

BUS TERMINAL REPLACEMENT PROJECT

FINAL NEPA SCOPING INFORMATION PACKET

**APPENDIX B:
SUMMARY OF COMMENTS AND RESPONSES**

January 20, 2022

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A. Introduction

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 Replacement Facility and associated infrastructure (Replacement Facility), accompanied by private development to assist in funding the project. These elements are collectively referred to as the Bus Terminal Replacement Project (the “Proposed Project”). A Replacement Facility is necessary as the existing PABT has significant operational constraints that prevent accommodating existing and future bus size, weight, and technology, resulting in the inability to provide an efficient operating condition and to meet forecasted increases in demand. Further, the PABT is an aging building structure with systems that require expensive recurrent maintenance and short-term fixes.

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 the FTA’s Environmental Impact and Related Procedures (23 CFR §771).

A Notice of Intent (NOI) to prepare an EIS was published in the Federal Register on June 4, 2021. Concurrently, PANYNJ posted a draft “NEPA Scoping Information Packet” on its website for public review. Prior to FTA’s issuance of the NOI, in 2019, PANYNJ had conducted planning-level scoping (“initial scoping”), which afforded an opportunity for stakeholders to comment on the purpose and need of the proposal, thirteen (13) project alternatives, and methods to identify a Locally Preferred Alternative (LPA). PANYNJ published a “Final Scoping Report” on January 7, 2021, to the project website (www.pabtreplacement.com), which provided extensive documentation of the initial planning-level scoping process.

The NOI provided for a 45-day public comment period on the NEPA Scoping Information Packet, from June 4, 2021 through July 19, 2021. Virtual public scoping meetings were conducted on June 23, 2021 and June 24, 2021. Comments were solicited through oral testimony at the public scoping meetings, mail, e-mail, voicemail, and a web comment form.

This document is an appendix to the Final NEPA Scoping Information Packet and summarizes and responds to comments on the Draft NEPA Scoping Information Packet. Both the NEPA Scoping Information Packet and the Final Scoping Report documents provide additional description of the LPA (which is the enhanced Build-in-Place Alternative in the Final Scoping Report) and how it was selected.

B. Commenters on the NEPA Scoping Information Packet

Individuals, elected officials, agencies, and organizations (“commenters”) were able to submit comments during the NEPA scoping process in a variety of ways:

- Oral testimony was received during four virtual public meetings on June 23, 2021 and June 24, 2021;
- Written comments were received via mail and e-mail through July 19, 2021;
- Comments were received via a web-form at www.PABTreplacement.com through July 19, 2021; and
- Comments were received via telephone voicemail through July 19, 2021.

The list below identifies all commenters who submitted comments during the comment period. In some instances, commenters used one or more of the available methods for submitting comments. Where a commenter provided oral testimony based on a written statement submitted at the public meeting or shortly thereafter, both the oral testimony and the written statement were reviewed for consistency and completeness. Where duplicate submissions of identical comments were received through e-mail and the web-form, for example, a distinction is not made as to source.

Similar comments received from multiple commenters have been combined and paraphrased into “Summarized Comments,” which are presented in this document as “Comments.” Cross-references between the list of commenters and the comments are provided, as are the cross-references back from the comments to the list of commenters. While minor editing was performed on comments to improve readability, all efforts were taken to retain the substance and tone of comments received. Attachments 1 through 4 of this document provide the record of public comments received during the public comment period.

It should also be noted that many comments seek additional detail on design, such as the location of specific amenities, streetscape elements, or wayfinding elements. Design of the Proposed Project is still underway. Where specific information is not yet available, design intent is indicated.

ELECTED OFFICIALS

1. Richard N. Gottfried, NYS Assembly Member; Corey Johnson, NYC Council Speaker; Brad Hoylman, New York State Senator; and Jerrold Nadler, US Congressman; submitted a joint written statement dated July 19, 2021, and presented at the June 24, 2021 public meeting by NYS Senator Brad Hoylman (Comments 3, 5, 6, 7, 21, 28, 47, 53, 58, 64, 67, 114, 150, 153, and 162)
2. Linda B. Rosenthal, New York Assembly Member (67th Assembly District), written statement submitted June 24, 2021 and presented at the June 24, 2021 public meeting (Comments 3, 29, 58, 61, 67, 93, 94, 105, 149, 150, 151, 167, 168, 171, 175, and 181)

AGENCIES

3. Hilary Semel, NYC Mayor's Office of Environmental Coordination (MOEC), written statement submitted via online comment form on July 19, 2021 (Comments 8, 17, 20, 56, 57, 62, 85, 108, 114, 117, 118, 147, 156, 159, 160, 161, 163, 164, 166, 176, 102, and 179)

COMMUNITY BOARDS

4. Manhattan Community Board 4, Jesse Bodine, written comments (letter dated March 29, 2021) submitted via online comment form on July 6, 2021 and presented at the June 23, 2021 public hearing by Christine Berthet (Comments 1, 2, 3, 24, 25, 28, 33, 34, 43, 41, 47, 58, 59, 61, 65, 67, 71, 72, 73, 74, 79, 80, 62, 81, 83, 84, 85, 91, 92, 93, 95, 105, 108, 111, 114, 116, 118, 139, 145, 149, 150, 157, 158, 165, 167, 153, 181, and 185)
5. Manhattan Community Board 5, Marisa Maack, written comment submitted via online comment form on July 19, 2021 (Comments 105, 110, and 143)

Interested Organizations

6. Brandon Buchanan, American Bus Association, comments made at the public hearing on June 23, 2021 (Comments 105 and 111)
7. Moses Gates, Regional Plan Association (RPA), comments made at the public hearing on June 24, 2021 (Comments , 103, 152, 155, and 173)
8. Fred Hiffa, Greyhound Lines, Inc. and Adirondack Trailways, comments submitted via project email on July 19, 2021 (Comments 67, 77, 105, 111, 129, 131, 132, 170, and 180)
9. Felicia Park-Rogers, Tri-State Transportation Campaign, comments made at the public hearing on June 24, 2021 (Comments 52, 82, 104, 141, 143, 144, and 152)
10. Sarah-Rose Phillips, Environmental Defense Fund (EDF), submitted comments via project email on July 19, 2021 (Comments 4, 9, 10, and 169)

Interested Individuals

11. Anonymous, comments submitted via online comment form on June 24, 2021 (Comments 38 and 42)
12. Anonymous, comments made at the public hearing on June 24, 2021 (Comments 181)
13. Kaconsite, comments submitted via online comment form on June 8, 2021 (Comments 42 and 43)
14. Giselle, comments made at the public hearing on June 23, 2021 (Comment 150)
15. Angelica Augustyniak, comments made at the public hearing on June 24, 2021
16. Wayne Benjamin, comments submitted via project email on July 1, 2021 (Comments 12, 13, 16, 136, 148, and 177)

17. Keith Broemmer, comments submitted via online comment form on July 15, 2021 (Comment 26)
18. George Bulow, comments made at the public hearing on June 23, 2021 (Comments 35, 48, 50, 68, 96, 107, and 140)
19. Tatiana Cherne, comments submitted via project email on June 24, 2021 (Comment 122)
20. Raj D, comments submitted via online comment form on July 5, 2021
21. Ethan Diamond, comments submitted via online comment form on July 15, 2021 (Comments 49 and 125)
22. Ivy Diaz, comments submitted via online comment form on June 24, 2021 (Comment 76)
23. Yangbo Du, comments made at the public hearing on June 23, 2021 and submitted via project email on July 19, 2021 (Comment 141)
24. Sara Elso, comments submitted via online comment form on June 8, 2021 (Comments 39 and 42)
25. Yuki Endo, comments made at the public hearing on June 23, 2021 (Comments 31, 75, 133, 134, and 127)
26. Michelangelo Felix, comments made at the public hearing on June 23, 2021
27. Tamara Flannagan, comments made at the public hearing on June 24, 2021 (Comment 189)
28. Ann Gold, comments submitted via telephone on June 13, 2021 (Comment 126)
29. Art Golden, comments submitted via online comment form on June 24, 2021
30. Lois Goldman, comments submitted via online comment form on July 14, 2021 (Comments 14, 119, 129, 120, and 181)
31. Laurie Greenberg, comments submitted via project email on June 7, 2021 (Comments 50 and 111)
32. Louise Haberman, comments submitted via project email on June 22, 2021 and repeated via telephone on June 23, 2021 (Comment 46)
33. Bruce Hain, comments made at the public hearing on June 24, 2021 and submitted via project email on July 19, 2021 (Comments 51 and 97)
34. Andrew Herrera, comments submitted via online comment form on July 13, 2021 (Comments 39, 45, 67, and 126)
35. Xander Hollenbeck, comments submitted via project email on June 28, 2021 (Comment 129)
36. Michael Huarachi, comments made at the public hearing on June 24, 2021 (Comments 32, 60, 115, 137, 172, 174, 178, 190, and 184)
37. Edwin Huero, comments submitted via online comment form on June 24, 2021 (Comments 52 and 104)
38. Donald Huie, comments submitted via online comment form on June 19, 2021 (Comments 138 and 141)
39. Marjan Jankov, comments made at the public hearing on June 23, 2021 (Comment 186)
40. Matt Kamper, comments made at the public hearing on June 23, 2021 (Comments 54 and 129)

41. Ken Karp, comments made at the public hearing on June 23, 2021 (Comments 78, 89, 138 and 142)
42. Peter Kortright, comments submitted via online comment form on June 25, 2021 (Comments 105, , 135, 191, and 193)
43. Micelle Li, comments submitted via online comment form on June 23, 2021 (Comment 122)
44. Daniel Liu, comments made at the public hearing on June 24, 2021 (Comment 105)
45. L M, comments submitted via online comment form on June 21, 2021 (Comments 43, 70, 121, 122, and 128)
46. Edward McGlynn Jr., comments submitted via online comment form on June 21, 2021 (Comments 36, 39, 42, 98, and 99)
47. Calista McRae, comments submitted via online comment form on June 21, 2021 (Comment 86)
48. Eileen Miller, comments submitted via project email on June 14, 2021 (Comments 22, 29, 39, and 42)
49. Herbert Moehle, comments made at the public hearing on June 24, 2021 (Comments 51, 52, 146, 192, and 195)
50. Christopher Morel, comments submitted via online comment form on June 24, 2021 (Comments 61 and 105)
51. Sabine Morrow, comments submitted via online comment form on June 25, 2021 (Comment 50)
52. C N, comments submitted via online comment form on June 25, 2021 (Comment 44)
53. Benjamin Nichols, comments submitted via online comment form on June 15, 2021 (Comments 23 and 138)
54. Jordan Ou, comments submitted via online comment form on June 25, 2021 (Comment 58)
55. Jordan Ou, comments submitted via project email on June 25, 2021 (Comment 194)
56. Todd Pagel, comments submitted via online comment form on June 8, 2021 (Comment 114)
57. Andy Pollack, comments made at the public hearing on June 23, 2021 (Comments 37 and 87)
58. Ivan Ramirez, comments submitted via project email on June 8, 2021 (Comments 18, 19, 39, and 88)
59. Megan Rosa, comments submitted via online comment form on June 8, 2021 (Comment 40)
60. Lawrence Scheyer, comments submitted via online comment form on June 23, 2021 (Comments 30, 67, 68, 69, and 111)
61. Lawrence Scheyer, comment made at the public hearing on June 23, 2021 (Comments 67, 69, and 112)
62. Dominique Singer, comments submitted via project email on June 24, 2021 (Comment 154)
63. Mark Smith, comments submitted via online comment form on June 12, 2021 (Comment 55)
64. Kevin Vesely, comments submitted via online comment form on July 19, 2021 (Comments 67, 113, and 187)
65. Kevin Vesely, comments submitted via online comment form on July 19, 2021 (Comments 130 and 188)

66. Brian Weber, comments submitted via telephone on July 19, 2019 (Comments 24, 27, 63, and 90)
67. Andy Wiess, comments made at the public hearing on June 24, 2021 (Comments 54, 186, 191, and 193)
68. Art White, comments submitted via online comment form on June 16, 2021 (Comments 14 and 106)
69. Clarence White, comments submitted via online comment form on June 18, 2021 (Comment 123)
70. Jim Wright, comments made at the public hearing on June 23, 2021 (Comments 24, 90, and 139)
71. Matt Yablonsky, comments submitted via online comment form on June 30, 2021 (Comment 100)
72. Matt Yablonsky, comments submitted via online comment form on June 23, 2021 (Comments 52, 101, and 124)
73. William Young, comments made at the public hearing on June 24, 2021 (Comment 104)
74. Liz Young, comments submitted via online comment form on July 16, 2021 (Comments 11, 66, 182, and 183)
75. Jannine Zerres, comments submitted via online comment form on June 21, 2021 (Comments 43 and 181)

C. Comments and Responses

PLANNING PROCESS

Comment 1. We urge the PANYNJ to continue to take into account the community input in the project design. We request that a series of meetings be initiated so that we can delve in the important details of neighborhood impacts, inter-modality, accessibility, and air quality. (4)

Response Agency and public coordination is an integral component at all stages of planning and project development, including the environmental review process. Federal regulations require that projects include a comprehensive public involvement program, and PANYNJ is committed to continue to provide the public, community boards, and state and local stakeholders an active role in the planning and development of the Port Authority Bus Terminal Replacement Project. Subsequent to the public scoping process, PANYNJ initiated bi-weekly meetings with the New York City Department of Transportation and NJ TRANSIT. Tri-weekly meetings have been scheduled and the initial meetings held with New York City Department of City Planning. A combined kick-off meeting for a Technical Engagement Group (TEG) (comprising agencies with interests in design) and a Stakeholder Engagement Group (SEG) (comprising various local stakeholder organizations that had expressed interest in the project) was held with additional meetings planned as needed. Additional meetings have been scheduled, and will recur, with New York Metropolitan Transportation Council (NYMTC), Manhattan Community Board 4, and with organizations serving Environmental Justice communities. PANYNJ is meeting with environmental justice community stakeholders on a recurring basis in order to engage those stakeholders in the process and receive input on how the Proposed Project could minimize impacts on the community and users with a focus on sensitive and marginalized populations. City representatives have been included on these meetings and PANYNJ will continue to coordinate with City agencies and stakeholders throughout the design and construction of the Proposed Project. To the extent that any stakeholder organization requires further engagement in the form of focused meetings between that organization and the project team, PANYNJ intends to hold such meetings given the likelihood that they would enhance collaboration and thus lead to possible improvements in the project.

