

**BUS TERMINAL REPLACEMENT PROJECT**

**BUS TERMINAL REPLACEMENT PROJECT  
NEPA SCOPING INFORMATION PACKET**

January 20, 2022

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# ABBREVIATIONS

ADA	Americans with Disabilities Act
CEQ	Council on Environmental Quality
CEQR	City Environmental Quality Review
CFR	Code of Federal Regulations
D&D	Design and Deliverability
DEIS	Draft Environmental Impact Statement
EIS	Environmental Impact Statement
FTA	Federal Transit Administration
GHG	Greenhouse Gas
LPA	Locally Preferred Alternative
MTA	Metropolitan Transportation Authority
NEPA	National Environmental Policy Act
NJDOT	New Jersey Department of Transportation
NJ TRANSIT	New Jersey Transit Corporation
NJTPA	North Jersey Transportation Planning Authority
NOI	Notice of Intent
NYCDOT	New York City Department of Transportation
NYCT	New York City Transit
NYMTC	New York Metropolitan Transportation Council
NYSDOT	New York State Department of Transportation
PABT	Port Authority Bus Terminal
PANYNJ	Port Authority of New York & New Jersey
RPA	Regional Plan Association
SEQRA	New York State Environmental Quality Review Act
SHPO	State Historic Preservation Officer
ULURP	Uniform Land Use Review Procedure
U.S.C.	United States Code

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# 1 Executive Summary

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The Port Authority of New York & New Jersey (PANYNJ) owns and operates the Midtown Bus Terminal at West 41st Street and Eighth Avenue in Manhattan, New York. More commonly known as the "Port Authority Bus Terminal" (PABT), this facility was first opened for service in 1950 and last underwent major expansion in 1981, when its capacity was increased by 50 percent with the addition of the North Wing. The PABT is an aging building structure with increasingly problematic functional and physical obsolescence of assets and facilities with systems that require expensive recurrent maintenance and short-term fixes. The PABT also has significant operational constraints and inefficiencies that prevent accommodating existing and future bus size and weight and technology, and which prevent meeting forecasted (year 2040) increases in bus ridership demand. The structural slabs for the existing PABT South Wing bus operating levels will be functionally obsolete for the purpose they were constructed unless significant investments are made in the 2027 to 2037 timeframe.

Beginning in 2013, PANYNJ initiated studies of the Midtown Bus Terminal that evaluated options for addressing the continued need to accommodate trans-Hudson commuter and intercity bus travel destined to midtown Manhattan and projected growth in that ridership. PANYNJ used a robust and iterative planning process to receive and respond to public input on project purpose and need, goals and objectives, and a long list of alternatives as part of the Midtown Bus Terminal planning process.

Prior to the Federal Transit Administration's (FTA) commencing the formal National Environmental Policy Act (NEPA) process with the issuance of a Notice of Intent (NOI), PANYNJ conducted planning-level scoping (initial scoping) in 2019, which afforded an opportunity for stakeholders to comment on relevant subjects, including the purpose and need, thirteen (13) project alternatives, and methods to identify a Locally Preferred Alternative (LPA). PANYNJ published a Final Scoping Report on January 21, 2021 to the project website ([www.pabtreplacement.com](http://www.pabtreplacement.com)), which provided extensive documentation of the initial scoping process. That document is hereby incorporated by reference.

In conjunction with the NOI, a Draft NEPA Scoping Information Packet (SIP) was made available for public review on June 4, 2021 initiating the formal NEPA scoping. Virtual public scoping meetings were held on June 23, 2021 and June 24, 2021 at 2:30 PM and 6:30 PM on each day. Comments were received through oral comments during the virtual sessions and written comments received via e-mail, mail, or web comment form. A 45-day public comment period extended from June 4, 2021 through July 19, 2021.

This document is the Final NEPA Scoping Information Packet, which summarizes the development of the alternatives and provides the framework for analysis in the Draft Environmental Impact Statement (DEIS). Scoping provided an opportunity to engage agencies and the public in the

procedures and issues to be addressed in the DEIS. The outcome of the scoping process will be an annotated outline for the DEIS. This Final NEPA Scoping Information Packet summarizes the annotated outline (see Section 6) and includes Appendix B with responses to comments received during the 45-day public comment period.

Through the extensive planning process and in response to public input, PANYNJ has identified the Locally Preferred Alternative comprising a new Main Terminal, Storage & Staging/Intercity Terminal, and associated ramp infrastructure (the "Replacement Facility"), accompanied by private development to assist in funding its construction. These elements are collectively referred to as the Bus Terminal Replacement Project (the "Proposed Project").

FTA, serving as lead federal agency, and PANYNJ, the Project Sponsor and joint lead agency, are preparing an Environmental Impact Statement (EIS) to evaluate the Proposed Project and its reasonably anticipated impacts in accordance with the National Environmental Policy Act (NEPA) of 1969 (42 United States Code (U.S.C.) § 4321 et seq.), Council on Environmental Quality's (CEQ) NEPA-implementing regulations (40 Code of Federal Regulations (CFR) §§ 1500-1508), and FTA's *Environmental Impact and Related Procedures* (23 CFR §771) and United States Department of Transportation's *Efficient Environmental Reviews for Decision-Making* (23 U.S.C. §139). The EIS also will conform, as applicable, with the guidelines and methodologies established under the New York State Environmental Quality Review Act (SEQRA) and New York City Environmental Quality Review (CEQR). The need for New York City's Uniform Land Use Review Procedure (ULURP) process<sup>1</sup> will be determined as the concept design progresses.

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<sup>1</sup> ULURP is a standardized procedure mandated by New York City's Charter for certain actions affecting land use to be publicly reviewed.

## 2 Introduction

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The Port Authority of New York & New Jersey (PANYNJ) proposes to replace the existing Port Authority Bus Terminal (PABT) in Manhattan, New York with a new Main Terminal, Storage & Staging/Intercity Terminal, and associated ramp infrastructure (the "Replacement Facility"), accompanied by private development to assist in funding its construction. These elements are collectively referred to as the Bus Terminal Replacement Project (the "Proposed Project").

The Federal Transit Administration (FTA), serving as lead Federal agency, and PANYNJ, the Project Sponsor and joint lead agency, are preparing an Environmental Impact Statement (EIS) to evaluate the Proposed Project in accordance with the National Environmental Policy Act (NEPA) of 1969 (42 U.S.C. § 4321 et seq.), Council on Environmental Quality's (CEQ) NEPA-implementing regulations (40 CFR §§ 1500-1508), and FTA's *Environmental Impact and Related Procedures* (23 CFR §771). It is anticipated that the EIS will conform, as applicable, with the guidelines and methodologies established under the New York State Environmental Quality Review Act (SEQRA) and New York City Environmental Quality Review (CEQR). The need for the Uniform Land Use Review Procedure (ULURP) process will be determined as the concept design progresses.

This Final NEPA Scoping Information Packet describes:

- The Scoping process;
- The Purpose and Need for the Proposed Project;
- Alternatives that were identified and screened out;
- The Bus Terminal Replacement Project developed through initial scoping in 2019;
- Topics to be addressed in the EIS; and
- Next steps.



### 3 The Scoping Process

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Scoping provides an opportunity for the public to learn more about the Proposed Project and to provide valuable input as it enters into the NEPA environmental review phase. NEPA scoping builds upon the initial scoping that was conducted in 2019 that focused on the project purpose and need and long-list of project alternatives and focuses on the framework for the EIS that will be prepared for the proposed project.

FTA concluded that the Proposed Project has the potential to result in significant environmental effects and an EIS is needed, as required by NEPA. The Final Scoping Report released by PANYNJ in January 2021 summarizes the initial scoping that was used to identify a Locally Preferred Alternative (LPA) that will be studied in more detail in the EIS. The LPA will be evaluated against the “No Action” Alternative, as required by NEPA, and any other reasonable and feasible alternative that is identified through NEPA scoping.

A Notice of Intent to prepare an EIS was published in the *Federal Register* on June 4, 2021. Notices and project information display advertisements announcing virtual public scoping meetings were placed in publications serving the neighboring community and areas in which bus commuters live. Notices were translated into the following languages: Arabic, Chinese, French Creole, Korean, Spanish, and Portuguese.

Notices were placed in the following publications:

- AM NY (English daily)
- Arab Voice (Arabic weekly)
- Asbury Park Press (English daily)
- Bergen Record (English daily)
- Courier News (English daily)
- El Diario (Spanish daily)
- El Especialito (Spanish weekly)
- Haiti Liberte/Haitian Times (French Creole weekly)
- Hudson Reporter (English weekly)
- Irvington Herald (English weekly)
- Jersey Journal (English daily)
- Korean Bergen News (Korean weekly)
- Korean News (Korean weekly)
- Metro NY (English daily)
- The New York Post (English daily)

- The Patch (online) (English daily)
- Russian Bazaar
- Star Ledger (English daily)
- 24Horas (Portuguese daily)
- The Villager (English weekly)
- Westfield Leader/Scotch Plains/Fanwood Times (English weekly)
- World Journal/Chinese Daily News (Chinese daily)

Notices and project information were also posted on the project website ([www.pabtreplacement.com](http://www.pabtreplacement.com)) and to PANYNJ social media platforms. Posters announcing the public scoping meetings were placed within the Port Authority Bus Terminal and at bus kiosks serving NJTRANSIT routes.

Through NEPA scoping, FTA and PANYNJ invited the public, agencies, and tribes to be involved in the EIS process. During the NEPA scoping process, comments were encouraged on PANYNJ's purpose and need, potential alternatives, and environmental issues of concern. A list of the Federal, State, and City agencies with which FTA and PANYNJ are coordinating is provided in Section 5.

FTA initiated government-to-government consultation under Section 106 of the National Historic Preservation Act on November 9, 2021 with the Delaware Nation, Delaware Tribe of Indians, Shinnecock Nation, Stockbridge-Munsee Community Band of Mohican Indians, and Unkechaug Indian Nation.

