

Appendix 10C Public Health

10C.1 INTRODUCTION

This appendix assesses the Proposed Project's effect on public health. As defined by the *City Environmental Quality Review (CEQR) Technical Manual (2021)*, public health is the organized effort of society to protect and improve the health and well-being of the population through monitoring; assessment and surveillance; health promotion; prevention of disease, injury, disorder, disability, and premature death; and reducing inequalities in health status. The goal of CEQR guidance with respect to public health is to determine whether significant adverse impacts on human health may occur as a result of a proposed project and, if so, to identify measures to mitigate such effects. Public health is influenced by air quality, water quality, hazardous materials, and noise.

10C.2 METHODOLOGY

10C.2.1 Regulatory Context

This chapter assesses the effect of the Proposed Project on public health pursuant to guidance in the *CEQR Technical Manual (2021)*. Where no significant adverse unmitigated impacts are identified for air quality, water quality, hazardous materials, or noise, no public health analysis is warranted. If an unmitigated adverse impact is identified in any of these analysis areas, a public health assessment would be warranted for that specific technical area.

10C.2.2 Analysis Techniques

The *CEQR Technical Manual* states that if unmitigated adverse impacts are identified in the areas of air quality, water quality, hazardous materials, or noise the public health implications should be analyzed. The *CEQR Technical Manual* identifies a two-step process for conducting a public health assessment:

- **Step 1:** Identify the extent of potential environmental exposures to the public as a result of a proposed project.
- **Step 2:** If necessary, identify potential health impacts as a result of identified exposure pathways.

10C.3 PRELIMINARY ANALYSIS

When CEQR analyses identify significant unmitigated adverse impacts, a public health assessment may be warranted for that specific technical area. As described in **Chapter 7, Natural Resources, Chapter 8, Hazardous Materials, Chapter 10, Air Quality, and Chapter 11, Noise and Vibration**, the Proposed Project would not result in unmitigated adverse impacts to air quality, water quality, hazardous materials, or noise.

10C.4 POTENTIAL IMPACTS OF THE NO ACTION ALTERNATIVE

Under the No Action Alternative, the Port Authority of New York & New Jersey would continue to operate the existing Port Authority Bus Terminal by undertaking necessary maintenance and an extensive set of structural and building repairs and upgrades. The structural repairs would include the critical restoration of structural slabs that would be functionally obsolete unless significant investments are made in the 2027 to 2037 timeframe. Given the extent of the reconstruction, the Port Authority of New York & New Jersey would need to restore improved areas of the facility to be in compliance with the Americans with Disabilities Act (ADA).

In the No Action Alternative, as a result of repairs and to meet ADA compliance (specifically, the required addition of ramps and elevators), capacity within the Port Authority Bus Terminal would be reduced and buses would be anticipated to permanently operate from several on-street locations. The location of on-street operations for 90 PM peak-hour bus trips (unable to be accommodated within the repaired terminal) are identified and discussed in **Chapter 9, Transportation**. Locations for approximately 206 additional, unaccommodated bus trips in 2040 were not identified and would be determined through coordination between the bus operator(s) and the New York City Department of Transportation. The areas that could potentially accommodate curbside loading and unloading for the 206 unaccommodated bus trips would be anticipated to be limited in size and distributed throughout several areas (similar to those locations which have already been identified).

As described in **Chapter 10, Air Quality, and Chapter 11, Noise and Vibration**, the on-street bus operations associated with No Action Alternative would require coordination between bus operators and the New York City Department of Transportation, and would be anticipated to have the potential to result in adverse impacts to air quality and noise, contingent on the volume of buses, where they would operate, the background pollutant concentrations and ambient noise levels in those areas, and their cumulative effect on vehicular traffic in those areas. Due to these variables, the potential adverse impacts to air quality and noise as a result of the No Action Alternative may be unmitigable. However, for the purposes of this analysis, as described above, it is anticipated that on-street bus operations would be distributed throughout several areas and would not represent a localized condition that would be anticipated to result in adverse public health impacts.

