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Gale A. Brewer, Borough President

**Testimony of Gale A. Brewer, Manhattan Borough President  
To the New York City Council Committee on Transportation Oversight  
Hearing – Examining the State of the Port Authority’s New York City Bus  
Stations, Progress of Renovations, and Impacts on Surrounding Communities.  
February 25, 2015**

Good morning. My name is Gale A. Brewer and I am the Manhattan Borough President.

Thank you to Chair Rodriguez and to the members of the Transportation Committee of the New York City Council for the opportunity to testify today.

The sight of idling buses has become a ubiquitous part of the landscape if you live, work, or travel anywhere near midtown, Manhattan. This is in large part because the Port Authority Bus Terminal, the largest in North America, is overcapacity. The Port Authority serves some 8,000 buses each day. This is almost the equivalent of one and half times the entire fleet of New York City’s MTA buses, concentrated in just one small geographical area in Manhattan. It is apparent to anyone that lives or works in the area that the Port Authority is well over capacity. The overflow, moreover, is overwhelming the Midtown community, turning neighboring streets into one large curbside terminal. What’s more, it’s a problem that’s only expected to worsen: by 2040, peak hour bus traffic is expected to increase by 25-39%.

For this reason, as the Port Authority continues its 18-month study to identify solutions to its capacity problem, I am pleased that plans for the construction of the 500-bus Galvin Plaza Annex continue to be under consideration. I believe such a facility will go a long way towards helping ameliorate the issue. This new garage will not only help reduce bus overflow on city streets by providing additional indoor parking, but it will also help speed bus trips for roughly 30,000 passengers daily.

However, I have heard some concerns that the construction of the garage may not come to fruition in a timely manner due to funding setbacks. Delaying the construction of this garage will only exacerbate the problems caused by bus backflow for the residents and workers of Midtown. I strongly encourage the Port Authority to prioritize the construction of the garage and hope to see it as a prominent feature of the 2015 Master Plan, soon to be released by the PANYNJ.

It must also be said, however, that the Galvin Plaza bus garage will not completely resolve the issue posed by increasing bus ridership into Midtown. 11-miles worth of buses wait to enter the terminal each day, and bus ridership continues to grow each year. We will need to entertain additional creative solutions to this problem. I am encouraged, for example, by reports that new operational rules implemented by the Port Authority of New York and New Jersey (PANYNJ) have helped reduce the diversion of buses onto city streets, which has notably reduced congestion on 10<sup>th</sup> Avenue. I look forward to working with PANYNJ and the Council to identify additional solutions such as these and work towards their implementation.

Lastly, I'd like to encourage the PANYNJ to take pains to ensure community members are involved and informed of the progress being made on its Master Plan. Council Member Rodriguez is very familiar with the George Washington Bridge Bus Depot renovation. I think he would agree with me that the Port Authority needs advanced and greater communication with Community Board 12, during the renovation and in the future; that every posting of signage has to be in Spanish and English; that there is a need for maximum lighting around the construction site; and that during construction all exits/entrances are ADA compliant. I am sure they will be when the project is complete. Community members have asked about the status of a traffic study and an air quality study of the area, and about the status of the outreach that will be done

regarding permanent jobs at the Bus Station. Lastly, I'd like to encourage the PANYNJ to take pains to ensure community members are involved and informed of the progress being made on its Master Plan.

Thank you again for the opportunity to testify today. I look forward to working with you to ensure that the Port Authority continues to be a world class transit hub for residents of and visitors to New York.



**February 25, 2015 New York City Council Hearing: Transportation Committee  
Renovations of the PABT and the GWBBS**

Thank you for the opportunity to provide testimony on the renovations of the Port Authority Bus Terminal (PABT) and the George Washington Bridge Bus Station (GWBBS). My name is Janna Chernetz and I am the Senior New Jersey Policy Analyst for the Tri-State Transportation Campaign.

According to NYMTC (the New York Metropolitan Transportation Council, our region's metropolitan planning organization), every weekday 373,000 people enter and leave the NYC hub from New Jersey, on bus, through the Lincoln and Holland Tunnels, a number equivalent to 79 percent of Staten Island's population. Annually, this equates to nearly 2.6 million buses carrying over 90 million passengers into the PABT and the GWBBS every year.

The majority of those bus passengers enter NYC via the PABT and the GWBBS. The remainder of those individuals bypass both stations for destinations to other parts of Manhattan. By mode share, 38 percent of commuters use bus across the lower Hudson crossings to enter/leave NYC; 39 percent use rail. Yet the Port Authority of New York & New Jersey has allocated just a sliver (less than half a percent) of its \$27.6 billion 2014-2023 Capital Program to improve bus facilities.

Instead, the majority of funding for transit facilities goes to rail projects. One such project is the \$1.5 billion PATH extension from Newark Penn Station to Newark Liberty International Airport. Given that buses as a mode share move nearly the equivalent amount of people between New York and New Jersey than trains, coupled with existing transit service to Newark Liberty International Airport, the \$1.5 billion of limited funds would be better spent on capital projects that expand bus parking at the bus stations, improve bus parking and traffic flow into and out of the bus terminals and through the Lincoln Tunnel (such as a reverse (westbound) Exclusive Bus Lane during the PM rush hour).

Five years ago the Port Authority postponed a bus garage from its 2007-2016 capital plan period to the next capital program. But, it was not included in this existing program. The postponed West Side bus garage, once estimated at \$1 billion, would provide indoor parking for hundreds of NJ Transit and private buses, sparing dozens of communities on Manhattan's West Side from the dominating presence of buses on their residential streets. The projected cost is a seemingly massive impediment to the project — that is until you compare it with other projects with a similar price tag, such as the PATH extension, that deliver fewer immediate direct transit benefits. The Port Authority was denied a federal grant to construct a new 100 space parking lot at Galvin Plaza near the PABT, which would have eased the parking situation that causes delays, massive queuing, and quality of life concerns for residents living around the bus stations. However, even though the grant was denied, the PA has not made any commitment to repurpose funds from its existing capital program to proceed with the parking lot—and it should.

Tri-State agrees that the \$1.4 billion Lincoln Tunnel Helix Reconstruction, which is included in the 2014-2023 capital program, will deliver significant benefits for bus riders by easing the funneling of more than 1,800 buses into the Lincoln Tunnel Exclusive Bus Lane each morning. However, it is not a dedicated capital bus project. Neither is the \$90 million "Quality of Commute Program" announced in Fall 2014 by the Port Authority. While the cosmetic improvements slated for the \$90 million program are much needed, they do not address the most pressing need to expand capacity of the terminal itself.

From 2003-2012, the number of bus riders through these tunnels increased 18 percent. And yet, there is no significant capital project in the capital program that addresses the significant growth in bus travel. TSTC has teamed up with community partners such as the Clinton Hell's Kitchen Coalition for Pedestrian Safety (CHEKPEDS) to call attention to the

need to advance a new bus garage and expedite capital improvements to the bus stations. TSTC consistently puts pressure on the Port Authority during its monthly board meetings and has worked with partners and legislators in both NY and NJ to call for these improvements. The PA is expected to release its Draft Bus Master Plan in March; we hope to see more bus capital improvements than what has been implemented in the past decade. We hope the NYC Council will apply pressure for these investments as well.