### **Public Comment Period and Community Meetings**

The comment period for NEPA scoping extended from June 4, 2021 to July 19, 2021. During that period, FTA and PANYNJ held four (4) virtual public scoping meetings to inform and obtain input from the public. (The meetings were held in a virtual format to comply with New York State and New Jersey State executive orders regarding public assembly during the COVID-19 pandemic). The virtual public meetings were held on:

- June 23, 2021 from 2:30 PM to 4:00 PM
- June 23, 2021 from 6:30 PM to 8:00 PM
- June 24, 2021 from 2:30 PM to 4:00 PM
- June 24, 2021 from 6:30 PM to 8:00 PM

Each virtual meeting provided simultaneous Spanish and American Sign Language interpretation. Additional language translation services or special needs assistance were made available by telephone or e-mail request five (5) business days prior to the meeting. There were no requests for additional language translation or special needs assistance.

## **Solicitation of Comments**

Comments were accepted at any point during the scoping period through:

- Registering to speak at a virtual public meeting;
- E-mailing written comments to PANYNJ at PABTreplacementNEPA@panynj.gov;
- Mailing written comments to PANYNJ at 4 World Trade Center, 150 Greenwich Street, 25th Floor, New York, NY 10007, Attn: Elizabeth Rogak, Esq.;
- Submitting written comments via the project website: [www.PABTreplacement.com](http://www.PABTreplacement.com); or
- By voicemail at 929-502-7304.

All comments received, no matter their format, were considered equally.

Approximately 300 comments were received from approximately 80 submissions during the public comment period. Commenters provided oral testimony or written Q&A (chat) during the four virtual public meetings, submitted e-mails or voicemails, or submitted comments directly through a comment form on the project website.

## **How Comments Will be Used**

After the end of the comment period on July 19, 2021, PANYNJ (in consultation with FTA) collected, reviewed, and summarized the comments received and prepared this Final NEPA Scoping Information Packet to share the results of the scoping process. This document was shared with the public and agencies through posting on the project website.

The comments received during the scoping period will be considered by FTA and PANYNJ to define the scope of the EIS and inform the related technical analyses and environmental resources to be evaluated.

See Appendix B of this document for a summary of comments received and responses to those comments.

## 4 Purpose and Need

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### 4.1 PURPOSE AND NEED FOR THE PROJECT

The principal purposes of PANYNJ's evaluations of options for the Midtown Bus Terminal are:

- Address the future of an aging and obsolescent facility.

*The structural slabs for the existing PABT South Wing bus operating levels will be functionally obsolete unless significant investments are made in the 2027 to 2037 timeframe. The PABT also has significant operational constraints and inefficiencies that prevent accommodating existing and future bus size and weight and changes in technology.*

- Meet forecasted year 2040 bus ridership for trans-Hudson commuters and intercity bus passengers for services operating within the PABT.

*PANYNJ must take a long-term approach to planning for operations. Any solution intended to address the future of an aging facility must also meet the forecasted trans-Hudson commuter and intercity bus and passenger demand of bus services that operate within the PABT.*

- Update the technology and equipment of the PABT and modernize services and amenities for bus passengers using the facility.

*The existing PABT has aging systems that require on-going and expensive investments to maintain. These systems are not considered state-of-the-art for energy conservation and resiliency. Reliability will be difficult to sustain without significant new long-term investments and ongoing expenditure of resources to maintain these assets.*

PANYNJ also recognizes that it is important to improve bus storage and staging to reduce bus idling, relieve on-street congestion, and to improve bus network reliability.

Currently, the PABT cannot accommodate the growing travel demand with aging infrastructure and systems. The system of roadways, tunnel, facilities, and services connecting to the Midtown core and the PABT are increasingly sensitive to disruption. Reliability will be difficult to sustain without significant new long-term investments and ongoing expenditure of resources to maintain assets during construction.

The Final Scoping Report includes additional description of the purpose and need.

## 4.2 GOALS AND OBJECTIVES

PANYNJ established six goals and supporting objectives to address the purpose and need for addressing commuter and intercity bus service in midtown Manhattan (Table 1). The supporting objectives further define the goals and afford specific and measurable means to evaluate potential alternatives.

TABLE 1: GOALS AND OBJECTIVES

GOALS	OBJECTIVES
<b>1. Improve trans-Hudson bus operations</b>	a. Provide direct linkages to Lincoln Tunnel portals. b. Create linkages to bus storage and staging to optimize operations and to minimize impact to local streets. c. Accommodate larger buses and new bus technologies.
<b>2. Improve the passenger experience within the Terminal</b>	a. Utilize sustainable building design technologies or practices that enhance environmental performance. b. Incorporate State-of-the-Art building design, communications, and passenger amenities (e.g., gates and queuing areas, ticketing, restrooms, and waiting areas) to promote ease of use and reliability of the passenger experience. c. Foster safety and security improvements in terms of design, operations, and site location.
<b>3. Provide seamless passenger accessibility</b>	a. Maintain or improve connections to transportation systems currently accessible from PABT, in particular NYCT subway and bus, and other modes including bicycle networks, as practicable. b. Maintain or improve pedestrian accessibility between the PABT and traveler origins and destinations. c. Enhance passenger experience and flows within and around the new bus facility. d. Minimize impacts to bus passengers during construction.
<b>4. Strive to achieve consistency with local and regional land use plans and initiatives</b>	a. Integrate with West Midtown development projects. b. Provide opportunity for civic space and local retail opportunities. c. Maintain regional economic vitality. d. Integrate with urban fabric and respect community character. e. Minimize impacts to local community during construction.
<b>5. Develop a project that optimizes life-cycle costs</b>	a. Minimize capital cost. b. Minimize operating and maintenance costs. c. Create ability to temporarily close portions of the facility during off-peak operating hours. d. Allow for phased construction and early initiation of operations. e. Minimize need to build temporary facilities. f. Minimize construction timeframe. g. Provide private development opportunities on PANYNJ properties.
<b>6. Reduce the impacts of bus services on the built and natural environment</b>	a. Reduce bus idling, unnecessary bus circulation, and traffic impacts on local city streets. b. Reduce bus vehicle miles traveled on city streets. c. Reduce bus idling within the facility.

Source: PANYNJ, 2019

## 5 Project Alternatives and Description of the Preferred Alternative

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### 5.1 DEVELOPMENT AND SCREENING OF POTENTIAL ALTERNATIVES

The identification of potential alternatives for the Proposed Project started during PANYNJ's planning initiatives and public outreach between 2013 and 2018. This process culminated in the assembly of 13 potential alternatives, characterized as an Initial Long List of Alternatives, and the formulation of a screening process based on the purpose and need, as well as associated goals and objectives. The screening process was also based on public comment. The Final Scoping Report contains detailed information on the Long List of Alternatives and screening process.

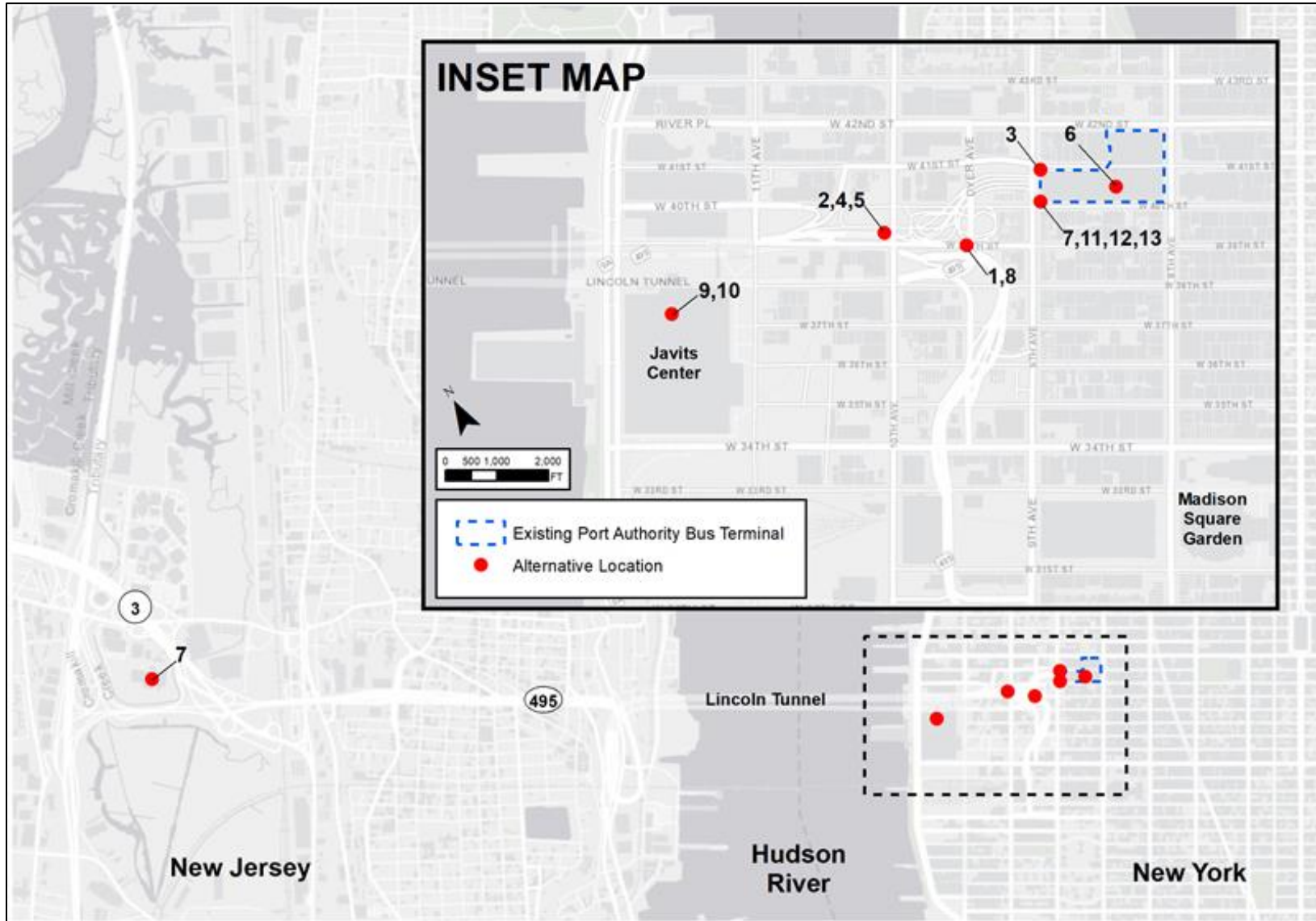
#### 5.1.1 Alternatives Screening Process

The Long List of Alternatives identified varying potential locations for the bus terminal, including: the existing PABT footprint, sites on Ninth Avenue, Eleventh Avenue, and in New Jersey (see Figure 1).

