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CONTINUED WTC SITE PREPARATION WORK FOR  
THE WTC TRANSPORTATION HUB

Pursuant to section V.B of the Memorandum of Agreement (MOA) and FTA guidelines, the following comprises final design plans for construction of certain ventilation structures and related infrastructure associated with the WTC Transportation Hub project. These plans represent a design modification of a portion of the Transportation Hub project that is a result of ongoing coordination with adjacent projects in the rebuilding of the World Trade Center site.

As indicated in the May 2005 Final Environmental Impact Statement (FEIS) for the WTC Transportation Hub (PATH Terminal) project, the Route 9A median location for the PATH emergency ventilation and egress structures was described as part of the preferred alternative. The initial design placed these PATH facilities and ventilation structures in roughly the same configuration as the pre 9/11 location, although the FEIS described potential visual impacts of new ventilation structures with shafts extending approximately 40-feet high. The FEIS also indicated that alternative locations for the PATH ventilation structures would be evaluated if the Route 9A design could not accommodate this initial design.

Through ongoing efforts to refine various project designs and active collaboration amongst the Port Authority, New York State Department of Transportation (NYSDOT), Lower Manhattan Development Corporation (LMDC), and the National September 11 Memorial and Museum at the World Trade Center (NS11MM) – there was a determination to shift the PATH emergency ventilation and egress facilities from the Route 9A median to the western boundary of the WTC site (adjacent to Route 9A). In addition, the PATH egress structures will now be separate from the smoke vents. As indicated in Figure 1, these PATH facilities would now be located respectively in the Freedom Tower parcel and in the Memorial parcel, as follows:

- At the Freedom Tower parcel, the PATH north emergency smoke vent would be co-located with other shafts within the building. The PATH north egress would be separately located within the Freedom Tower.
- At the Memorial parcel, the PATH south emergency smoke vent would be located at grade, in the sidewalk along Liberty Street, outside of the Memorial plaza and south of the WTC South Tower reflecting pool. Other PATH smoke vents will be co-located with WTC Memorial facilities, at the western edge of the Memorial parcel. The PATH south egress was also shifted from the Route 9A median to be co-located with the Memorial ventilation and other Memorial structures.

This overall design modification arose in conjunction with the respective design development of the Route 9A reconstruction project, as well as the Freedom Tower and the Memorial Museum projects – subsequent to the WTC Transportation Hub FEIS. As the Freedom Tower and NS11MM facilities also require similar ventilation and egress

infrastructure, there were opportunities identified to co-locate these functions for greater design efficiencies and WTC site integration.

There would be no additional visual impacts due to these new locations for the PATH ventilation structures, and the new structures will be constructed to meet current security guidelines. The revised design also eliminates aesthetic considerations for the PATH structures in the Route 9A median previously described in the FEIS. The construction of the above grade elements of the south PATH ventilation and egress structures would be performed as part of the NS11MM construction. Construction of the above grade elements of the north PATH ventilation and egress structures would be performed as part of the Freedom Tower project.

These plans reflect the review and comment by the Project Historic Architect (PHA), as stipulated by the Resource Protection Plan (RPP) (Section 2.2 Design Phase Responsibilities). Following consultation with the New York State Historic Preservation Officer (NYSHPO), FTA, and the Port Authority has determined that the proposed design modifications will have "no adverse effect" upon any historic resources at the WTC Site. In conjunction with the SHPO concurrence, the FTA and PA intend to make a finding that this design change has "de minimis" impacts to Section 4(f) resources.