Thank you.

**GWB Bus Station and Redevelopment Project  
New York City Council Transportation Committee Testimony**

**February 25, 2015**

**Robert Durando  
General Manager, George Washington Bridge & Bus Station**

Good morning. My name is Bob Durando, and I am the General Manager of the George Washington Bridge and Bus Station for The Port Authority of New York and New Jersey. I am responsible for the operations and maintenance of the George Washington Bridge and the interstate Bus Station in northern Manhattan, and I work closely with the Police Captains at the George Washington Bridge to assist in securing these facilities. In this role, I strive to maintain assets and systems in one of the region's busiest corridors, balanced with the highest level of customer service possible, and an ongoing recognition that my facilities operate within local communities that have local needs. I would like to thank Chairman Rodriguez and the members of the New York City Council's Transportation Committee for the opportunity to talk about the George Washington Bridge Bus Station and the redevelopment of the facility that is currently underway.

The Port Authority's core mission is to operate and invest in a safe, reliable and resilient transportation network that serves the mobility needs of people and goods in the New York-New Jersey region. A critical element of the interstate transportation network is the region's transit network. Our transit services and facilities play a tremendous role in serving millions of residents, businesses and visitors that make New York City and northern New Jersey a vibrant economic center. The interstate bus network is a critical, but often overlooked, element of what makes transit ridership in our region on a par with no other region in the in the US.

I am here today to discuss the redevelopment underway at the George Washington Bridge Bus Station. While its activity and service area are no match with the Port Authority Bus Terminal in midtown Manhattan, the GWB Bus Station represents a sizeable bus operation by any other standard. The GWBBS serves 15,000 daily bus passengers on more than 1000 bus movements on a typical weekday, which totaled 4.7 million bus riders in 2014 on more than 337,000 buses. While the Bus Station is important on a regional scale, we are very aware that the facility operates within a community and is part of the fabric of the neighborhood. As such, we

recognize our role -- and responsibility -- in serving a local community comprised of residents and businesses that use our facility, rely on our services, and live with its activity on a day-to-day basis.

The George Washington Bridge Bus Station opened in 1963 and has faithfully served Washington Heights and neighboring communities in both NY and NJ for more than fifty years. The Station is a multimodal facility providing commuters with links to the NYC Subway, NYC MTA buses, and several bus and jitney carriers, such as NJ Transit, Coach USA, and Spanish Transportation. The Bus Station not only serves a role in connecting New Jersey and northern New York State with New York City, but also serves a vital role in providing transit access for New York City residents to easily access employment, shopping and recreational centers in northern New Jersey.

The 52-year-old Bus Station is undergoing a full-scale modernization, which is well timed with the current growth and revitalization of Washington Heights and neighboring communities. This is the most significant construction project to occur at the Bus Station since it opened, and represents one of the most significant neighborhood investments ever. The new station will be ADA compliant, and include a fully enclosed, air conditioned passenger pavilion, and a reconfigured bus concourse, all directly accessible from the street and subway levels. In addition, the modernized Bus Station will have significant retail partners, including major national retailers and locally-owned small businesses.

In an effort to extend the Port Authority's investment dollars across many priorities, we have sought innovative ways of delivering new public facilities. The redevelopment of the Bus Station is a public-private partnership (or P3) arrangement involving a private developer working in concert with the Port Authority. The redevelopment would not have been possible without this P3 arrangement with both the PA and the developer investing considerable funds in the project. The agreement between the Port Authority and the GWBBS Development Venture (DV) has created the opportunity to implement the massive renovation needed for the Bus Station to become a state-of-the-art transportation facility, AND, simultaneously create a major retail destination named "The George Washington Bridge Market Place /GWB Mercado". The DV and the Port Authority share the cost of the nearly \$200 million in the redevelopment of the GWBBS. The DV is responsible for the construction of both the retail and the bus project components. Upon completion, the DV will operate and maintain the retail space and the Port Authority will operate and maintain the bus operations. This project is currently in its second year of construction, and is now accomplishing a long-standing vision of joining modern and reliable transportation facilities, with retail and services that will enrich the quality of life and economic development of the local communities that the Bus Station serves.

I have worked with the Port Authority's Tunnels, Bridges and Bus Terminals Department for 37 years, and I personally have worked at the George Washington Bridge and Bus Station since 2002. I cannot begin to express my excitement and pride as we watch this incredible transformation of the Bus Station take place together. Major transformations of busy transportation hubs do not come without sacrifice, and this is definitely evident as we are going through the construction phase of the project. During this phase, our customers are being served in temporary quarters, which has presented some challenges, but service has continued and the environment has been made as pleasant as possible. The Port Authority and the developer have been active in their respective coordination and outreach efforts with outside entities including NJ Transit, the MTA, NYCDOT, Con Edison, and Community Board 12 regarding project-related issues that potentially impact the local community. Both the Port Authority and the developer are committed to continuing these efforts until the project is completed. Our schedule expects that by the end of this year, we will all be enjoying substantial delivery of a new Bus Station and retail center, filled with modern conveniences and services. I would like to elaborate on some of the many features and benefits of the redevelopment project to the community and the region.

### **Modern Transportation Services and Conveniences**

The ongoing modernization of the Bus Station is comprehensive and will bring significant upgrades and improvements to nearly every aspect of the facility. After more than a half century of service, the former Bus Station lacked the amenities and service levels expected of modern intermodal transportation centers. Without elevator service to the bus operating levels, air-conditioned terminal waiting areas, ADA accessible bus gates, efficient bus traffic design, and real-time passenger information, the Station lacked the modern features required to serve growing passenger needs. The addition of state-of-the-art passenger signage, and modern information systems will be another significant improvement compared to the older signage and passenger advisory systems at the current Station

The Station redevelopment will completely modernize the facility and its services.

- A spacious **passenger pavilion** will house a passenger waiting area, ticketing, information and restrooms, and will provide passengers direct views of the George Washington Bridge from one side and arriving and departing buses from the other. The new passenger pavilion will be fully air conditioned, a first for the Bus Station, and will also provide same-level access to bus gates, allowing passengers to see their bus arriving at the gate.



- A newly configured **bus operating level** is designed to provide bus riders with efficient and reliable services from all the current bus carriers serving the Bus Station, and room for potential new bus services to be added in the future. Bus carriers will enjoy a vastly improved bus traffic flow design, allow for improved throughput and greater terminal efficiency in promoting on-time services.
- A state-of-the-art **passenger information system** will be available throughout the facility, providing up-to-date bus service information and way-finding throughout the Bus Station and to its connecting services.
- New **elevators and escalators** will serve all levels of Bus Station, making the whole facility easy to access for all travelers. The facility will be fully compliant with the Americans with Disabilities Act, including dedicated elevator service to the 3<sup>rd</sup> Floor bus level, accessible at both the Fort Washington Avenue and Broadway entrances of the Station. Dedicated elevator service to the 3<sup>rd</sup> Floor bus level is another first for the Bus Station, and an important upgrade for the facility with regard to both compliance and customer service.
- The Bus Station will be a **primary transportation hub** providing direct and easy connections with NYC subways, NYC MTA buses, and interstate bus services between NY and NJ.

