



September 17, 2020

Alstom Transportation, Inc.  
641 Lexington Avenue  
28<sup>th</sup> Floor  
New York, NY 10022

Dear Jérôme Wallut,

The COVID-19 pandemic has exacted a horrific toll in human, social and economic terms across the nation. Public transportation systems across the country have been devastated by the COVID-19 pandemic. Nowhere has this crisis been more acute than in New York at the Metropolitan Transportation Authority (MTA).

The MTA is currently experiencing \$200 million in revenue losses every week – an unprecedented crisis that eclipses even the Great Depression’s impact on our ridership and finances. These declines, compounded by the loss of state and local taxes and subsidies that support our organization, have left us with a \$16 billion projected deficit through 2024.

Making matters more difficult, the MTA has received several bond-rating downgrades since the pandemic began, with the latest hit just last week when Moody’s downgraded us once again due to losses caused by the pandemic.

I am writing to alert you that because of this financial devastation, many current and all future contracts are in jeopardy without an injection of \$12 billion in emergency federal aid. In response to the COVID crisis, the MTA has implemented immediate and aggressive cost controls, including undertaking a thorough review of all new and planned expenditures. We have already frozen most of our contracts and paused our historic 2020-2024 \$51.5 billion Capital Program.

Based on previous MTA Capital Plans, the national impact of the 2020-2024 Capital Plan was expected to be extraordinary. We estimate that every \$1 million of MTA capital spending creates approximately 13 jobs across the country. Since 2011, prior MTA capital plans have resulted in more than \$2.2 billion in direct spending and created nearly 28,000 jobs in the states where you have U.S. locations – California, Illinois, Florida, Missouri, Kentucky, and Delaware. We expected this year’s Capital Plan to have created even more jobs in those states. Nationally, the MTA’s out-of-state spending from 2011-2018 may have generated as many as 100,000 jobs – stretching from Canada to Florida and from Massachusetts to California.

*The agencies of the MTA*

MTA New York City Transit  
MTA Long Island Rail Road

MTA Metro-North Railroad  
MTA Bridges and Tunnels

MTA Construction & Development  
MTA Bus Company

Alstom Transportation, Inc  
September 17, 2020  
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MTA capital projects are a critical driver of economic activity that we need now more than ever, as the U.S. grapples with its worst financial outlook in generations. Transit infrastructure investments generate four dollars of economic activity for every dollar invested. I know you agree that by investing in transportation infrastructure we can put more Americans back to work and get our local economies humming again.

Let me be clear: federal funding for mass transit isn't a red or blue issue – it's a jobs issue. We need the US Senate to act and deliver more than \$32 billion in funding for transportation agencies across the country. As one of the earliest and hardest hit, the MTA is pleading for \$12 billion in federal support simply to cover pandemic-caused losses through 2021. We need federal action now – before it's too late. Our future – and the fate of approximately 100,000 MTA-created out-of-state jobs – rests squarely in the hands of the Senate.

Sincerely yours,

A handwritten signature in black ink that reads "Pat Foye". The signature is written in a cursive, flowing style.

Patrick J. Foye  
Chairman and Chief Executive Officer  
Metropolitan Transportation Authority



September 17, 2020

Bombardier Transportation  
1251 Waterfront Place  
Pittsburgh, Pennsylvania 15222

Dear Elliot Sander,

The COVID-19 pandemic has exacted a horrific toll in human, social and economic terms across the nation including in California and Pennsylvania. Public transportation systems across the country have been devastated by the COVID-19 pandemic. Nowhere has this crisis been more acute than in New York at the Metropolitan Transportation Authority (MTA).

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Based on previous MTA Capital Plans, the national impact of the 2020-2024 Capital Plan was expected to be extraordinary. We estimate that every \$1 million of MTA capital spending creates approximately 13 jobs across the country. Since 2011, prior MTA capital plans have resulted in more than \$2.6 billion in direct spending and created over 33,000 jobs in California and Pennsylvania, where you manufacture vehicles and produce rail products. We expected this year’s Capital Plan to have created even more jobs in these states. Nationally, the MTA’s out-of-state spending from 2011-2018 may have generated as many as 100,000 jobs – stretching from Canada to Florida and from Massachusetts to California.

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Patrick J. Foye  
Chairman and Chief Executive Officer  
Metropolitan Transportation Authority



September 17, 2020

Cubic Transportation Systems  
5650 Kearny Mesa Road  
San Diego, CA 92111

Dear Jeff Lowinger,

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MTA Bus Company

Cubic Transportation Systems

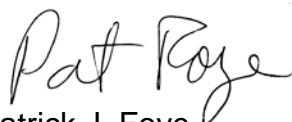
September 17, 2020

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Patrick J. Foye

Chairman and Chief Executive Officer  
Metropolitan Transportation Authority



September 17, 2020

Hitachi Rail STS USA  
1000 Technology Drive  
Pittsburgh, PA 15219

Dear Jason White,

The COVID-19 pandemic has exacted a horrific toll in human, social and economic terms across the nation including in South Carolina. Public transportation systems across the country have been devastated by the COVID-19 pandemic. Nowhere has this crisis been more acute than in New York at the Metropolitan Transportation Authority (MTA).