Comment 2. Clarify which New York City governmental approvals will be involved in the process. Clarify which governmental approvals will be subject to New York City's ULURP process. Clarify and make consistent nomenclature of the sites on the proposed plan. (4)

Response Section 8 of the Final Scoping Report (Section 7 of the NEPA Scoping Information Packet) identifies those New York City actions that are known to be required or likely to be required, including those that would be subject to ULURP. Project elements that may require ULURP approval include any changes to the City map or revocable consent to use City property (for ramps or other elements spanning streets). PANYNJ has initiated consultation with the New York City Department of

City Planning and the New York City Department of Transportation on potential ULURP actions. PANYNJ will seek to make nomenclature on project plans consistent to avoid any confusion.

Comment 3. We echo CB4's request to have a series of community meetings throughout the Federal Environmental Review Process to delve into the details of neighborhood impacts, inter-modality, accessibility, and air quality. (1)

The community worked for many years to settle on a process and design for the new Port Authority Bus Terminal (PABT) that would serve the needs of commuters for years to come, while respecting the wishes and needs of the community. Their voices must continue to be included throughout the review and construction process. To ensure that community voices are heard, I echo CB4's request for a series of public meetings throughout the review process, and I look forward to working in collaboration with you on the new Port Authority Bus Terminal. (2)

MCB4 understands that we are at the beginning of a long-term public project. Many aspects of the proposed plan will be studied, developed, and finalized. MCB4 requests to continue its ongoing meetings with PANYNJ to review, understand and develop both the project and the neighborhood impacts of the Port Authority Bus Terminal Replacement Project. (4)

Response See Response to Comment 1.

Comment 4. Expanding the stakeholder consultation process will also be essential to ensure the successful integration of Zero Emission Vehicles (ZEVs) and related infrastructure. Early discourse and coordination among PANYNJ, the utilities and other stakeholders responsible for maintenance and upkeep of the terminal is critical, given that how the vehicles used at the terminal and associated facilities are integrated into the grid will largely determine the extent to which the PANYNJ maximizes grid and environmental benefits from electric vehicles. Typically, the infrastructure and interconnection planning required for EVSEs can take years to finalize and may significantly impact the intended design of this facility. Determining pricing and other terms governing the provision of electric service and identifying systems and processes for successful fleet management will also require in-depth studies, pilots and extensive discussions with future charging customers at the terminal (which may include a variety of public and private fleet operators). These steps will help PANYNJ and the FTA to ensure that bus owners can fully capture the total cost of ownership benefits from their electric buses. (10)

Response PANYNJ has initiated consultation with NJ TRANSIT and other carriers that currently use the Port Authority Bus Terminal (PABT) regarding potential needs for electric vehicles and will take account of relevant information in the design of the infrastructure of the Replacement Facility. PANYNJ will also engage with ConEdison for appropriate planning and design of the electrical systems serving the Replacement Facility.

PURPOSE & NEED

Comment 5. As we testified in 2019, our districts, which each cover portions or all of the neighborhoods surrounding the Port Authority bus terminal, have seen enormous residential and commercial growth over the last two decades with new proposals surfacing even in the last year. Rezoning on Manhattan’s West Side have caused an increase in scale and density. As a result, there is a dramatic increase in the number of people who live and work in the area who rely on the bus terminal, demonstrating a strong need for a new bus terminal with careful consideration of the impact of the terminal on the surrounding community. (1)

Response The *Trans-Hudson Commuting Capacity Study* prepared by PANYNJ in 2016 documents growing regional commuting needs and the key role that the PABT serves, regardless of planned improvements in other transit modes. Daily passenger trips on buses are forecasted to grow from approximately 260,000 trips to approximately 337,000 trips by 2040 (an approximate 30 percent increase), which includes workers on Manhattan’s West Side. The proposed Replacement Facility will be designed to accommodate the recent and future forecasted growth in passenger and bus demand. Residents of Manhattan’s West Side would also benefit from proximity to the Replacement Facility as it is a convenient gateway to other cities along the east coast. Residents of Manhattan’s West Side would also benefit from the bus terminal because some of them, like many other Manhattan residents, will commute by bus to jobs in New Jersey. PANYNJ is committed to engaging with community stakeholders in the design of the Replacement Facility and in the evaluation of potential impacts through a NEPA environmental impact statement.

Comment 6. Certain long-distance buses, jitneys, have been excluded from the planning process, undermining the commitment that all long-distance buses will be absorbed. Not including jitneys will lead to increased idling and pollution as well as a logistical nightmare for DOT and serious adverse effects for the community. We urge the Port Authority to plan for the new bus terminal to absorb all buses that currently use the surrounding streets as staging, pick up and drop off points. Intercity, long-distance, and commuter buses inundate local streets that are already plagued by traffic jams, noise and exhaust fumes. This is the same problem that the bus terminal was originally built to mitigate. It is imperative that the project comprehensively address the issue of intercity, long-distance and commuter buses, and that it does not draw arbitrary distinctions between the various operators. (1)

Response The Replacement Facility is not intended to accommodate all bus operations in the vicinity of the existing PABT. Accommodation of all buses would result in a facility that is oversized and underutilized as certain bus operators would choose not to occupy space within the terminal. For example, certain services, such as charter buses and tour buses, have destinations that are not proximate to the existing PABT. Based on comments received during initial scoping, PANYNJ has evaluated the opportunity to accommodate additional buses that currently operate at curbside in the vicinity of the PABT. PANYNJ identified intercity bus services that are currently permitted to operate at curbside in the vicinity of the PABT (from Eighth Avenue west to the Javits Convention Center and from West

26th Street to West 54th Street). Based on discussions with those operators, PANYNJ has included additional gates to accommodate those curbside intercity operations in an integrated Replacement Facility. However, charter service, tour-bus service, airport shuttles, MTA transit buses, and some jitney services may still operate at curbside subject to permitting and regulation by the City of New York. PANYNJ will continue to coordinate with the City of New York on matters pertaining to curbside bus service.

PROJECT DESIGN

General Design

Comment 7. There is significant transit development happening in the area, particularly the Penn Station expansion, Penn Master Plan and Empire Station General Project Plan. It is crucial for PANYNJ to consider how these development projects will work together with the proposed PABT changes. This includes examining how these new projects will impact pedestrian, train, bus and bike traffic to the Port Authority. (1)

Response A requirement of the environmental review will be an assessment of the “No Action” condition, which includes other known or foreseeable projects that may affect transportation patterns or the study area. As noted in the *Trans-Hudson Commuting Capacity Study* (see Response to Comment 5), even with improvements to other mass transit modes, a Replacement Facility would still be required to meet existing demand and accommodate projected growth in bus ridership that could not be served by other modes.

Comment 8. The Project Scope suggests that significant ramps and transportation infrastructure would be constructed over street. The City requests that such infrastructure and related elevated space should be designed integrally with the Project to mitigate negative impacts and optimize the pedestrian experience inclusive of site-specific toolkit elements such as lighting, wayfinding and furnishings. (3)

Response PANYNJ understands that the scale of the proposed Replacement Facility needs to be carefully integrated into the surrounding community. PANYNJ is progressing with an integrated design for the Main Terminal, West Adjunct, and ramps. Included in the design will be measures or treatments that would enhance the pedestrian and streetscape environment. Goal 3, “Provide seamless passenger accessibility,” includes objective b, “Maintain or improve pedestrian accessibility between the PABT and traveler origins and destinations,” and objective c, “Enhance passenger experience and flows within and around the new terminal.” The assessment of pedestrian conditions in the EIS will evaluate potential impacts of the Proposed Project to pedestrians in the vicinity of the Proposed Project, not just those pedestrians using the bus terminal. PANYNJ will continue to work with the City and stakeholders to identify appropriate measures that will be consistent with local plans.

Comment 9. While considering the incorporation of zero-emissions technologies into the terminal’s design we urge the PANYNJ and the FTA to keep the rapidly changing landscape for transportation policy in mind and to use a regional lens when assessing the suitability of the terminal’s design. New York State’s (NYS) ambitious goals under the Climate Leadership and Community Protection Act (CLCPA) aims to achieve a net-zero carbon economy by 2050 while New Jersey is committed to reducing statewide greenhouse gas emissions by 80% below 2006 levels in that same year. (10)

Response Comment noted. See Response to Comment 4.

Comment 10. The deployment of electric vehicle charging infrastructure at the Midtown Bus Terminal will help to advance bus electrification thereby reducing air pollution from the facility. Prioritizing Zero Emission Vehicles (ZEVs) during this replacement project aligns with the PANYNJ’s values around sound environmental stewardship and its desire to improve the quality of life in communities most burdened by emissions from the PABT. As the responsible parties for the nation’s largest and the world’s busiest bus terminal, the PANYNJ and FTA have the opportunity to become a global vanguard for the strategic development and deployment of zero-emissions technologies and supporting infrastructure. (10)

Response Goal 1, “Improve Trans-Hudson bus operations,” includes objective c, “Accommodate larger buses and new bus technologies.” Design of the Replacement Facility will include accommodation for electric buses and will strive to accommodate and not preclude future vehicle technologies, including low- or zero-emission vehicles. Further, Goal 6 indicates PANYNJ’s intent to “reduce the impacts of bus service on the built and natural environment.” While the objectives of this goal are specific to bus operations (reduction in vehicle-miles traveled, reduction in idling), accommodation of zero- or low-emission vehicles would be consistent with this goal.

Comment 11. Consider light, air, and noise pollution, and our migrating birds. Institute a green roof program. Address storm water mitigation (doubling as underground parking a la The Netherlands). (74)

Response The EIS will address potential impacts to air quality and noise from construction and operation of the Proposed Project. While lighting of the Proposed Project must be considered within the urban context that includes Times Square, potential impacts of project lighting, especially as it may affect migrating birds, will be included in the EIS. Goal 2, Objective a, indicates PANYNJ’s commitment to “Utilize sustainable building design technologies or practices that enhance environmental performance.” PANYNJ policy requires construction projects greater than 1,000 gross square feet to adhere to PANYNJ’s Sustainable Building Guidelines. PANYNJ is continuing to consider options for roof areas, including green roofs or roofs that accommodate some element of stormwater management.

Comment 12. The proposed Port Authority Bus Terminal Replacement Project is a major redevelopment project and will be a highly visible intervention to the urban fabric

of a densely built and populated area of Manhattan. What architectural and urban design guidelines will PANYNJ require? What is the desired experience at the street/pedestrian level. How will PANYNJ ensure that the project's architectural design creates an inviting/ attractive pedestrian experience? (16)

Response PANYNJ is progressing with an integrated design for the Main Terminal, West Adjunct, and ramps. Included in the design will be measures or treatments that would enhance the pedestrian and streetscape environment, with consideration given to the fabric of the surrounding neighborhood. Goal 3, "Provide seamless passenger accessibility," includes objective b, "Maintain or improve pedestrian accessibility between the PABT and traveler origins and destinations," and objective c, "Enhance passenger experience and flows within and around the new terminal." PANYNJ will continue to work with the City and stakeholders to identify appropriate measures that will be consistent with local plans.

Comment 13. Is architectural design excellence a requirement for the new bus terminal? Will waiting areas be spacious, have natural light, and comfortable seating areas? What lessons-learned from its current airport projects can PANYNJ apply to the bus terminal replacement project? (16)

Response Goal 2, "Improve the passenger experience within the Terminal," includes Objectives b and c and the use of state-of-the-art design. See Response to Comment 8. PANYNJ will seek to use best-in-class design and consider both the civic presence of the Replacement Facility and also the fabric of the surrounding neighborhood; PANYNJ is progressing with an integrated design for the Main terminal, West Adjunct, and ramps. Included in the design will be measures or treatments that would enhance the pedestrian and streetscape environment. Goal 3, "Provide seamless passenger accessibility," includes objective b, "Maintain or improve pedestrian accessibility between the PABT and traveler origins and destinations," and objective c, "Enhance passenger experience and flows within and around the new terminal." PANYNJ will continue to work with the City and stakeholders to identify appropriate measures that will be consistent with local plans. PANYNJ will seek to use best practices for design, construction, and operations.

Comment 14. Good architecture is critical, something beautiful and interesting to see, easy to use. And, integrating natural elements such as plantings and natural materials would also be great. (30)

I envision a great hall where all of the departing and arriving gates are located. There could be some compartmentalization (NJ Transit, regional commuters, intercity travelers). I picture something like Boston's South Station Bus Terminal. (68)

Response As the design progresses, PANYNJ's goal is to provide civic space and local retail opportunities.

