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**JERROLD NADLER**

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October 11, 2007

Elliot G. Sander  
Executive Director and Chief Executive Officer  
Metropolitan Transportation Authority  
347 Madison Avenue  
New York, NY 10017

Dear Mr. Sander:

Today is your deadline for responses to the Metropolitan Transportation Authority's (MTA) Request for Proposals for the development of the West Side Yard (WSY). In light of the scope of this project, and the impact it will have on my district and its residents—and as a basic matter of public policy—I write to ask that you release the "Project Profile" portion of all responses for public review as soon as possible. The same request has been made by my colleagues, State Senator Thomas Duane and Assemblymember Richard Gottfried, as well as by Community Board 4 (CB4), which includes the WSY as well as the immediately affected neighborhoods and residents.

Some have suggested that rather than putting this project—essentially the creation of a new neighborhood—in the hands of a single development team, it would be preferable for a public entity to create a master plan that can be implemented by multiple developers on a site-by-site basis. A greater government role in the planning process might better ensure openness, accountability and even-handed consideration of competing public needs and priorities. It would also not require a single private entity to lock into the assumption of all risk associated with development of the WSY for years, and might therefore increase the profit the MTA could obtain, in the aggregate, by parceling out development of such a master plan.

Nonetheless, given the current process parameters, at the very least, the selection of that single development team should not be made behind closed doors. Public review and discussion is an essential component of successful large-scale development; when it is circumscribed, planning errors often follow.

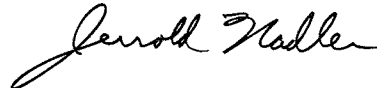
I do not ask for the release of information that is proprietary to proposers, only the the Project Profile, which includes: a description of each proposed project concept, approach and vision, including treatment of the High Line; a description of the proposed building and site design; conceptual design drawings, including a site plan; a summary of the proposed strategy for financing the development; and the conceptual schedule for project completion.

Release of this information will enable the public to assess how each proposer envisions the future of the WSY and handles competing public priorities. It will in no way harm any individual proposer, nor impede the selection or development processes. Indeed, as CB4 has noted, the MTA followed this course in the RFP process for the development of the Coliseum site in 1996-1997, and I believe the final plan was better as a result.

There is simply too much at stake in the development of the WSY—with too many variables left in the hands of proposers—for the public to be denied an understanding of each proposal before the MTA selects one and plans become a *fait accompli*.

I am grateful for your consideration of this matter and await your response.

Sincerely,



JERROLD NADLER  
Member of Congress

cc: Christine C. Quinn, Speaker, New York City Council  
Manhattan Borough President Scott M. Stringer  
State Senator Thomas K. Duane  
Assemblymember Richard Gottfried  
Assemblymember Richard Brodsky  
Jean-Daniel Noland, Chair, Manhattan Community Board 4  
Pat Foye, Downstate Chair, Empire State Development Corporation  
Ann Weisbrod, President, Hudson Yards Development Corporation  
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