

Project Overview

MIDTOWN BUS TERMINAL

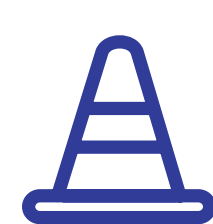


The Federal Transit Administration (FTA), as lead Federal Agency, and the Port Authority of New York and New Jersey (PANYNJ), as the local project sponsor and joint lead agency, propose to replace the existing Port Authority Bus Terminal (PABT) in Manhattan, New York.

The Proposed Project Consists of:

- A new **Main Terminal** for commuter and intercity bus services with expanded capacity, the ability to accommodate modern buses (e.g. - electric, double-decker, or articulated), and improve sustainability and operations. New terminal would be located on the site of the existing PABT.
- A **Storage and Staging Facility** would provide bus parking spaces and areas for buses to briefly wait (stage) before entering the Main Terminal.
- New **Ramp Structure** providing direct connections between the Lincoln Tunnel to the Storage and Staging Facility and Main Terminal, allowing bus circulation without the use of city streets.
- Two below-grade sections of Dyer Avenue would be decked over. These Dyer Deck-Overs would provide space for bus operations during construction and later be converted to 3.5 acres of publicly accessible open space.
- Up to five million square feet of private development in the form of two commercial office towers located atop the Main Terminal along Eighth Avenue. To help provide funding for the project.