Comment 15. We encourage you to keep an eye on the future and Scope, not just the terminal as the needs for when it will be constructed are going to happen, but creating a flexible terminal for the future, which could possibly be adapted to changing transportation realities. For instance, you have better rail access to Midtown in

the future, which could mean less need for buses and the ability to re-purpose space in the terminal. Advances in bus technology or several other unforeseen things could happen, and we encourage you to really look at the flexibility of use in the future while scoping this project. (7)

Response PANYNJ will seek to create a flexible and adaptable design that would, for example, be scalable and not preclude practices or technologies not currently available.

Comment 16. How was the height of the new commercial and residential buildings determined? How does the proposed new building heights relate to the broad neighborhood context, not just to the context of a select few newer buildings? What makes the proposed heights appropriate for their context? (16)

Response PANYNJ used current Zoning for this district, which was to promote development that is appropriate in scale, to determine the floor area ratio (FAR) and setbacks of the proposed private development sites. The building heights, as they relate to the neighborhood context, will be analyzed further in the EIS.

Comment 17. Careful consideration of the 8th Avenue frontage, in terms of both how open space and architecture shape/inspires a sense of civic pride in stark contrast with the existing facility above ground, as well as enhance connections to local transit below ground. (3)

Response The integrated approach to design being used by PANYNJ will apply to the Eighth Avenue frontage and will seek to create a new sense of civic pride in the Replacement Facility. PANYNJ will seek to use best-in-class design and consider both the civic presence of the Replacement Facility and also the fabric of the surrounding neighborhood. PANYNJ will seek to enhance the connections to local transit.

Comment 18. Keep in mind people are in the building to get to work or get home. Keep the design functional! They are not there to look at art, listen to music and other exhibits. People have to be moved through the building as quickly as possible which is its primary function. (58)

Response PANYNJ will focus on enhancing pedestrian movements to and from gates. Goal 2 and 3 indicates PANYNJ's commitment to "Improve the passenger experience within the Terminal," and "Provide seamless passenger accessibility... and enhance passenger experience and flows within and around the new bus Facility."

Comment 19. Things like fountains and water walls inside the building are useless and could be hazardous. A water wall was proposed for the new North Wing and I pointed out not only the expense but the maintenance headache it could present if drains are clogged with litter or debris. Also, the building is attractive to the homeless which makes many of the buildings users nervous. Ways should be found to minimize homeless presence in the building. (58)

Response Comment noted. A social service organization currently provides services within PABT. PANYNJ will continue to coordinate with these types of organizations in the future.

- Comment 20.** More detail on: Planning, design, programming of the open space component to ensure it is activated and maintained as a high-quality space. (3)
- Response** The EIS will include more details on design and programming of the proposed open space components at the Dyer Decks and rooftop spaces.
- Comment 21.** As CB4 has noted frequently, green space is often the first to go when development projects get underway. We are pleased by the commitment to 3.5 acres of new public green space, which will be a significant benefit to the community. (1)
- Response** Comment noted. See Response to Comment 20.
- Comment 22.** Create a parking area that is easy to access from NJ. The current entrance is easy to miss and then it takes forever to go around the block to access it again. Maybe you need more than one entrance. (48)
- Response** There is no public parking planned within the Replacement Facility. No parking is contemplated for the private development sites. Site conditions at each location would not allow for parking without interfering with other transportation uses. PANYNJ has opted not to include public parking in the Replacement Facility to prioritize available space for bus operations.
- Comment 23.** Add new tunnels into NYC utilizing the low cost of the Boring Company (starting at \$10M/mile). I worked on the bus terminal replacement feasibility studies back in 2014, and I saw the proposals range from \$3.5B to \$15B, with a construction timeline of up to 10 years. Building in NJ could be done for under \$2B, with a construction time under 3 years. I expect that new tunnels were ruled out before because tunneling costs in 2014 were ~\$1B/mile. I think this option should be seriously considered again now that tunneling at ~\$10M/mile is an option. (53)
- Response** As noted in Appendix D of the January 2021 Final Scoping Report, the New Jersey terminal alternative was considered fatally flawed as it did not meet a threshold of providing capacity for forecasted peak hour arriving and departing buses and required substantial acquisition of private property.
- Comment 24.** {PedestrianExperience}The plan calls for bridges over Ninth and Tenth Avenues as well as over West 40th Street (Ninth/Dyer Avenues) that are new or much bulkier than the current spans which create dead zones at the street level below them, effectively segregating Hell's Kitchen north and south. In addition to the bus ramp function, they will also provide pedestrian crossings. We urge the Port Authority to design these elements with the goal of making them as translucent as possible, allowing for light at street level. We hope that the pedestrian experience is given special attention for the areas below the bridges, so that they are welcoming to pedestrians and do not create new dead zones. (4)
- I think there's a real opportunity to look at the development in the bus storage facility and the ramp approaches between 39th and 40th as a positive urban design and building development on the on that area, on that part of the city. For those who are aware of that or know the area, it's really a wasteland right now.

So, we really hope that the Port Authority is looking at ways of creating a street level presence that would be inviting to pedestrians. (70)

The new plans for the Port Authority Bus Terminal will span three avenues and traverse two cross streets from 8th Avenue to 11th Avenue, 39th Street to 42nd Street. Any plan must take into consideration its impact on the surrounding neighborhood and how pedestrians interact with the expansive structure. (66)

Response See Response to Comment 8.

Comment 25. Confirm that the platform will be engineered so that large trees can be planted. (4)

Response The design of the open spaces has not been determined; PANYNJ will work with the City and stakeholders to develop the design for the open spaces, and the platforms will be engineered in accordance with the resultant design.

Comment 26. Facility should include interior design features to move people faster. Commute east in the morning and west in the evening can be enhanced by faster escalators (similar to London's) and moving sidewalks similar to those found in airports. (17)

Response Objective c of Goal 3 specifically references PANYNJ's intention to "Enhance passenger experience and flows within and around the new bus facility." This would be accomplished through better design of bus gates, queuing areas, and vertical circulation elements (stairways, elevators, escalators). Moving sidewalks are not included in the Proposed Project.

Comment 27. The structures should all be covered in enclosed, non-porous to contend with air quality issues within the neighborhood. As such, the ramps traversing both the avenues and the cross streets should also be covered, and what that would provide is a mammoth roof structure that extends from Eighth Avenue to Eleventh Avenue, thirty-nine to forty-second Street. And what I would propose is that the Port Authority look into activating that roof as a park, much like San Francisco did for the Salesforce Transit Center. I think it's a great opportunity for Port Authority to provide a massive amenity to the entire city of New York, not just for commuters, but for neighbors as well, and turn this terminal into an actual destination for the city, and I'm in favor of this being realized through a private and public partnership. (66)

Response Comment noted. PANYNJ is considering options for the roof of the Replacement Facility. With regard to enclosing the structures to address air quality issues in the neighborhood, see Response to Comment 28.

Terminal Design

Comment 28. Community District 4 faces the third worst air quality in the City. It is critical that the new bus terminal and parking structures be fully enclosed with proper air filtration to ensure good air quality in the surrounding area. It is also important that the environmental studies quantify the impact of the entire system of buses on air quality: from the Lincoln Tunnel, to the ramps and staging, to the terminal

itself. The goal of simply not increasing air pollution is insufficient; the redesigned terminal must reduce the overwhelming pollution brought to the neighborhood by the current terminal. (1)

Port Authority should study how to seal the buildings' envelopes and install ventilation and filtration systems. (4)

How will the PANYNJ study how to seal the buildings' envelopes and install ventilation and air filtration systems? (4)

Response The plan to create a modern bus terminal is predicated on more efficient operations in terms of bus storage and staging, and movement in and out of the Replacement Facility. The enhanced Build-in-Place alternative, with integrated storage and staging operations in the West Adjunct, would result in fewer buses circulating on city streets and a reduction of on-street idling of buses – a readily observable source of vehicle emissions and air quality concerns. In addition, PANYNJ intends to accommodate electric vehicles through inclusion of electric charging stations. Goal 6, “Reduce the impacts of bus services on the built and natural environment,” includes several measures that are intended to minimize impacts to local air quality. The environmental review will provide a comprehensive air quality impact assessment. Mobile source emissions from bus movements will include bus movements on local streets, on the ramps, and within the Replacement Facility. PANYNJ is committed to implement reasonable mitigation for significant or adverse impacts that are identified in that environmental review.

Comment 29. PANYNJ must also upgrade the terminal ventilation and filtration systems to improve conditions where buses are staged and loaded. (2)

Have better air purification in the garage area. (48)

Response See Response to Comment 28.

Comment 30. The New Bus Terminal must be restored to its primary transportation-related use, with its halls and passageways, stairways, escalators, and elevators, waiting areas, and restrooms being adequately patrolled by PAPD and kept safe, clean, and sanitary. Following such a huge expenditure of money on a new, and better, facility, commuters and long-distance travelers are entitled to enjoy a pleasant, non-threatening passenger environment -- free from molestation and interference. (60)

Response Goal 2, Objectives b and c indicate PANYNJ's intentions to “Incorporate state-of-the-art building design, communications, and passenger amenities (e.g. gates and queueing areas, ticketing, restroom, and waiting areas) to promote ease of use and reliability of the passenger experience,” and “Foster safety and security improvements in terms of design, operations, and site location.”

Comment 31. I support renovation for the Port Authority Bus Terminal because when I visited GWB Bus Station during the pandemic, it was very nice. I hope the Port Authority will get same treatment as the George Washington Bridge bus station. (25)

Response Comment noted.

- Comment 32.** How many anti-homeless furniture will be included into the project? Humans without homes deserve empathy, compassion, housing, and supportive services - will PABT commit to resisting some community members (often the loudest, most present, and most resourced) desires for these unjust abhorrent inhumane designs? If not, how does PABT defend their human rights violations? (36)
- Response** Comment noted. A social service organization currently provides services within PABT. PANYNJ will continue to coordinate with these types of organizations in the future.
- Comment 33.** Confirm that the new commuter terminal between Eighth and Ninth Avenues will provide a total of 160 gates—all sized for double-decker buses—and will satisfy 2040 demand projections. (4)
- Response** The Main Terminal would include approximately 160 gates. The West Adjunct would provide four levels for storage of approximately 350 buses. An additional two levels would provide up to 40 gates for intercity operations (including curbside intercity buses currently operating in the vicinity of the PABT) above the storage and staging levels. All gates will be sized for double-deck buses.
- Comment 34.** Confirm the proposed terminal height in feet (equivalent of approximately 14 stories). (4)
- Response** The proposed Main Terminal would be approximately 120 feet to 128 feet from sidewalk to top of streetwall. The West Adjunct would be approximately 185 feet to 195 feet from sidewalk to top of streetwall. The ramp structure would be approximately 148 feet to 156 feet from sidewalk to top of highest ramp parapet.
- Comment 35.** One needs to have sufficient capacity for buses of whatever size. We don't know what they're going to change or be, although we have a good idea how they are now, so that there is sufficient capacity for turning, given the frames of the existing buses and possible future buses. (18)Goal 1, Objective c indicates PANYNJ's commitment to "accommodate larger buses and new bus technologies." The Replacement Facility will be designed to accommodate double-deck buses and articulated buses. Under a separate pilot program, PANYNJ is currently evaluating implementation of connected vehicle technologies, including the use of Connected Autonomous Vehicles (CAVs) or platooned buses that communicate but still retain a driver. Design of any Replacement Facility will strive to accommodate and not preclude future vehicle technologies.
- Comment 36.** Exit/Entrance–The more you can make the doors automatic the better. But you also need to protect people from the elements, i.e., cold weather, slippery surfaces and frigid winds. (46)
- Response** Comment noted.
- Comment 37.** And the retail. The retail was very important about Port Authority and I would hope that places for an example would include Au Bon Pain, which I love their cookies very much. I would also hope that Hudson News, the Post Office,

Starbucks, GNC, they all stay in the Port Authority. Even Heartland Brewery, which gets a lot of good reviews. (57)

Response PANYNJ is evaluating options for the leasing program of retail and food/beverage spaces within the Replacement Terminal. Goal 4, Objective b indicates PANYNJ's intention to "Provide opportunity for civic space and local retail opportunities."

Passenger Facilities

Comment 38. The new facility should have voice and information board alerts about the status of specific buses/routes. There's nothing more frustrating than standing and waiting long periods of time for a bus with no information as to why it's late or how long it will be before it arrives. (11)

Response Goal 2, "Improve the passenger experience within the Terminal," includes an objective to "Incorporate State of the Art building design, communications, and passenger amenities... to promote ease of use and reliability of the passenger experience." PANYNJ will coordinate with bus carriers to accommodate State of the Art technologies in the design of the Replacement Facility.

Comment 39. More clearer signs with locations. (24)I would appreciate if it was easier to locate bus lines. When I was commuting, my bus was a local company, not NJ Transit. You usually had to check the bus line's website to get accurate information on which gate the bus would be entering. It would be nice if the PABT had more accurate, up to date information on where buses would be coming in. (34)

I'm sure you have good plans in place for signage, but you want to be sure that it's user-friendly and not industrial. This is, in many cases, lots of people's first impression of New York City and New York State. (46)

Make it easier to locate where to find the buses. Have better signage throughout the building with bus locations and schedules. (48)

Do a circulation study which will get people to their bus platform as soon as possible. This problem would be minimized by better signage. Current signage confuses people not familiar with the building. I have worked in the building many times and people were always stopping me to ask directions to their platform. Overhead status boards similar to those at the airports and train stations should be looked into. (58)

Response Goal 2, "Improve the passenger experience within the Terminal," includes an objective to "Incorporate State of the Art building design, communications, and passenger amenities... to promote ease of use and reliability of the passenger experience." PANYNJ will take account of universal design principles to accommodate passengers of all abilities.

