

November 18, 2003

RESOLVED

Whereas the proposed South Ferry Terminal project would correct longstanding deficiencies of the 98-year old station by building a new track to accommodate a normal 10-car subway train, straighten the sharp curve that currently slows service and creates unsafe platform conditions, and modernize the station to comply with ADA regulations and expanding entrance and exit capacity with three new exit/entryways and making the station more pleasant and attractive;

Whereas the South Ferry station provides an important gateway for tourists and visitors to Battery Park and the harbor's national monuments and attractions, as well residents and workers in Lower Manhattan and improving the station will benefit the revitalization of Lower Manhattan by improving the visitor experience, increasing capacity and speeding service;

Whereas the renovated track will provide multiple benefits to service including decreased travel times of up to 5 minutes per train along the length of 1/9 service and expand frequency of service by up to 5 trains per hour; creating better and faster connections Lower Manhattan and the rest of the city, as well as create free transfer to N/R service and moves station closer to Staten Island Ferry Terminal and the Battery Maritime Terminal;

Whereas in light of limited transportation funding available to Lower Manhattan transportation projects, the multiple benefits of this project to Lower Manhattan and city-wide commuters justify the use of such funds along with committed projects such as the Fulton Street transit center and the World Trade Center permanent PATH station;

Whereas the Battery Conservancy has opposed the project due to lack of adequate information available on the scope of the project including the construction method and concerns over impacts on Battery Park;

Now therefore be it resolved that we strongly urge the MTA to pursue early and continuing consultation with the Conservancy, the Parks Department; Community Board One and other local stakeholders to take steps to safeguard the park during the construction period and against any long term negative impacts of the new station.

And be it resolved that the voting member organizations of the Civic Alliance support the South Ferry Terminal Project sponsored by the Metropolitan Transportation Authority of the State of New York.

**Voting Member Organizations of the Civic Alliance
11-18-03**

9-11 Coalition of Families
AFG Construction Management, Inc.
American Institute of Architects, New York Chapter
American Planning Association New York Chapter
Asian Americans for Equality (AAFE)
Consortium for Worker's Education
CUNY Institute for Urban Systems
Environmental Advocates of New York
Environmental Defense
Fiscal Policy Institute
Municipal Art Society
New School University Milano Graduate School
New York Metro American Society of Public Administration (ASPA)
NYPIRG Straphangers Campaign
Permanent Citizens Advisory Committee to the MTA
Pratt Institute Center for Community and Environmental Development
Rebuild Downtown Our Town
Regional Plan Association
ReHo
TIME/ To Improve Municipal Efficiency
Tri-State Transportation Campaign
Waterfront Park Coalition
Women's City Club of New York