



CITY OF NEW YORK

MANHATTAN COMMUNITY BOARD FOUR

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COREY JOHNSON
Chair

ROBERT J. BENFATTO, JR., ESQ.
District Manager

November 12, 2013

The Honorable Andrew M. Cuomo
Governor of New York State
NYS State Capitol Building
Albany, NY 12224

Governor Chris Christie
Governor of New Jersey
Office of the Governor
PO Box 001
Trenton, NJ 08625

Patrick Foye
Executive Director
Port Authority of New York and New Jersey
225 Park Avenue South
New York, NY 10003

Re: #7 Train Extension to New Jersey to Bus Stop Relocation

Dear Governor Cuomo, Governor Christie, and Mr. Foye:

Manhattan Community Board 4 (CB4) supports the recommendations of the #7 Train Extension (7X) Study Group to further explore the feasibility of extending the #7 train to Frank R. Lautenberg Station (FRL Station) in Secaucus. We specifically note that the Study Group proposal includes two elements of particular importance to CB4 - building a minimum 60 bay bus facility just south of (and integrated into) the existing FRL Station to accommodate a commuter bus terminus at the proposed #7 train stop rather than Manhattan, and the building of the #7 train subway stop at 10th Avenue and West 41st Street, a long time priority of CB4. We urge you to include the funds required to complete the feasibility study (approximately \$2 million) in your FY 2015 budget and incorporate this option in your overall plans to build a bus garage and renovate the Bus terminal.

The #7 Train Extension Study Group, which included representatives from the Governor's Offices of both New Jersey and New York, NYC Mayor's Office, NJ Transit, Port Authority of NY and NJ, the MTA, NYC DCP, NYC DOT, and the Hudson Yards Development Corporation, was convened in response to the projected 38% increase in commuter traffic between Manhattan and New Jersey by 2030 and the cancellation of the "Access to the Region's Core" (ARC)

project. The Study Group recommends to a proposal to the Federal Transit Administration to substitute the #7 train extension to the Secaucus project to the already federally approved ARC project.

Addressing the projected increase in New Jersey/Manhattan commuting is particularly important for the CB4 district. A substantial portion of the increase in commuters is expected to be in the roughly 26 million square feet of additional office and commercial space and an estimated 120,000 workers in Hudson Yards (EDC estimates that 30% of Hudson Yards workers will be NJ commuters), an area not planned to be connected by transit to Penn Station, while the Port Authority Bus Terminal and the Lincoln Tunnel are already exceeding their capacity and cannot absorb any more volume. The 7X would also provide NJ commuters with a much larger pool of job opportunities accessible through a one-stop trip: the East Side (via the existing Grand Central Station stop on the #7 train) and Queens, thus alleviating some of the increased congestion otherwise likely for the Port Authority bus terminal and other west side access points to the east side and Queens. The present hyper - congestion of our streets by commuter buses has led to residential streets being used routinely and illegally as bus routes and bus parking. The #7 train extension to Secaucus is estimated by EDC to remove 200 buses per peak hours from our streets and from the Lincoln Tunnel, thus creating much needed capacity to reduce overall traffic queuing in our area.

We are glad that the Final Report of the study group references the need for additional bus capacity, in addition to the #7 Train extension: we request that any feasibility study be tightly coordinated if not integrated with the study of plans for the construction of the long-proposed, long delayed additional Port Authority bus garage in Manhattan and, other methods to mitigate the anticipated increased bus commuting to the west side of Manhattan.

This addition would be consistent with one of the five approved goals articulated by the Study Group - to "Preserve and Protect the Environment" including "Avoid/minimize adverse impact on communities and neighborhoods," "Improve air quality by ...reduced vehicle miles and vehicle emissions," and "Preserve and enhance natural and built environment" and urge its addition to the Study.

With the above addition to the scope of the study, we urge you, the city and the states, to fund this study in the FY 2015 budget.

Sincerely,



Corey Johnson
Chair



Christine Berthet, Co-Chair
Transportation Planning Committee



Jay Marcus, Co-Chair
Transportation Planning Committee

CC: Assemblymember Richard Gottfried
Assemblymember Linda Rosenthal

NYS Senator Brad Hoylman
NYC Council Speaker Christine Quinn
Manhattan Borough President Scott Stringer
Federal Transit Administration
Tom Pendergast, Metropolitan Transit Agency
Jim Weinstein, New Jersey Transit
Tim Sullivan, Deputy Mayor of Economic Development
Andrew Mills, Port Authority of New York and New Jersey
Ann Weisbrod, Hudson Yards Development Corporation
Amanda Burden and Sandy Hornick, City Planning Commission
Mayor Elect DeBlasio