Meeting Format

- Open house
- Hearing your feedback
- Comments in writing or to a stenographer
- Other language interpreters available
History
Project Purpose and Need

Support Projected Growth of Commuter and Intercity Travel Crossing the Hudson

Address Functional and Physical Obsolescence of the Existing Bus Terminal

Address Bus Storage and Staging for existing PABT Operations

(In response to this project’s planning analysis and community concerns, PANYNJ is considering a separate storage and staging project of independent utility.)
Project 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
Goals and Objectives
(Commuters)

• Maintain or improve connections to subways

• World class, state-of-the-art building design

• Pedestrian accessibility to origins and destinations

• Provide direct linkages to the Lincoln Tunnel
Bus Storage and Staging (Project Purpose & Need)

- Provide for storage and staging within terminal structure or combination of on-site and off-site locations.
- Provide efficiencies as compared to the existing facility with respect to bus operations.
- Goal of minimizing impacts from terminal buses on city streets.
Independent Intercity Bus Initiative

Curbside-Intercity Service

• Proposed project does not accommodate Curbside-Intercity services that now operate on local streets.

• Over the past two decades, the Curbside-Intercity bus market in New York City has become an increasing concern to the community.

• The PANYNJ has commenced a separate study of these issues and is assessing potential solutions, including potential sources of funding for an independent project.
Alternatives Analysis Process
Alternatives Analysis Process

**FATAL FLAW SCREENING**
Does The Alternative Meet the Projected Peak Hour Bus Capacity?

- Alternative 1
- Alternative 2
- Alternative 3
- Alternative 4
- Alternative 5
- Alternative 6
- Alternative 7
- Alternative 8
- Alternative 9
- Alternative 10
- Alternative 11
- Alternative 12
- Alternative 13

**FATAL FLAW SCREENING 2**
Does The Alternative Avoid Private Property Acquisition?

- Alternative 2
- Alternative 3
- Alternative 4
- Alternative 6
- Alternative 9
- Alternative 10
- Alternative 11
- Alternative 12
- Alternative 13

**REMAINING ALTERNATIVES**
- Alternative 3: Build in Place
- Alternative 9: Perkins Eastman D&D
- Alternative 10: RPA Terminal Under Javits
We Want to Hear from You!

- Comment by September 18, 2019
- Write on comment form or speak to a stenographer
- ReplacePABTcomment@panynj.gov
- www.PABTreplacement.com
PLANNING FOR A NEW PORT AUTHORITY BUS TERMINAL

Located on the west side of Manhattan, the Port Authority Bus Terminal (PABT) opened in 1950 and was expanded in 1981. Each day, the PABT accommodates approximately 260,000 passenger trips, and demand is expected to increase to 337,000 passenger trips by 2040. The existing facility – which includes the terminal and the ramps – currently operates beyond capacity, is incompatible with some modern bus sizes and configurations, and cannot adequately accommodate customers with disabilities.

The Port Authority of New York & New Jersey (Port Authority) is proposing to replace the existing terminal and ramps with a state-of-the-art bus terminal in a location to be selected.

KEY PABT FACTS

- Built in 1950
- Today: 260,000 daily passenger trips
- By 2040: 337,000 daily passenger trips
- Convenient connections to 12 NYC Transit subway lines

ENVIROMENTAL REVIEW AND SCOPING

The Port Authority is participating in an environmental review of the new terminal and ramps in accordance with the National Environmental Policy Act (NEPA) of 1969. The NEPA review will include a description of the proposed project, an evaluation of impacts on the project area, and an assessment of reasonable alternatives.

The preliminary planning-level scoping by the Port Authority represents the initial steps of this environmental review process. The scoping process is intended to seek input on:

- purpose and need
- goals and objectives
- alternatives considered
- environmental issues of concern and methodologies

A long list of alternatives for a new bus terminal was developed from the Port Authority Bus Terminal Replacement Planning Study, an International Design + Deliverability Competition, and subsequent analyses.

Through an extensive alternatives screening process and outreach to local stakeholders, the Port Authority identified three alternatives to be carried forward for further review and environmental analysis.
Purpose: Support Projected Growth of Commuter and Intercity Travel Crossing the Hudson

The Port Authority recognizes that significant new bus facility investment is needed to adequately serve today’s customers and prepare for growing regional commuter bus travel demand.

Purpose: Address Functional and Physical Obsolescence of the Current Bus Terminal

Build a 21st Century, best in class state-of-the-art facility that improves the customer experience.

Goals and Supporting Objectives:

- Improve Trans-Hudson bus operations
- Improve the passenger experience inside the terminal
- Provide seamless passenger accessibility
- Be consistent with local and regional land use plans and initiatives
- Minimize operating and maintenance costs
- Reduce the impacts of bus services on the built and natural environment

GET INVOLVED!

Public input is critical to the environmental review process. Your participation is encouraged!

General Questions? Email:
PABTreplacement@panynj.gov

Scoping Comments? Email:
ReplacePABTcomment@panynj.gov

Or mail us at: PABT Replacement
64 Beaver St., Ste. 302
New York, NY 10004

Visit www.PABTreplacement.com for information on upcoming meetings, events, documents, and to sign up for our mailing list.

Attend a public meeting or view an online meeting. Visit the website for more information.

WHAT ARE THE NEXT STEPS?

The Port Authority is soliciting public input over a 120-day comment period, with planning-level scoping meetings held in both New York and New Jersey. At the completion of the comment period, a Summary Report will be prepared and made available to the public. This document will summarize comments received from the public, elected officials, and agency representatives. The Port Authority will then work with the Federal Transit Administration (FTA) to initiate formal environmental review, which may include an additional scoping document.

VISIT US AT THE BUS TERMINAL REPLACEMENT CENTER

For more information on hours and to schedule an appointment call 212 502-2220.