



Assemblymember
Robert J. Rodriguez
Infrastructure Roundup



Summer 2018

DISTRICT OFFICE: 55 East 115th Street, Ground Floor • New York, New York 10029 • 212-828-3953
 ALBANY OFFICE: Room 729 Legislative Office Building • Albany, New York 12248 • 518-455-4781
 EMAIL: rodriguezrj@nyassembly.gov

New York State has a vast and aging network of infrastructure that is essential for a functioning and robust economy. By investing and improving our state's infrastructure, we can provide essential services, boost our economy, and safeguard against the effects of future natural disasters. Infrastructure provides the framework, joining public and private resources to meet the needs of a state, county or locality, such as roads, bridges, tunnels, water supply, sewage, energy, and transportation.

The aim of this report is to inform the public on major infrastructure developments, legislation, and funding in New York State. Governor Cuomo has recently committed to the next phase of his \$100 billion infrastructure initiative, adding an additional \$125 billion over the next five years. New York's infrastructure initiative is the largest plan of its kind in the nation with many of the major projects already underway.

Sincerely,

New York State Assembly
 District 68
 East Harlem/El Barrio, Central Harlem, and the Upper East Side

New York's Major Infrastructure Projects: *Investing In Transportation*

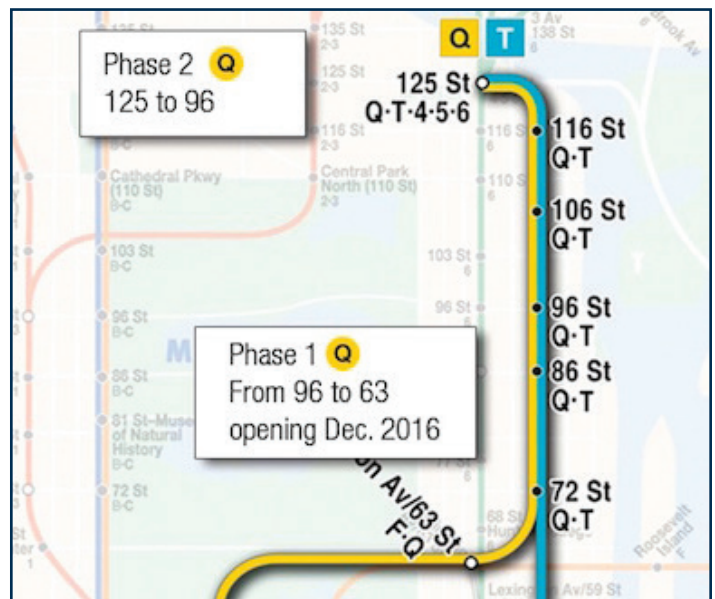
New York State has allocated more than \$55 billion in new transportation capital improvements since 2016.

- \$27.1 billion for the Department of Transportation and Thruway Authority programs
- \$28 billion for the Metropolitan Transportation Authority's program.
- The Department of Transportation's five-year capital plan includes \$21.1 billion in funding to improve highway, bridge, rail, port, airport, and downstate suburban and up-state transit infrastructure

Second Avenue Subway Phase 2

The State Assembly is committed to ensuring that the MTA funds the Second Avenue Subway Phase 2 to its completion. Phase 1 of the project was completed in December of 2016 and the three new stations that extended the Q line up Second

continued on next page



Avenue to 96th Street on Manhattan’s East Side were open and operational in January of 2017.

Phase 2 Funding:

The Metropolitan Transit Authority (MTA) announced an amended \$32.9 billion five-year capital plan, giving an additional \$700 million for Phase 2 of the Second Avenue Subway in June of 2017.

Since then, the amended five-year capital plan will increase funding for Phase 2 from \$1.035 billion to \$1.735 billion. The additional funding is part of the 2015-2019 capital plan negotiations where Assemblymember Rodriguez worked with the MTA and other elected officials to obtain \$1.35 billion in funding for Phase 2. During those negotiations, Assemblymember Rodriguez was able to hold the MTA to its commitment to invest a minimum of \$443 million for the next five-year capital plan (2020-2024) to ensure that the project is completed within a reasonable time-frame.

