



CITY OF NEW YORK

MANHATTAN COMMUNITY BOARD FOUR

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CHRISTINE BERTHET
Chair

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District Manager

March 27, 2014

Mr. Patrick Foye
Executive Director
The Port Authority of NY & NJ
225 Park Avenue South, 15th Floor
New York, NY 10003

Re: Port Authority of New York Bus Terminal – Galvin Plaza Bus Annex (GPBA)

Dear Mr. Foye,

Manhattan Community Board 4 (CB4) expresses its strong support for the Port Authority of New York and New Jersey's application for Federal Transit Administration, Public Transportation Emergency Relief Program, Resiliency Projects in Response to Hurricane Sandy. The Port Authority Bus Terminal – Galvin Plaza Bus Annex (GPBA) planned by the Port Authority of New York and New Jersey will reduce region's vulnerability to flooding and other extreme events, while contributing to greater resiliency for the metropolitan region's interdependent, multi-modal transportation network. During events such as Super Storm Sandy that disrupt rail service, buses provide a durable and flexible response for emergency service that is vital to keep the region operational. However, the Port Authority Bus Terminal is currently over-capacity during normal operations and cannot handle the increased demand in such an event. After Sandy, over 60,000 additional daily passengers sought out services at the PABT, leading to extremely crowded conditions, and operations that had to be relocated onto city streets.

As you know, Superstorm Sandy had a tremendous impact on New York City and the entire New York/New Jersey metropolitan area. The storm and resulting surge caused an estimated \$50 billion in damage, disrupted the transportation network and destroyed valuable equipment and infrastructure. In the west side of Manhattan where 30% of the workers commute from New Jersey, the coordination and communication between all actors in the regional transportation network working together to restore service and continue their mission of moving people throughout the region, was and is essential to the region's economic viability.

The Port Authority's assets were, are, and will continue to be critical pieces of the region's transportation network. Millions of people use Port Authority tunnels, bridges, bus terminal and commuter rail to travel between New York and New Jersey each day. The Port Authority Bus Terminal (PABT) is the largest of the ground or rail stations in the city with over 8,000 daily bus trips: it serves 233,000 passengers each weekday over 50% of who walk on the city sidewalks

between the bus terminal and their Manhattan destinations. The GPBA will provide off-site bus staging capacity for the PABT, eliminating the tendency of buses to re-circulate within the terminal, thereby congesting it and reducing its capacity. Another key benefit to building this facility, will be the additional capacity to accommodate high-frequency bus shuttle operations without having to travel on city streets, serving the additional surge of passengers efficiently and without conflicting with cars and truck traffic and putting pedestrians at risk in the surrounding neighborhood – this is significant on a daily basis as well, by reducing the queuing of buses on city streets in a radius of 10 blocks near the terminal. This development is also the first step toward the eventual construction of a multi-story bus garage further enhancing and increasing operations and capacity.

By further ensuring a resilient trans-Hudson transit network, the Galvin Plaza Bus Annex will make Manhattan's central business district itself more resilient, providing benefits to the City of New York and the entire region. Again, CB4 would like to be on record as supporting it.

Thank you,

A handwritten signature in blue ink, appearing to read "Christine Berthet", is placed over a light gray rectangular background.

Christine Berthet
Chair