Comment 40. There should be more interactive ways that people with disabilities can navigate the terminal for example, there should be interactive kiosks or regular personnel stations where they can ask for updated bus schedules. (59)

Response .Goal 2, "Improve the passenger experience within the Terminal," includes an objective to "Incorporate State of the Art building design, communications, and passenger amenities... to promote ease of use and reliability of the passenger

experience.” PANYNJ will consider a range of options to address accessibility to information, as well as physical accessibility.

Comment 41. There should be an extensive and robust wayfinding program to direct the public to intermodal transfers and other transportation destinations within the district, such as Penn/Moynihan Station, the Hudson Yards #7-line subway station, and the West 39th Street Ferry Terminal. (4)

Response PANYNJ will integrate a robust wayfinding system within the Main Terminal and West Adjunct to direct the traveling public to key destinations and other transportation modes.

Comment 42. More places to sit while waiting for the bus would be appreciated. (11)

The entire facility should be air conditioned and/or heated, when temps are appropriate. There must be adequate seating for all passengers, especially senior citizens and handicapped, at all waiting areas near buses. All waiting areas should be policed regularly. Potential criminals should be removed by police. They are a safety hazard. Waiting areas for buses should be clean and free of debris. Restrooms should be clean and paper towels and toilet paper should be available at all times. Additionally, the restrooms should be monitored by guards. On all levels. Refreshment machines and stands should be accessible to all bus waiting areas. This includes the basement areas. Escalators should be in working condition at all times. Both up and down. (13)

Lounge area. More people to assist. More booths to buy tickets. Sanitize it more since the homeless congregate there. (24)

Electrical outlets – Better plan on lots for those times when the terminal backs-up with people. (46)

Better waiting areas. (48)

Response Modernization of the terminal and improvements to the passenger experience have been identified as one of the project goals (see Goal 2). Objective b of Goal 2 includes the incorporation of state-of-the-art communications and passenger amenities into the Replacement Facility that will help PANYNJ achieve this goal. Objective c of Goal 2 addresses enhancements to safety and security of passengers.

Comment 43. Accessibility to NY subways should be easier. (13)

Many more elevators are needed in the terminals and boarding buses must be accessible for people with disabilities. Wheelchair/mobility scooter users will require not only wide platforms, but also a boarding device (e.g., lift or ramp), built into platforms if not on all bus fleets. We recommend consulting with the Mayor’s Office for People with Disabilities (MOPD). (4)

The Main Bus Terminal and Intercity Bus Terminal must be fully ADA accessible. The number and size of elevators must be adequate to meet ADA requirements and other users, such as travelers with luggage, families with strollers etc. This applies to the connection to the subway systems as well. Wider platforms for wheelchair/mobility scooter users should be required. Boarding devices, lift or

ramp, must be built into platforms and/or bus fleets to ensure full accessibility. (4)

There should be wide, spacious ramps with the right amount of slant which lead to and from each floor for commuters and their luggage and/or if they are using wheelchairs or other mobility devices. This would be a better idea than only having stairways and/or elevators and/or escalators especially should there be power-outage problems, or equipment failures or electrical/mechanical failures. (45)

Will the new facility be more handicap accessible? The current facility is challenging to navigate for those with motility issues. There are few elevators. Many of the gates are not handicap accessible. (75)

Response The Replacement Facility, including all gates, will be designed for ADA accessibility following applicable requirements. Goal 2, "Improve the passenger experience within the Terminal," includes Objectives b and c and the use of state-of-the-art design. As part of the design of the Replacement Facility, vertical circulation elements will be designed to accommodate the anticipated growth in passenger activity as well as for code compliance for emergency egress.

Comment 44. There needs to be a Para Transit Access-A-Ride bus pick up and drop off gate, inside the new bus terminal. Along with bus terminal employees who can meet and guide people with disabilities to and from their bus boarding gate, like at the NYC Airports. (52)

Response Comment noted. PANYNJ will coordinate with operators of Access-a-Ride to identify convenient connections and accessible points. Those locations will be identified in the EIS. PANYNJ currently coordinates with contractors to provide wheelchair assistance within the PABT.

Comment 45. A few elevators might be nice too, since I sometimes had to run from the subway station to the 4th floor. (34)

Response See Response to Comment 43.

Comment 46. Do a better job of setting up areas where people line up at the gates. The escalator up to the gate was never running at rush hour and often the line was so long that people were standing well beyond the escalator, down past the Dunkin Donuts store on the lobby below. We were also crowded so close together in the passageway leading up to the gate that at points people had to turn their body to face the wall in order to get by those standing in line for the bus going out at the next gate. (32)

I just wanted to make sure that when the new terminal revisions come in that they provide more space between places where people stand to get up to a gate. (32)

Response PANYNJ is actively looking for ways to enhance efficiency and pedestrian flow within the Replacement Facility. Goal 2, "Improve the passenger experience within the Terminal," includes objective b and c, which address ease of use, reliability, and safety and security of the passenger experience within the terminal.

Ramp Design

Comment 47. We urge the Port Authority to identify ways to reduce the visual impact of the ramp structures crossing over streets, particularly those over Ninth Avenue. (1)

The proposed ramps over Ninth and Tenth Avenues and West 40th Street are bulkier and wider than the current spans. The current bridges effectively segregate the northern and southern parts of Hell's Kitchen. Their design must seek to mitigate that factor, and not create dead zones at the street level below. The design goal should be to create as much openness between and through the ramps, maximizing natural light at street level. At night, the ramps should be lit in a similar way to the current triple bridges to create an architectural and community landmark. Art: will the buildings' interior be designed with artwork installation in mind? This may require appropriate wall space and lighting. (4)

Response See Response to Comment 8.

Comment 48. The Lincoln Tunnel is a part of this entire complex to be done and no one, of course, can build yet another tunnel. It's important to see that the ramps are going to be changed and the rest. (18)The Replacement Facility would result in the replacement of the existing PABT and associated ramp system. An important element of the design is to provide a direct connection from the Lincoln Tunnel portal to the ramps, West Adjunct, and Main Terminal, obviating the need to use city streets for access and recirculation.

Comment 49. Will the bus ramps from the Lincoln Tunnel be covered to prevent snow accumulation and associated delays? (21)The proposed ramps will include a system to minimize snow and ice accumulation on the ramps. A second lane will be included on the ramps to minimize delays for buses entering and exiting the terminal.

Comment 50. The final part is the helix itself, which of course is being replaced, and it may be a part of something that could be added to this overall discussion of getting the buses to move into and out of the city in the most efficient manner possible. (18)

My biggest complaint was the busses unloaded and then couldn't move out to keep the flow going if the westbound tunnel was backed up. This caused a daily inbound standstill of at least 20 minutes which is difficult when you are trying to get to your workplace on time. (31)

The PABT has been renovated and in short order, it proved to not be enough space and without efficient workflows for passengers and buses. We need an efficient way for buses to get into the building, disembark passengers and move on. Buses should not sit in a line waiting. Please make the flow work better. All the buses should not be waiting to drop people off in one place. There are multiple doors and levels. Let buses come into the building and find a door and let the passengers out. (51)

Response The proposed ramp structure, West Adjunct, and Main Terminal would have integrated circulation paths with direct connections to the Lincoln Tunnel or Dyer Avenue to facilitate efficient movement of buses into and out of the terminal. These circulation paths will allow for buses to move around stalled buses or any

other obstruction. In the AM peak period, buses entering the terminal to discharge passengers would not have to sit in a line waiting for a single place to allow passengers to discharge. The West Adjunct would provide staging spaces for buses in the PM peak period to optimize efficient arrival of buses at gates in the Main Terminal. The new ramp structure also offers flexibility for buses to use both the North and Center Tubes, as well as provide additional queue space to prevent buses from backing up into the Terminal.

Lincoln Tunnel

Comment 51. In order to locate a bus terminal -- in planning of bus terminal for the next 50 or 100 years, you have to know where the next tube of the Lincoln Tunnel goes. If you don't know that, you can't locate the bus terminal. You have to do that first. So, you have to get some idea of where the fourth tube would go. (33) Will the new terminal enhance the process of planning [a fourth tube of the Lincoln Tunnel]? Will there be any linkage to plans of a fourth tube of Lincoln tunnel? (49)

Response PANYNJ is not planning to build a new vehicular tunnel.

Comment 52. Increasing the capacity of the bus terminal is not the only solution needed. Replacing the terminal in isolation will not solve what is that the root of the Port Authority's commuter bus problem, which is the Lincoln Tunnel - something tri-state has highlighted since 2008. In 2015, a ranking of the 50 worst highway bottlenecks in the country, the Lincoln Tunnel placed eighth from that list with an average annual of 3.4 million hours of delay and \$87 million in lost value of time. With nearly all New Jersey bus commuters accessing the terminal via the Lincoln Tunnel, this issue can't continue to be ignored. (9)

Buses entering New York City get in heavy traffic from the Lincoln Tunnel. (37)

I've studied the Lincoln Tunnel Bus ramp and the Lincoln Tunnel XBL Lane, the exclusive bus lane. I Agree with the Tri-State Transportation campaign that replacing the bus terminal in isolation does not address the root cause of the problems getting to the tunnel. All you're doing is just replacing the terminal with all the infrastructure around the terminal, the obsolete ramp, the obsolete Lincoln Tunnel exclusive bus lane. The bus lane is terrible. It's only one bus lane. You allow three cars, three lanes of automobile traffic, three lanes for individual drivers, and you only allow one bus lane for packed buses. One bus lane. So, you can replace the terminal, but what does that do? You still have the same obsolete Lincoln Tunnel exclusive bus lane. (67)

While nothing can be done to fix the tunnel traffic, this would make a huge difference. (72)

Response While the PABT is a part of a regional system of transportation facilities, including the Lincoln Tunnel, NJ Route 495, and the Exclusive Bus Lane (XBL), and cannot solve the operational issues of the entire network, the terminal serves a distinct role within that system. The Replacement Facility improves reliability of buses through provision of integrated storage and staging operations at the West Adjunct. Integrated storage and staging would reduce the number of buses that need to travel through the Lincoln Tunnel during the PM peak period and will

provide staging space for buses arriving early to the terminal reducing the need to recirculate on city streets or being sent back through the Lincoln Tunnel. The new ramp structure also offers flexibility for buses to use both the North and Center Tubes, as well as provide additional queue space to prevent buses from backing up into the Terminal. PANYNJ is not planning to build a new vehicular tunnel.

Comment 53. We are also interested in whether PANYNJ will consider the potential implementation of an outbound bus-only lane in the Lincoln Tunnel, which would have important implications for analysis of future congestion and - if a bus-only lane increased the number of buses that could move through the terminal per hour - on projections for terminal usage and ridership. (1)

Response PANYNJ prioritizes access between the PABT and Lincoln Tunnel during peak hours. The design and operation of the ramps for the Replacement Facility would prioritize bus access to the Lincoln Tunnel. PANYNJ will continue to coordinate operations of the regional transportation network with other agencies.

Comment 54. At the Lincoln Tunnel Helix, I've been sitting in traffic before at the tunnel on a Sunday night where there is a lot of traffic, let's just say that. So much traffic trying to get -- and buses get stuck in the traffic. I feel that they need to be something done as far as the exclusive bus lane, whether it should be open overnight, whether there should be -- it's something you guys can think of, because this is going to be a way that people are going to be late sometimes. (40)

Response The XBL operates from approximately 5:30 AM to 10:00 AM but is dependent on overall bus volume to manage safely and effectively. Outside of the morning rush hours, bus volumes are not high enough to warrant continued operation of a contraflow exclusive bus lane.

Comment 55. In any plans for improving the Port Authority Bus Terminal, it is vital that buses receive priority on the Lincoln Tunnel Expressway and in the tunnel at all times in both directions. This is particularly an issue for reverse commuters returning to the city in the afternoons. Delays are frequent and excessive, and it does not make any sense why buses cannot have priority over private cars at all times to access the terminal. (63)

Response PANYNJ prioritizes access between the PABT and Lincoln Tunnel during peak hours. PANYNJ will continue to coordinate operations of the Lincoln Tunnel and regional transportation network with other agencies; however, any changes to operations are separate efforts from the Bus Terminal Replacement Project.

Neighborhood Development

Comment 56. The Project options comprise and are adjacent to various districts of Midtown (see attachment) inclusive of the Hudson Yards/Hell's Kitchen (HY/HK), Garment District Alliance, Times Square Alliance and 34th Street Partnership districts and therefore a consistent overall master plan should be developed to incorporate and synthesize the streetscape vocabulary and street plan to ensure a consistency among the disparate neighborhoods and establish a distinctive "gateway." In

particular, the Port should coordinate with the HY/HK BID regarding the BID's streetscape improvement plan to stitch together an expansive comprehensive plan that offers site-specific strategies for wayfinding, lighting, green infrastructure, furnishings, new public places, protected bike lanes, and traffic calming. (3)

Response Comment noted. PANYNJ will continue to coordinate with the City and other partners, including those identified above, with respect to the Proposed Project and otherwise, as appropriate.