The Proposed Project Alternative assumes



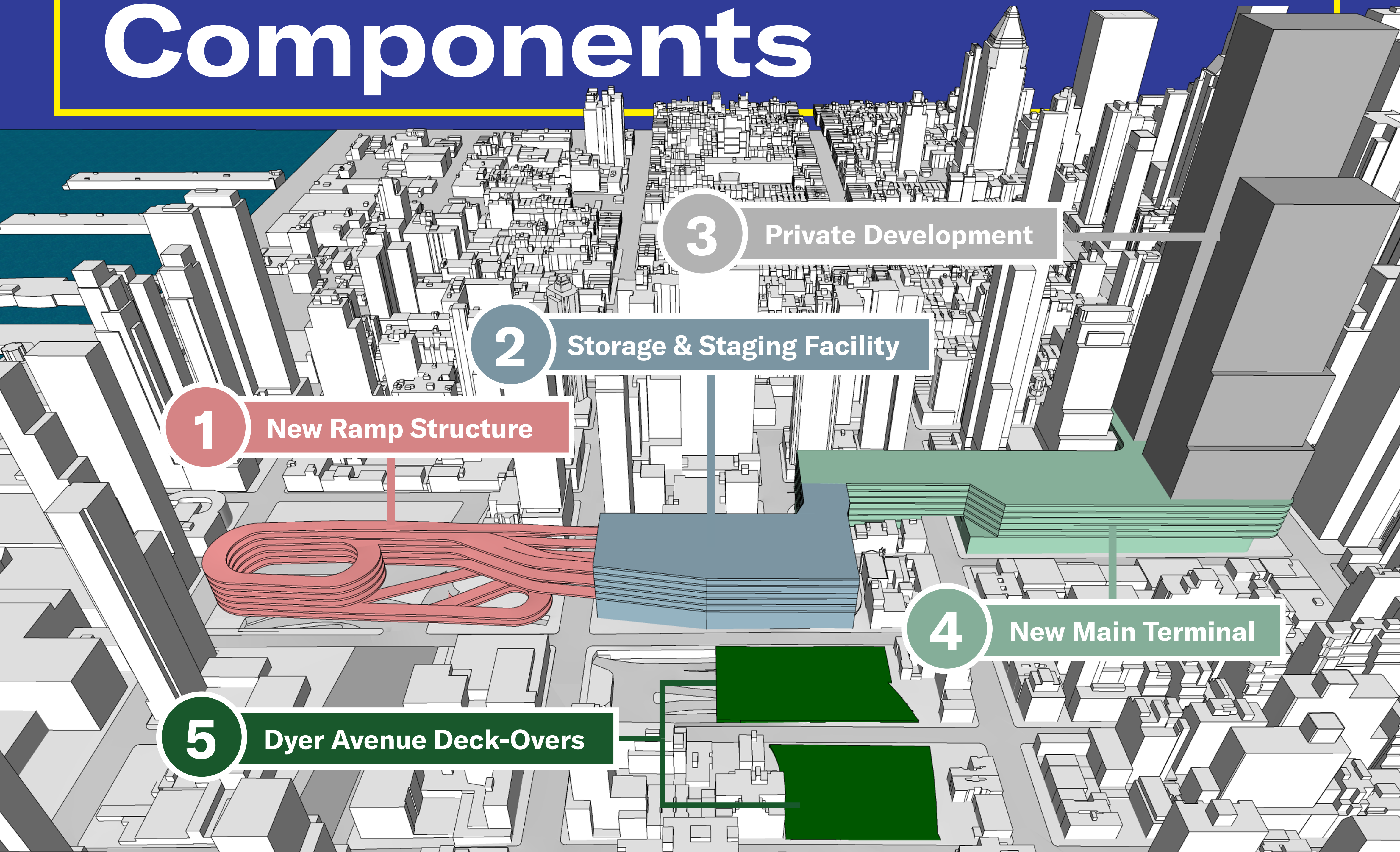
Construction start in 2024



New Main Terminal operational in 2032. Completion of full Project by 2040.



Project Components



1 **NEW RAMP STRUCTURE**
(Galvin Plaza West of 10th Avenue)

- Serve all bus movements into and out of the above-grade bus levels of the replacement facility to and from the Lincoln Tunnel
- Up to approx. 350,000 sf of ramps
- Allows bus circulation without use of city streets.

2 **STORAGE & STAGING FACILITY**
(9th Avenue to 10th Avenue)

- 5 levels of storage
- Up to approx. 350 storage spots that reduce traffic on adjacent city streets and in the Lincoln Tunnel during rush hour
- Serve as temporary bus terminal for commuters during main terminal construction
- Up to approx. 65,700 sf of street facing retail space

4 **NEW MAIN TERMINAL**
(8th Avenue Crossing over 9th Avenue)

- 5 floors of bus gates
- 159 gates for commuter buses
- Direct connection to the subway and Times Square transit hubs
- Best-in-class passenger amenities
- ADA standards integrated into layout and design
- Linkage of North and South Wings
- Larger central atrium
- Up to approx. 55,665 sf of street-facing retail and 13,700 sf of interior retail space

3 **PRIVATE DEVELOPMENT**
(8th Avenue (42nd to 40th Street))

- **Tower 1:** Up to approx. 3.0 million GSF of commercial space; height up to approx. 1,200 ft above grade; and lobby on corner of 8th Avenue and 42nd Street
- **Tower 2:** Up to approx. 2.0 million GSF of commercial space; height up to 900 ft above grade; and lobby on corner of 8th Avenue and 40th Street

5 **DYER AVENUE DECK-OVERS**
(37th to 39th Street)

- Will be used for temporary bus operations during construction of the new Main Terminal.
- Will provide up to approx. 3.5 acres of new publicly accessible open space that will be created after construction of the Main Terminal is complete.

Purpose and Need

MIDTOWN BUS TERMINAL



The Proposed Project is necessary due to significant operational constraints in the existing PABT, preventing it from accommodating current and future bus size, weight, and technological needs. The existing PABT's inability to meet forecasted increases in demand combined with the aging building structure and systems requires continuous maintenance and short-term fixes. Specifically, the Proposed Project would address:

- Forecasted growth of commuter and intercity bus travel across the Hudson River.
- Off-street bus storage & staging with direct connections to terminal and Lincoln Tunnel via new ramp structure.
- Functional and physical obsolescence of the Existing Terminal.

