

**THE PORT AUTHORITY OF NEW YORK AND NEW JERSEY**

**MINUTES\***

**Thursday, March 24, 2016**

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\* The actions set forth in these Minutes shall have no force and effect until the expiration of the statutorily required gubernatorial review period (currently expected to occur at Midnight on April 11, 2015), unless sooner approved by the Governors of both the State of New York and the State of New Jersey, or vetoed by either.

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## **PORT AUTHORITY BUS TERMINAL REPLACEMENT – ALLOCATION OF CAPITAL FUNDS**

At the March 19, 2015 meeting of the Board of Commissioners, Chairman John Degnan announced the formation of a working group of the Board to focus on advancing the planning process for replacement of the 65-year-old Port Authority Bus Terminal ("PABT"), composed of Chairman Degnan, Vice Chairman Scott Rechler, and Commissioners Kenneth Lipper and William "Pat" Schuber (the "Working Group"). The mandate of the Working Group was to examine a broad range of approaches for the replacement of the PABT and to identify the most promising alternative for consideration by the full Board prior to year-end 2015.

At its October 22, 2015 meeting, the Board, based on the Working Group's recommendations, directed the Executive Director to conduct an international design competition soliciting conceptual designs for a new bus terminal on the site recommended by the Working Group, one block west of the current structure, between Ninth and Eleventh Avenues in Manhattan, and for suggestions of potential alternative sites for a bus terminal (should a competitor's analysis determine that the proposed site west of Ninth Avenue is not optimal), with such designs to allow for: (i) sequential construction of key elements (including terminal facilities and bus-staging facilities) as estimates of future capacity needs are refined, (ii) scalability of the terminal complex to meet developing capacity requirements, and (iii) appropriate pedestrian connections to mass transit in the vicinity of the new terminal.

The Board also directed the Executive Director to issue a request for proposals for an outside consultant (or consortium of consultants) to perform a study (the "Trans-Hudson Commuting Capacity Study" or "Capacity Study") of available strategies for meeting and managing the anticipated increases in trans-Hudson commuter demand over the next 30 years, taking into account other modes of increased trans-Hudson capacity including rail and ferry capacity, as well as improvements to, and expansion of, existing infrastructure, expansion of commuting alternatives, promotion of workplace flexibility, and utilization of new technologies to improve throughput and efficiency of existing facilities.

The Board also indicated at that time that the Working Group would remain in operation to oversee and support Port Authority staff, and to report to the Board as developments warrant.

On March 11, 2016, the Port Authority released detailed information regarding a two-stage Bus Terminal Design and Deliverability Competition ("Design Competition") to the public, and it is anticipated that the agency will receive responses to Phase One of the Design Competition in April 2016 and Phase Two in the late summer of 2016, with a competition winner expected to be announced in September 2016. During this period, as previously indicated, the Port Authority will continue to solicit substantial public and stakeholder input.

Based on the foregoing, the Working Group now has recommended that the Board, in establishing the Port Authority's 2017-2026 Capital Plan, which encompasses both revenues and expenditures, commit to allocate funds to provide for the completion of the new Bus Terminal Replacement Project on the West Side of Manhattan, in an amount sufficient to accommodate the anticipated future capacity needs of the replacement of the PABT, which will be informed by the results of the Design Competition and Capacity Study, with the understanding that no bus terminal will be built in New Jersey.

\* \* \*

Pursuant to the foregoing report, the following resolution was adopted, with Commissioners Bagger, Cohen, Degnan, Fascitelli, James, Laufenberg, Lipper, Lynford, Rechler, Schuber and Steiner voting in favor. Assistant General Counsel confirmed that sufficient affirmative votes were cast for the action to be taken, a quorum of the Board being present.

**RESOLVED**, that the Board hereby commits, in establishing the Port Authority’s 2017-2026 Capital Plan, which encompasses both revenues and expenditures, to allocate funds for the construction of a new Port Authority Bus Terminal (“PABT”), to be located on the West Side of Manhattan, in an amount sufficient to accommodate the anticipated future capacity needs of the new PABT, which will be informed by the results of the Design Competition and Capacity Study, with the understanding that no bus terminal will be built in New Jersey.

PENDING  
GUBERNATORIAL  
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