### Retail Expansion

New retail will provide new services to the neighborhood and feature local merchants, which the Developer prioritized in its leasing efforts. The new Station will offer nearly 120,000 SF of modern retail including a combination of local merchants and major retailers and food services adding significantly to the 30,000 SF of retail previously available. The Project will provide a balanced combination of retail including:

- **Local Merchant Shops** – Local merchants such as Cobbler and Shine, Lulu and Angie Pastries, Pick and Eat, Ticketro, Asian Express, Mr. Nice Guy, Café Buunni, B. Reyes Optical, Joyeria Pepe, Greg by Mildred Ortega – and others – will be a part of the new GWB Mercado. [The developer actively recruited these businesses by going door to door over a year ago to make sure the new facility represented and reflected the local business and community]
- **Big-Name Anchor Tenants** – The addition of Marshalls, a GAP outlet store, Buffalo Wild Wings, Fine Fare Supermarket, Blink Fitness, Time Warner, and others will contribute to GWBBS becoming an attractive shopping destination for neighboring communities.

## Minority Business Participation, Job Creation, and Economic Activity

The project is creating economic opportunities for minority- and women-owned business enterprises, as well as job opportunities and economic activity that will benefit the local communities.

- **Job Creation** – This project is resulting in 324 direct job-years and direct payroll wages of \$19 million. An additional estimated 530 union construction jobs and 129 indirect and induced jobs are being created. The project will generate \$31.7 million in total regional economic activity.
- The Project's construction phases have established **MBE/WBE participation goals** of over 20%, which exceeds the requirements of the agreement. Examples of participating MBE/WBE firms include Espinosa Group, Eaton Electric, AFI, Island Paving and Cutting, and T.U.C.S. Cleaning.
- The Port Authority has worked proactively with the community regarding local hiring. Last year, we hired the **NYC Women's Chamber of Commerce** for the express purpose of assisting the local community regarding job opportunities, MBE/WBE certification, and other related issues, and we will continue to assist in this manner.

## Community Space

We should not overlook that the primary benefit to the community is in improving this critical transportation facility for the tens of thousands of people in the community it serves everyday. Nevertheless, we are keenly aware of the interests of the local community to have space available within the new facility for various local functions and events. After meeting on many occasions with elected officials, local community boards, and local residents, the Port Authority has made special efforts to address the interest by:

- Joining with the developer to commit over **1600 SF of prime space** on the 1st Floor of the new Station for use by a non-profit business to be chosen by the community, including a commitment from the PA to cover the rent for the initial term of three years, with an option for another three years.
- If this space is well used by the community and the not-for-profit in its initial three-year term, we would be happy to discuss with local leaders the possibility of additional space
- The Port Authority is currently in the process of renovating Dolphin Park located on Cabrini Boulevard. To date, we have spent \$265,000 of the anticipated total project cost of \$550,000. During the past few months, we have installed playground equipment, benches on Cabrini Boulevard, wood fiber surface for play equipment,

and have relocated the play elephant. As it gets warmer, play surfaces and bluestone pavement will be installed as well. The renovations are scheduled to conclude in June of 2015.

### **Transportation Study**

In response to local community leaders' requests, the Port Authority is partnering with the NYC Department of Transportation and the community to help fund a comprehensive **transportation study of northern Manhattan** between 155<sup>th</sup> St. and 182<sup>nd</sup> Street, including the areas surrounding the Bus Station. The Study has been underway for months and has included early and active involvement of local community interests, notably a productive feedback session with NY Presbyterian Hospital held recently in November.

I would like to thank you for the opportunity to provide the City Council's Transportation Committee with this update on the redevelopment program underway at the George Washington Bridge Bus Station. We are confident that as the construction program draws to a close later this year, we will have a revitalized facility not only set to serve generations of future travelers, but also to live as an integral part of the growing and vibrant community in northern Manhattan that it serves including significant job creation, an improved transportation facility, and better retail offerings for everyone. I am happy to take your questions.

**PABT Operations and Improvement Plans  
New York City Council Transportation Committee Testimony**

**February 25, 2015**

**Diannae C. Ehler**

**General Manager, Lincoln Tunnel and Port Authority Bus Terminal**

Good morning. My name is Diannae Ehler, and I am the General Manager of the Lincoln Tunnel and Port Authority Bus Terminal (PABT). I am responsible for the operations and maintenance of the Lincoln Tunnel and PABT in midtown Manhattan, and I work closely with the Police Captains at the Lincoln Tunnel and PABT to secure these facilities. In this role, I advocate for the resources to maintain our assets and systems, ensure the best level of customer service possible, and establish programs that recognize that our facilities operate within local communities in New York and New Jersey. I would like to thank Chairman Rodriguez and the members of the New York City Council's Transportation Committee for your interest in the PABT improvements and planning that are currently underway. I am grateful for the opportunity to begin a discussion about the serious issues the region is facing regarding trans-Hudson transit and the role of the bus network and facilities.

**The Regional Role and Significance**

The Port Authority's longest standing core business function is the operation of an integrated multimodal interstate transportation network of facilities, which today includes vehicular crossings, the PATH railroad, ferry services and the interstate bus terminals. The interstate transportation network has been at the foundation of the region's economic competitiveness for many decades, providing the infrastructure required to connect New York City and the region's central business district with the goods, services, workforce and visitors from West of the Hudson.

The PABT in Midtown Manhattan is a major transportation hub serving more than 7,000 bus movements and 220,000 bus passenger trips on a typical weekday. More than a bus terminal, the PABT is an intermodal facility by virtue of its location, directly connected to the Lincoln Tunnel, 11 subway lines, 5 City transit bus lines, and unparalleled pedestrian access to Manhattan's densest office locations, the theater district, and shopping and entertainment

centers. The Lincoln Tunnel provides the NJ access route to the PABT and serves nearly 95,000 peak-period weekday bus commuters, more than any other trans-Hudson transit mode, including today's commuter rail services to New York's Penn Station. The existing interstate commuter bus system is an essential trans-Hudson transit link for commuters to Midtown, supporting a flexible and growing network of services. These services rely on interconnected infrastructure comprised of the contra-flow Exclusive Bus Lane on NJ Route 495, dedicated bus lanes in the Lincoln Tunnel, and direct ramps and street-level connections between the Lincoln Tunnel and the PABT in Manhattan, and configurable dedicated New York roadways for handling Lincoln Tunnel traffic. There are 24 bus carriers who operate out of the PABT and during the afternoon peak rush hour there are over 400 bus movements.

