



## Manhattan Community Board 4 and 5

March 8, 2017

**Re: Study of Additional Transit Options in Relation to Replacement of Bus Terminal**

Pat Foye, Executive Director  
The Port Authority of New York and New Jersey  
4 World Trade Center  
150 Greenwich Street – 22<sup>nd</sup> Floor  
New York, NY 10006

Dear Executive Director Foye,

Manhattan Community Board's 4 (CB4) and 5 (CB5) congratulate you on the 2017-26 Port Authority of New York and New Jersey (Port Authority)'s 10 Year Capital Plan which includes many critical projects for the region. We are pleased to see the Port Authority's focus has returned to its core mission of transportation. We also want to thank you for seriously engaging with us regarding the future of the Port Authority Bus Terminal, a vital initiative for those of us on both sides of the Hudson.

In that spirit we recommend that the Port Authority undertake as soon as possible the study of a new rail link between Secaucus, NJ and Hudson Yards on the west side of Manhattan, to complement the approved replacement bus terminal on the west side of Manhattan. We urge you to allocate the funds required to complete the feasibility study started in 2013.<sup>1</sup>

The PA7, a PATH- like rail built and operated by the Port Authority as part of its PATH operation would link Secaucus to the # 7 Hudson Yards subway station at West 34<sup>th</sup> Street and Hudson Boulevard, on the west side of Manhattan. The rail cars would be compatible with the subway network and would travel seamlessly to the East Side and Queens on the # 7 tracks. In Secaucus, NJ, a transfer station would ensure a quick transfer from buses to the train, with a high-frequency service.

This recommendation echoes a New York City administration's recommendation<sup>2</sup>: "We believe the port should further study a full range of rail alternatives that may bring additional rails service to growing parts of New Jersey and permits future bus terminal needs to be addressed without adversely affecting the surrounding areas."

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<sup>1</sup> For a cost of approximately \$2 million or less

<sup>2</sup> Letter From Anthony Shorris to Pat Foye, February 3<sup>rd</sup>, 2017

This request also falls in the framework outlined by the Port Authority Chair at the February 16 Board meeting: “while the bus terminal is a critical first step, it is only one piece of a menu of options that must be in place to meet the needs created by future demand increases. The Port Authority reserves the right to study any additional options necessary to satisfy cross-Hudson transportation needs.”<sup>3</sup>

The benefits of such a rail link are many:

- The Port Authority’s Trans-Hudson Commuting Capacity Study<sup>4</sup> indicates that such a link would reduce 2040 bus rider demand for the Midtown Bus terminal by as much as 25%.
- The rail link would serve up to 40%<sup>5</sup> of bus commuters who go to the east side, thus reducing congestion in New York streets and particularly on the E subway line currently over capacity.
- With this rail link, New Jersey workers would gain direct access to the 120,000 jobs planned at Hudson Yards, an area poorly served by either the Bus terminal or Penn Station.
- This rail link would reduce the size and air quality impacts of a larger bus terminal on the surrounding community
- Combined with a new bus terminal on the west side of Manhattan, this system will offer options to commuters and provide to the Port Authority bus operation redundancy for emergencies
- Ample space would be available to build a transfer station (bus to rail) in Secaucus directly connected to the highways.
- This link would provide a faster and more reliable commute with no added inconvenience to many of the 50% of commuters who already have a two-seat ride

In 2013, under the Bloomberg administration, 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, concluded that such a project was feasible, pending further study.

Combined with the construction of a bus terminal on the west side of Manhattan and the Gateway program, these projects would go a long way to address the 45% additional capacity required to satisfy the projected increase in bus ridership by 2040.

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<sup>3</sup> <http://corpinfo.panynj.gov/documents/PA-Board-Minutes-2/>

<sup>4</sup> [https://www.panynj.gov/about/pdf/Trans-Hudson\\_Communing\\_Capacity\\_Study-Summary\\_Report\\_9-21-16.pdf](https://www.panynj.gov/about/pdf/Trans-Hudson_Communing_Capacity_Study-Summary_Report_9-21-16.pdf)

<sup>5</sup> Derived from NJ Transit survey 2012

We urge you to allocate the funds required to complete the feasibility study (approximately \$2 million) and look forward to continuing to work together cooperatively on all these issues.

Sincerely,



Delores Rubin  
Chair, CB4



Vikki Barbero  
Chair, CB5



Christine Berthet  
Co-Chair, Transportation  
Planning Committee  
CB4



Yoni Bokser  
Co-Chair, Transportation  
Planning Committee  
CB4



David Sandler  
Chair, Transportation/  
Environment  
Committee, CB5

Cc First Deputy Mayor, Anthony Shorris  
Commissioner Polly Trottenberg, DOT  
Hon. Jerrold Nadler, Congressman  
Hon. Brad Hoylman, State Senator  
Hon. Marisol Alcantara, State Senator  
Hon. Gale Brewer, Manhattan Borough President  
Hon. Richard Gottfried, Assembly Member  
Hon. Corey Johnson, City Council Member