Goals and Objectives



Improve Trans-Hudson bus operations



Improve passenger experience within terminal



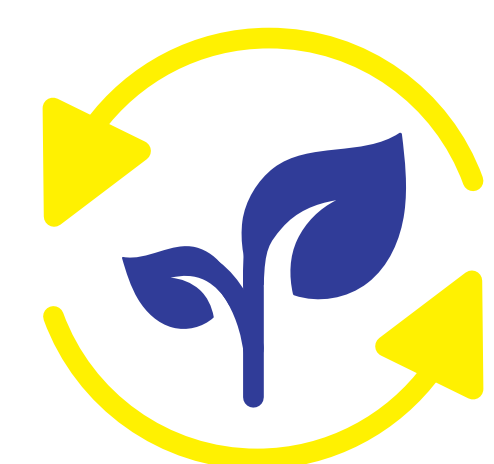
Provide seamless passenger accessibility



Consistency with local and regional land-use plans



Optimize life cycle costs



Reduce impacts of bus services on built and natural environments



Sustainability

The PANYNJ has implemented the following goals for the performance of the new Bus Terminal Replacement Facility, in line with general policies of the Authority. The Replacement facility is anticipated to meet the following:



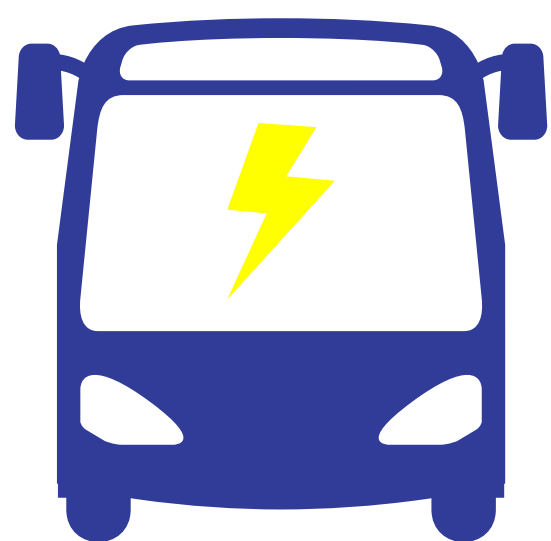
- Net-Zero Vision



- Silver LEED Certification



- Gold ENVIION Rating



- Designed to accommodate electric bus fleets

For the construction of the Replacement Facility, the PANYNJ would require construction efforts to adhere to regulatory or self-adopted mandates for emission control measures, including:

- **Clean Fuel:** construction vehicles must use ultra-low sulfur diesel fuel
- **Dust Control:** comprehensive dust control plan for all construction activities or services
- **Restrictions on Vehicle Idling** (per NYC requirements)
- **Exhaust Filtration/Tailpipe Controls** on non-road diesel vehicles with 50+ horsepower



Environmental Review

The FTA, in coordination with the PANYNJ, is preparing an Environmental Impact Statement (EIS) to assess the potential benefits and effects of building a new Bus Terminal in Midtown Manhattan (i.e. the Proposed Project).

The EIS is being developed in accordance with the National Environmental Policy Act (NEPA), the Fixing America's Surface Transportation Act (FAST Act) and the guidance and methodologies established under the New York State Environmental Quality Review Act (SEQRA) and New York City Environmental Quality Review (CEQR), as applicable.

The purpose of the environmental review process and the publication of an EIS is to ensure agencies consider, and the public is aware of, the environmental impacts of the proposal. The planning and environmental review process is explained below.



Environmental Review Timeline

May 2019 - January 2021

Initial Planning Process

Planning-Level Draft Scoping Document was made public to gather feedback on various aspects of the Proposed Project. These include its purpose and need, alternatives options, criteria for screening alternatives, the three advanced alternatives, and framework for environmental analysis.

1

June - July 2021

NEPA Scoping & Public Comment Period

This effort invites participation from federal, state, and local agencies and the public. A NEPA Scoping Information Packet explaining this process was made public with the NOI. Public meetings were held to gather comments on the alternatives and scope of the EIS analysis.

2

June 2021

Notice of Intent (NOI) under NEPA to Prepare an Environmental Impact Statement (EIS)

This marks the beginning of the formal environmental review process for projects that necessitate an EIS. The NOI contains essential information, including an overview of the proposed action, the considered alternatives and contact details for the responsible FTA official.

