

The Honorable Kathy Hochul  
Governor of New York State

The Honorable Andrea Stewart-Cousins  
President Pro Tempore and Majority Leader of the New York State Senate

The Honorable Carl Heastie  
Speaker of the New York State Assembly

Dear Governor Hochul, President Pro Tempore Stewart-Cousins and Speaker Heastie,

**I'm writing to request that you include in the State budget \$60 million to fund the widening of the George Washington Bridge ("GWB") South Path into a modern bikeway.**

The GWB is the sole bike-able Hudson crossing out of New York City. But the existing 1931-era, 7 foot wide walkway is badly overcrowded. Over a six-month period in 2015, NYCDOT recorded peak use regularly exceeding 500 users per hour—making it NYC's third busiest bike crossing and well beyond the threshold to merit a path twice as wide.

As part of a \$1.9 billion recabing project, the Port Authority of NY&NJ (the "PA") will rip out and replace the mile-long walkways, but will only restore them to 7 feet—allowing cyclists to use a facility not half as wide as needed for safe use. This will expose the PA to endless litigation, unless it makes everyone walk—which the PA has foreshadowed by re-branding the path as the "NorthWalk."

Aside from enhancements in public health, connectivity, sustainability and resilience one usually accords to cycling facilities, the region will forego significant gains in tourism. A report similar to the one which secured \$39 million to fund Walkway Over the Hudson found that a linear park across the GWB would attract \$42 million per year in new tourist spending and support 700 jobs.

Recognition of the need and support for the solution is widespread—two hundred organizations and communities have called on the PA to widen the GWB paths, including County Executives of Westchester, Rockland, Orange, Dutchess, the Mayor of Yonkers, Community Boards 4, 7, 9, 12 in Manhattan and 1, 4, 5, 7, 8, 9, 11, 12 in the Bronx.

The ask is to a) include \$60 million—or \$6 million per year for ten years—in the State budget to grow jobs and tourism; or b) fund it with proceeds from the Environmental Bond Act to enhance transportation equity and access to green space, or c) in tandem with New Jersey, to prevail upon the PA to self-fund the project to help diversify their CO2-intensive portfolio of air terminals, automotive crossings and seaports.

Thank you for your consideration of this request.

Sincerely,