A two-part screening process was applied to the Long List of Alternatives. The initial two-criterion fatal flaw screen identified any alternative that could not meet the projected peak-hour demand of arriving and departing buses in 2040 or would result in significant use of private property (a key consideration of the local community). The second part of the preliminary screening process addressed the alternatives remaining after the initial fatal flaw screen and developed a third fatal flaw criterion based on public comment, to screen those remaining alternatives based on public comment. The Final Scoping Report (Appendix A) contains more information on the Long List development and screening process.

The first two "fatal flaw" criteria were applied to each of the 13 alternatives on the Long List of Alternatives. Of these 13 alternatives, four were considered fatally flawed and screened out because they did not provide sufficient capacity to meet projected demand (see Table 2). As shown in Table 2, of the nine alternatives that passed the first fatal flaw analysis, six required acquisition of private property and were eliminated from further consideration. The three remaining alternatives were the Build-in-Place, Perkins Eastman D&D, and RPA Alternatives. The Final Scoping Report provides details on each of these remaining alternatives.

FIGURE 1: LONG LIST OF ALTERNATIVES LOCATION MAP



Source: WSP (2019)

TABLE 2: FATAL FLAW SCREENING OF LONG LIST OF ALTERNATIVES

		Fatal Flaw Screening #1: Meets 2040 PM peak-hour bus arrivals and departures (~1,000 peak-hour buses capacity))	Fatal Flaw Screening #2: Utilizes currently owned Port Authority real estate and avoids private property acquisition
1.	Arcadis D&D	965	--
2.	Archillier D&D	1,208	No
3.	Build-in-Place	1,060	Yes
4.	Combined Galvin & Dyer	1,134	No
5.	Galvin Only	856	--
6.	HTC D&D	1,134	No
7.	NJ Terminal w/ Bus Shuttle	966	--
8.	Pelli Clarke Pelli D&D	659	--
9.	Perkins Eastman D&D	1,259	Yes
10.	RPA Terminal Under Javits	1,430	Yes
11.	Westward Expansion from South Wing	1,183	No
12.	Westward Expansion of Shifted South Wing with Dyer Storage	1,074	No
13.	Westward Expansion of Shifted South Wing with Galvin Storage	1,074	No
		<b>Legend</b> (applicable to Fatal Flaw Screening #1 and Fatal Flaw Screening #2)	
		Meets fatal flaw threshold	Does not meet fatal flaw threshold

Source: PANYNJ (2019)



Following the initial scoping, and as a result of extensive public comment, PANYNJ developed a third “fatal flaw” screening criterion: an alternative must satisfy the goal of providing seamless (convenient) passenger accessibility by meeting the Objectives of: a) maintaining the level of passenger connectivity to New York City Transit (NYCT) north-south subways (at Eighth Avenue); and b) maintaining direct pedestrian accessibility to existing passenger origins and destinations (to Eighth Avenue/West 42nd Street) and other Midtown destinations. PANYNJ applied this third “fatal flaw” criterion to the three alternatives that had advanced past the initial “fatal flaw” screening.

Based on the application of the third “fatal flaw” criterion, the Perkins Eastman D&D and RPA Alternatives did not advance because they do not maintain a level of connectivity to the NYCT north-south subway (at Eighth Avenue) and they do not provide direct accessibility to existing passenger origins and destinations (to Eighth Avenue/West 42nd Street) and Midtown. Instead, passengers would have to walk from the Javits Center at Eleventh Avenue to Eighth Avenue to access the north-south A/C/E subway lines. This would add 10 to 15 minutes to their commute and would add pedestrians to an already crowded area. Alternatively, passengers would have to walk several blocks to the Hudson Yards Station, take the No. 7 train to Times Square/ 42nd Street Station at Seventh Avenue, and then walk back to Eighth Avenue to access the A/C/E north-south subway lines.<sup>2</sup>

The Build-in-Place Alternative meets this third criterion, and thus, this Alternative advanced. Multiple comments from key stakeholders sought the inclusion of bus storage and staging, and the accommodation of curbside intercity buses in the Replacement Facility. These comments, along with two creative concepts of the RPA Alternative (using a separate location for intercity buses to provide additional redundancy and resiliency to the transit network and using that site as “swing space” during construction), were applied to modify the Build-in-Place Alternative. Thus, assuming sufficient funding, the Replacement Facility would: 1) accommodate additional bus storage and staging (compared to what is now provided in the terminal); 2) accommodate pick-ups and drop-offs by curbside intercity buses that operate in the vicinity of the existing PABT<sup>3</sup>; and 3) accommodate at least 1,000 arrival/departure trips during the PM peak hour from 5:30 to 6:30 PM, which represents the maximum hourly volume over a 24-hour period.

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<sup>2</sup> In addition, both the Perkins Eastman D&D and RPA Alternatives have severe constructability issues that would also make them unreasonable. They would require the likely shutdown of lanes and full tubes of the Tunnel and the raising of the West Side Highway; this latter construction would likely require shoring and underpinning of a highway that is the only major capacity roadway on the West Side of Manhattan.

<sup>3</sup>Charter, tour-bus, and jitney services are not considered to be within the category of curbside intercity buses.

## 5.2 ALTERNATIVES ANALYZED IN THE EIS

### 5.2.1 No Action Alternative

The No Action Alternative would retain the existing PABT footprint but would require substantial maintenance and repairs to continue its safe use. This would require the replacement of existing floor slabs, which would impact operations and reduce capacity to make the terminal Americans with Disabilities Act-(ADA)compliant. Operational deficiencies and capacity constrictions of the existing terminal would increase. Regional growth and anticipated demand for bus travel is forecasted into the future with or without the Bus Terminal Replacement Project. Thus, the expected future growth in demand could not be accommodated at the existing facility, given its already constrained capacity. Other trans-Hudson transit modes lack the capacity to accommodate substantial diversions from the regional commuter bus market using the PABT. In a worst-case scenario, declining bus capacity could begin to shift travel to other modes such as auto, worsening congestion on area roadways and crossings.

Included in the assessment of the No Action Alternative is consideration of independent projects likely to be implemented by the Proposed Project's analysis years of 2032 and 2040. This includes: projects identified in the PANYNJ 2017–2026 Capital Plan<sup>4</sup>; other transportation projects by New Jersey Department of Transportation (NJDOT), New Jersey Transit Corporation (NJ TRANSIT), National Railroad Passenger Corporation (Amtrak), New York City Department of Transportation (NYCDOT), New York State Department of Transportation (NYSDOT), and Metropolitan Transportation Authority (MTA); and non-transportation development projects that are currently underway, or are expected to be undertaken, in the study area.

### 5.2.2 The Locally Preferred Alternative

The Enhanced Build-in-Place Replacement Facility has been identified by PANYNJ as the Locally Preferred Alternative to be advanced into the NEPA process. As illustrated in Figure 2, the Enhanced Build-in-Place Replacement Facility would comprise the following:

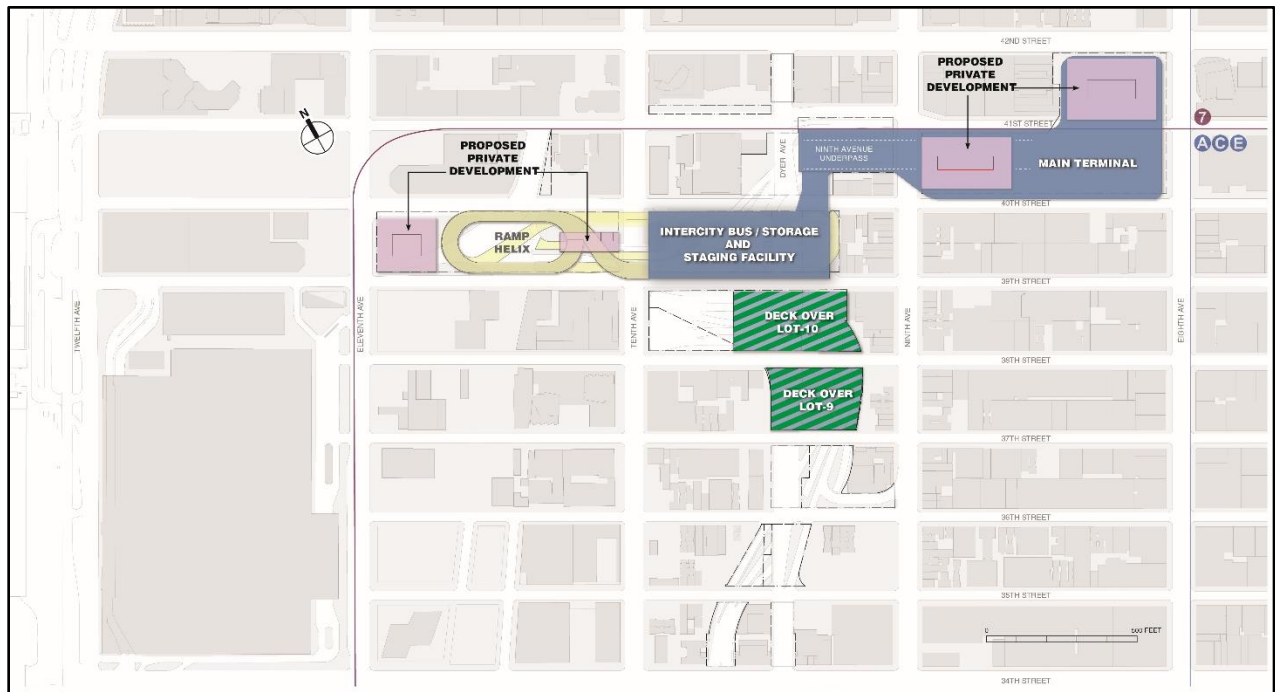
- Passenger operations in an East, or Main Terminal, generally occupying the footprint of the existing PABT and ramps between Eighth Avenue and Ninth Avenue between West 40th Street and West 42nd Street with an enclosed multi-level portion extending across Ninth Avenue between West 40th Street and West 41st Street, an enclosed multi-level portion extending across West 40th Street, and an underpass under Ninth Avenue between West 40th Street and West 41st Street linking Dyer Avenue to the Lower Level;

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<sup>4</sup> Reflecting the reduction in net revenues suffered as a result of the adverse impacts of COVID-19, PANYNJ reduced capital spending by \$1.0 billion below budgeted amounts in 2020, primarily due to slowing capital spending for projects not already in construction. The 2021 Capital Budget decreases capital spending by \$1.2 billion. As such, PANYNJ is currently engaged in evaluating the extent to which and how the 2017-2026 Capital Plan should be modified to guide 2021 and post-2021 capital spending. This effort includes an intensive reevaluation of the elements of the overall Capital Plan, and of individual projects and the timing.

