



THE COUNCIL  
OF  
THE CITY OF NEW YORK  
CITY HALL  
NEW YORK, NY 10007

CHRISTINE C. QUINN  
SPEAKER

TELEPHONE  
212-788-7210

October 7, 2010

Hon. David A. Paterson  
Governor of the State of New York  
State Capitol  
Albany, NY 12224

Dear Governor Paterson:

It is my understanding that the Port Authority of New York and New Jersey will no longer be moving forward with the much needed Access to the Regions Core (ARC) Project as scheduled. I understand that decision frees up upwards of \$3 billion for use in important transportation projects.

One important transportation project I have been pushing for is the West Midtown Consolidated Bus Parking and Storage Facility. As you know, the garage would provide parking and staging areas for the large number of commuter and intercity buses serving the Port Authority Bus Terminal (PABT) in Manhattan. The PABT, located in the Council District I serve, is the point where the majority of bus service originating west of the Hudson River terminates in Manhattan. More than 80% of the PABT's activity is commuter operations. Congestion on the local roadway and highway networks is typical during morning and evening rush hours. The scarcity of bus parking in Midtown Manhattan requires most buses to park in New Jersey during the midday and travel through the Lincoln Tunnel to commence their evening passenger service. If the trip takes less time than expected, buses typically cannot go to their assigned PABT berth and must circulate on local neighborhood streets, on Lincoln Tunnel and PABT ramps, and within the terminal before arriving at their berth, adding to already high congestion levels in these areas. This condition exacerbates midtown traffic congestion and frustrates bus operations, service reliability, and community concerns.

Parked or idling charter buses clogging our neighborhood streets are already an overwhelming problem. While a charter bus layover garage was first identified in the Hudson Yards Environmental Impact Statement (EIS) in 2004, that garage has yet to be sited or planned. Multiple environmental review documents for other major developments, including the Western Rail Yards proposal, incorrectly assume that this garage is built.

I strongly believe that the Port Authority charter bus layover garage identified in the Hudson Yards EIS must be planned, sited and built, and that it must address the needs of commuter bus layovers as well as charter buses that use on-street parking for layovers. If ARC is no longer going to be built, Port Authority transportation funding must be targeted to this garage. The ongoing bus staging and circulation problems could be greatly reduced with a bus storage facility in Manhattan with direct access to the PABT, eliminating lengthy deadhead trips (trips without passengers) from garages or remote parking sites west of the Hudson River. Departure times for buses would also be more reliable and unnecessary bus circulation significantly reduced. The next step forward for the garage was to perform an engineering study, which the Port Authority put out for a Request for Proposal and had selected a consultant team but did not proceed on because of budget constraints. The time to move on this important project is now.

I want to end by noting my long held support for the inclusion of a Tenth Avenue station for the Number 7 subway extension to Midtown West. I understand that the freed up funds from ARC may not be appropriate to use for the Tenth Avenue station. It is my strong hope that the end of the ARC project will free up enough transportation funds elsewhere to allow you to find the funding to support the station as well.

Thank you for your time in reviewing these requests.

Sincerely,

A handwritten signature in black ink, appearing to read "Christine C. Quinn". The signature is fluid and cursive, with a long horizontal stroke at the end.

Christine C. Quinn  
Speaker

cc: Hon. Christopher Christie, Governor, State of New Jersey  
Christopher Ward, Exec. Dir., The Port Authority of New York & New Jersey