Work has already begun to address environmental assessments including soil and rock investigations, street utility inspections, and topographic surveying. This initial funding will support preliminary design and construction work.

The MTA is working to enhance its community outreach and education by opening the Second Avenue Subway Information Center and providing newsletters and Community Board updates on a regular basis. The development of the Second Avenue Subway Community Information Center serves as a resource for the public to learn, ask, and raise issues about the project. To further tend to the needs of the community, District 68’s Robert J. Rodriguez created a task force which aimed to serve as a mediator between the community and stakeholders of the MTA.



Long Island Railroad East Side Access Project and Third Track

The East Side Access mega-project is one of the nation’s largest transportation initiatives and is currently underway. The project will create a new Long Island Rail Road (LIRR) terminal at Grand Central Station on Manhattan’s East Side. It will route the LIRR to new track connections in Queens and create a direct link to JFK Airport AirTrain. The project is on time to reach completion in 2022, and will cost \$10.83 billion.

The Gateway Project

The Gateway Project is a long-awaited mega-project that would upgrade the Hudson River rail crossings by adding a two double track tunnels that would connect North Bergen, New Jersey to Manhattan. The current tunnel is 107 years old and only has one double track. It is projected to cost roughly \$30 billion and New York and New Jersey are expected to front the majority of the financing. Most recently, New Jersey has announced to allocate \$600 million towards the project. The project would assist with the redirection of traffic and reduction of congestion.



LaGuardia Airport

In summer 2016, Governor Andrew Cuomo announced the redevelopment of LaGuardia Airport. The \$4 billion overhaul will create new parking garages, completely reconstruct terminal B, create a new central entry hall, and connect terminals B and C into one. Roadway construction will change the entry point for vehicles into the airport by moving the entrance closer to the Grand Central Parkway, reducing ground delays. The construction on the terminal is already underway and some new gates will be opening this year. The main terminal is expected to open in 2020. Further, in late June, Governor Cuomo signed legislation approving plans to build an AirTran to LaGuardia from the 7 train and LIRR train at the Willets Point Station.

Bridge NY

In April 2017, the State Department of Transportation (DOT) declared that 10.5% of the state’s bridges were considered “structurally deficient.” According to Federal Highway Administration’s data, that is nearly 1,900 of the 17,462 bridges in the state. The Governor first announced the BRIDGE NY initiative with a \$200 million investment in rehabilitation monies. Earlier this year, Gov. Cuomo gave an additional

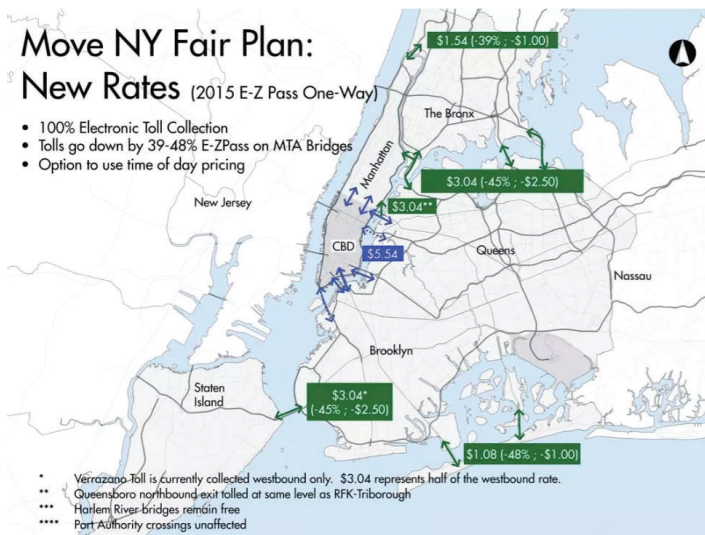
\$250 million in available grants for localities to invest in their bridge infrastructure.

Governor Mario M. Cuomo Bridge/Tappan Zee Bridge

As part of his major infrastructure investments, Governor Cuomo and the state legislature began the construction of a new Tappan Zee Bridge, now renamed after former Governor Mario M. Cuomo. The new \$3.98 billion bridge links Westchester and Rockland counties, spanning 3.1 miles across the Hudson River. All traffic has been shifted to westbound span which was completed in the summer of 2017. Eastbound traffic will be routed onto the second span upon its completion later this year.