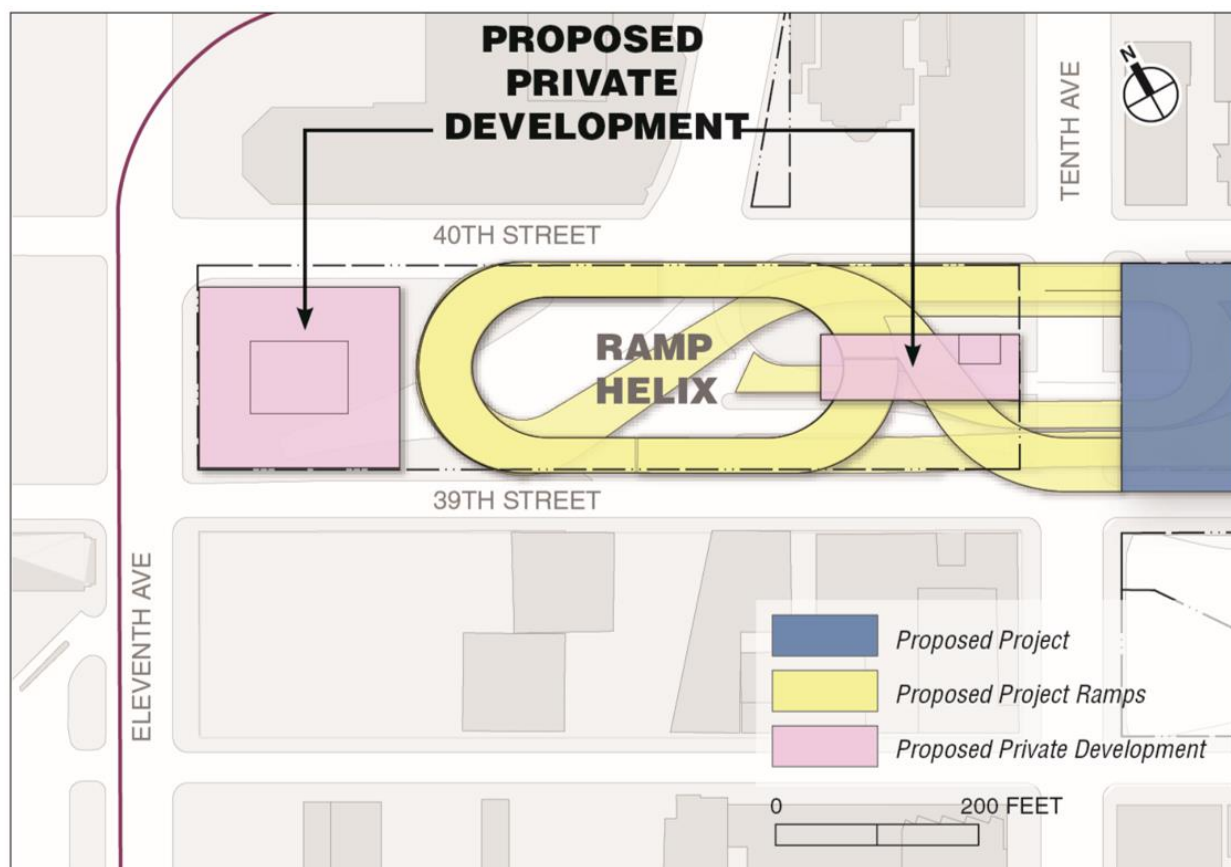
- The West Adjunct for storage and staging and bus and intercity bus operations occupying the western portion of the block between Ninth Avenue and Tenth Avenue between West 39th Street and West 40th Street, connected to the Main Terminal through an enclosed structure crossing West 40th Street; and
- A new ramp structure located west of Tenth Avenue (on Galvin Plaza between Eleventh Avenue and existing Ramp 96), with new ramps crossing Tenth Avenue to connect to the West Adjunct and Main Terminal (see Figure 3).

**FIGURE 2: REPLACEMENT FACILITY**



Source: WSP (2020)

FIGURE 3: PROPOSED RAMP STRUCTURE



Source: WSP (2020)

The West Adjunct would be constructed first, so that it could be used as temporary “swing space” to accommodate buses during the construction of the new Main Terminal at Eighth Avenue. While existing and temporary locations would still be used during the construction period, this phasing would reduce reliance on such facilities. This approach would allow the new Main Terminal to be built from the ground up, rather than “top-down” as contemplated by the initial Build-in-Place proposal, thereby shortening the construction period. Once the new Main Terminal is operational, the West Adjunct would be used for storage and staging and intercity bus operations.

The Replacement Facility would integrate operations currently occurring within the PABT (commuter service and intercity service), with additional space for curbside intercity buses that currently operate in the vicinity of the PABT and storage space for approximately 350 buses. Overall, the Enhanced Build-in-Place Alternative would provide storage and staging for intercity buses within the West Adjunct, and thus provide additional efficiencies as compared to the existing PABT with respect to bus operations. This alternative would meet the goal of reducing impacts on city streets from bus services and should reduce bus usage of these streets. The locations of the Main Terminal and West Adjunct would maintain the existing PABT’s seamless

passenger connectivity to the Eighth Avenue mass transit options and pedestrian accessibility to that mass transit and to Midtown destinations.

The Replacement Facility would be designed to incorporate advances in technology, most particularly electric buses and other zero- or low-emission buses that would reduce vehicular emissions. The design of the Replacement Facility will provide for the installation of electric charging infrastructure to support the conversion by carriers to electric buses (e.g., based on recent New Jersey legislation, NJ TRANSIT has the goal of replacing its diesel-fueled buses with zero-emission [*i.e.*, electric] buses starting in 2024; as of 2032, all new buses purchased must be zero-emission).

### *5.2.2.1 Private Development*

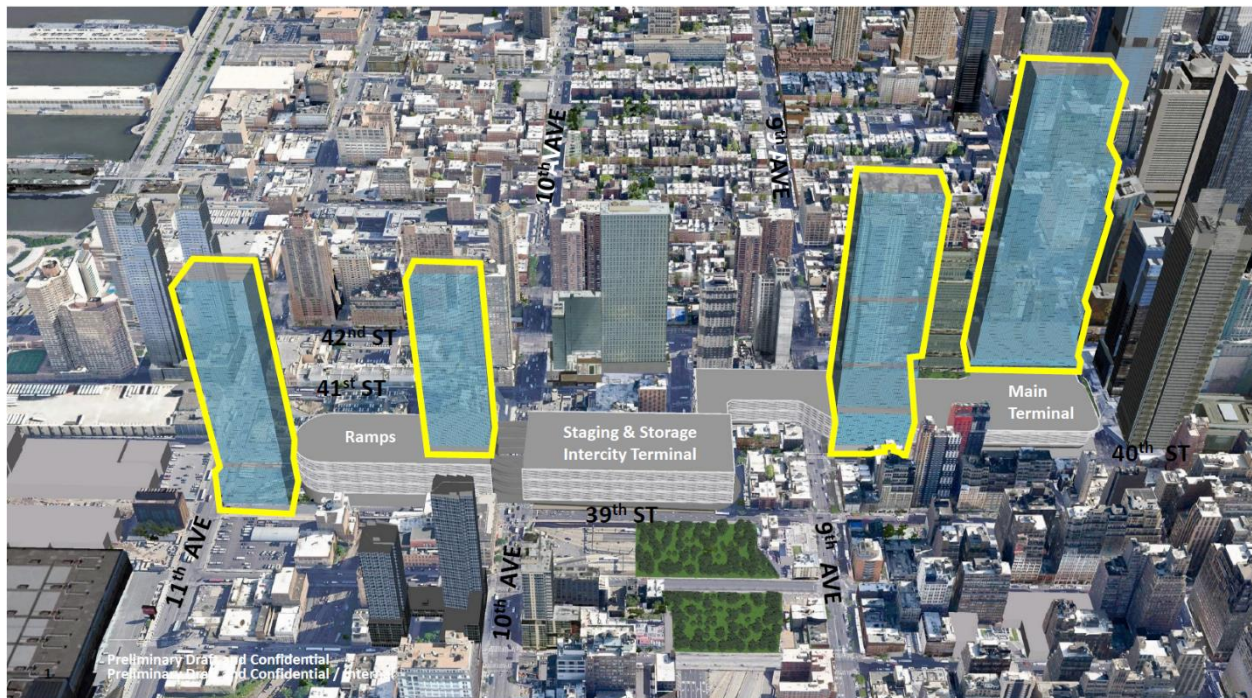
PANYNJ proposes to utilize private development on PANYNJ properties, consistent with present as-of-right zoning, as outlined below:

- Site 1 - West side of Eighth Avenue between West 41st Street and West 42nd Street (up to approximately 3.0 million gross square feet of commercial space);
- Site 2 - East side of Ninth Avenue between West 40th Street and West 41st Street (up to approximately 2.0 million gross square feet of commercial space);
- Site 3 - East side of Eleventh Avenue between West 39th Street and West 40th Street (up to approximately 2.3 million gross square feet of commercial space); and
- Site 4 - West side of Tenth Avenue between West 39th Street and West 40th Street (up to approximately 900,000 gross square feet of mixed-use (commercial/residential) space).