Comment 57. The City requests PANYNJ develop a multi-modal streetscape areawide plan for linking the Project "gateway" with key major public space amenities in the district including Hudson River Park and Hudson Boulevard and Park, Penn Station and other planned public space investments in the area. (3)

Response See Response to Comment 56.

Comment 58. We appreciate the Port Authority's work to ensure mixed use buildings. We encourage the Port Authority to seek out ways to reduce height, maintain sightlines and redistribute the massing and floor area across the facilities, instead of vertically. (1)

One of the four new towers, however, slated to be located near the Main Bus Terminal on Ninth Avenue, is projected to stand between 60 and 70 stories tall. The proposed tower may be within the location's zoning regulations, but this is far too high for the block; alternate designs to redistribute that height should be explored. (2)

The overall height of the Tower towards Ninth Avenue, near the Main Bus Terminal, is currently projected at 60-70 stories and remains an issue. The Board requests the PANYNJ review strategies to reduce the height while redistributing and maintaining the bulk to provide adequate financing as part of the overall project. (4)

Two towers will be built at the Main Bus Terminal site: Eighth Avenue and West 42nd Street (over 1,000 feet, equivalent to 100 stories), and Tower towards Ninth Avenue, near the Main Bus Terminal (currently projected at 60-70 stories). The overall height of this tower remains a major community concern. The Board requests the PANYNJ to review strategies to reduce the height while redistributing and maintaining the bulk in order to provide adequate financing as part of the overall project. (4)

I am concerned about the size and height of the four towers, particularly the three most western towers. These are among blocks with low buildings and would cast huge shadows over the neighborhood as well as stick out like sore thumbs. I request that these towers be scaled down significantly. (54)

Response PANYNJ has used current as-of-right Zoning to establish a potential development envelope for analysis purposes of potential impacts in the environmental impact statement. Determination of the massing and height, and any potential impacts, of the private development towers is consistent with the "reasonable worst-case development scenario" approach in the CEQR *Technical Manual*. PANYNJ will continue to evaluate the massing of the private development sites in consultation

with New York City Department of City Planning. The EIS will provide details on the massing.

Comment 59. While we applaud the proposed creation of two parks, we have seen in the past that community benefits are the first to be lost to inevitable budget constraints. For example, when the Hudson Yards project went over budget, it left no funds for the promised community benefits. We look to the Port Authority to create a mechanism to guarantee funding upfront for the parks' creation in 10 years. (4)

Open Space Improvement Funding must be set aside in a dedicated fund to ensure that the platforms and at-grade land designated for open space, will actually become a park. Therefore, the Board requests the PANYNJ to create a funding mechanism, in consultation with MCB4, to guarantee funding now for the parks' creation in 10 years. Such a mechanism must ensure that the funds are set aside for open space development and cannot be used for other capital purposes. (4)

Response While construction of the proposed open spaces is considered part of the Proposed Project and will be funded as part of the Proposed Project, PANYNJ is evaluating options for the long-term ownership and maintenance for proposed open spaces.

Comment 60. Those two little parks are not enough. We need to see more street trees. We need to see bigger street pits. We need to see those pits taken care of and not rats building burrows beneath them and trash building up in them because that's what they've already become within the past two years of them being built into the periphery of the existing main. (36)

Lowest tree cover percentage out of all of Manhattan - forgoing measures to reduce temperatures, reduce/remove pollution, combat runoff, and provide shade for humans. What in these structures include, provide, and enhance existing street trees? (36)

Response Comment noted. PANYNJ will continue to coordinate with City agencies and community stakeholders to explore tree planting opportunities.

Comment 61. The completed project will include four new commercial and residential towers. As we know, New York is facing a housing crisis, and the neighborhood needs affordable housing for a range of incomes, in addition to commercial businesses that serve the needs of the community and commuters. (2)

Commitment to inclusionary housing for any residential uses. (3)

Two towers will be built at the Galvin Plaza ramp site: Eleventh Avenue, commercial building (70-80 stories) and Tenth Avenue, residential building (50-60 stories). Confirm that the Tenth Avenue tower will meet the affordable housing requirements of the Special Hudson Yards District zoning regulations. (4)

The proposed 3 towers should become Affordable Co-ops/ apartments for working class people through the NY State Mitchell Lama program. We don't need the office spaces. (50)

Response Comment noted. With respect to affordable housing, PANYNJ is evaluating options for how the private development can conform with applicable Mandatory

Inclusionary Housing provisions within the City Zoning. It should also be noted that timing of development is expected to be based on market demand.

Comment 62. Ground floor treatments that activate the street, particularly at key interfaces like 8th Avenue, and at the intersections with Hudson Boulevard and proposed park space. (3)

Ensure that an active ground floor around the entire perimeter of terminals and ramps will be created. (4)

Ensure incorporation of pedestrian-scale retail storefronts at the base of all buildings. (4)

Response PANYNJ plans to substantially increase the amount of street-facing retail included in the Replacement Facility.

Comment 63. I would like to say that the design must activate the street level of all of the structures, not just the main terminal, but the intercity bus storage and staging facility, as well as the ramp structure. By activate the street, I mean that there should be pedestrian access to those structures from all sides. At street level, there should be retail and potential community spaces, but the concern is that these structures don't just become monolithic walls at street level, and that there is accessibility from the North, South, East and West sides of them to activate the street life there. (66)

Response Included in the design will be measures or treatments that would enhance the pedestrian and streetscape environment. PANYNJ's approach will be to widen most of the sidewalks adjacent to the Proposed Project. See also Response to Comment 64.

Comment 64. Our intent is to see an environmentally sound plan developed for the new bus terminal, and no plan can meet that standard without considering the surrounding Port Authority-owned sites throughout the Hell's Kitchen neighborhood. Dyer Avenue divides the Hell's Kitchen community, and it would be beneficial to both the neighborhood and the local environment for the community to be re-knit together after the destruction wrought from the original construction of the Lincoln Tunnel and current bus terminal. The plan put forward by the Hell's Kitchen South Coalition (HKSC) in 2019 would provide that connectivity by replacing subterranean divides with new parks and housing. We urge the Port Authority and the FTA to include the HKSC planning to inform the NEPA process. (1)

Response Goal 4, Objective d identifies PANYNJ's commitment to "Integrate with urban fabric and respect community character," including through evaluation of the Hell's Kitchen South Coalition Neighborhood Plan. The Replacement Facility includes several components (e.g., open space, street-facing retail) that are identified in the Hell's Kitchen South Coalition Neighborhood Plan. PANYNJ will continue to work with the Coalition in consideration of the Neighborhood Plan as applicable to the Proposed Project.

Comment 65. The PANYNJ also owns properties from the south side of West 37th Street to West 30th Street between Ninth and Tenth Avenues. The properties consist of Dyer Avenue below-grade cuts, and at-grade parking lots, historically used for commuter bus layover parking. Over the past decades, the PANYNJ has advanced or proposed plans to develop all or part of these properties. As a response to the PANYNJ's initial plan, the HKSC developed a comprehensive community plan for all PANYNJ properties from West 30th to West 42nd Streets, between Ninth and Tenth Avenues. Although those properties from West 30th Street to the south of West 37th Street are not part of this project, MCB4 and the Hell's Kitchen community have consistently requested that an overall plan on their disposition and development be developed and agreed to, as a companion to the Bus Terminal Replacement Project. MCB4 looks forward to working with the community and the PANYNJ to agree on that plan in a timeline consistent with the needed public approvals for the Bus Terminal Replacement Project. (4)

Response PANYNJ will work with MCB4 independent of the Bus Terminal Replacement Project.

Comment 66. Please remember, many thousands of neighbors live with your decisions. We keep the area businesses open, populate the streets, and make NYC. As we plan for generations to come, please invest in this historically neglected community. We now rely on you to prioritize our needs, our environment, and the success of our families. (74)

Response Comment noted.

Other Design Considerations

Comment 67. We encourage PANYNJ to plan to achieve a fully electric and/or hydrogen bus fleet. While we are thrilled that PANYNJ will install electric vehicle charging stations and intends to construct the terminal in a way that will eventually support a fully electric fleet, we urge the PANYNJ and FTA to identify ways to mandate that all fleet operators rapidly transition to fully electric buses. We also urge the PANYNJ and FTA to examine the sourcing of the electricity and identify ways to ensure only renewable sources are being used to power the fleets. (1)

Area residents have long suffered the consequences of gas-guzzling buses idling around the Port Authority. Poor air quality from gas emissions leads to higher rates of asthma, other respiratory problems and heart conditions. The new PABT presents an opportunity to make the facility and the fleet of buses that it serves better for the environment and public health. The terminals should accommodate both electric and hydrogen buses to provide better energy efficiency and phase out. (2)

While the terminals are described as ready to accommodate electric buses, it is not clear if they will accommodate hydrogen buses, the preferred method for long-distance carriers. Without a legal means for PABT to compel bus operators to adopt electric/hydrogen, there is a foreseeable risk that carriers who opt out

of the program will either keep using older diesel buses or seek to return to curbside operations. (4)

The terminals are described to be ready to accommodate electric buses, how will they accommodate hydrogen buses, the preferred method for long-distance carriers? (4)

What strategies and legal means can PANYNJ adopt to ensure bus operators will adopt electric and/or hydrogen buses? Older diesel buses must not be permitted in the facilities or allowed to return to curbside operations. (4)

Guarantee that the new terminals can accommodate more than diesel and electric buses. We also applaud the Port Authority's plan to minimize transportation, climate, and greenhouse gas impacts including outfitting the new terminals for electric buses. We suggest that other accommodations also be considered including supporting hydrogen buses and other technologies available to long haul carriers. Studies, such as "Getting There Greener" by the Union of Concerned Scientists, have shown that motor coaches are the most energy efficient and environmentally beneficial transportation mode. Emerging emissions-reduction technologies on buses will dramatically further reduce and/or neutralize certain criteria pollutants from bus tailpipes. (8)

I also think climate change sustainability is critical. Buses emit a lot of air pollution. Electric buses are promising, and I hope the Port Authority outfits the new terminal with charging stations and other infrastructure for electric buses. (34)

Regarding scoping this proposed bus terminal's environmental impact, all-electric buses are the ideal replacement for dirty and noisy internal combustion diesel bus engines – which benefits the Port Authority's dense urban Manhattan neighborhood. Battery-powered buses eliminate point-source air pollution – a scourge of the present bus terminal -- and they are quiet. What could be better? So, the time is ripe to approve the concept, and to begin designing for construction the PABT's replacement with all-electric buses in mind. For scoping purposes, there should also be mention of natural gas-powered buses and hydrogen fuel cell-powered buses. (60)

This is going to be a life changer for New York City, but it really can only make a significant difference from an environmental viewpoint if this bus terminal is outfitted at the beginning to support all electric buses. There is going to be some technical issues that will have to be worked through and, hopefully, flexibility will be built into the design to allow multiple means of recharging buses, such as plugging in buses, or having induction charging or even just swapping out battery packs. That said, from an environment viewpoint for the community, not having diesel bus fumes and noise from diesel engines will be terrific. And as I suggested, really life changing and life enhancing. (61)

Port Authority should partner with Tesla or other electric vehicle MFG's to produce electric double decker busses that will double capacity without increasing the number of buses or pollution. (64)

Response

Safety regulations prohibit operation of hydrogen-fueled vehicles in the Lincoln Tunnel. In addition, New York City prohibits hydrogen vehicle charging stations within Manhattan. PANYNJ will accommodate electric charging stations within

the Replacement Facility and will not preclude incorporation of other low- or zero-emission vehicles, subject to applicable regulations and safety standards.

Comment 68. With regard to electronic charging station or other means of dealing with electric vehicles. Obviously, we cannot yet know what the standard are and will not know in the period of time this construction is to take place. Obviously, there needs to be assigned space for whatever is eventually installed. (18)

Electric bus charging technology is not common to all vehicles (and it may never be), so the design of this new bus terminal must be flexible enough to accommodate and adapt to a variety of different battery charging technologies, including rapid plug-in charging, induction charging, and even the possibility of swapping-out spent battery components for freshly charged ones at the Terminal. (60)

Response See Response to Comment 4.

Comment 69. There may come a day when buses operating in and out of PABT are un-manned autonomous vehicles. But, before that happens, electronic guidance systems to assist drivers can (and should) be installed at the new bus terminal to help drivers navigate the turns, while safely operating buses closer together – without hitting anything -- thus improving the peak transportation capacity of the terminal. (60)

I would suggest also provisioning the bus terminal for automated guideways in the beginning to help direct bus drivers and avoid crashes that could drive closer together, but, ultimately, for autonomous vehicles. (61)

Response See Response to Comment 52. PANYNJ is initiating a pilot project for automated bus operations (micro-positioning to enable platooning and merging) on the Route 495 exclusive bus lane (XBL) which is intended to result in increased capacity in the XBL by increasing throughput to the terminal. PANYNJ would not preclude use of other technologies.

Comment 70. A design which is ready for any technological problem would be best. (45)

Response Comment noted.

Comment 71. Confirm that there will be no car parking on top of the terminal. (4)

Response No public parking is proposed for any part of the Main Terminal or West Adjunct.

Comment 72. Confirm that the foundations and steel structure for the commercial and residential towers will be built as part of the Main Bus Terminal. (4)

Response PANYNJ is evaluating options for constructing the foundations and steel structures for the private development towers; including the option to build the foundations and steel structures as part of the Main Terminal.