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Based on previous MTA Capital Plans, the national impact of the 2020-2024 Capital Plan was expected to be extraordinary. We estimate that every \$1 million of MTA capital spending creates approximately 13 jobs across the country. Since 2011, prior MTA capital plans have resulted in more than \$230 million in direct spending and created over 2,900 jobs in South Carolina, where your manufacturing facilities are located. We expected this year’s Capital Plan to have created even more jobs in your state. Nationally, the MTA’s out-of-state spending from 2011-2018 may have generated as many as 100,000 jobs – stretching from Canada to Florida and from Massachusetts to California.

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Hitachi Rail STS USA

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Sincerely yours,

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Patrick J. Foye

Chairman and Chief Executive Officer  
Metropolitan Transportation Authority





September 17, 2020

Kawasaki Rail Car Inc.  
29 Wells Avenue, Building 4  
Yonkers, NY 10701

Dear Yoichiro Araki,

The COVID-19 pandemic has exacted a horrific toll in human, social and economic terms across the nation. Public transportation systems across the country have been devastated by the COVID-19 pandemic. Nowhere has this crisis been more acute than in New York at the Metropolitan Transportation Authority (MTA).

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Based on previous MTA Capital Plans, the national impact of the 2020-2024 Capital Plan was expected to be extraordinary. We estimate that every \$1 million of MTA capital spending creates approximately 13 jobs across the country. Since 2011, prior MTA capital plans have resulted in more than \$15 billion in direct spending and created over 189,000 jobs in New York and Nebraska, where you manufacture and test rail cars. We expected this year’s Capital Plan to have created even more jobs in these states. Nationally, the MTA’s out-of-state spending from 2011-2018 may have generated as many as 100,000 jobs – stretching from Canada to Florida and from Massachusetts to California.

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MTA Long Island Rail Road

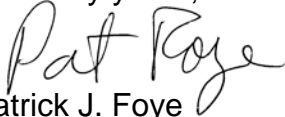
MTA Metro-North Railroad  
MTA Bridges and Tunnels

MTA Construction & Development  
MTA Bus Company

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Let me be clear: federal funding for mass transit isn't a red or blue issue – it's a jobs issue. We need the US Senate to act and deliver more than \$32 billion in funding for transportation agencies across the country. As one of the earliest and hardest hit, the MTA is pleading for \$12 billion in federal support simply to cover pandemic-caused losses through 2021. We need federal action now – before it's too late. Our future – and the fate of 350,000 additional jobs in New York State alone over the next five years – rests squarely in the hands of the Senate.

Sincerely yours,

A handwritten signature in black ink that reads "Pat Foye". The signature is written in a cursive, slightly slanted style.

Patrick J. Foye  
Chairman and Chief Executive Officer  
Metropolitan Transportation Authority



September 17, 2020

New Flyer of America Inc.  
7001 Universal Coach Drive  
Louisville, Kentucky 40258

Dear Paul Soubry,

The COVID-19 pandemic has exacted a horrific toll in human, social and economic terms across the nation. Public transportation systems across the country have been devastated by the COVID-19 pandemic. Nowhere has this crisis been more acute than in New York at the Metropolitan Transportation Authority (MTA).

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Based on previous MTA Capital Plans, the national impact of the 2020-2024 Capital Plan was expected to be extraordinary. We estimate that every \$1 million of MTA capital spending creates approximately 13 jobs across the country. Since 2011, prior MTA capital plans have resulted in more than \$5.1 billion in direct spending and created over 64,500 jobs in the states where New Flyer and NFI Parts have U.S. locations – Kentucky, Ohio, California, New Jersey, Minnesota, Alabama and Washington. We expected this year’s Capital Plan to have created even more jobs in those states. Nationally, the MTA’s out-of-state spending from 2011-2018 may have generated as many as 100,000 jobs – stretching from Canada to Florida and from Massachusetts to California.

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New Flyer of America Inc

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Patrick J. Foye  
Chairman and Chief Executive Officer  
Metropolitan Transportation Authority



September 17, 2020

Prevost Car (US) Inc.  
7900 National Service Rd.  
Mailstop DR2-63  
Greensboro, North Carolina 27409

Dear Ralph Acs,

The COVID-19 pandemic has exacted a horrific toll in human, social and economic terms across the nation. Public transportation systems across the country have been devastated by the COVID-19 pandemic. Nowhere has this crisis been more acute than in New York at the Metropolitan Transportation Authority (MTA).

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Based on previous MTA Capital Plans, the national impact of the 2020-2024 Capital Plan was expected to be extraordinary. We estimate that every \$1 million of MTA capital spending creates approximately 13 jobs across the country. Since 2011, prior MTA capital plans have resulted in more than \$4.75 billion in direct spending and created over 60,000 jobs in the states where you have U.S. locations – Texas, Florida, Tennessee, California, Illinois, New Jersey and Washington D.C. We expected this year’s Capital Plan to have created even more jobs in those states. Nationally, the MTA’s out-of-state spending from 2011-2018 may have generated as many as 100,000 jobs – stretching from Canada to Florida and from Massachusetts to California.

