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THE SENATE
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JUDICIARY

January 17, 2014

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

Re: Proposed No. 7 Train Extension to New Jersey

Dear Governor Cuomo:

I write to urge your support for further study of the extension of the Metropolitan Transit Authority's (MTA) No. 7 Train to Frank R. Lautenberg Station (FRL Station) in Secaucus, and ask that \$2 million be included in the FY 2014-2015 budget for an advanced feasibility study on this crucial infrastructure project.

Recently, the bi-state, multi-agency No. 7 Train Extension Study Group (the Study Group) completed a preliminary study of the extension's feasibility in order to meet the growing transit travel demand between New Jersey and Manhattan, which is projected to increase by 38% by 2030. The Study Group concluded that extending the No. 7 Train to FRL Station would greatly improve trans-Hudson access between New York and New Jersey, serving an estimated 127,900 daily riders by 2035. Additionally, extending the No. 7 Train to New Jersey would generate economic activity, ease commuter and traffic congestion, and improve air quality.

A 2005 study commissioned of the former Access to the Region's Core (ARC) project found a new tunnel into Manhattan would increase economic activity in the region by \$10 billion. The study projected that within ten years of opening the tunnel would increase the region's tax base by \$480 million and help create approximately 44,000 largely business and professional services jobs, two-thirds of them in New York. Although an economic impact study has not yet been completed for the No. 7 Train



Extension, the NYC Mayor's office has determined it would have a significantly larger economic footprint than that of the proposed ARC project.

According to the Study Group report, capital costs for the No. 7 Train Extension will be developed in the next stage of analysis should the parties agree to proceed, and existing investments and infrastructure could be leveraged to help keep the cost down. Furthermore, a new trans-Hudson tunnel could accommodate the needs of both the No. 7 Train as well as Amtrak's proposed Gateway project.

Increasing ridership on an extended No. 7 Train would also serve to divert thousands of commuters from other over-burdened modes of transportation. The Port Authority Bus Terminal (PABT), which is located in my Senate District, currently sees 7,400 buses arriving daily. The PABT is already at maximum capacity, in the face of an ever-increasing travel demand. By pairing the extension of the No. 7 Train with the construction of a bus terminal at FRL Station in Secaucus, the daily burden on the PABT would be reduced, and it would have greater capacity to handle increasing demand.

The extension of the No. 7 Train would give thousands of commuters an alternative to driving through the Lincoln Tunnel, reducing congestion and queuing on both sides of the river. Decreasing the number of cars and buses idling on city streets would improve air quality and quality of life in the surrounding neighborhoods.

Additional funds are required to complete an advanced feasibility study, including a detailed project plan and finalized capital costs. I request that \$2 million be included in the FY 2014-2015 budget for an advanced feasibility study, and that this effort be incorporated into the Port Authority's plans to renovate the PABT and construct an additional bus garage.

Thank you for your consideration. Please contact me at (212) 633-8052 with any questions.

Sincerely,

A handwritten signature in black ink that reads "Brad Hoylman". The signature is fluid and cursive, with the first letters of the first and last names being capitalized and prominent.

Brad Hoylman
New York State Senate
27th District

cc: Mr. Patrick Foye, Executive Director, Port Authority of New York and New Jersey