Illustrative building massings for each proposed private development site are shown in Figure 4. Private development on PANYNJ property associated with the Proposed Project is consistent with community feedback. Residential and commercial uses are compatible with community planning discussions.



FIGURE 4: PROPOSED PRIVATE DEVELOPMENT



Source: PANYNJ (2020)

### 5.2.2.2 Construction-Period Operations

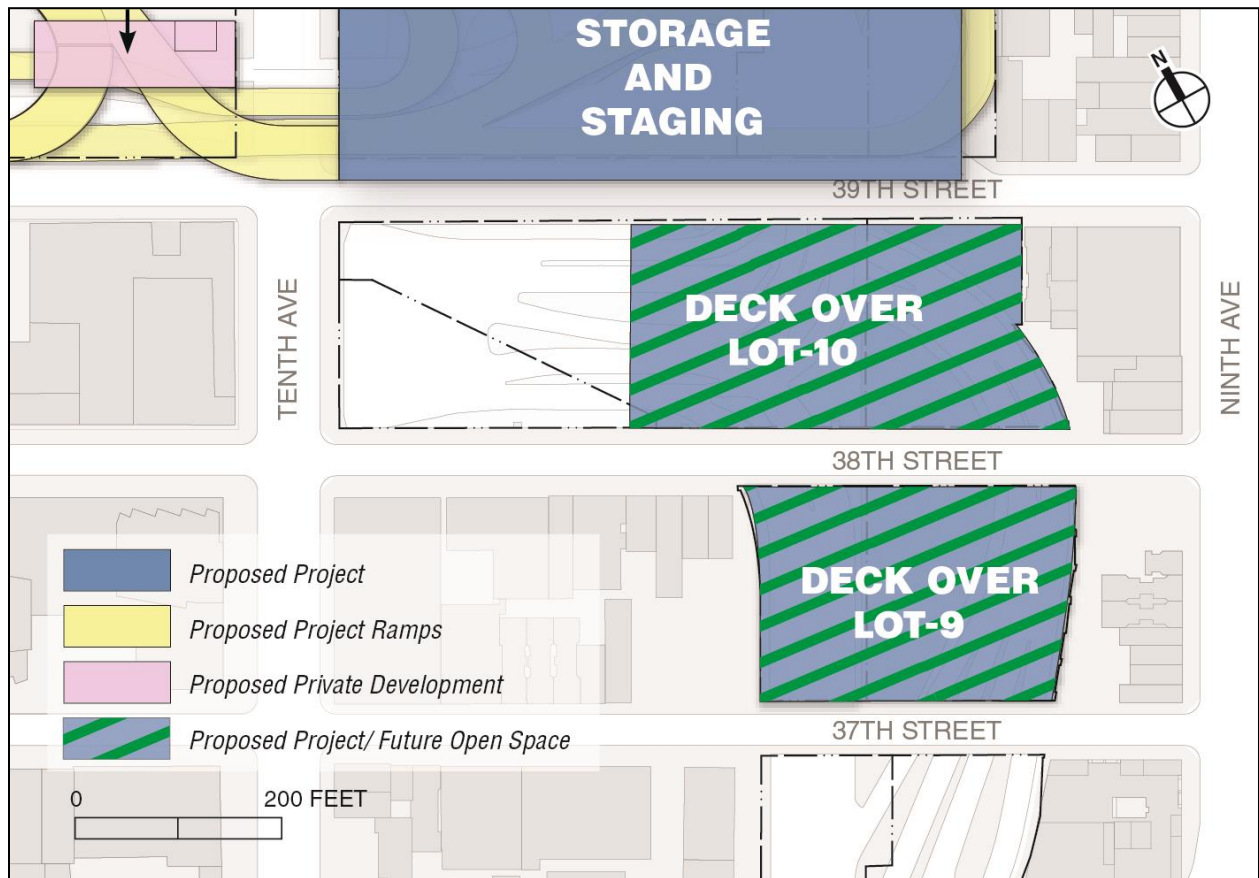
The construction for the Replacement Facility would occur in two major phases over an eight-year period, incorporating various levels of activity at multiple locations. The initial phase of approximately four years (2024 to 2027) would entail the construction of the West Adjunct and ramps, as well as the deck-overs on Lot 9 and Lot 10. The construction of the West Adjunct would allow this facility to serve as a temporary bus terminal while the existing terminal is unavailable. Similarly, construction of the deck-overs on Lot 9 and Lot 10 would allow for temporary bus operations until the deck-overs become open space once the new Main Terminal is completed. The second major phase of approximately four years (2028 to 2031) would include the demolition of the existing terminal and the rebuilding in that location of the Main Terminal. The Lot 9 and Lot 10 deck-overs would be completed as open space after 2031.

Bus service operations during the approximately four-year period for demolition of the existing terminal and construction of the new Main Terminal would be provided at the following locations:

- The West Adjunct of the Replacement Facility and ramps to the existing terminal (which, as noted, would be constructed while the existing PABT remains in operation);
- New structural decks constructed over below-grade Dyer Avenue at the following locations (see Figure 5):
  - West 38th Street and West 39th Street west of Ninth Avenue (partial footprint of Lot 10);

- West 37th Street and West 38th Street west of Ninth Avenue (full footprint of Lot 9); and
  - Other decks as may be required.
- Modifications to street geometry at West 30th Street between Ninth Avenue and Tenth Avenue, where Dyer Avenue terminates (a location of existing intercity bus operations and commuter bus storage).

**FIGURE 5: LOCATION OF PROPOSED STRUCTURAL DECKS**



Source: WSP (2020)

## 6 Analysis Framework

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This section outlines the analytical framework that will be used to complete the DEIS. It describes the reasoning behind the chosen analysis year(s) and study area(s) and outlines the methodology used to establish baseline conditions from which the environmental effects will be analyzed.

### 6.1 ORGANIZATION OF THE ENVIRONMENTAL IMPACT STATEMENT

The Proposed Project will be evaluated for potential adverse effects to the project site and applicable study areas for all relevant environmental technical categories in accordance with NEPA, as well as the applicable State and City requirements. The DEIS will consider direct and indirect short-term (construction) and long-term (operational) effects of the Proposed Project. Cumulative impacts will be addressed, as applicable.

To conform with NEPA, and, as applicable, SEQRA and CEQR, the format of the DEIS will be as shown below (see also Section 6.4 for more detailed description of proposed methodologies). To comply with a 150-page limit for a NEPA EIS, certain chapters typical of a CEQR EIS will be consolidated or placed entirely in an appendix. The technical appendices of the EIS will contain detailed technical studies commensurate with the *CEQR Technical Manual*.

- Executive Summary
- Chapter 1 – Purpose and Need
- Chapter 2 – Project Alternatives and Description of the Preferred Alternative
- Chapter 3 – Land Use, Zoning, and Public Policy
- Chapter 4 – Socioeconomic Conditions
- Chapter 5 – Environmental Justice
- Chapter 6 – Historic and Cultural Resources
- Chapter 7 – Natural Resources
- Chapter 8 – Hazardous Materials
- Chapter 9 – Transportation
- Chapter 10 – Air Quality
- Chapter 11 – Noise and Vibration
- Chapter 12 – Utilities and Infrastructure
- Chapter 13 – Use and Consumption of Energy
- Chapter 14 – Safety and Security
- Chapter 15 – Construction
- Chapter 16 – Section 4(f) Statement
- Chapter 17 – Public and Agency Participation
- Chapter 18 – List of Preparers
- Appendices



## 6.2 ANALYSIS YEAR

For the purposes of environmental review, the DEIS will assess several future conditions: 1) construction of the West Adjunct (2024 to 2027); 2) interim operation of the West Adjunct during construction of the Main Terminal (2028 to 2031); 3) initial year of anticipated operation of the Replacement Facility (2032); and, 4) 2040, when full demand will be met, and ancillary private development will likely have been completed.<sup>5</sup> During each of the two four-year construction periods, the analysis will focus on the one year with the greatest amount of construction and operational activity.