On a typical day, the Lincoln Tunnel serves 58,000 eastbound vehicles: 7,000 buses, 4,000 trucks, and 47,000 autos. Buses comprise only 15% of the 6-10 a.m. weekday traffic at the Lincoln Tunnel, but they carry 82% of the passenger trips during those hours. This fact illustrates the fact that the Lincoln Tunnel, in tandem with the PABT, serves as a critical regional mass transit facility each weekday.

The Lincoln Tunnel's Exclusive Bus Lane (XBL) is a foundational element of the transit role of the corridor. The XBL is a managed-use lane that extends for two and one-half miles along Route 495 between the New Jersey Turnpike and Route 3, and the Lincoln Tunnel. The XBL operates as a contra-flow lane, allowing eastbound bus traffic (to New York) priority access to the Lincoln Tunnel along Route 495 in a westbound lane. The XBL is by far the busiest and most productive highway lane in the nation. The lane operates from 6-10 a.m. on weekdays, accommodating more than 1,800 buses and 65,000 bus commuters daily. The timesaving the XBL offers bus riders is the primary benefit contributing to its overwhelming popularity. On average, the bus passengers in the XBL save from 20 to 30 minutes in commuting time during the morning rush hour, as compared with customers that use the regular traffic lanes of Route 495. The XBL also offers a one-seat ride to Midtown for many travelers, adding to its attractiveness.

The PABT and Lincoln Tunnel function as part of a network. The performance of these facilities depends greatly on the performance of the NJ highway network to move traffic to and from the Lincoln Tunnel.

The Interstate bus system and its terminals have proven to be a critical resource during severe weather and other emergency events. Buses offer a very flexible and resilient resource when the other elements of the transportation network are unavailable. During the terrorist attacks of September 11, 2001, the 2003 blackout, and Super-storm Sandy, the PABT played an important role in moving people when other modes were unavailable, and offers redundancy in

the transportation network. For example, during Super-storm Sandy, the PABT accommodated and additional 30,000 passengers each day for several weeks, while the NJ rail system was being restored.

### **An Important Role Within the West Midtown Community**

We recognize that the Lincoln Tunnel and PABT are a part of a vibrant and growing community in New York City that includes local residents and businesses, as well as many tourists and visitors. The community enjoys many benefits from having multimodal transportation services centrally accessible, with convenient connections to retail and other consumer services. Nonetheless, we recognize the impacts that a major transportation operation has on the neighborhood. We take our responsibility to be a good neighbor very seriously. This includes a partnership with other New York City agencies, and a full array of community and local organizations to manage congestion, noise, and pedestrian safety, and ensure the quality of life for those the live, work and visit in the neighborhood surrounding our facilities. This work is never easy and never complete. Balancing very busy transportation operations with a growing community (with growing needs) requires an ongoing partnership and communication, to understand the challenges and to establish reasonable solutions. I am here to tell you our history in working with the community is strong and my commitment is to continue to work together collaboratively within the local community to advance balanced and effective solutions.

### **Aging Infrastructure and Capacity Constraints**

While the system of facilities that serves Midtown Manhattan is incredibly productive, the ability for the system to perform reliably has become an increasing challenge. Not unlike much of the interstate transportation network, the PABT and Lincoln Tunnel are suffering from the pressures of aging and outdated infrastructure coupled with passenger demands that exceed capacity. So, while the system of facilities and services in the Midtown corridor has functioned remarkably effectively for many years, daily operations have become an increasingly a delicate balance of fragile elements. Reliability has become more difficult to sustain without new solutions and significant new investment.

The PABT is reaching the end of its “useful” life and will require major rehabilitation. The south wing opened for service in 1950 – 65 years ago. The north wing opened in 1981 (more than 30 years ago.) Many of the mechanical and electrical systems are in need of replacement. The structural slabs within that facility are nearing the end of their life and will need to be replaced within 15-25 years.

The PABT is physically obsolete and does not accommodate many modern bus models. The PABT was designed to serve 1950's era buses (96" wide and 35' long). Today's modern buses are 102" wide and 45' long. The increase in bus size has added passenger comfort and capacity. The number of passengers on each bus has risen from an average 39 seats to 49 seats today. But longer and heavier buses present challenges for an old Terminal, including the geometry of ramps and terminal roadways, as well as the structural limits originally designed for terminal ramps.

Modern buses now also include articulated buses – which were not envisioned when the terminal was designed. The terminal was also not designed with the vertical clearances to accommodate bi-level (double deck) buses.

The terminal operates at or beyond capacity during peak periods for both the bus operations and passenger handling. The capacity shortfall has been most pressing in the evening peak hours. The pure number of buses traveling through the Lincoln Tunnel for the evening commute, often caused backups in the Terminal and on the PABT ramps, complicated by empty buses arriving in NYC too early for their outbound departure from the PABT. Bus congestion on the ramps had routinely backed down into the tunnel, clogging neighborhood streets in NYC. We have worked cooperatively with NJ Transit and many other bus carriers since mid September to advance an operating solution for the evening peak that has brought much needed relief of this situation to the neighborhood and much needed reliability to the bus riders.

The PABT lacks adequate bus parking and staging in NY. The midday bus storage capacity in NYC is just over 300 spaces and the estimated demand is approximately 900. Port Authority engineers and transportation planners have identified the need for a bus garage with direct connections between the Lincoln Tunnel and PABT. This would allow more buses to park in midtown (rather than in NJ) during the middle of the day, and to allow buses to stage for the evening departure before entering the Bus Terminal. Private development that allows for the development on/over PA property will be a likely source of financing of new bus facilities in New York.

### **A Growing Sense of Urgency**

The activity at the PABT is higher than the facility can accommodate reliably today, and significant growth in passenger demand is projected through 2040. By 2020, bus ridership to Midtown Manhattan is projected to grow 9-18%, and growth is expected increase by as much as 35-51% by 2040. Significant growth in travel demand coupled with aging infrastructure and systems, increasing functional and physical obsolescence of assets, and fundamental capacity

shortfalls point to the need for significant investment. This is a regional concern that holds important implications for mobility, quality of life, and economic growth in Midtown and northern NJ. We will need regional collaboration and cooperation in advancing a set of solutions for trans-Hudson transit capacity that recognize the role of the bus system and facilities as flexible and resilient elements of the larger network.

### **The Midtown Bus Master Plan**

When it comes to the PABT, there are no quick fixes or inexpensive solutions. Last year, the Port Authority advanced a planning effort to explore potential long-term solutions to address the need for adequate interstate bus capacity, reliable services, and modern facilities. The effort has been designed to establish a roadmap to address current needs and future demand, through initiatives that include both short- and long-term objectives. The Port Authority Board of Commissioners announced last week that they will be discussing the work effort to date and next steps at their March 2015 meeting. We look forward to broader engagement on this important set of regional interests shortly thereafter.

Meanwhile, we have heard loud and clear from customers, community groups, elected officials, and many stakeholders about today's growing concern over deteriorating terminal conditions, service reliability, and terminal services.