- Comment 73.** What is the building separation between the Intercity Bus Terminal and the Metro Baptist Church? (4)
- Response** The Metro Baptist Church is adjacent to PANYNJ property. While the specific distance between the Church and the proposed West Adjunct has not been determined, a working design indicates the distance to the building face to be approximately 30 feet.
- Comment 74.** Confirm that buses will exit the Lincoln Tunnel on the Galvin Plaza block, onto a ramp structure. That ramp structure then crosses over Tenth Avenue onto a roadway through the Intercity Bus Terminal. From there, buses continue onto a ramp crossing over West 40th Street and then turn east on a ramp parallel to West 41st Street. Then, buses cross on a ramp over Ninth Avenue and into the Main Bus Terminal. Confirm that buses coming from Dyer Avenue will directly access the West 41st Street Tunnel from Dyer Avenue and then go into the Terminal. (4) Goal 1, Objective a indicates PANYNJ's commitment to "Provide direct linkages to Lincoln Tunnel portals." The Replacement Facility maintains the existing infrastructure's off-street connections between the Terminal and the Lincoln Tunnel portals. It additionally includes an underpass under Ninth Avenue to connect Dyer Avenue with the Lower Level of the Main Terminal and ramp-connected bus storage capacity to further reduce operation of buses on city streets.
- Comment 75.** Some MTA Express buses should be allowed to access Lincoln Tunnel via PABT Ramp if something happens on street level. (25)
- Response** MTA buses are already permitted to use the counter-flow lane on Dyer Avenue for direct access to the Lincoln Tunnel Center Tube from West 42nd Street during the PM peak period.
- Comment 76.** Why can't staircases be shut down during periods of rush hours to prevent people from coming up and jumping the lines. Then they argue when we say nicely to go back down. Why can't you have a PA-Rep stand there to stop people from coming up? If the doors are open for you to fill up the buses, then have someone do crowd control because then as we wait to get on, the people behind us move up to the 1st door then we are told the bus is full and now no one wants to let us go back on the line! (22)
- Response** Queuing areas within the Replacement Facility will be redesigned to avoid this issue.
- Comment 77.** Deliver excellent passenger experience in both the temporary and new Main Terminals. We must guarantee passengers receive a quality experience during every aspect of their time in the terminals including at the gates and queuing areas, ticketing areas, retail shops, restaurants and restrooms. They need covered climate-controlled pedestrian walkways from the 10th Avenue Terminal to their New York City transit and other travel connections in the new Main Terminal. We

also must ensure that there are adequate bus driver facilities for layover and rest in both terminals. (8)

Response Goal 2, "Improve the passenger experience within the Terminal," addresses this issue. Accommodations for bus carrier employees, including bus drivers, will also be included in the Replacement Facility.

Comment 78. If you have to board a bus after 10:00, because you're shot upstairs somewhere where the buses change a little bit, you cannot find a starter, but that's, I guess a New Jersey Transit thing. If you happen to want a night out and come back home by public transportation, you're shot down to that God-awful basement, and it's really not a great experience. (41)

Response Comment noted.

Comment 79. Confirm that the below grade lanes on West 41 Street will be widened to accommodate increased bus use. (4)

Response The new Ninth Avenue underpass from Dyer Avenue to the lower level will be one-way into the terminal. The existing below-grade lanes will be one-way out. Both below-grade access points will be wide enough to allow for a disabled bus to be bypassed.

Comment 80. Confirm that there is no public parking in any of the towers according to Special Hudson Yards District zoning parking requirements. (4)

Response Due to the presence of bus circulation or Lincoln Tunnel access below each of the proposed private development sites, it would not be possible to provide parking (public or private) at any of the private development sites. Further, buildings within Manhattan's Central Business District (CBD) are not required to provide on-site accessory parking. In addition, the Special Hudson Yards District regulations has unique provisions to prevent an oversupply of parking. ~~Thus, providing accessory parking for the proposed private developments would be inconsistent with the underlying zoning regulations.~~

Comment 81. To meet the requirements of a 21st Century Bus Terminal, the project must be designed with full inter-modality, including MTA buses and trains, Access-a-ride, Taxis, Rideshare, Bikes, and Scooters. Confirm that taxi/rideshare stations will be within each terminal's footprint. (4)

Response Taxi queues, for-hire vehicles, and Access-a-Ride areas will remain outside of the terminal's footprint. The location and design of areas for taxis and for-hire vehicles will be coordinated with NYCDOT. PANYNJ will coordinate with operators of Access-a-Ride to identify convenient connections. In relation to incorporation of bicycles and scooters into the Proposed Project, see Response to Comment 114.

Comment 82. And also as the Empire Station Complex and the changes at Penn Station are currently being developed, hoping that there is very careful planning about pedestrian and multi-modal access to the Penn Station area as many people do

come into Port Authority Bus Terminal and then go over to Penn Station for the rest of their commute inside of Manhattan and vice versa back on the way home. (9)

Response Comment noted. See Response to Comment 7.

Comment 83. Deliveries and Trash Disposal - Considering the overall density of the commercial and residential towers and the terminals, adequate staging and pick-up space must be fully contained within the footprints of the buildings. All deliveries should take place inside the buildings. This also applies to the four towers. (4)

Response Comment noted.

Comment 84. In which terminal will a bus driver facility for layover and rest be created? (4)

Response Facilities for carriers will be incorporated into the Proposed Project.

Comment 85. Massing and façade/enclosure systems should be sensitive to scale, particularly since the project spans across several city blocks, and should employ techniques that visually break down the structures to better relate to the existing built context as well as create a welcoming pedestrian street-level environment. (3)

Each street facade opposite area churches, and/or residential buildings comprising recognized historic fabric should aim for contextual treatment. What will be the treatment of the east side of the four-story Staging/Storage & Intercity Terminal on Metro Baptist Church which is directly East? How much light will be left to penetrate the only windows on the west side of the church? How much buffer space will be provided? (4)

The portions of the terminals facing Ninth Avenue should be sensitive to the proposed Paddy's Market Historic District. (4)

Response PANYNJ will be developing an approach that is sensitive to the surrounding neighborhood and will incorporate input from the community.

Comment 86. I'm writing specifically about the glass walls as depicted in the current images. According to Local Law 15 of 2020, which relates to bird-safe materials, the glass must not be normal transparent/reflective glass; it needs to meet a certain maximum "threat factor" which purely transparent/reflective glass does not meet. (47)

Response PANYNJ will coordinate with the local community, including local elected officials, as well as Technical Engagement Group (TEG), Stakeholder Engagement Group (SEG), and environmental justice stakeholders to collaborate on façade designs that will be acceptable within the local community. Consideration of bird-safe materials will be part of that discussion.

Comment 87. Also we should keep the rolling ball sculpture from George Siegel -- my bad, from George Rhoads, excuse me. That should stay because that's a very important part of the Port Authority. (57)

Response Comment noted.

Comment 88. I hope the vibration caused by bus movements throughout the structure will be given some thought. When we designed the North Wing, we thought the problem was resolved by having all columns from the bus levels going down to the foundations. In the south Wing many columns from the bus levels ended on girders on the concourse levels which transmitted the vibrations throughout the building. We thought we have solved this problem in the new North Wing. Instead, we used lighter weight concrete, higher strength steel beams, and thinner decks. This made the North Wing very limber and as a consequence it vibrated about as much as the South with the movement of every bus. (58)

Response The Replacement Facility will be designed to accommodate vibration from bus movements. A lightweight, flexible structural system is not being utilized for current terminal design. The design intent is to limit vibrations within a space in accordance with the latest applicable design standards.

Comment 89. Contrary to President Biden's infrastructure plan which seeks to reunite neighborhoods because those ramps would take about as much space as the current structure itself, are hideous. I'm just saying that we're talking about environmental impact here. (41)

Response Comment noted. In developing the design of the Proposed Project, PANYNJ incorporated a wide range of community requests (such as avoiding use of private property, inclusion of curbside intercity bus service, and increased storage and staging). PANYNJ will design the ramps to minimize impacts to the streetscape and neighborhood character and to maintain pedestrian circulation to the extent practicable. Visual effects and pedestrian circulation around the Replacement Terminal will be evaluated in the EIS.

Comment 90. It's great decking over part of the trench vehicle approach to the tunnel. I note that there's a portion that's left opened midblock between 9th and 10th Avenue. If possible, it would great if that decking could also go all the way to Tenth Avenue. I'm sure there's some demolition issues related to that, something that would be a huge amenity to the site by extending the landscaped area that's further south in the west midtown area. And finally -- and we're looking at decked over, that could be a really beautiful park. And the ability to turn this into a real magnet, rather than just sort of leftover space is tremendous. (70)

The opportunity to deck over Dyer Avenue. I fully support plans for what I believe are listed as Lot 10 and Lot 9, with a caveat on Lot 10, which I believe is situated between 38th and 39th Street, Dyer to 10th Avenue. I would recommend that the Port Authority consider continuing the deck over Lot 10, extending it to 10th Avenue, and covering Dyer Avenue. I would also like the Port to consider the possibility of other opportunities to deck over Dyer Ave trenches south of Lot 9 where physically feasible, and continuing the green space, the open green space, down to 33rd Street at the entrance of Dyer Avenue. This would create a pedestrian corridor and also provide the neighborhood with much needed green space. (66)

Response The Lot 10 deck-over cannot be extended further west due to the planned All-Electronic Tolling (AET) system for the Lincoln Tunnel and maintenance of Lincoln Tunnel ventilation requirements. Dyer Avenue south of Lot 9 is outside

the scope of the Bus Terminal Replacement Project. PANYNJ will continue to work separately with the City and stakeholders to discuss PANYNJ properties outside the scope of this project.

Comment 91. Clarify the locations of all proposed tree planting within the project area. To maximize tree planting, all Con Edison vaults should be located inside the building footprints. (4)

Response Comment noted. Specific location of tree plantings has not been determined. PANYNJ will continue to coordinate with City agencies and community stakeholders to explore tree planting opportunities along City streets within the Project area and within the planned open spaces. PANYNJ will coordinate with Con Edison on locations of electrical service connections.

Comment 92. Streetscape design should be coordinated in conjunction with the streetscape design guidelines established by the Hudson Yards/Hell's Kitchen Alliance (BID). (4)

Response Comment noted.

Comment 93. PANYNJ should also seek to reduce its impact by minimizing light pollution and performing a shadow analysis. Billboards and other brightly lit signs should only be installed on the Eighth Avenue side of the Main Terminal, as the areas surrounding the other terminal and sites are residential. (2)

Billboards, including lighted super signs, are appropriate for the Eighth Avenue façade of the Main Terminal. Billboards, lit or static, should not be located on the Ninth Avenue façade of the Main Terminal, the ramps over West 40th Street and Ninth Avenue, or anywhere on the Intercity Terminal or the Galvin Plaza site. These locations are in the center of the residential Hell's Kitchen/Hudson Yards district, and not appropriate for public advertising. (4)

Response Comment noted. A shadows analysis will be included in the EIS. In consultation with local stakeholders, design of the façade, and any lighting, will consider the fabric of the surrounding neighborhood.

Comment 94. Since the new terminal is being constructed from the ground up, PANYNJ has the opportunity to design a LEED-certified green building. I support any action to minimize the carbon footprint of the project, including the installation of solar panels and green roofs. (2)

Response Goal 2, Objective a, indicates PANYNJ's commitment to "Utilize sustainable building design technologies or practices that enhance environmental performance." PANYNJ policy requires construction projects greater than 1,000 gross square feet to adhere to PANYNJ's Sustainable Building Guidelines. While not required to achieve full certification, PANYNJ encourages projects to follow United States Green Building Council (USGBC) Leadership in Energy and Environmental Design (LEED) guidelines. Section 3.4.2 of the Sustainable Building Guidelines indicates that the appropriate target LEED rating for a new construction project of greater than 20,000 gross square feet is LEED Silver.

Comment 95. Detail what actions the PANYNJ will take to minimize their carbon footprint, in comparison to current operations at the existing facility. Evaluate the potential of installing solar panels at all locations in the proposed project, especially at the terminals. Evaluate the installation of active or passive green roofs at the terminals. (4)

Response See Response to Comment 94. In addition, PANYNJ is committed to upholding the tenets of the Paris Accord by committing to a 35% reduction in direct emissions by 2025, and an 80% reduction in total emissions by 2050. As PANYNJ works out the requirements and provisions for the Bus Terminal Replacement Project, PANYNJ will evaluate practicable opportunities to achieve those goals.

Comment 96. I would suggest that irrespective of what the physical changes are going to be to get the capacity up, one might have to consider adding a cantilevered roof portion of the top floor over Tenth Avenue, even if that requires expert ULURP discussion or planning discussion with the City. (18)

Response Comment noted.

Comment 97. I want to just try and impress on you the idea of, you know, once you get something pretty well, such as was done with the tunnel approaches on the Manhattan side -- both of them, you know, they're rather iconic, they're nice pieces of architecture or civil planning. They're fancily done with special bricks and special brickwork, and the tower lights and so on, and matching stone walls. For some reason, you chose to widen that approach coming from 41st Street down to the north tube, and you knocked out one of those matching walls with those bricks. And I sense in your disrespect for these achievements, you know? It's hard to reproduce and you couldn't do it again at this point, we couldn't come up with anything that's as good and I know it's a problem to hold it together. It falls apart as it's used. But that's the way these things are. And of course, you know, there are many things quite ancient that last a long time, and in some places like in Europe, they rebuild them. Rebuild them and maintain them, and these tunnel approaches of the Lincoln Tunnel are something like that. (33)

Response Comment noted.