## 6.3 PROJECT STUDY AREA

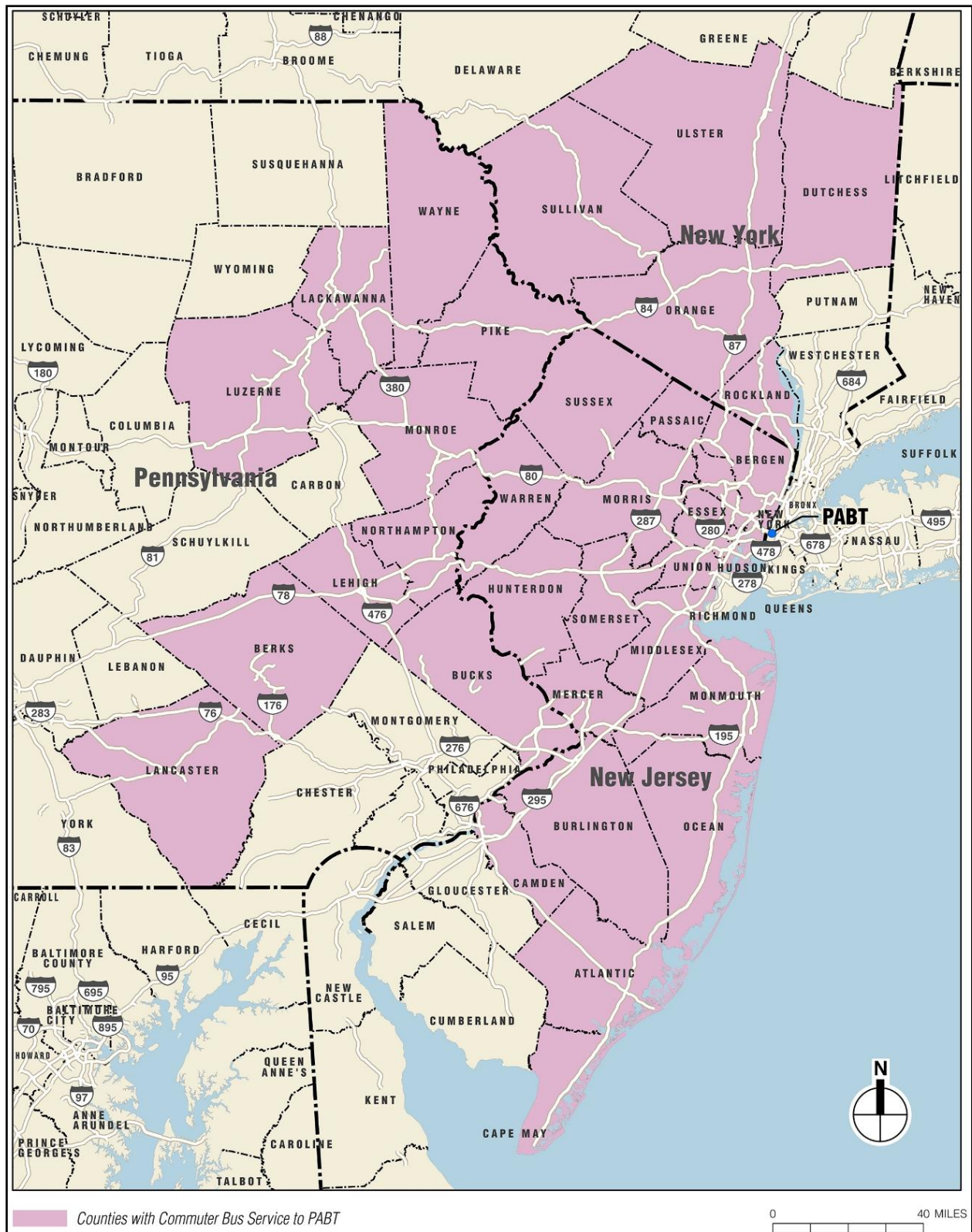
The DEIS will identify several geographic areas of analysis for the Proposed Project:

- **SERVICE AREA:** The counties west of the Hudson River (as well as Dutchess County east of the Hudson River) that are the primary contributors to NJ TRANSIT and private carrier bus routes utilizing the PABT. Figure 6 defines the primary Service Area for commuter service.
- **ANTICIPATED STUDY AREA:** For environmental analyses, an impact assessment study area is typically created for a project site and a larger area surrounding the project site. Study areas relevant to each analysis category are defined by the geographic areas with the potential to be affected by the Proposed Project for each impact category. Study areas therefore differ depending on the technical area. While any given technical analysis would define a specific study area, Figure 7 provides a general study area of about ¼ mile beyond the project site.

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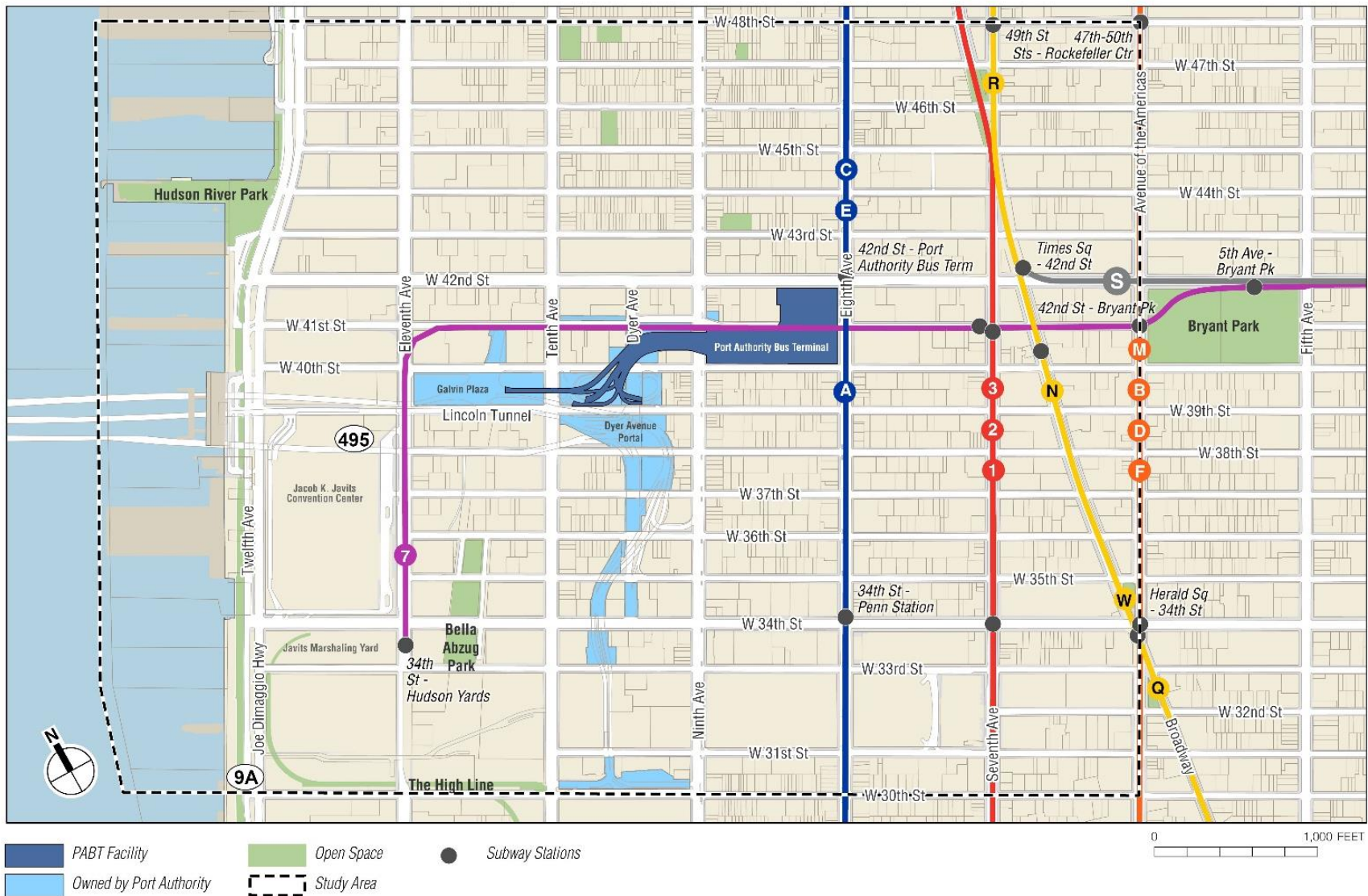
<sup>5</sup> This anticipates the monetization of the development rights by 2037.

FIGURE 6: COUNTIES WITH COMMUTER BUS SERVICE TO PABT



Source: WSP (2019)

FIGURE 7: STUDY AREA



Source: WSP (2020)



## 6.4 METHODOLOGIES FOR TECHNICAL ANALYSES

The analyses contained in the DEIS will be developed in conformance with NEPA, SEQRA, and CEQR regulations and guidelines. The regulatory context and methodologies utilized for each analysis are presented for each technical area.

### 6.4.1 Technical Studies

The environmental review will include evaluations of the full range of technical areas needed to comply with NEPA. Where applicable, FTA guidance or standards will be followed. In addition, as applicable, *CEQR Technical Manual* guidance would be followed under coordination with New York City. The following bullets identify the key environmental topics that could result in potential adverse impacts that will be studied. If environmental analysis reveals any significant adverse impacts, the document will identify any reasonable measures to minimize or mitigate those impacts.

- **LAND USE, ZONING, AND PUBLIC POLICY:** This analysis will assess land use, zoning, and public policy, including New York City's Waterfront Revitalization Program, consistent with the *CEQR Technical Manual*. This analysis will also identify reasonably foreseeable development projects (projects known or likely to be built within the time horizon of the Proposed Project in the study area) based on information obtained from New York City Department of City Planning and other sources. New York City's Primary Land Use Tax Lot Output (PLUTO) database will be used to identify existing conditions within the study area. Changes in land use that may result from the Proposed Project, either directly or indirectly, will be described and evaluated. Consistency with any applicable local or regional policies will be evaluated. The analysis will assess consistency with applicable local or regional plans and policies, as well as evaluating the Hell's Kitchen South Coalition Conceptual Plan, covering areas overlapping with the Proposed Project, which was developed with the cooperation of Manhattan Community Board 4 (MCB4) members, adopted by MCB4, and then shared by MCB4 with PANYNJ.
- **SOCIOECONOMIC CONDITIONS:** This analysis will use U.S. Census Bureau American Community Survey data to examine the potential effects of the Proposed Project on socioeconomic conditions in the study area consistent with the *CEQR Technical Manual*. A description of existing conditions, changes that are expected to occur in the future, independent of the Proposed Project, and the potential impacts of the Proposed Project will be presented.
- **COMMUNITY FACILITIES & SERVICES:** This analysis will be prepared following guidance in the *CEQR Technical Manual*. As defined for CEQR analysis, community facilities are public or publicly funded schools, libraries, child care centers, health care facilities, and fire and police protection facilities. NYC's PLUTO database will be used to identify existing community facilities within the study area. This chapter will analyze the Proposed Project's potential effect on the services provided by these facilities, either from direct effects or indirect effects.