3

January 2022

NEPA Scoping & Public Comment

Final NEPA Scoping Information Packet with Response to Public Comments posted to Project website.

4

February 2024

Draft Environmental Impact Statement (DEIS)

The DEIS describes the Purpose and Need, and assesses potential environmental impacts from the Proposed Project and No Action Alternatives. The DEIS will be published for public review and a 45-day comment period will commence. A Notice of Availability of the DEIS is published in the Federal Register, which will mark the beginning of the public comment period.

5

February - March 2024

DEIS Hearings & Public Comment Period

After the DEIS is published, there will be a public comment period and hearings on the DEIS. The public can participate and share their comments, which will be considered when finalizing the EIS.

6

August 2024 (Anticipated)

Final Environmental Impact Statement (FEIS) & Record of Decision (ROD)

The FEIS will discuss environmental impacts, including any unresolved issues and efforts to address them through consultation. The ROD explains the FTA's decision, details considered alternatives, and includes potential mitigation strategies.

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Environmental Review

The EIS compares the outcome of the “No Action Alternative” with the Proposed Project – primarily focusing on potential impacts that could occur in the future.

The **No Action Alternative** is what the PANYNJ would likely occur the Proposed Project doesn’t advance. As described in the Purpose & Need, the existing terminal requires significant structural repair to continue operations.

No Action Alternative

The repair of the existing PABT would require replacing building structure including columns and floor slabs. It is assumed that the PABT would remain operational during this time, requiring work to be limited to small areas and coordinate closely with passenger and bus operations.

Given the extent of the repairs, the PABT would be required to fully comply with the Americans with Disabilities Act (ADA), which would require the addition of larger waiting areas, bus circulation areas and the installation of additional elevators. It is estimated that meeting ADA compliance would reduce the PABT’s operating capacity for buses by approximately 27%.

Comparison Areas	No Action	Proposed Project
New terminal	✗	✓
Terminal Bus Capacity	Reduced	Increased to meet future (2040) demand
Public Realm Improvements	✗	✓
Closure of 41st Street	✗	✓
New Publicly Accessible Open Space	✗	✓
Reduction of on-street bus activity	✗	✓
Additional trips due to development	✗	✓
Sustainability Improvements	✗	✓
Accommodates Modern Bus Fleets	✗	✓



Analysis Process

Existing Condition

Analyses begin by collecting information about the existing conditions. This information provides a foundation for analysis and includes traffic, pedestrian, and transit counts, as well as data related to socioeconomics, demographics, and employment.

Future Condition

The Existing Condition is then “updated” to reflect anticipated changes for the anticipated year in which major components of the project are expected to be complete. The Future Condition accounts for background growth, independent development projects, and public policies or planning efforts that may change conditions within the surrounding area.