Infrastructure Legislation

MOVE NY: A Common Sense Solution to Reducing Congestion and Equitable Tolling in Manhattan



Since March 2016, Assemblymember Rodriguez has been the lead sponsor of Move NY [A306B/S6287A], legislation that addresses congestion, transit funding and equitable tolling. While the Governor and Legislature took major strides toward reducing congestion this session, the measures do not go far enough. The Move New York Fair Plan Act was created to stimulate the adoption of a fairer tolling system in the City, reducing tolls that are too high and adding and restoring tolls where traffic is worst and transit options are plentiful. Move NY proposes fees for all drivers personal and commercial entering the CBD and imposes tolls on the East Side bridges in Manhattan, while reducing tolls on the City's outer borough bridges. Under this provision, we will generate much needed revenue to maintain, modernize, and expand our aging transit system and improve our road and bridge network, creating 30,000 new, and local annually recurring jobs in the process. In this year's budget, the state legislature passed measures to expand select bus services throughout the city so residents can

get around more easily and reach their destinations on time. The budget established a long-term funding stream for New York City public transportation, enacting a \$2.75 surcharge on for-hire vehicles, \$2.50 for yellow cabs and \$0.75 for pooled trips below 96th Street in Manhattan. Additionally, the plan provided funding to install no less than 50 new traffic monitoring cameras on Transit Authority buses to reduce congestion and increase safety on our roads. We expect additional focus on MTA infrastructure funding to continue next year. Assemblymember Rodriguez spearheaded securing "lockbox" revenue as a means to fund transit system, road, and bridge improvements.

Affiliated legislation includes the Assemblymember's co-sponsorship of the Transit Gap Investment Fund [A09633], which dedicates equal access from 59 New York City districts to \$1 billion, geared to benefit district projects.

Design-Build

Our state's infrastructure is crumbling due to lack of funding and an arduous procurement process. The Center for an Urban Future estimates that New York City requires \$47 billion to completely restore its infrastructure. In addition, many city agencies are required to stagger the design and construction proposals for large-scale construction projects, adding extra bureaucratic steps that make it harder to improve our home.

Design-build is a common sense solution to accelerate this process and spurs construction, allowing city agencies to use a streamlined method of procurement on major projects. Assemblymember Robert J. Rodriguez has been fighting for its implementation in New York City since May 2015, leading legislation for its exercise while working with stakeholders, including the inclusion of the act which permits utilization of design-build for infrastructural endeavors by authorized state entities [A00706].

Design-build saves taxpayers money and time. The Federal Highway Administration has found that design-build reduced a project's completion time by fourteen percent and on average shrunk costs by three percent. Finally, in this year's budget the design build procurement method was approved on a project by project basis for New York City and will be used to make repairs at NYCHA developments, new jails to replace Riker's Island and on the reconstruction of the Brooklyn Queens Expressway. As of June 2018, its adoption in MTA projects include work in Brooklyn streets [A36993], subway work [A37119], Hurricane Sandy repairs [A37687] and more.

The P3s: Public Private Partnerships

The use of public private partnerships or P3s has become an increasingly popular tool to complete infrastructure projects. When evaluating cost-effectiveness, we should think about minimizing public sector risk while maximizing potential for improvement. This can improve the quality of life for all workers in the long-term and ensure we work towards a city that will effectively and efficiently serve all New Yorkers, while largely advancing the public sector infrastructure needs. This legislative session, we considered energy initiatives and our responsibility for continuing to invest in our future.