Comment 98. Better be prepared for dealing with heavy rains and snow that regrettably piles-up. (46)

Response Comment noted.

Comment 99. I'm sure you have special traffic lanes planned for arrivals/pick-ups/taxis. It better to anticipate heavy flows and should be blockable, when conditions warrant it. It's already down at the WTC. (46)

Response Taxi queues and for-hire vehicles will remain outside of the terminal's footprint. The location and design of areas for taxis and for-hire vehicles will be coordinated with NYCDOT.

Comment 100. Inset public roads around the new terminal, such as 8th Avenue and/or 40th and 42nd Streets. Everyone that arrives at the PABT and doesn't then get on a subway will ultimately cross 8th Avenue, 40th, and/or 42nd Street or wait for a cab. Everyone that arrives at the PABT comes down an escalator or stairs from above. If an agreement were reached with the city to shift the public roads in, then all the pedestrians would no longer have to cross all those lanes of traffic every time. It would have virtually no effect on traffic but serve tremendous benefit to all the pedestrians whether it be convenience or safety from vehicular collisions. It would also make the entire structure much more visually appealing. (71)

Response Comment noted.

Comment 101. Drop-off right now the busses get backed up just trying to drop people off, and it adds unnecessary time to the commute, then most drivers drop off half the bus, stop and move the bus up a few feet and then continue discharging passengers, thus delaying the bus line further. (72)

Response Comment noted. The new Main Terminal will utilize gates for arriving buses.

Comment 102. Required and anticipated security measures and infrastructure should be designed integrally with the Project replacement projects and streetscape network upfront rather than applied after development. (3)

Response Comment noted.

ALTERNATIVES

General

Comment 103. The new terminal -- how the new terminal can function as a compelling destination, civic hub, and public asset of for the region. (7)

Response Comment noted.

Comment 104. I would like to voice our support for the proposed new terminal. It will dramatically improve the capacity of the PABT, a proven need, and provide a greatly improved landing spot for workers and visitors as they come and go from Manhattan. (9)

The bus terminal is outdated, and they need to rebuild it. (37)

This is a great project and I fully support it. I know the PA will construct the program with a first-class approach. I also know the PA will be sensitive to all aspects of construction as they did with the WTC and Bayonne Bridge rebuilds. (73)

Response Comment noted.

Comment 105. The current proposal does not include terminal access for jitneys and intercity charter buses. These operators currently load curbside, contributing to traffic congestion, poor air quality and noise in the neighborhood. Moving forward,

PANYNJ should open its gates to all long-distance operators on a first-come, first-served basis, rather than separating buses by type. These buses are essential for the metropolitan area commuter base, and therefore the local economy, which has been weakened during the COVID-19 pandemic. If these operators are willing and able to pay the asking price for space inside the terminal, PANYNJ should not deny access. PANYNJ should also allow these smaller buses to use the new ramps directly to the terminal, rather than the city streets. (2)

Jitneys must be part of the scope and taken into account in the capacity required. The decision to exclude jitneys would violate the Interstate commerce law and negate the statement that all intercity buses are absorbed in the Long-Distance Bus Terminal. It is incumbent on the Port Authority to clarify that if capacity is available, it will be open to all operators on a first come first serve basis, provided all operators pay the asking price. (4)

Confirm that if capacity is available, the long-distance terminal will be open to all operators including jitneys to New Jersey on a first come first serve basis, provided all operators pay the asking price. The assumptions underlying the definitions of jitneys in the Scoping document is inaccurate: "The PABT does not currently service [...] jitney services which are not considered to be Curbside Intercity bus service." (p10). There are currently two jitney companies currently operating inside the PABT: Community Lines @ Gate 51 and Spanish Transportation. All other jitney companies operating in the vicinity of the PABT are considered Intercity Bus Companies by New York City Department of Transportation (DOT) and must obtain an Intercity Bus stop permit to operate at curbside. (4)

Confirm that all buses currently parked on surface lots in Manhattan Community District 4 will be housed in new 450 spaces within the Intercity Bus Terminal. (4)

The current Port Authority Bus Terminal's inability to support existing bus demand has directly resulted in the presence of an unsustainable and ever-increasing number of intercity buses, dropping off and picking up passengers curbside throughout our district, clogging our streets and sidewalks, idling, increasing traffic congestion, and causing environmental damage and dangers to motorists and pedestrians. Therefore, Community Board Five believes any new terminal must provide sufficient boarding gates for the projected long-term needs of the intercity buses coming into and out of Manhattan. (5)

Community Board Five continues to stress that most or all of the intercity bus drop-offs and pickups in midtown should be accommodated in the new facility, removing the congestion, environmental impact, and pedestrian crowding that these intercity buses cause on our streets and sidewalks. In all other major cities in the Northeast, the city provides a convenient and affordable terminal for these providers instead of requiring them to pick up street side. (5)

Although, the focus, I know, was on primarily commuters as well as intercity bus and the curbside intercity bus carriers. I very much look forward to, as part of the process, incorporating more opportunities for the significant number of charter

bus providers that also will be able to take advantage of the facilities, which they could not take advantage of to this point. (6)

Creating new capacity to handle intercity buses that have been loading and unloading on the street will also reduce pedestrian and vehicular congestion. (8)

The new bus terminal should be able to accommodate jitney and other local bus services to provide services to all riders and connectivity to the region. (42)

I just want to say that taking the bus from PABT has been very positive experience for me. And I just wish that a new facility would further enhance the traveling that, you know, intercity traveling experience for all the passengers. (44)

What about getting the Megabus off the streets near the Javits Center and putting their departures/arrivals in the new terminal as well as the intercity buses. (50)

Response

The Replacement Facility is not intended to accommodate all bus operations in the vicinity of the existing PABT. Accommodation of all buses would result in a facility that is oversized and underutilized as certain bus operators would choose not to occupy space within the terminal. For example, certain services, such as charter buses and tour buses, have destinations that are not proximate to the existing PABT. Based on comments received during initial scoping, PANYNJ has evaluated the opportunity to accommodate additional buses that currently operate at curbside in the vicinity of the PABT. PANYNJ identified intercity bus services that are currently permitted to operate at curbside in the vicinity of the PABT (from Eighth Avenue west to the Javits Convention Center and from West 26th Street to West 54th Street). Based on discussions with those operators, PANYNJ has included additional gates to accommodate those curbside intercity operations in an integrated Replacement Facility. However, charter service, tour-bus service, airport shuttles, MTA transit buses, and some jitney services may still operate at curbside subject to permitting and regulation by the City of New York. PANYNJ will continue to coordinate with the City of New York on matters pertaining to curbside bus service.

Comment 106.

I also think that some long-distance carriers should be encouraged to use the George Washington Bridge Bus Station (GWBBS). (68)

Response

The *Trans-Hudson Commuting Capacity Study* prepared by PANYNJ in 2016 evaluated the potential effect of expanding bus services to the GWBBS. That study concludes that there would be a potential reduction of only 10 to 30 peak-hour buses to the PABT from expanded bus services to the GWBBS. This reduction would not obviate the need for a Replacement Facility. However, PANYNJ has started leasing gates at GWBBS in recent years to intercity bus carriers.

Comment 107.

To have more spaces not only for charter buses as mentioned, the long-distance buses and the lower-cost buses, but possibly also for vans. The variety of wheeled vehicles that need the facility, not the curbside, and the rest is critical. And I think that needs to be expanded. (18)

Response

See Response to Comment 105.

Comment 108. The City would like to confirm that the Project Scope includes planning for all buses, including street level treatments/lay by lanes that relieve pressure on congested pick up zones along 42nd street and other critical locations. (3)

Response See Response to Comment 105.

Comment 109. Confirm buses no longer use city streets. (4)

Response The Replacement Facility has been designed to provide direct access to the Main Terminal and West Adjunct from the Lincoln Tunnel portals and Dyer Avenue. The proposed ramp structure will allow all buses entering and exiting the upper levels of the Main Terminal to proceed directly from the Lincoln Tunnel portals without use of city streets. A new Ninth Avenue underpass will allow for buses entering the Main Terminal Lower Level from Dyer Avenue and for closure of the existing West 40th Street entrance. Buses exiting the Lower Level will continue to use the Greyhound Tunnel that intersects with Dyer Avenue at West 41st Street. The West 41st Street exit from the Main Terminal will also be closed. As noted in Response to Comment 105, charter service, tour-bus service, and some jitney services may still be able to operate at curbside subject to permitting and regulation by the City of New York. PANYNJ will continue to coordinate with the City of New York on matters pertaining to curbside bus service.

Comment 110. Community Board Five believes the study of a new facility (or facilities) should also give consideration to finding sufficient layaway space for the increasing number of tour buses, including the Broadway show tour buses, which further clog the streets of the Community district. (5)

Response Due to the nature of tour buses, which deliver passengers directly to their destinations, it is unlikely that tour bus operators would choose to use the Replacement Facility to deliver passengers. However, it may be possible during non-peak time periods (including on weekends) for tour buses to use the Replacement Facility as a layover space.

Comment 111. How will staging and bus storage be managed? (4)

We're very much in support of this project moving forward after many, many delays and excited to see the plans that do include some parking and storage -- what you're calling "staging," which will provide a significant benefit for the industry with their operations into and around New York City. (6)

Moving the Intercity Bus/Storage and staging facility closer to the Main Terminal from where it was originally planned to be built between 10th and 11th Avenue to instead between 9th and 10th Avenue is a major improvement. (8)

I see you have a staging facility in your plans. If that is a space that will be used to keep the busses moving, then I believe you have solved a huge commuting nightmare. (31)

For the PABT replacement to be useful, it must be able, consistently and reliably, to tee-up on-time afternoon/evening bus departures. Therefore, the Port Authority must create a Manhattan-side bus storage area, invoking the example of the Long Island Rail Road's Hudson Yards train storage facility. Given the

strained capacity of the Lincoln Tunnel, it makes zero sense to run empty buses through that tunnel, twice daily, to store them or stage them on the New Jersey side of the Hudson River for evening runs out of Manhattan. (60)

Response Based upon public and agency comment, PANYNJ is incorporating integrated storage and staging operations into the West Adjunct building of the Replacement Facility. Bus storage is defined as midday bus parking and storage for multiple hours between the AM and PM peak periods. Today, only a portion of the fleet is optimally stored in Manhattan since operators still need to balance fleets (i.e., NJ TRANSIT returns most of its fleet to New Jersey, so buses are available if an issue occurs with trans-Hudson accessibility). They also have midday passenger service requirements, bus maintenance needs and emergency service contingencies. Bus staging is defined as the short-term dwelling of buses waiting to enter the PABT (dwell time of less than an hour; typically, 20 minutes) whereby the bus cannot be left unattended; the bus driver must remain with the bus except for short breaks for personal needs. With the addition of the West Adjunct for storage and staging of buses, the Replacement Facility will minimize the number of empty bus trips through the Lincoln Tunnel and optimize Main Terminal operations during the PM peak period.

Comment 112. I support also the midday bus layup and staging facility, which will allow buses to be able to depart on time, especially in the evenings. (61)

Response Comment noted.

Comment 113. Thought should also go into providing sky bridges into future parcels to expand bus parking and charging stations in garages. Much more can be done to increase capacity without adding additional space. (64)

Response Comment noted.

Comment 114. We understand that the agency is exploring secure bike parking and would like to add our full support for its incorporation. If we want the Port Authority to be an

intermodal transit hub of the west side, we have to ensure that cyclists can safely and conveniently park their bikes. (1)

Inclusion of bike parking and bike share infrastructure, including integration of high-capacity secure bike parking and a major Citi Bike dock hub into the design of the facility. (3)

Confirm that bike share docks, bike corrals, and indoor bike parking will be at street level, within each terminal's footprint, and that charging stations will be available. (4)

To service and provide improve services to all riders as well as reduce carbon footprint, the terminal should be able to accommodate micro-transportation riders and options such as standup electric scooters and bicycles. (42)

Very excited for this renovation. Please include ample secure, covered bike parking at the terminal. I really enjoy biking to and from the station and having this would make me more likely to take the bus! (56)

Response

Goal 3, Objective a indicates PANYNJ's intention to "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." Based on public comments received during the initial scoping process, PANYNJ elevated Goal 3 to a fatal flaw criterion. The Replacement Facility maintains access to mass transit options at Eighth Avenue. Secure bike storage will be provided as part of the Proposed Project. PANYNJ will coordinate with NYCDOT and CitiBike operators to identify an appropriate location for a CitiBike dock.

Comment 115.

Less bus/car storage - more bicycle storage. (36)

Response

See Response to Comment 114. There will be no public car parking in the Replacement Facility. Bus storage is essential for the operation of the Replacement Facility.

Comment 116.

Explore inclusion of a pedestrian passageway from Tenth Avenue to the Main Bus Terminals. (4)

Response

The Replacement Facility includes pedestrian access from Tenth Avenue to Eighth Avenue in an enclosed mezzanine.

Comment 117.

Investment in sidewalks and pedestrian connections, particularly e/w through the PANYNJ sites. (3)

Response

PANYNJ's approach will be to widen most of the sidewalks adjacent to the Proposed Project. In addition, the Replacement Facility includes pedestrian access from Tenth Avenue to Eighth Avenue in an enclosed mezzanine.

Comment 118.