- **ENVIRONMENTAL JUSTICE:** This analysis will identify low-income and minority populations to inform the Environmental Justice analysis required by Executive Order 12898 on Environmental Justice, “Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations”, U.S. Department of Transportation Order 5610.2(b), “Actions to Address Environmental Justice in Minority Populations and Low-Income Populations” (2020), FTA’s Environmental Justice Policy Guidance Circular FTA C 4703.1 (2012), and PANYNJ’s Policy on Environmental Justice, and whether the Proposed Project will result in any disproportionately high and adverse impacts on minority or low-income populations. This analysis will also describe the public outreach undertaken to inform and involve minority and low-income populations who may be affected by the Proposed Project.
- **NATURAL RESOURCES:** This analysis will address the limited natural resources that may be located in the dense urban environment of the study area. The U.S. Fish & Wildlife Service Information, Planning, and Consultation System (IPAC) and New York State Natural Heritage Program database will be queried for any known or potential threatened or endangered species within the study area. The project site’s location with respect to any floodplain would also be documented. Any such resources will be characterized and any potential adverse impacts to them would be identified and assessed.
- **OPEN SPACE:** Using NYC’s PLUTO database, this analysis will identify and describe any open spaces within the study area, including any existing or new parks and informal open space. Any direct effects to open spaces (e.g., removal of existing open spaces or impacts to access to open spaces) or indirect effects (e.g., additional use of open space from new residential or daytime worker populations) will be assessed. This analysis will be prepared following guidance in the *CEQR Technical Manual* and will also satisfy Federal requirements of Section 4(f) of the U.S. Department of Transportation Act, as well as Section 6(f) of the Land and Water Conservation Fund Act (if applicable).
- **HISTORIC AND CULTURAL RESOURCES:** This analysis will document the Proposed Project’s impact on historic and cultural resources, as well as FTA’s compliance with Section 106 of the National Historic Preservation Act. FTA will define the Area of Potential Effect (APE) for Section 106 consultation and will identify the potential for the Proposed Project to affect historic properties (herein referred to as “historic resources”) within the APE. As part of the Section 106 consultation process, the New York State Historic Preservation Officer (SHPO) Cultural Resources Information System (CRIS) will be consulted on known listed or eligible structures within the APE. The Section 106 consultation may include the potential to affect historic resources including buried archaeological resources through consultation with SHPO. If determined necessary, an archaeological evaluation will be undertaken. The Section 106 process is concluded once FTA makes a finding of effect and receives concurrence from the SHPO, and/or the Advisory Council on Historic Preservation (ACHP), if participating. Evaluation of project use of historic sites is conducted pursuant to Section 4(f) of the U.S. Department of Transportation Act of 1966; a summary of which is presented in Chapter 16.

- **URBAN DESIGN AND VISUAL RESOURCES:** To document changes to the visual landscape, the environmental review will consider the appearance of new structures and the potential visual effects of those new structures or infrastructure in the existing context. The analysis will be prepared following the U.S. Department of Transportation Guidelines for the Visual Impact Assessment of Highway Projects (DOT 2015), which represents current best practices for conducting a thorough evaluation of visual impacts caused by a transportation project, as well as guidance in the *CEQR Technical Manual*.
- **SHADOWS:** This analysis will be prepared following guidance in the *CEQR Technical Manual*. NYC's 3D Model by Community District will be used to identify existing building heights and shadows within the study area, with a specific focus on noting the effect on the public realm. The environmental review will include an analysis of potential shadow impacts for buildings of 50 feet in height or taller to determine if any adverse impacts will result to sunlight sensitive features, such as open space, sidewalk experience or historic properties.
- **TRANSPORTATION:** This analysis will summarize the potential beneficial aspects of the Proposed Project on regional mobility and transportation services, employing regional travel demand models to describe any changes in ridership numbers, logistics, or circulation. The analysis will identify any planned transportation improvements affecting roadways, sidewalks, or transit within the study area. This analysis also will assess potential impacts associated with the Proposed Project, such as changes to vehicular traffic, parking, loading zones, driveways, freight deliveries and pedestrian mobility and bicycle traffic on the local streets and city transit systems serving the PABT. This analysis will be prepared following guidance in the *CEQR Technical Manual*. Data from New York Metropolitan Transportation Council's Best Practice Model (BPM) will be integrated into a traffic model using the Synchro software platform for the study area to assess localized effects of changes in traffic circulation and the development of mitigation measures, where necessary.
- **AIR QUALITY:** This analysis will assess mobile source and stationary source air emissions from the Proposed Project, including those from modifications to vehicular circulation patterns on the local streets and ramps serving the Replacement Facility. The air quality analysis will follow the guidance of the *CEQR Technical Manual*. Mobile source emissions will be calculated using U.S. EPA's Motor Vehicle Emission Simulator (MOVES) model. Mobile source emissions from bus movements will include bus movements on local streets, on the ramps, and within the Replacement Facility. The air quality analysis will therefore account for vehicular emissions associated with traffic from the Lincoln Tunnel. Consistent with the Clean Air Act and the Final Transportation Conformity Rule, the assessment will determine whether any regional or localized impacts to air quality (beneficial or detrimental) will result from the Proposed Project, including whether the Proposed Project would cause or contribute to any new violation of any National Ambient Air Quality Standards (NAAQS) in any area, increase the frequency or severity of any existing violation of any NAAQS in any area, or delay timely attainment of any NAAQS or any required interim emission reductions or other milestones in any area.

The assessment also will include consideration of advances in technology, such as electric buses and other zero or low-emission buses, that will lessen vehicular emissions (e.g., the NJ TRANSIT transition to zero-emission (e.g., electric buses)). Thus, as no or low-emission buses replace diesel-fueled buses over time, the percentage of the commuter bus fleet that has emissions will decline.<sup>6</sup> Further, the Replacement Facility will be designed to include the installation of electric charging infrastructure and the incorporation of rate structures to incentivize such conversions to the extent practicable. The conversion of much of the bus fleet to electric buses, along with other advances in technology, will be considered in determining the need to manage emissions in the Replacement Facility. This analysis will be prepared following guidance in the *CEQR Technical Manual*.<sup>7</sup>

- **NOISE AND VIBRATION:** In accordance with FTA's *Transit Noise and Vibration Impact Assessment Manual* (September 2018), and following guidance in *CEQR Technical Manual*, the environmental review will identify any sensitive receivers (i.e., sensitive land uses) that could be affected by the Proposed Project and will assess potential impacts associated with changes in noise or vibration levels.
- **HAZARDOUS MATERIALS:** The assessment of hazardous materials will include Phase I environmental site assessments compatible with American Society for Testing and Materials (ASTM) standards (E1527-13) to identify potential areas of concern within areas where construction of the Proposed Project would occur. Phase II environmental sampling would be conducted, as needed and to the extent practicable. Any warranted remedial approaches for addressing identified contaminated materials would be described. This analysis will be prepared following guidance in the *CEQR Technical Manual*.
- **UTILITIES & INFRASTRUCTURE:** This analysis will discuss the potential impacts to water, stormwater, and sanitary sewer infrastructure based on guidance in the *CEQR Technical Manual* methodologies. The analysis will also note connections to electrical and telecommunications infrastructure, and capacity of those systems, as applicable.
- **USE & CONSUMPTION OF ENERGY:** This analysis will characterize the anticipated changes to energy consumption made by updating equipment within the Replacement Facility as well as from new development.
- **GREENHOUSE GAS AND CLIMATE CHANGE:** This analysis will estimate greenhouse gas (GHG) emissions and will describe anticipated facility design features that will minimize energy consumption and GHG emissions. This analysis will be prepared following guidance in the *CEQR Technical Manual* and the analysis will include the use of Motor Vehicle Emission Simulator (MOVES) Following the rule of reason (*Final Guidance for Federal Departments and Agencies on Consideration of Greenhouse Gas Emissions and the Effects of Climate Change in National*

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<sup>6</sup> See Public Law 2019, c. 362 (A2252 SCS CC), signed into law on January 17, 2020.

<sup>7</sup> The analysis will address, as appropriate and consistent with the *CEQR Technical Manual*, comments by the New York City Department of City Planning and the Mayor's Office of Environmental Coordination with respect to air quality as summarized in the Final Scoping Report. See Letter from New York City Department of City Planning, dated September 5, 2019, and Letter from Hilary Semel, Mayor's Office of Environmental Coordination, dated September 9, 2019 in the appendices for the Final Scoping Report.

*Environmental Policy Act Reviews*), MOVES can be used for calculation of mobile source GHG emissions as inputs are available from use in the NAAQS related analysis. This analysis will also assess the Proposed Project's consistency with PANYNJ's Sustainable Building Guidelines, any other PANYNJ environmental commitments, and FTA's "Greenhouse Gas Emissions from Transit Projects: Programmatic Assessment" (FTA Report No. 0097) and will use the procedures in the *CEQR Technical Manual* for non-mobile source GHG emissions.<sup>8</sup>

- **SAFETY AND SECURITY:** This analysis will succinctly describe the primary elements of the Proposed Project that will address safety and security of bus terminal customers as well as vehicles and people in the area immediately adjacent to the Proposed Project.
- **CONSTRUCTION IMPACTS:** This analysis will address impacts arising from the primary construction activities for the Proposed Project, such as construction traffic on surrounding streets, modifications to vehicular, bicycle and pedestrian traffic due to temporary lane and sidewalk closures, noise and vibration, air quality (e.g., emissions from construction equipment), effects on adjacent historic structures, any hazardous materials, and the potential impact to existing bus service. Potential construction impacts in Environmental Justice communities will also be considered. The analysis will address the proposed phasing and duration anticipated for the Proposed Project.

The EIS will identify anticipated equipment, operating assumptions, and abatement measures used to minimize noise and air quality impacts, which will serve as the basis for assessing construction-related impacts.

- **PUBLIC HEALTH:** This analysis will analyze the potential for impacts on public health as a result of the Proposed Project. This analysis will be prepared following guidance in the *CEQR Technical Manual*.
- **NEIGHBORHOOD CHARACTER:** This analysis will be prepared following guidance in the *CEQR Technical Manual*. A neighborhood character assessment under CEQR considers how elements of the environment combine to create the context of a neighborhood, and how a project may affect that context. This analysis will provide a preliminary assessment of neighborhood character to determine whether changes documented in other technical analysis areas may affect any defining feature of neighborhood character. If the preliminary assessment determines that the Proposed Project could affect the defining features of neighborhood character, a detailed analysis will be conducted.