10C.5 POTENTIAL IMPACTS OF THE PREFERRED ALTERNATIVE

10C.5.1 Construction of the Preferred Alternative

As described in **Chapter 14, Construction**, construction activities associated with the Proposed Project would not be anticipated to result in unmitigated construction impacts to air quality, water quality, hazardous materials, or noise.

Based on the construction activities predicted for the Proposed Project, construction-generated noise is expected to exceed Federal Transit Administration (FTA) construction noise impact criteria at residential or hotel receptors in close proximity to the construction area.

Thirteen construction time periods were analyzed and the results from each of these analysis time periods were utilized to represent the entire duration of construction. Construction of the Proposed Project is predicted to result in elevated noise levels at several of the analyzed receptors. At receptors closest to and facing Dyer Deck-Over and Main Terminal construction, construction is predicted to result in noise level increases up to approximately 13 decibels (dBA) at residential, hotel, and office receptors during limited periods of time. However, such noise level increases would only occur on a portion of each building and would result in maximum interior noise levels in the mid-40s to mid-50s dBA.

Predicted construction noise levels would exceed FTA construction noise impact criteria, resulting in noise level increments at least 6 dBA greater than existing conditions over an extended duration at several receptors. Many of these receptors are in buildings of relatively recent construction that have insulated glass windows and central air conditioning (i.e., an alternate means of ventilation).

As mitigation for the potential construction noise effects at buildings that do not have insulated glass windows and alternate means of ventilation, storm windows or window air conditioning units would be offered to building owners through consultation. These measures would improve the window/wall attenuation provided by the building facade and allow for the maintenance of a closed-window condition. Consequently, interior noise levels at these receptors would be reduced by approximately 30 dBA, resulting in interior noise levels no more than approximately 4 dBA above the 45 dBA acceptable threshold for residential use referenced in the FTA guidance manual.

Based on this information, the potential noise impacts as a result of construction activities associated with the Proposed Project would be mitigable, and would not constitute a potential public health impact.

10C.5.2 Operations of the Preferred Alternative

As described previously, based on the analyses in **Chapter 7, Natural Resources**, **Chapter 8, Hazardous Materials**, **Chapter 10, Air Quality**, and **Chapter 11, Noise and Vibration**, the Proposed Project would not result in unmitigated operational impacts to air quality, water quality, hazardous materials, or noise. Therefore, the Proposed Project would not result in potential public health impacts related to operations.

As described in **Appendix 5A, Environmental Justice**, PANYNJ is committed to continuing to provide the public with an active role in the planning of the Proposed Project. Public participation initiatives conducted during the NEPA process for the Proposed Project are described further in **Chapter 16, Public and Agency Participation** and **Appendix 16C, Public Involvement Plan**.

Additionally, the PANYNJ held a series of outreach meetings with Environmental Justice stakeholders in August 2023. Participants included state, county, and local government officials from New York and New Jersey, non-profit organizations, religious leaders, and ridership groups. The Environmental Justice stakeholders outreach meetings provided participants with an update on the design and planning of the Proposed Project with an opportunity for participants to share concerns and provide input on the Proposed Project.

A variety of topics were raised for PANYNJ consideration as design progresses, including:

- Construction effects on bus services, bus riders
- Sustainability improvements being incorporated into the Proposed Project
- Accessibility, wayfinding, and circulation for customers with disabilities, including accommodations for people that are vision- or hearing-impaired
- Pedestrian and vehicular crowding along streets around the proposed new Main Terminal
- Efficient and convenient taxi and paratransit curbside operations
- Ability to address services for unhoused populations or migrants who may be present at the terminal.

PANYNJ has and will continue to consider this input as the development of the Proposed Project advances. To address these concerns, PANYNJ is committed to minimizing impacts on bus commuters during construction; has incorporated sustainability elements and publicly accessible open space into the project design (Dyer Deck-Overs) and will look to identify additional opportunities for green space, as appropriate; and will incorporate accessibility and wayfinding design measures into the Proposed Project that strive to efficiently move people and vehicles at the new bus terminal. Public outreach, including outreach to environmental justice populations, will continue throughout the NEPA environmental review process, as well as during construction, as appropriate.

Based on this information, the Proposed Project would not be anticipated to result in potential public health impacts and no further analysis is warranted, consistent with *CEQR Technical Manual* guidance.