### **PABT - Quality of Commute Improvement Program**

The Port Authority's Board of Commissioners and executive leadership are focused on improving the current conditions at the PABT with immediate actions. As such, the Board has committed \$90 million for improvements at the PABT, designed to begin immediate and short-term actions to address current issues, including operating enhancements, building improvements, and new communications that will improve traffic congestion, facility access, reliability, and passenger environment. Some of these short-term initiatives have already paid dividends for both the community and our passengers. We are continuing to explore operational remedies to reduce travel times, traffic congestion, and bus parking and idling on city streets, which benefits the bus carriers and all people who use the streets in the West Midtown area to walk, bike, ride transit, or drive.

### **Operating Enhancements - PM Peak Improvements**

Port Authority staff worked cooperatively with NJ Transit and the other bus carriers to identify and implement operational changes to the Terminal's evening peak operation, which has



reduced bus traffic congestion on the neighborhood streets significantly and immediately. The change involves:

1. Reducing the travel time given to bus drivers bringing empty buses from their parking lots in NJ to the PABT. This has resulted in more “just-in-time” delivery of buses to the Terminal.
2. This has also allowed the Lincoln Tunnel to modify the criteria for diverting inbound empty buses to the south. With less ramp congestion, the diversion of buses to the south is now only employed to short, carefully-managed periods. In addition, while in the past all vehicles were diverted south, PAPD are first diverting autos and allowing buses to remain in the queue for the Terminal ramps.
3. Early-arriving buses are being turned out of the PABT. Under the current operation, early-arriving buses are being sent out of the building. Without the extra buses congesting the terminal, many more buses can now access their gates in a much improved and timely fashion. Buses turned away are being sent to a bus parking area on Galvin Plaza to ensure that additional traffic is not pushed onto the NYC streets.

Implemented individually these changes would have had little to no impact or may even have made the condition worse.

The results of the evening operational changes put in place on 9/15/14 were evident almost immediately to both bus passengers using the Terminal and neighborhood residents. Bus riders saw shorter lines and more on-time departures. As for the local community benefits, just ask Community Board #4. We had calls from the community leaders the very next week, asking what happened. They reported typical evening bus congestion 9<sup>th</sup> and 10<sup>th</sup> Avenues was virtually eliminated. “It looks like a Sunday afternoon,” one community leader reported.

Two months after the changes were enacted, we looked at the measured results.

- Bus Movement/Throughput increased - During the 3-7 p.m. peak period, both the Terminal’s third and fourth floors have accommodated more buses, averaging 21% and 23% gains over typical throughput before the changes. The 4-5 p.m. peak hour showed the greatest gain with a rather significant increase of 63% increase in bus throughput (that is 62 additional buses). This means we are getting the buses to the terminal at the time they are most needed for the heaviest ridership.
- Due to these efforts, general travel time between 3-7 PM along the NJ Route 495 from the NJ Turnpike through the Lincoln Tunnel to New York has declined, on average, by 29% or 14.5 minutes. Travel times during the 5-6 PM peak hour experienced declines of over 31% or 25 minutes.

**PABT - Quality of Commute Improvement Program – Sample of Quick Wins**

**Other initiatives advanced as part of the PABT – Quality of Commute Improvement Program include:**

- Hosting quarterly “Commuter Chat” forums at the Terminal to solicit feedback from PABT customers and local residents
- Providing more specific messaging to customers via the public announcement system in the PABT, social media, e-Alerts and social media
- Establishing an evening rush management team
- Analyzing gate utilization to optimize terminal operations
- Enhanced terminal cleaning routines
- Reduced leaks in public areas
- Completed one set of public restrooms
- Enhanced cell phone conductivity in the south wing of the terminal
- Awarded a Construction Management/General Contractor agreement to initiate work on and deliver critical “Quality of Commute” Program improvement projects

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THE SENATE  
STATE OF NEW YORK



ADRIANO ESPAILLAT  
SENATOR  
31<sup>ST</sup> DISTRICT

RANKING MINORITY MEMBER  
HOUSING  
COMMITTEE MEMBER  
CODES  
ENVIRONMENTAL CONSERVATION  
HIGHER EDUCATION  
INSURANCE  
FINANCE  
JUDICIARY  
RULES

**TESTIMONY BEFORE NYC COUNCIL TRANSPORTATION COMMITTEE – February 25, 2015**

Thank you for giving me the opportunity to testify on an issue which will affect my constituents for decades to come. Both the George Washington Bridge Bus Station and the Port Authority Bus Terminal are located in the 31<sup>st</sup> Senate District, which stretches from Inwood and Washington Heights through Harlem, Manhattanville and the West Side, to Chelsea. The renovations of both facilities are exciting projects which will improve the commute of the almost quarter-million people who pass through them each day, while providing a number of important changes to two neighborhoods in my District. But these renovations must be done with their respective communities in mind.

**In Washington Heights:**

- The George Washington Bridge Terminal will house four times the retail space it once did. It is vital that these businesses hire locally and that some of those businesses themselves be local.
- It is equally important for a traffic study of the area around the Bridge include all of Manhattan to its tip, and not limit itself to the immediate few blocks to the north of the Bridge.
- An adequate space must be built so community organizations have a place to gather and host events. City Council Member Rodriguez has pledged a significant portion of the funds needed to renovate the two-story mechanical space at W. 178<sup>th</sup> Street & Wadsworth Avenue for this purpose. The Port Authority should pledge the remaining funds to ensure this space is built.
- The Port Authority must facilitate local hiring by making good on its commitment to host a jobs fair for local residents and the retail businesses that will move into the updated terminal. I cannot overstate the value to local economic development of hiring locally.

To these ends, the Port Authority must continue to meet with local stakeholders. In order to assess the PA's success in meeting the community's needs the PA must make available the following information:

- the number of local businesses that have signed leases for the new retail spaces;
- the number of minority- and women-owned business enterprises (M/WBEs) involved, and how many of those are local businesses,
- the number of neighborhood residents that retailers have agreed to hire;
- the amount of community space to be built and outfitted; and
- the specific plans (including scope, start date and completion date) for the traffic study.

On 42<sup>nd</sup> Street, the Port Authority must ensure that its plan provides ample layover space to reduce unwanted trips throughout the surrounding neighborhoods, updates the now-tired interior, and provides much-needed amenities for commuters and neighbors alike.

I want to thank the Port Authority for the work they are doing to improve the city's bus terminals which are over capacity and have fallen into disrepair. I encourage PA to continue to collaborate with community to meet the goals I have laid out. Thank you for your time.

Sincerely,

A handwritten signature in black ink, appearing to read "Adriano Espallat".

Adriano Espallat  
Senator, 31<sup>st</sup> District

My name is Christine Berthet, I am the chair of Manhattan Community Board 4 where the Port Authority bus terminal is located and where the Lincoln Tunnel terminates. I am also the co-founder of Chekped, a pedestrian safety advocacy on the Westside of Manhattan.

Every day there are over 8,000 bus arrivals and departures in our residential neighborhood. While the majority of buses use ramps to access the terminal, a good proportion of those do use the streets to access those gates located at ground floor.

The buses block intersections and pedestrian crossings as they are backed up on 40th street to enter the terminal and on 41st street as they are backed up by tunnel congestion. We have been unable to obtain Port Authority traffic agents to man those intersections, even though one of them has been committed.