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<sup>8</sup> Pursuant to Executive Order (E.O.) 13990, Protecting Public Health and the Environment and Restoring Science to Tackle the Climate Crisis, CEQ has rescinded its 2019 Draft NEPA Guidance on Consideration of Greenhouse Gas Emissions and is reviewing, for revision and update, the 2016 Final Guidance for Federal Departments and Agencies on Consideration of Greenhouse Gas Emissions and the Effects of Climate Change in National Environmental Policy Act Reviews. "In the interim," CEQ stated in the rescission notice, "agencies should consider all available tools and resources in assessing GHG emissions and climate change effects of their proposed actions, including, as appropriate and relevant, the 2016 GHG Guidance."



- **INDIRECT AND CUMULATIVE IMPACTS:** This analysis will assess indirect and cumulative impacts. This analysis will summarize the Proposed Project's indirect (secondary) effects or impacts in each of the technical areas of evaluation. In addition, consistent with the *CEQR Technical Manual*, as applicable, indirect impacts such as growth-inducing effects and changes in patterns of land use, as well as cumulative impacts, will be discussed.
- **UNAVOIDABLE ADVERSE IMPACTS:** This analysis will identify any impacts that are unavoidable and that cannot be reasonably mitigated.
- **GROWTH INDUCING ASPECTS OF THE PROPOSED PROJECT:** This analysis will focus on whether the Proposed Project will have the potential to induce new development within the surrounding area.
- **IRREVERSIBLE AND IRRETRIEVABLE COMMITMENT OF RESOURCES:** This analysis will include a discussion of any irreversible or irretrievable commitments of resources; this assessment typically entails use of building materials and energy that are committed to construction of a project.
- **MITIGATION:** This analysis will summarize any mitigation measures required to minimize or eliminate harm where significant adverse impacts have been identified in the analyses discussed above.
- **SECTION 4(F) EVALUATION:** A separate Section 4(f) evaluation will be provided. While this evaluation is a stand-alone process with its own public review requirements, it will be incorporated into the environmental review process for streamlining purposes.

## 7 Agency and Public Coordination

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Agency and public coordination are an integral component at all stages of planning and project development, including in this NEPA scoping process. Federal regulations require that projects include a comprehensive public involvement program, and PANYNJ is committed to continuing to provide the public an active role in the planning and development of the Proposed Project. The contemplated public and agency participation efforts for this project are in compliance with NEPA and CEQ regulations implementing NEPA (40 CFR §§ 1500-1508), FTA policies and regulations, including 23 CFR §450.318, Section 4(f) of the Department of Transportation Act of 1966, Section 106 of the National Historic Preservation Act of 1966, and Executive Order 12898.

### 7.1 AGENCY COORDINATION ACTIVITIES

Prior to the issuance of the Final Scoping Report in January 2021, PANYNJ released the PANYNJ Planning-Level Scoping Document in May 2019 and conducted meetings with key agencies and stakeholders to get early feedback that has helped shape the Purpose and Need, Goals and Objectives, and potential alternatives (see Appendix A of the Draft Scoping Document for more details). Informational meetings were conducted with: Community Board 4 and 5 leadership, New York and New Jersey elected officials, NJ TRANSIT, private bus carriers, NYCDOT, NYC Department of City Planning, New York City Mayor's office, and both regional metropolitan planning organizations (NJTPA and NYMTC).

Coordination will continue with these key stakeholders. The agency coordination process will include coordination with various Federal, State, and city agencies (Table 3), in addition to those noted above, as well as any private transportation companies that provide service to the PABT. FTA, as the NEPA lead agency for the Proposed Project, has coordinated with PANYNJ to develop an Agency Coordination Plan that identifies Cooperating and Participating Agencies to be informed and involved throughout the environmental review.

A "Cooperating Agency," according to CEQ regulations (40 CFR §1508.5), means any Federal agency, other than a lead agency, that has jurisdiction by law or special expertise with respect to any environmental impact involved in a proposed project or reasonable alternative. If a State or local agency has similar qualifications, or when the proposed action or reasonable alternatives may have effects on lands of tribal interests, a State or local agency or a tribal government may, by agreement with the lead agency, also become a Cooperating Agency. CEQ regulations also state (40 CFR § 1501.6) that an agency may request the lead agency to designate it a Cooperating Agency.

"Participating Agencies" are those Federal, State, or local agencies, or federally recognized tribal governmental organizations, with an interest in the project. The standard for "Participating

Agency” status is broader than the standard for “Cooperating Agency” status. Therefore, all Cooperating Agencies are Participating Agencies, but not all Participating Agencies are Cooperating Agencies.

**TABLE 3: PRELIMINARY LIST OF LEAD, COOPERATING, AND PARTICIPATING AGENCIES**

<b>Agency</b>	<b>Accepted Role</b>	<b>Responsibilities</b>
<b>Project Sponsor</b>		
Port Authority of New York and New Jersey (PANYNJ)	Project Sponsor and Joint Lead Agency	Plan and design project; facilitate environmental review process; facilitate opportunity for public and agency involvement.
<b>Federal Agencies</b>		
Federal Transit Administration (FTA)	Federal Lead Agency	Manage environmental review process; prepare NEPA decision document; financing/funding.
Federal Highway Administration	Participating Agency	Consultation on potential impacts to the national highway system.
Federal Railroad Administration	Participating Agency	Coordination with respect to rail tunnel traversing property.
U.S. Environmental Protection Agency	Cooperating Agency	Consultation related to the Clean Air Act and Section 309 concurrence.
U.S. Department of Interior, Office of Environmental Policy and Compliance	Participating Agency	Consultation related to Section 4(f) of the U.S. Dept. of Transportation Act.
U.S. Fish & Wildlife Service	Cooperating Agency	Consultation on Endangered Species Act compliance.
U.S. Department of Homeland Security	Participating Agency	Consultation related to security.
Advisory Council on Historic Preservation	Participating Agency	Possible participation in Section 106 process.
<b>State Agencies</b>		
Metropolitan Transportation Authority	Cooperating Agency	Consultation related to Proposed Project.
MTA New York City Transit	Cooperating Agency	Consultation related to Proposed Project.
NYS Department of Transportation	Participating Agency	Possible approvals related to Route 9A.
NYS Office of Parks, Recreation and Historic Preservation (SHPO)	Section 106 Consultation	Consultation related to historic resources.
NYS Department of Environmental Conservation	Participating Agency	Consultation related to threatened & endangered species.
NJ TRANSIT	Participating Agency	Consultation related to possible modifications to operations.
NJ Department of Transportation	Participating Agency	Consultation related to possible modifications to NJ Route 495.
NJ Turnpike Authority	Participating Agency	General consultation.
<b>City Agencies</b>		
NYC Department of Transportation	Cooperating Agency	Consultation and possible approvals related to modifications to local streets/sidewalks; Construction coordination and Maintenance and Protection of Traffic (MPT) approvals.
NYC City Planning Commission, City Council	Cooperating Agency	Consultation and possible approvals related to modifications to local streets/sidewalks.
NYC Department of Environmental Protection	Participating Agency	Coordination on project utilities, including stormwater utilities.
NYC Mayor’s Office of Environmental Coordination	Participating Agency	Consultation relating to CEQR.
NYC Department of City Planning	Participating Agency	Consultation relating to CEQR.
Manhattan Community Board 4	Participating Agency	General consultation.
Manhattan Community Board 5	Participating Agency	General consultation.
<b>Regional Agencies</b>		
New York Metropolitan Transportation Council (NYMTC)	Participating Agency	General consultation and approval actions to add to official regional transportation plans.
North Jersey Transportation Planning Authority (NJTPA)	Participating Agency	General consultation and approval actions to add to official regional transportation plans.
Orange County Transportation Council	Participating Agency	General consultation.

Source: PANYNJ (2021)

## 7.2 PUBLIC COORDINATION ACTIVITIES

A variety of outreach activities are planned to further engage the general public, including stakeholders. The activities will be tied to support project development efforts. The following activities are planned:

- **Website** – The project website ([www.pabtreplacement.com](http://www.pabtreplacement.com)) will be the primary platform for sharing information with the public and stakeholders about the project and soliciting comments about the project. The website will include project overview, project documents, project schedule, Frequently Asked Questions, a sign-up to join the project mailing list, and a project email address for submission of comments.
- **Social Media** – A social media communication program will be developed, which may include Facebook, Twitter, and other platforms to communicate project updates and direct interested stakeholders to the project website.
- **Contact Database/Mailing List** – A master contact list will be generated and updated throughout the project to generate mailings and email alerts to keep interested parties informed on project updates and upcoming meetings.
- **Stakeholder Briefings** – Meetings and presentations will continue to be held with key stakeholders throughout the course of the project to provide for discussion and exchange of information. PANYNJ initiated informal meetings with some stakeholders in 2018 as a precursor to formal Stakeholder and Technical Advisory meetings. It is anticipated that formal meetings with Technical Advisory Committee and Stakeholder Advisory Committee groups will commence with the initiation of the NEPA environmental review process.
- **Open Houses** – Public open houses will be held to provide project information and gain input at key project milestones.
- **PABT Redevelopment Center** – A PABT Redevelopment Center will be located inside the Ninth Avenue entrance at the PABT to provide the community with access to project information and a location to speak to staff and ask questions.

### 7.3 PROPOSED ENVIRONMENTAL REVIEW SCHEDULE

The following environmental review schedule is being proposed:

Scoping (Public Scoping Meeting, Comment Period) .....	Spring/Summer 2021
Publication of Notice of Intent	June 4, 2021
Virtual Public Scoping Meetings	June 23, 2021
	June 24, 2021
Close of Public Comment Period	July 19, 2021
Final NEPA Scoping Information Packet posted to project website	January 20, 2022
Official Notice of Availability of the Draft EIS published in the <i>Federal Register</i> .....	Spring/Summer 2022
Public Hearings on Draft EIS .....	Spring/Summer 2022
Official Notice of Availability of the Combined Final EIS and Record of Decision published in the <i>Federal Register</i> .....	Spring/Summer 2023