



Global Gateway Alliance
25 West 39th Street
New York, NY 10018

April 21, 2016

The Honorable J. Christian Bollwage
Mayor
City of Elizabeth
50 Winfield Scott Plaza
Elizabeth, NJ 07201

The Honorable Nelson Gonzalez
Council President
Elizabeth City Council
50 Winfield Scott Plaza
Elizabeth, NJ 07201

Dear Mayor Bollwage and City Council President Gonzalez:

We write today to urge you to put a stop to the ordinance your City is considering that would end Uber service at Newark Airport Terminal A.

The ordinance, banning pickups by Uber drivers at the Terminal and putting overly onerous requirements on drivers, such as getting letters of reference from three Elizabeth residents who have known the driver for at least a year, is clearly designed to drive the service away from a terminal that serves over 10 million passengers a year.

Coming on the heels of the City of Newark reaching an agreement with Uber to continue operations at the airport, it makes no sense for Elizabeth to institute an ordinance that would create separate and unequal transportation for so many passengers.

Uber has become a critical piece of our regional transportation system, providing local residents and visitors with convenient and critical access to both the City of Elizabeth and to the region's most vital transportation hubs. And yet this ordinance will deprive thousands of people who travel through the region everyday of an affordable and reliable ride option, and undermine efforts currently underway to pass comprehensive statewide ridesharing regulation.

Transportation access to Newark Liberty Airport is already seriously restricted and often costly as a consequence – and this ordinance will only make matters worse. Fewer than 10 percent of all passengers use mass transit for airport access, leaving the rest to travel by taxi, car and other private vehicles. The reality is banning Uber translates into more expensive rides for passengers by deterring competition and providing New Jersey residents with one less affordable transportation link.

In fact, Newark Liberty Airport 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. Further, the critical transportation improvement projects that would greatly increase the region's accessibility are either a long way off, like the Gateway Tunnel, or are threatened with never leaving the station, like the PATH extension.

Additionally, not only does this ordinance cost passengers, but it costs the City's own residents as well by depriving them of an important source of jobs. At a time when the City's economy continues to struggle and unemployment is at 6 percent, 1.5 percent higher than the New Jersey average, Uber generates important income for many local residents. But placing undue restrictions on drivers and banning a critical pick up route will render their service too complex and unaffordable, taking jobs off the table.

If this ordinance is passed, the City of Elizabeth will have effectively put up a barrier between thousands of its residents and new economic opportunity. There are already billions of dollars being invested in modernizing our airports, but these projects won't pay off unless passengers can get safely and conveniently to and from our hubs. To truly be competitive, enhance conditions and improve passengers' experience, we need to expand innovative access to all our stations and airports, not restrict it.

Thank you in advance for your consideration of our views.

Sincerely,

Joseph Sitt
Chairman and Founder, Global Gateway Alliance

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ABOUT GGA

Global Gateway Alliance (GGA) was established to address the major challenges facing the metropolitan region's airports and related infrastructure that, if left unaddressed, will serve as a major impediment to the long-term growth of New York City and surrounding areas. By harnessing the expertise of leaders in business, government, academia, labor and other sectors, we seek to tackle these challenges head-on and serve as the leading advocate in an effort to improve our airports and facilitate the continued growth of the region. For more information regarding the Global Gateway Alliance, please visit www.globalgatewayalliance.org. Follow GGA on Twitter @GGA_NYNY and 'Like' the organization on Facebook at <http://on.fb.me/UsqxGw>.

GGA's board of directors includes: **Joseph Sitt** (Chairman), CEO, Thor Equities; **Stuart Appelbaum** (Vice President), President of the Retail, Wholesale and Department Store Union; **Angelo Genova**, Founding Partner at Genova Burns and a former New Jersey Commissioner of the Port Authority; **Chris Giamo**, Regional President for TD Bank; **David Hopkins**, Senior Director of Aviation at the New York City Economic Development Corporation; **Jared Kushner**, Owner of Kushner Properties and the New York Observer; **George Miranda**, Teamsters' International Vice President; **Mitchell Moss**, Henry Hart Rice Professor of Urban Policy and Planning at the Robert F. Wagner Graduate School of Public Service at New York University; **William Rudin**, CEO of Rudin Management Company, Inc. and Chairman of ABNY; **Joseph Spinnato**, President Ex-Officio of the Hotel Association of New York City; **Alvin S. Trenk**, Chairman and CEO of Air Pegasus Corp; **Peter Ward**, President of the Hotel Trades Council on New York; **Tom Wright**, Executive Director of the Regional Plan Association; **Kathryn Wylde**, President of the Partnership for New York City, and **Tim Zagat**, Co-Founder and Co-Chair of Zagat Survey.