The jitneys companies and airport buses that have been allowed to pick-up at curbside are permanently obstructing the crosstown M42 MTA bus lane, a bus that won the pokey award last year. Luggage and block-long queues of pedestrians block the sidewalk with an assortment of vendors and those very old buses idle 12 hours a day non-stop in front of a pre-K school. 3 buses leave every 10 minutes, but up to 20 jitneys circle the neighborhood constantly in search of illegal layover area, using residential streets for standing and idling, and adding to midtown congestion.

On 8th Avenue, the volume of commuters who come and go to the terminal is so large that thousands of pedestrians walk in the street or on the bike lane from 47th to 34th streets. We asked for a widening of sidewalks ahead of the bike lane installation, but we did not obtain it.

Cars making left turns to reach the Lincoln Tunnel compete with pedestrians crossing the streets and injuries are common. The intersection of 42nd Street and 8th Avenue was ranked the most dangerous intersection in the city for the 5 years preceding 2010 but no safety improvements have been installed.

Every evening there is an 11 miles long queue of buses coming empty from parking lots New Jersey to pick up commuters and bring them back in New Jersey due to the lack of bus storage in Manhattan. This queue utilizes 50% of the incoming tunnel capacity. The Port Authority is due next month with a plan for a bus garage, however it will absorb only 500 buses.

It is clear that the Bus terminal has exceeded its capacity inside and outside and that its location at the intersection of Times Square and a residential neighborhood is now inadequate. While the Port Authority should be encouraged to invest in bold long-term solutions to absorb the current volumes and the expected growth in bus traffic of 30 to 50% over the next 30 years, many simple interim solutions should be applied with a heightened sense of urgency.

**Testimony for the York City Council Committees on Transportation  
Oversight – Examining the State of the Port Authority's New York City Bus Stations**

Honorable Ydanis Rodriguez, Chairperson

Wednesday February 25, 2015; 10:00 am  
250 Broadway, 16th Floor Hearing Room

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Good Morning Chairman Rodriguez and members of the Committee. My name is Mildred Ortega, I am the owner of GREG "The Iconic Look" LLC and a future tenant at the GWB Plaza.

I, along with several other small businesses joined the project and will be operating in the GWB Plaza. I am here today, accompanied by some of my colleagues, to address the committee on behalf of the entire group of small business owners renting space at the GWB Plaza.

As a small business owner, we are delighted to hear of the GWB Project and the potential benefits it could have in revitalizing the local economy and helping small businesses thrive while meeting the retail service needs of our own community. As a small business, we recognize the enormous potential that this project represents for the Washington Heights community at large. While we are excited to be part of this project, we are well aware of the economic challenges facing small businesses like ours. Some of those challenges are the cost of starting a business, including the renting and build-out of commercial space, as well as obtaining a fair and favorable lease agreement that will allow for growth, which is why we are here today.

As business owners who have rented commercial space in the past, we had never experienced renting a space where we were financially responsible for building the entire space from the ground up as we are being asked to do so by GEORGE WASHINGTON BRIDGE BUS STATION DEVELOPMENT VENTURE LLC. Previous landlords rented us a white box (we were given a space with walls, floor, ceiling and pipes). The renting of a white box lowered the start up cost, allowing us to have the necessary cash flow for startup operation, minimizing risks and increasing our possibilities for success.

We ask that you put in place economic efforts that would allow small business owners like those of us present here today, to succeed. We proposed that you, the developer, build and rent us the white box, and that you assume the financial responsibility for the build-out. We feel this is a fair request since we are not buying the space but rather renting it. If the businesses do not succeed, the space remains the property of the landlord. In addition, you have requested for the build-out to be done by union contractors which is understandable, however it increases the cost of the build-out, creating a financial hardship for us. Our proposal is not intended to create friction or litigation among the parties involved but indeed to find a solution.

We also ask that all negotiations between the landlord, property managers, other parties involved, and the GWB small business owners be conducted in good faith, and that all lease and business agreements are a reflection of these good faith efforts. We ask that each and all business owners are treated with the same respect and consideration and that all leases and business agreements contain the same terms and conditions. We have become aware that some of the terms appear to be different in some of the lease agreements. We ask that you rectify this and give the same beneficial terms to all of us in the name of good faith and a fair business environment.

Again, we are excited to be part of such an important project and look forward to contributing to the economic growth and the creation of jobs in the community.

On behalf of the GWB small business owners, I thank you for allowing me the opportunity to testify today.

**STATEMENT FROM BILL BLANKENSHIP TO THE NEW YORK CITY COUNCIL  
CHIEF OPERATING OFFICER, GREYHOUND LINES, INC.**

**February 25, 2015**

Good morning. I am Bill Blankenship and I am the chief operating officer for Greyhound Lines. Thank you for giving me the opportunity to speak with you here today.

Greyhound has been in the intercity bus business for 100 years, providing safe, affordable and reliable travel to millions of customers every year across North America. The company has been undergoing a significant transformation over the last few years, all designed to give the customer a better travel experience.

We have purchased new buses, equipped with the latest modern amenities such as free Wi-Fi, power outlets at every seat, reclining leather seats, extra legroom and three-point safety belts.

Buying a ticket has become easier with the launch of our mobile app in 2014. In our major terminal locations, we have installed self-service ticketing kiosks and we offer our customers free Wi-Fi while they wait for their schedule. We're rolling out a new group boarding process and we're investing in bus-tracking technology that will provide our customers real-time information as to the location of their bus.

Greyhound has many terminals across the country that it owns and operates. In some places, we've made significant investments to upgrade our existing facility. In others, we worked with city leaders to build modern new terminals. We are now also in more than 100 intermodal facilities, like the New York Port Authority Bus Terminal, where we connect customers to other modes of transportation such as light rail, Amtrak, public transit and regional carriers.

Greyhound is always seeking such opportunities to join such facilities, as we recognize the importance an intermodal transportation center serves for our customers, the company and the community. In fact, Greyhound recently left its long-standing terminal in Washington, DC and moved into the city's grand and historic Union Station, which has positively elevated the perception of intercity bus travel and provides our customers with the level of service they desire.

We are proud to serve the New York market, which is the largest in our network, with service from the Port Authority to thousands of destinations across North America. Greyhound has been in the Port Authority for more than 48 years, with more than 3.5 million of our customers passing through the facility each year. We believe that while the Port Authority is functional and has served Greyhound well, it is time to explore improvements to the facility. Greyhound is therefore seeking funds for enhancements that we think our customers would like as well as address operational needs.

I invite all representatives of this council and community board members to take a tour of the Port Authority so you can see our operations as they are today. We

hope that you will see why there is a need to invest in improvements to the existing infrastructure to support the needs of intercity bus operators and customers who travel through the facility every day. It also ensures that we get ahead of what has become an increasingly growing market for intercity bus travel.

