



May 19, 2016

Mr. John J. Degnan  
Chairman  
Port Authority of New York &  
New Jersey  
150 Greenwich St  
New York, NY 10006

Mr. Scott H. Rechler  
Vice-Chairman  
Port Authority of New York &  
New Jersey  
150 Greenwich St  
New York, NY 10006

Mr. Patrick J. Foye  
Executive Director  
Port Authority of New York &  
New Jersey  
150 Greenwich St  
New York, NY 10006

Dear Chairman Degnan, Vice-Chairman Rechler and Director Foye:

We write today to urge you to move forward with plans to extend the PATH train to Newark Liberty Airport Station and to provide commitments that it will be included in any revision to the Port Authority's long term Capital Plan. At a time when the region's transportation infrastructure is crumbling, it is critical we work together to increase access as part of a dynamic, 21<sup>st</sup> century transportation network.

Extending the PATH train two miles to Newark Liberty Airport Station is a common sense project that will provide passengers with a quick and affordable ride from Lower Manhattan to the airport and local residents with greater access all along the PATH system, from Jersey City to Harrison and surrounding towns.

Transportation access to Newark Liberty Airport is already limited. In fact, fewer than 10 percent of all passengers get to the airport via mass transit, leaving the rest to travel by taxi, car and other private vehicles. In other words, roughly 33 million passengers are clogging up the region's roadways.

But these low ridership numbers are easily explained; Newark ranked second-to-last for mass transit access among the world's top 30 busiest airports in a recent study by Global Gateway Alliance, scoring only 40 points out of 100. The study, which compared the length, cost and number of transfers on airport routes, also showed that New York and New Jersey airports continue to lag behind their international and national competitors when it comes to modern and efficient mass transit access.

At 35 minutes from Lower Manhattan direct to Newark Airport, the PATH extension represents a faster, more reliable and frequent connection for millions of passengers and workers, helping to move the airport into the 21<sup>st</sup> century and keep up with competing airports around the world. And now that the Port has opened its state-of-the-art World Trade Center Transportation Hub and is planning an overhaul of the Newark Airport AirTrain, it's time to build the connections that will make these projects a success.

Moreover, the PATH extension will also help strengthen the region's transportation network at a time when it desperately needs it. With the existing New York-New Jersey rail tunnel in need of major repairs and the Gateway replacement tunnel years off, a stronger, better connected PATH service will provide passengers and residents with a viable, much-needed alternative.

But even amid these common sense reasons for the PATH extension, a number of voices are calling for the project to be jettisoned from the agency's Capital Plan, now that another "New Jersey" project, the Bus Terminal overhaul, has been approved. The PATH extension begins and ends in Lower Manhattan and the Bus Terminal is in New York. Moreover, striking one for the other would represent an extraordinary admission of horse trading guiding the Capital Plan, instead of overall regional planning.

As the Port embarks on billion-dollar modernization projects at the airports, access to and from must also be a top priority. Efficient transportation systems are the mark of a modern city and it is past the time for Newark to join the leagues of its competitors across the country and world by providing passengers with 21<sup>st</sup> century access to the region's core.

Thank you in advance for your consideration of our views.

Sincerely,

Joseph J. Sitt  
Chairman, Global Gateway Alliance

Jessica S. Lappin  
President, Downtown-Lower Manhattan Association

Ras J. Baraka  
Mayor, City of Newark

William C. Rudin  
Chairman, Association for a Better New York