



Statement of Samuel A. Turvey

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**New York State Senate Public Hearing
Finance Committee**

The Governor says that all we can expect is better and more escalators, more elevators and high ceilings in the old facility – plus a skylight. The public realm will still include Madison Square Garden trucks. The high ceilings which we will spend a fortune creating are being overemphasized. The Port Authority Bus Terminal has high ceilings and that does not make for a great transit facility.

Commuters, apparently, should continue to go underground like rats into the sewer and be thankful.

We have already had numerous partial fixes and they have not worked. Someone should do a report on how much we have spent on all these fixes

We are told we need to level an entire fully functional neighborhood of mostly working and lower income residences and small businesses which Roth, Vornado and his cronies have manipulatively tarred as “blighted” and the ESD is carrying their water on this one..

We are asked to believe his campaign contributions to the Governors(plural) didn’t grease the skids of this result.

The State should be looking at moving Madison Square Garden and figuring how to give us back a real train station. Instead, they want to “euthanize” the surrounding neighborhood.

Is this the best and most equitable thing we can do at Penn Station?

The Gateway Tunnels should provide us with a seismic opportunity to promote decongestion of one of the world's most congested metropolitan areas via through-running. Balanced, equitable and sustainable growth are the sine qua non of through running throughout the world.

Gateway should enable us to implement through-running which would allow trains to travel through Manhattan to other centers of business activity in the region instead of languishing in rail yards, or to return empty.

Through-running can be implemented in the envelope of the current Penn Station and Moynihan and eliminate the need to demolish any buildings on 31st and 30th Streets.

Why is this opportunity being squandered?

The commuter railroads – with no transparency and some of the most belligerent practices with respect to Freedom of Information requests—suggest this is not feasible and suggest we wait until 2080. Their reasons are worthless and weak. I include a few highlights.

First: They told us that implementing through-running would be unduly cumbersome, expensive, and not worth the investment.

They said through-running works only for multi-core cities like those in Europe. Note to all: New York is a multi-core city.

Long Island City/Sunnyside in Queens are already well-positioned to grow if through-running is implemented. If Amazon or a like employer went to Queens you would pray through-running was in place.

Jamaica, Port Morris, Yonkers, Newark, and Paterson, airports, sports stadiums, numerous colleges, universities, and hospitals would all likewise benefit greatly.

Second: The MTA said our proposal would NOT increase capacity sufficiently to Penn Station to meet future demand, ignoring that their OWN proposals and numbers do not meet future demand.

The MTA's projected capacity increase for our plan came from Penn Station vendors [for the State]. Clearly this is not independent evaluation, but even they suggest that the capacity increase of both plans is similar."

Why did they unilaterally make material changes to our proposal and then use those changes as the basis for their criticism of our proposals?

DOT Secretary Buttigieg and Deputy Secretary Trottenberg need to commission a truly independent competent review of our plan before ARUP starts planning Penn Station South. Kohn, Pederson and Fox are not a neutral party and may be building Penn 15 part of the Roth Vornado campus[actually it is Norman Foster]

Follow the science. The MTA and others are not entitled to their own facts.

Third: They suggested that our proposal would be more expensive. This again is false.

Through-running can provide capacity similar to that of the Penn Station Proposal at approximately half the cost.

Re**Think**NYC estimates a cost of \$9.75 billion based on figures provided by the MTA's own study of through-running at Penn Station. We compare this to the estimate of \$18 billion for Penn Station South a/k/a the Penn Expansion found in their own NEC figures.

Andy Byford, formerly of our MTA, escaped across the pond and just opened a transformative through-running operation in London to broad international acclaim.

Meanwhile, we had international travelers to a recent transit conference in Newark, who upon landing in JFK, could not believe the rigamarole of getting to Newark – three trains?

Our commuters and reverse commuters go through worse every day.

The Governor's plan and GPP should be withdrawn or postponed for a year.

We need to resolve the transit plan and federal funding issue.

We need to resolve where Madison Square Garden should be located.

We need to select a great above ground station.