Travel by intercity bus has been growing year over year, with hundreds of millions of passengers choosing to travel via this mode of transportation. Particularly in the Northeast market, the growth has been exponential, as evidence by the number of new carriers entering the market. Many of these carriers operate curbside, picking up and dropping off customers at bus stop locations throughout New York City.

Greyhound's sister company, BoltBus, is one such curbside carrier that has been part of the intercity bus explosion in the market. As you know, this rapid growth by curbside carriers forced the New York City Department of Transportation to implement a new permit process, which ensured curbside operators had permission to operate from a specific bus stop and were compliant with the operational restrictions put in place. BoltBus has always supported this effort and has remained compliant.

We believe that the spirit of the permit process not only helps to alleviate the current space constraints at the New York Port Authority Bus Terminal, but also allows intercity bus operators the ability to serve customers who prefer not to go to a bus terminal when they travel. However, at the same time, we need to ensure that such regulations are enforced. Doing so ensures a level competitive



playing field for ALL operators, both those who pay for the permits to operate from bus stops and those who pay to use the New York Port Authority Bus Terminal. Unfortunately, we know of intercity bus carriers who regularly circumvent this regulation and operate right outside the Port Authority. Their customers benefit from use of the facility that other intercity bus carriers are paying for, and it negatively impacts the surrounding neighborhood.

We need to address the expanding intercity bus market, both by investing in the facility improvements needed to better serve this growth, and addressing the insurgence of new curbside entrants illegally operating without the proper permits by enforcing the law. Greyhound is committed to providing solutions for an increasingly congested world, keeping people moving and communities prospering. I'm asking for the City Council's support in doing the same.

Thank you for giving me the opportunity today.

**Quenia Abreu, President, New York Women's Chamber of Commerce**

**Testimony for the York City Council Committees on Transportation  
Oversight – Examining the State of the Port Authority's New York City Bus Stations**

**Wednesday February 25, 2015; 10:00 am  
250 Broadway, 16th Floor Hearing Room**

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Good Morning Mr. Chair Ydanis Rodriguez and Members of the Committee. My name is Quenia Abreu, President of the New York Women's Chamber of Commerce (Women's Chamber), I thank you for the opportunity to testify today.

Since first being proposed in 2008 the George Washington Bridge Bus Station renovation project represented an opportunity for jobs and overall economic development for the Washington Heights and broader Northern Manhattan community. The economic downturn and a change in the private partner delayed the start of the construction project. On June 30, 2011 the board approved a \$183.2 million renovation plan for the George Washington Bridge Bus Station ("GWBBS").

When a project of this magnitude comes into a community, especially if it is being subsidized with taxpayers dollars, which is the case of this project, it is expected that such project will bring certain benefits to the community. These benefits include opportunities for Minority and Women Business Enterprises (MWBEs), opportunities for Local Businesses Enterprises (LBEs), employment opportunities for local residents, free community space and affordable retail space for local business owners.

As the consultant for Port Authority on the project, contracted to assist with the recruitment of MWBEs (Minority and Women Business Enterprises) local businesses and local workforce since June of 2014, I can attest that little has been done by the Developer and the Prime Contractor Tutor Perini to engage the participation of the community in this project, with the exception of Andis Woodlief who was hired by Tutor Perini in September of last year and has been collaborating with the Women's Chamber in identifying opportunities for local businesses and MWBEs as well as local construction workforce. These efforts have yielded very little for the following reasons:

**In the Matter of MWBEs and Local Businesses:**

- 1) There were very few to none opportunities for MWBEs and local businesses. These opportunities have been giving out a long-time ago and were never advertised. The community never got a chance to see them. We were told by Tutor Perini that a lot of people lost their jobs because they did not do what was right, referring to their sister company in Pennsylvania, which at that time was working on the project.
- 2) The Developer and Tutor Perini claimed to have hired Spectrum, a consulting firm, to engage the participation of the community by doing the outreach to MWBE, local businesses and local workforce. This never happened. One outreach event was done at the United Palace and that was it. We learned later that was a show, since there were no contracting opportunities left.

- 3) By the time the Women's Chamber was hired by the Port Authority, precious time and local opportunities had been lost. We tried to get on the project to ensure the participation of our local businesses and MWBEs, making numerous attempts to talk to Tutor Perini and the Developer, Tutor Perini never answered our emails. The developer met with us and promised to hire the Women's Chamber to engage the local businesses, but that never happened.
- 4) When the Women's Chamber came on board hired by the Port Authority, again, the developer and Tutor Perini ignored the emails sent requesting a list of available opportunities. We began work after Andis Woodlief reached out to us, before that both the Developer and Tutor Perini ignored all attempts to work together to engage the community in the project. So far and from the report we received from Tutor Perini, less than \$3,000 has been spent in the community through local business purchases.
- 5) We are asking that priority be given to local businesses to access any business opportunities available during the construction and after the construction of the GWB Bus Station. This was not the case with our local businesses, including Facility Values, a local cleaning company that provides employment to more than 200 Washington Heights residents. Facility Values is a Hispanic MWBE firm certified by the City, the State and the Port Authority, a perfect candidate for the project, yet they were never given the opportunity to be considered. When I asked, I was told Facility Value never responded to the request for proposal and that they are not union.

The truth is, they were never contacted by Tutor Perini nor the Developer and they never received a bid or request for proposal. In addition, they do not have to be union because they are not a construction company. They lost the opportunity to do the post construction cleaning and the community lost the jobs that came with that contract. We want to make sure our businesses do not lose the opportunities and that the jobs stay in the community.

#### **In the Matter of Workforce:**

- 1) The Women's Chamber did an event with Tutor Perini for jobs in the construction industry, no locals were hired because the project is a union project. The solution to engage the community is a Public Labor Agreement, which I believe the project does not have. This will allow for participation of local workforce such as the graduates of the Northern Manhattan Improvement Corporation Construction Skill Training Program to work under the unions for the duration of the project. Perhaps it can be done for the build-out of the retail spaces.
- 2) Moving forward, we ask that we are provided by both Tutor Perini, the Developer, the Property Manager as well as the businesses moving into the bus station with the listing of all business and job opportunities so that we can make efforts to engage the community.

#### **In the Matter of the Small Local Businesses Relocating or Opening New Stores at the Bus Station:**

- 1) In addition to established, large chains, small local businesses will relocate or open new stores at the Bus Station creating much needed jobs in the community. These small businesses are being forced to incur debilitating costs to build out their spaces, since the developer is not providing the small businesses with the basic build out (what we call a white box: walls, ceiling, floor, pipes) The total build-out cost for the thirteen spaces is \$642,913.
- 2) Considering that these small businesses are not buying the space but renting it and that small commercial spaces are rented as White Boxes, and that the developer is receiving tax dollars to build this project, and that the community has received no benefits from this project, we are asking the developer to act in good faith and build the white boxes at no cost to the small businesses renting spaces at the GWB Station as part of the Community Benefit Package.

**In the Matter of the Community Space:**

- 1) This is the first time we see a project of this magnitude being built with tax payers' dollars where no community space is included in the project. We ask for the Developer to do the right thing and give the community the space it deserves at no cost for the life of the GWB Station or 99 years, whatever is longer.