Project Related Effects

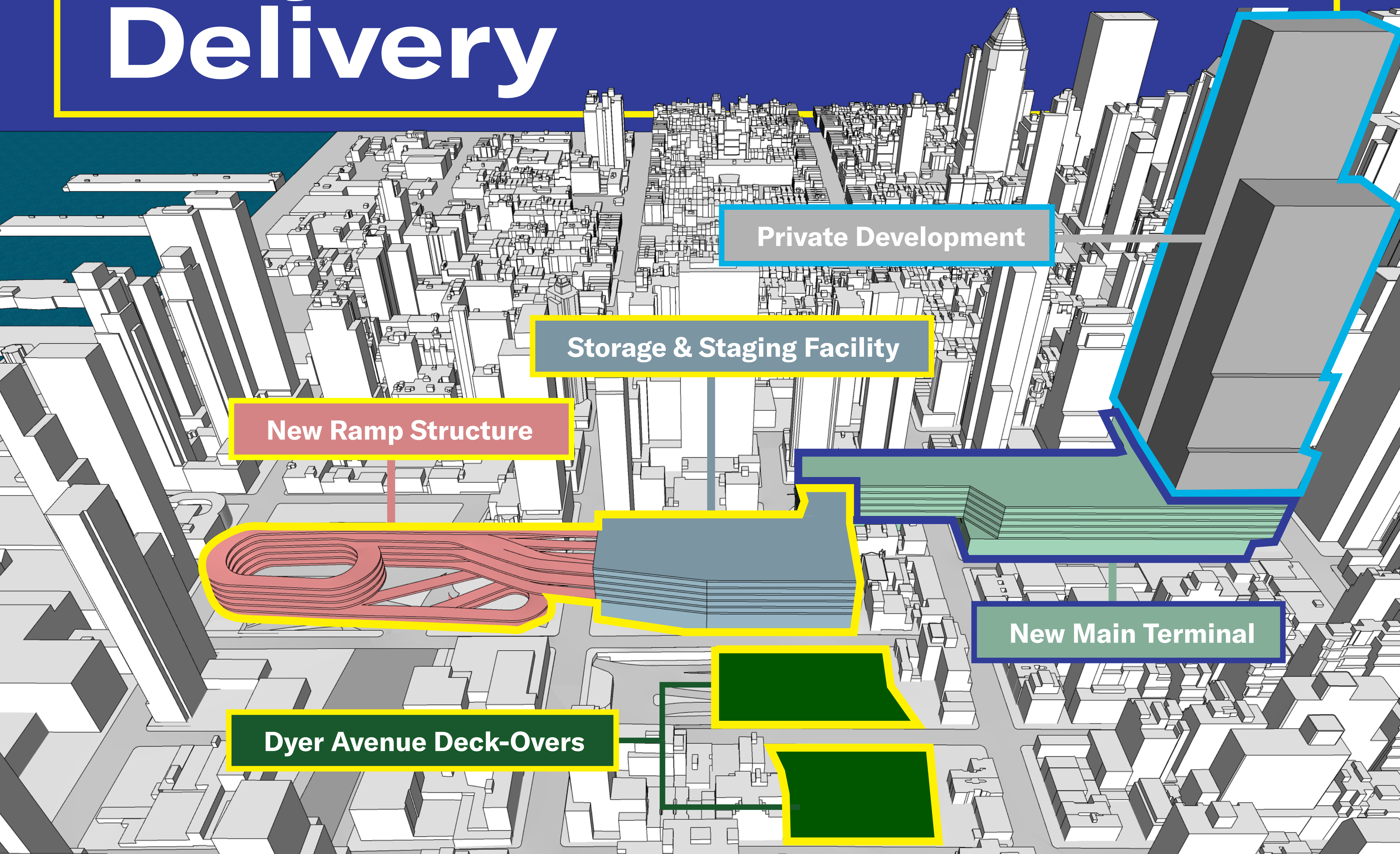
Beyond those changes expected to occur in the Future Condition, the No-Action Alternative and Proposed Project would further affect conditions in the surrounding area. The Project Related Effects are developed using detailed modeling techniques and are compared against the Future Condition to determine potential beneficial or adverse impacts associated with a given alternative. If adverse impacts are identified, potential mitigation measures may be developed to avoid or minimize the severity of an identified impact.

Areas of Analysis Covered in the DEIS:

- **Chapter 3:** Land Use & Public Policy
- **Chapter 4:** Socioeconomic Conditions
- **Chapter 5:** Environmental Justice
- **Chapter 6:** Historic & Cultural Resources
- **Chapter 7:** Natural Resources
- **Chapter 8:** Hazardous Materials
- **Chapter 9:** Transportation
 - Bus Services
 - Traffic
 - Transit
 - Pedestrians
 - Parking
- **Chapter 10:** Air Quality
- **Chapter 11:** Noise & Vibration
- **Chapter 12:** Utilities & Infrastructure
- **Chapter 13:** Safety & Security
- **Chapter 14:** Construction
- **Chapter 15:** Section 4(f)



Project Delivery



Proposed Project Phasing

Phase 1	Phase 2	Phase 3
<ul style="list-style-type: none"> Dyer Avenue Deck-Overs New Ramp Structure Storage & Staging Facility 	<ul style="list-style-type: none"> Main Terminal Storage & Facility serves as interim terminal 	<ul style="list-style-type: none"> Private Development Dyer Avenue Deck-Overs converted to publicly accessible open space