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Patrick J. Foye  
Chairman and Chief Executive Officer  
Metropolitan Transportation Authority



September 17, 2020

Siemens Corporation  
300 New Jersey Avenue  
Suite 1000  
Washington, D.C. 20001

Dear Marc Buncher,

The COVID-19 pandemic has exacted a horrific toll in human, social and economic terms across the nation. Public transportation systems across the country have been devastated by the COVID-19 pandemic. Nowhere has this crisis been more acute than in New York at the Metropolitan Transportation Authority (MTA).

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Patrick J. Foye  
Chairman and Chief Executive Officer  
Metropolitan Transportation Authority





September 17, 2020

Thales Transport & Security, Inc.  
5500 Corporate Dr.  
Pittsburgh, Pennsylvania  
15237

Dear Alan Pellegrini and Ken Darby,

The COVID-19 pandemic has exacted a horrific toll in human, social and economic terms across the nation including in Pennsylvania. Public transportation systems across the country have been devastated by the COVID-19 pandemic. Nowhere has this crisis been more acute than in New York at the Metropolitan Transportation Authority (MTA).

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Sincerely yours,

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Patrick J. Foye  
Chairman and Chief Executive Officer  
Metropolitan Transportation Authority



September 17, 2020

Transcore  
150 4<sup>th</sup> Avenue North  
Suite 1200  
Nashville, Tennessee 37219

Dear Tracy Marks,

The COVID-19 pandemic has exacted a horrific toll in human, social and economic terms across the nation. Public transportation systems across the country have been devastated by the COVID-19 pandemic. Nowhere has this crisis been more acute than in New York at the Metropolitan Transportation Authority (MTA).

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Sincerely yours,

A handwritten signature in black ink that reads "Pat Foye". The signature is written in a cursive, flowing style.

Patrick J. Foye  
Chairman and Chief Executive Officer  
Metropolitan Transportation Authority



September 17, 2020

Wabtec Passenger Transit  
P.O Box 11  
Spartanburg, South Carolina 29304

Dear Ramiro Leal Flores,

The COVID-19 pandemic has exacted a horrific toll in human, social and economic terms across the nation including in North and South Carolina. Public transportation systems across the country have been devastated by the COVID-19 pandemic. Nowhere has this crisis been more acute than in New York at the Metropolitan Transportation Authority (MTA).

The MTA is currently experiencing \$200 million in revenue losses every week – an unprecedented crisis that eclipses even the Great Depression’s impact on our ridership and finances. These declines, compounded by the loss of state and local taxes and subsidies that support our organization, have left us with a \$16 billion projected deficit through 2024.

Making matters more difficult, the MTA has received several bond-rating downgrades since the pandemic began, with the latest hit just last week when Moody’s downgraded us once again due to losses caused by the pandemic.

I am writing to alert you that because of this financial devastation, many current and all future contracts are in jeopardy without an injection of \$12 billion in emergency federal aid. In response to the COVID crisis, the MTA has implemented immediate and aggressive cost controls, including undertaking a thorough review of all new and planned expenditures. We have already frozen most of our contracts and paused our historic 2020-2024 \$51.5 billion Capital Program.

Based on previous MTA Capital Plans, the national impact of the 2020-2024 Capital Plan was expected to be extraordinary. We estimate that every \$1 million of MTA capital spending creates approximately 13 jobs across the country. Since 2011, prior MTA capital plans have resulted in nearly \$575 million in direct spending and created over 7,200 jobs in North and South Carolina, where your manufacturing facilities are located. We expected this year’s Capital Plan to have created even more jobs in the state. Nationally, the MTA’s out-of-state spending from 2011-2018 may have generated as many as 100,000 jobs – stretching from Canada to Florida and from Massachusetts to California.

*The agencies of the MTA*

MTA New York City Transit  
MTA Long Island Rail Road

MTA Metro-North Railroad  
MTA Bridges and Tunnels

MTA Construction & Development  
MTA Bus Company

MTA capital projects are a critical driver of economic activity that we need now more than ever, as the U.S. grapples with its worst financial outlook in generations. Transit infrastructure investments generate four dollars of economic activity for every dollar invested. I know you agree that by investing in transportation infrastructure we can put more Americans back to work and get our local economies humming again.

Let me be clear: federal funding for mass transit isn't a red or blue issue – it's a jobs issue. We need the US Senate to act and deliver more than \$32 billion in funding for transportation agencies across the country. As one of the earliest and hardest hit, the MTA is pleading for \$12 billion in federal support simply to cover pandemic-caused losses through 2021. We need federal action now – before it's too late. Our future – and the fate of 7,200 jobs in North and South Carolina and approximately 100,000 MTA-created out-of-state jobs – rests squarely in the hands of the Senate.

Sincerely yours,



Patrick J. Foye  
Chairman and Chief Executive Officer  
Metropolitan Transportation Authority