We, the New York Women's Chamber of Commerce, a not for profit organization located in and serving the Washington Heights Community ask that our community be treated with respect and fairness. We ask for the Port Authority and the elected officials to hold the Developer and Tutor Perini accountable for the benefits due to the Washington Heights Community in the matter of the George Washington Bridge Bus Station Project.

Again, thank you for the opportunity to testify today.

		GW Bridge Bus Terminal Retail Space Estimated Costs				CEILING OPTIONS		
						A	B	
					MEP, Spinkler, Lightin	Tile Ceiling PSF	Painted Ceiling	SBLM Architectur
					\$495,350	\$9.00	\$1.75	
Owner's Name	Business Name	Space Number	SF	Percentage				
1 Yuri Bachayev	Cobbler & Shine, LLC	1.5 A	440	2.90%	\$14,478	\$3,960	\$770	\$10,520
2 Luis Perez & Naylan Mejia	Lulu & Angie Pastries, LLC	1.5 B	500	3.30%	\$16,452	\$4,500	\$875	\$11,000
3 Jorge A. Peralta	Pick & Eat 3, Inc.	1.6	942	6.30%	\$30,996	\$8,478	\$1,649	\$14,536
4 VACANT	VACANT	1.8	2,255				\$3,946	
5	Gateway	1.9 A	150	1.00%	\$4,936	\$1,350	\$263	
6 Andy Lin	Café Buunni	1.9 B	150	1.00%	\$4,936	\$1,350	\$263	
7 Raul Gil	Ticketro, LLC	1.9 C	259	1.70%	\$8,522	\$2,331	\$453	\$9,072
8	Sushi Yu II	1.10 A	761	5.10%	\$25,041	\$6,849	\$1,332	\$13,088
9 Annie Rodriguez	First Financial Consulting Corp	1.10 B	766	5.10%	\$25,205	\$6,894	\$1,341	\$13,128
10 Community Room	Community Room	1.11	1,631	10.80%			\$2,854	
11 Jose Galan	MNG 178th Mr. Nice Guy	2.3 A	811	5.40%	\$26,686	\$7,299	\$1,419	\$14,096
12 Guillermo Reyes	Reyes Optica	2.3 B	704	4.70%	\$23,165	\$6,336	\$1,232	\$12,016
13 Andy Lin	Café Buunni	2.3 C	705	4.70%	\$23,198	\$6,345	\$1,234	
14 Victor Sidberry	VS Berry	2.4 A	780	5.20%	\$25,666	\$7,020	\$1,365	\$13,240
15 Qiana	Nail Lounge-GWB	2.4 B	796	5.30%	\$26,192	\$7,164	\$1,393	\$13,368
16	Gateway	2.5	547	3.60%	\$17,999	\$4,923	\$957	
17 Jonathan Fuentes	Joyeria Pepe	2.6	556	3.70%	\$18,295	\$5,004	\$973	\$11,448
18 Jose Galan	The Café at 178th, LLC	2.7	992	6.60%	\$32,642	\$8,928	\$1,736	\$14,936
19 Ingrid Amparo & Naylan Mejia	GWB Juice Bar, LLC	2.8	239	1.60%	\$7,864	\$2,151	\$418	\$8,912
20 Mildred A. Ortega	Greg, LLC	2.9	1,070	7.10%	\$35,208	\$9,630	\$1,873	\$15,560
		Total Interior	15,054	100.00%	\$367,481	\$100,512	\$26,344	\$174,920
		Total Build-Out Estimate			367,481 + 100,512 + 174,920=	642,913		

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. \_\_\_\_\_ Res. No. \_\_\_\_\_

☐ in favor ☐ in opposition

Date: \_\_\_\_\_

(PLEASE PRINT)

Name: Mike Fleischhauer &

Address: 22 Woodbridge Terr Woodbridge

I represent: Greyhound

Address: 625 87th Ave NY NY

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

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☒ in favor ☐ in opposition

Date: \_\_\_\_\_

(PLEASE PRINT)

Name: CHRISTINE BERTTET

Address: 342 W 37th

I represent: Hanover CB4

Address: 330 W 37th 42nd

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. \_\_\_\_\_ Res. No. \_\_\_\_\_

☐ in favor ☐ in opposition

Date: 2/25/15

(PLEASE PRINT)

Name: GIORGIO FIORELLI

Address: 1 CENTRE STREET

I represent: MANHATTAN BOROUGH PRESIDENT DALE BREWER

Address: 2nd Ave

Please complete this card and return to the Sergeant-at-Arms

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

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☐ in favor ☐ in opposition

Date: 2/25/15

(PLEASE PRINT)

Name: Janna Chernetz

Address: \_\_\_\_\_

I represent: Tri-State Transportation Campaign

Address: \_\_\_\_\_

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

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☐ in favor ☐ in opposition

Date: \_\_\_\_\_

(PLEASE PRINT)

Name: George J. Jernandez

Address: 110 Post Ave NY NY 10034

I represent: CB12 Manhattan

Address: 530 West 166th St.

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. \_\_\_\_\_ Res. No. \_\_\_\_\_

☐ in favor ☐ in opposition

Date: 2-25-2015

(PLEASE PRINT)

Name: Mildred Ortega

Address: 306 Greenview Dr. Lancaster PA 17601

I represent: GWB Small-Business Owners

Address: \_\_\_\_\_

Please complete this card and return to the Sergeant-at-Arms

**THE COUNCIL  
THE CITY OF NEW YORK**

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☐ in favor ☐ in opposition

Date: \_\_\_\_\_

(PLEASE PRINT)  
Name: Robert M. Durando  
Address: GWBBB - Port Authority of NY & NJ

I represent: \_\_\_\_\_

Address: \_\_\_\_\_

◆ Please complete this card and return to the Sergeant-at-Arms ◆

**THE COUNCIL  
THE CITY OF NEW YORK**

**Appearance Card**

I intend to appear and speak on Int. No. \_\_\_\_\_ Res. No. \_\_\_\_\_

☒ in favor ☐ in opposition

Date: 2/25/15

(PLEASE PRINT)  
Name: Dianne Shier  
Address: Port Authority Bus Terminal

I represent: PA

Address: PABT

◆ Please complete this card and return to the Sergeant-at-Arms ◆



**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. \_\_\_\_\_ Res. No. \_\_\_\_\_

☐ in favor ☐ in opposition

Date: 25 feb 15

Name: Elizabeth Morris Ritter (PLEASE PRINT)

Address: 5030 B'way #701

I represent: NYS Sen. Adriano Espaillat

Address: \_\_\_\_\_

Please complete this card and return to the Sergeant-at-Arms

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. \_\_\_\_\_ Res. No. \_\_\_\_\_

☐ in favor ☐ in opposition

Date: 2/25/2015

Name: Quenia Abreu (PLEASE PRINT)

Address: \_\_\_\_\_

I represent: NY Women's Chamber of Commerce

Address: 1524 Amst. Ave, NY, NY 10031

Please complete this card and return to the Sergeant-at-Arms