Notable Infrastructure Legislation

Bill No.	Type of Bill	Bill Benefits
A306B	Infrastructure - Reduce traffic congestion in and around New York City's Central Business District (CBD); raise revenue to help fill the remaining gap in the Metropolitan Transportation Authority's (MTA's) 2015-2019 Capital Plan and future capital programs; extend toll relief to drivers using the MTA's non-CBD crossings who tend to have fewer transit options; add new transit options to better serve the City's so-called "transit deserts"; and provide targeted fare relief for the City's outer borough transit users	<ul style="list-style-type: none"> • It is necessary to create a sustainable revenue source for the MTA's Capital Program and subsequent programs • For the economic health of New York City, it is necessary to reduce traffic congestion in the Central Business District and surrounding neighborhoods and to aggressively fill transit gaps in underserved neighborhoods • Necessary to rebalance the tolling system in New York City to provide toll relief to drivers using the City's less congested crossings serving areas that enjoy limited transit alternatives
A665	Infrastructure - Establishes infrastructure financing districts	<ul style="list-style-type: none"> • With certain limitations, municipalities are empowered to apply financing, which would prompt investment that could benefit local communities • Lowers restrictions for establishing certain districts called Enhanced Infrastructure Financing Districts (EIFDs) that may take advantage of borrowing against future increases in municipal, town, village or township property tax revenue
A662	Infrastructure - Creates a transit rehabilitation account within the New York state infrastructure trust fund and requires that requires that 25% of all state settlement funds are dedicated to the fund	<ul style="list-style-type: none"> • Establishes a new source of income for the New York infrastructure trust fund by directing twenty-five percent of the state's settlement money into the infrastructure fund • The allocation of prospective bonuses will help bring the state's infrastructure into good repair, attract business investment, and strive towards a higher quality-of-life standard for New Yorkers
A656	Energy - Requires gas corporations to file a plan addressing aging or leaking pipelines within their service territory	<ul style="list-style-type: none"> • Will help create a higher standard of safety in terms of pipeline infrastructure, and will lower the cost of the rate that consumers have to pay for lost and unaccounted for gas • Help to improve the environment by limiting the amount of natural gas that leaks out of faulty pipelines
A661	Energy - Relates to requiring liquid petroleum pipeline facilities to accelerate the repair, rehabilitation, and replacement of equipment or pipelines that are leaking or at a high-risk of leaking	<ul style="list-style-type: none"> • Would accelerate current pipeline replacement programs and reduce the amount of lost gas, providing significant savings for customers
A688	Energy - Relates to converting residential rental buildings from being mass-metered to sub-metered	<ul style="list-style-type: none"> • Ensures that the submetering application process is transparent in order to safeguard the rights of tenants, while ensuring that thermal characteristics of the building are known, and that there are existing checks which effectively safeguard tenants from being unduly burdened by unjust and unreasonable sub-metered charges
A706	Infrastructure - Enacts the "Infrastructure investment act"	<ul style="list-style-type: none"> • Seeks to reintroduce the design-build section of the Infrastructure Investment Act, to ensure that design-build can continue to deliver effective, efficient public infrastructure projects
A6667	Energy - Authorizes, for certain public works undertaken pursuant to project labor agreements, use of the alternative delivery method known as design-build contracts	<ul style="list-style-type: none"> • Would provide seven public entities in the City of New York with the opportunity to use design-build to provide taxpayers with public works projects of superior quality and on a faster timetable • Requirement that the City enter into project labor agreements in accordance with section 222 of the Labor Law and provides critical public employee protections including non-displacement safeguards to use the alternative delivery method (design-build procurement for the purposes of completing public works)
A11118C	Infrastructure - Allows water works corporations to provide water usage data to municipalities	<ul style="list-style-type: none"> • Would provide another tool for these municipalities to raise funds for these essential projects, while providing for adequate privacy protections for customers of private water companies
A467A	Infrastructure - Relates to reporting requirements for various classifications of gas leaks by utility corporations	<ul style="list-style-type: none"> • Would lead to a new level of transparency regarding the locations and classifications of leaks, which would accomplish several important public safety goals • Knowledge of existing leaks would facilitate safe, rapid response by local first responders to accidents and other emergencies that might occur at or near the locations of known gas leaks
A8239A	Infrastructure - To allow the City of New York to use design-build contracts for the Brooklyn-Queens Expressway and the Rodman's Neck Firearms and Training Facility	<ul style="list-style-type: none"> • Would allow for an efficient and cost-effective renovation of two projects in New York City, the Brooklyn-Queens Expressway and Rodman's Neck Firearms and Training Facility, by utilizing design-build