their chronic delays, outdated terminals, and lack of access. In fact, a recent GGA study found that Newark ranked second to last for transportation access among the world's leading airports for passenger traffic. In other words, not only are our airports ranked last in the nation for flight delays, but our airport access is also some of the worst in the world.

The importance of increased, improved access to New York City from Newark Airport cannot be overstated. Right now, one in three Newark Liberty passengers are headed to New York State, one in four to New York City, and one in five to Manhattan, with the airport acting as a major gateway to the region and generating significant economic activity for both states.

Further, well over two million passengers take NJ Transit to and from the airport every year, making it Newark's most popular public transport link by a wide margin.

However, outdated, delay-prone rail infrastructure is not just bad for passengers; it also hurts connecting transportation links, like the AirTrain, whose ridership and consequent return-on-investment is lessened by the lack of viable transit connections. And as the Port Authority embarks on a Newark AirTrain replacement project, at a reported cost of between \$1 and \$2 billion, it defies reason that the AirTrain's critical connection is to such an outdated transportation link.

More than that, however, this rail tunnel is a vital link between New Jersey and the heart of the region, not only for passengers, but for local residents and visitors alike. And given its importance, it is unthinkable that a single, crumbling tunnel has gone this long before we take action.

With that in mind, we are calling on the U.S. Department of Transportation to take the lead and work with New York and New Jersey in financing the construction of a new tunnel to ensure that this critical project moves forward and the long term health of the region is protected.

We are heartened by the recent letter from Governors Christie and Cuomo pledging to fund half the project if the Federal Government funds the other half, and at your positive reaction to that offer. A number of financing mechanisms have been discussed for the Gateway Tunnel, including the potential of a public-private partnership to leverage private sector capital along with public sector resources and expertise.

All viable alternatives should be explored, but, most important, this tunnel needs to be planned, financed, designed and approved rapidly. There is simply no time to waste for the millions of passengers and a region and nation that rely on efficient connections between New York and New Jersey in order to thrive.

As cities and nations around the world invest in the modernization of their transportation infrastructure, it is time for the U.S. to stand up and do the same with the Gateway Tunnel to benefit our people and region, and to remain competitive in a 21st century economy.

Sincerely,

Joe Sitt

Chairman, Global Gateway Alliance
CEO, Thor Equities

Stuart Appelbaum

Vice Chairman, Global Gateway Alliance
President, Retail, Wholesale and Department
Store Union

Angelo Genova

Board Member, Global Gateway Alliance
Founding Partner, Genova Burns
Former NJ Port Authority Commissioner

Chris Giamo

Board Member, Global Gateway Alliance
Regional President for TD Bank

David Hopkins

Board Member, Global Gateway Alliance
Senior Director of Aviation, New York City Economic
Development Corp.

George Miranda

Board Member, Global Gateway Alliance
Teamsters' International Vice President

Angela Pinsky

Board Member, Global Gateway Alliance
Executive Director, Association for a Better NY

Alvin Trenk

Board Member, Global Gateway Alliance
Chairman and CEO of Air Pegasus Corp

Tom Wright

Board Member, Global Gateway Alliance
President, Regional Plan Association

cc: Andrew Cuomo, Governor, State of New York
Chris Christie, Governor, State of New Jersey
Anthony Coscia, Chairman, Amtrak
John Degnan, Chairman, Port Authority of NY & NJ
Veronique Hakim, Executive Director, NJ Transit