The City is supportive of wider sidewalks along all PABT properties and would like to coordinate with the Port on suggested widths as details of the revised Project develop. In general, the City believes at least 20' minimum sidewalks will be required, with wider sidewalks along major avenues as necessary. The City

requests that special consideration be given to the taxi boarding situation on Eighth (8th) Avenue with regard to wider sidewalks and the protected bike lane. (3)

Clarify the locations in the proposed project where PANYNJ proposes to widen the sidewalks. (4)

Response PANYNJ's approach will be to widen most of the sidewalks adjacent to the Proposed Project. PANYNJ will work with NYCDOT on the location and design of sidewalks, taxi boarding, and bike lanes.

Comment 119. I would like to see the PABT as a multi-use community resource. I would like to see indoor and outdoor performance space (maybe a small amphitheater), and space for a farmer's market. (30)

Response Comment noted. Community amenities and other design features will be developed with further coordination with local stakeholders. Goal 4, Objective b indicates PANYNJ's commitment to "Provide opportunity for civic space and local retail opportunities."

Comment 120. The PABT could also house some maker space; that is, places where people could use technology such as 3D printers on a short-term basis. (30)

Response Comment noted.

Comment 121. Safety for the public should be an important consideration with the construction of the new terminal and it will be important to have surveillance cameras and security guards. (45)

Response Goal 2, Objective c indicates PANYNJ's commitment to "Foster safety and security improvements in terms of design, operations, and site location."

Current Terminal

Comment 122. Port authority is a desperately needed keystone access point. To close the bus terminal would be devastating for so many folks. I beg that instead; it gets renovated to recognize its irreplaceable importance and to make the lives of so many commuters better with an updated station. (19)

Original PABT should be re-purposed not destroyed. Though I can agree that the original Port Authority Bus Terminal has problems, the fact is that it has a certain landmark status however unofficial, and I think it should not be demolished but instead preserved and upgraded in certain ways. I heard over radio that a "Temporary Bus terminal" will be built a certain amount of blocks away from the original PABT and it should take at least 3 years to build, and the purpose is so that commuters or travelers may use the new terminal while an even bigger and better terminal is built, but then the "Temporary terminal" will eventually be destroyed and afterward so will the original Port Authority Bus Terminal. It seems a few steps too many. Not necessary really. The old PABT has historic significance. When the new permanent PABT is finished (which I heard may take ten years) it seems to me that the old terminal can still remain even though it may no longer be used for out-of-town buses. The space within it could be used as a

shopping mall or food court and an access to the MTA trains and perhaps a passageway to get to the new improved permanent PABT. (45)

Response The existing PABT is not a designated landmark and has no official historic status. The proposed West Adjunct, which would ultimately be used as a storage and staging and intercity facility, will be used as a temporary terminal while the existing PABT is demolished, and the new Main Terminal constructed. PANYNJ has evaluated retaining and rehabilitating the existing PABT and determined that it would not meet the purpose of accommodating existing demand and future bus ridership.

Comment 123. I think the PABT is decently adequate because of the shops and other facilities needed for the commuter/traveler. The restrooms are throughout the terminal when they are needed or, are open. The port authority is a major point of travel to and from New York City. The resources and corporations in the city of New York is a major reason as well as jobs that people commute to and from the port authority bus terminal. (69)

Response Comment noted.

Comment 124. Then all the passengers are funneled into narrow walkways, and cramped exit doors. (72)

Response Goal 2, "Improve the passenger experience within the Terminal," includes objective b and c, which address ease of use, reliability, and safety and security of the passenger experience within the terminal.

Comment 125. Will the existing bus storage at 30th Street and Dyer Avenue be eliminated? (21)

Response PANYNJ may retain certain operations at West 30th Street and Dyer Avenue. However, bus storage and staging has been incorporated into the Proposed Project in the proposed West Adjunct.

Comment 126. I have an issue with security rather than the concrete. At midnight, the bathroom on the third floor on the far end is not open. I would appreciate that both sides of the floor have open bathrooms for us to use. And that there be security. I go from the mezzanine on that long escalator up to the 4th floor to catch my bus and it's empty and quiet. And to know that somebody was patrolling would be very helpful. Thank you for repairing it when you do. (28)

I've heard from people that the PABT is a hotspot for human trafficking. It makes sense, since buses come in and go all across the country. But that disturbs me, and I want the Port Authority to look into some measure of improving security. (34)

Response Goal 2, Objective c indicates PANYNJ's commitment to "Foster safety and security improvements in terms of design, operations, and site location." PANYNJ will evaluate options for addressing safety and security within the Replacement Facility.

Comment 127. 41st St between 8th and 9th Ave should be BUSWAY to keep buses floating. (25)

Response Comment noted.

Comment 128. Homeless loiterers are a problem. The real problem overall is that there is an excess of homeless, and street people in the area which results in an unsanitary and degraded and very dangerous atmosphere. Travelers and commuters have to worry about everything from bedbugs, to being harassed by aggressive beggars, to possibly being attacked by mentally ill people or by persons who have had criminal histories. There is also litter and the smell of urine and feces and often even the smell of illegal smoking substances which are major reasons why PABT has been on the decline for decades. (45)

Response Goal 2, Objective c indicates PANYNJ's commitment to "Foster safety and security improvements in terms of design, operations, and site location." A social service organization currently provides services within PABT. PANYNJ will continue to coordinate with these types of organizations in the future.

Enhanced Build-in-Place Alternative

Comment 129. We applaud the Port Authority staff for the incredible work they did in developing the "Enhanced Build-In-Place" terminal complex plan. They've done an amazing job addressing as many community and stakeholder concerns as possible within very tight geographic, environmental and operational constraints. Their plan minimizes local community, environmental and traffic impacts from surface street bus operations and provides bus passengers with direct intermodal connections to and from other intercity buses, commuter buses and underground subway lines. (8)

I am glad that the PABT will remain where it is and not split between 42nd St and the Javits Center. (30)

Please keep the terminal where it is! (35)

The bus terminal is a terminal that, you know, is past its useful life, first of all. A lot more people are using it now than it was many years ago, and it's well overdue for some sort of replacement project. I completely support this. I think this is something that needs to get done. (40)

I used to live in this area and think that renovating the Port Authority Bus Terminal is much needed. The bus terminal is a vital part of the commuting ecosystem in Manhattan; however, its crumbling infrastructure is not only an eye sore, but also attracts ruffians to the area. I loved living in this area for the convenience it afforded but nowadays, especially after the beginning of COVID-19, the area seems swarming with unruly characters. Thousands of New Yorkers rely on the bus terminal every day for their commuting needs. Those of us who live outside of Manhattan deserve the convenience of being able to access the 8th Ave subway lines, NJ-bound busses, etc. in a single destination that is clean and kept up to date. (43)

Response Comment noted.

Comment 130. Please keep the current connections to the Subway close to gates. (65)

Response As part of its project planning, PANYNJ identified the key connections between the PABT and NYCT subway lines serving the majority of bus passengers (approximately 55 percent) who are destined to locations north and east of PABT. PANYNJ includes this connectivity as an important goal of the project with specific objectives intended to work toward that goal. Based on public comments received during the planning-level scoping process, PANYNJ elevated Goal 3 to a fatal flaw criterion. PANYNJ also believes that the existing subway connections would continue to satisfy continued eastward and northward access to destinations in Manhattan.

Comment 131. Develop maintenance-of-traffic plans for all phases of construction. Under the current plan a 900,000 square foot Intercity Bus/Storage and staging facility will begin being built in 2024 and will open in 2028. When it opens it will initially serve as the temporary bus terminal for all operators. The existing terminal will be razed, and the new two million square foot Main Terminal will open in 2032. During the four-year period that we're operating out of the temporary terminal we'll have a third less space than the current overcrowded terminal. We need to ensure the temporary terminal can comfortably accommodate the passenger volumes and bus movements before the existing terminal is closed. (8)

Response Comment noted. PANYNJ will work with bus carriers to develop interim operations plans for the time period when the existing PABT is taken out of service and the new Main Terminal constructed.

Comment 132. Allow existing terminal intercity carrier lessees, including Greyhound and Adirondack Trailways, to reestablish their operations within the new Main Terminal. The plan calls for a two million square foot Main Terminal with more than five floors and more than 160 gates, which can handle 30 percent more buses than the current terminal. The new terminal's capacity is based on pre COVID-19 pandemic passenger projections. This analysis has the existing terminal serving an estimated 260,000 passenger trips (8,000 bus movements) on weekdays, or 23 percent of trans-Hudson trips entering or exiting Manhattan's central business district. Based on pre-pandemic ridership trends, demand through 2040 is expected to increase by 30 percent with estimates of up to 337,000 weekday passenger trips. When the Main Terminal opens in 2032, assuming the passenger growth projections hold, it will still have significant long-term excess capacity. Greyhound and Adirondack Trailways have been lessees in the Port Authority's Bus terminals for over half a century. It makes good sense for both our passengers and the Port Authority to continue to allow our companies to have our full operations out of the Main Terminal. (8)

Response Comment noted. PANYNJ will coordinate with private intercity bus carriers throughout the design and environmental review process.

Comment 133. I also agree with the Dyer Avenue underpass lower level to help buses access easily. I currently see many buses that goes to and from Port Authority Bus

Terminal. They go over Eighth Avenue, 41st Street, as well as all streets 41st Street between Twelfth and Tenth Avenue. (25)

Response Comment noted.

Comment 134. The new PABT will help relieve bus stop issue with M42 Bus at 42nd St/7th Ave and 8th Ave. (25)

Response Comment noted. PANYNJ will continue to coordinate with NYCDOT and NYCT to coordinate bus stop locations on streets adjacent to the Replacement Facility.

Comment 135. The planned open space areas should be connected or linked to the terminal to provide a more diverse and interesting landscape environment along with the four proposed tower buildings. It shouldn't be just a transportation main center but also a designation to visit. You may want to encourage a private and non-profit groups to manage and operate the park areas so they will be more sustainable in the long term. (42)

Response Comment noted.

Javits Center / Perkins Eastman Alternative

Comment 136. It is disappointing that the Perkins Eastman option was eliminated as it would have enhanced access to the Javits Center; consolidated the bus terminal functions at the western edge of Manhattan, keeping bus traffic off local streets; and opened the current site of the bus terminal for redevelopment. Surely with the proximity of the extended #7 line and all the activity and discussion at and around Moynihan Station, public transit connections could have been made to both Times Square/8th Avenue and 42nd Street and Penn Station/34th Street and 7th/8th Avenues. Rejecting this option on the grounds that the site is too far west is an unfortunate missed opportunity. (16)

Response Comment noted. As noted in the Final Scoping Report (see page 9), "Based on ... public comment, PANYNJ developed a third "fatal flaw" screening criterion: maintaining the present seamless passenger connectivity to the Eighth Avenue mass transit options and pedestrian accessibility to those options and midtown. This criterion, when applied to the three remaining alternatives, eliminated the Perkins Eastman D&D and RPA Alternatives due to the Javits Center's isolation from Eighth Avenue mass transit and midtown...".

New Jersey Alternative

Comment 137. I fully support and recommend that Port Authority looks into, again relocating at least half of the storage of these vehicles off of the islands of Manhattan altogether. Cut down on bus and traffic altogether. More buses mean more pollution, noise and idling, which is already against the law, but is not enforced. I do not recommend more buses to be accommodated, let's cut down them. Let's cut down on the storage of buses. (36)

Response Comment noted. On a daily basis, incorporation of bus storage and staging in the Proposed Project would reduce the number of bus trips to and from Manhattan and would reduce idling on streets adjacent to the Replacement Facility. Splitting

operations between a Manhattan terminal and a New Jersey storage and staging facility would not allow for an efficient operation and would not meet full forecast commuter bus demand.

Comment 138. A proposal to create a future bus terminal on the NJ side of the Hudson River has merit for it reduces bus traffic into and out of Manhattan. This would require creating a rail system to connect the NJ bus terminal to PABT in NY, with the possibility of connecting the new rail system directly to the NYC Subway system. Terminating commuter bus service at a NJ bus terminal and transferring passengers to an electrified system would significantly reduce air pollution as well as rush hour congestion. (38)

What turned out to be 13 proposals did not include the possibility of the terminal being built in New Jersey. (41)

Have you looked at building the bus terminal in NJ near the Meadowlands? (53)

Response A New Jersey location for a terminal was considered (see page A-30 of the Draft Scoping Document appendix). The New Jersey location would not meet the first fatal flaw screen as it does not provide for full forecast commuter bus demand. In addition, the New Jersey location would require private property acquisition. Furthermore, the New Jersey location would require a two-seat ride, which is not considered desirable from a transportation planning perspective. Finally, a New Jersey location would not eliminate the need for a terminal in Manhattan for intercity buses and any routes that would require detours to operate at the New Jersey location.

Other Transportation Mode Alternatives

Comment 139. MCB4 requests the PANYNJ engage with the MTA to evaluate the construction of a prior committed West 41st Street and Tenth Avenue station on the #7-line subway to enhance transit connectivity. (4)

I just wanted to mention the Number 7 line, when it was designed and built, did not actually fit out and complete the proposed Tenth Avenue Station on 41st Street between Ninth and Tenth. This would be right adjacent to not only the temporary facility, but the main facility. It's also close to the new real estate development that's being proposed. I think it would be really tremendous if the Port Authority could find a way to collaborate with the MTA to finally built out the Tenth Avenue Station. (70)

Response Creation of an additional station on the No. 7 Line is not in the 2020-2024 MTA Capital Plan. Most PABT bus passengers use Eighth Avenue subway lines to continue their travel in a north or south direction or walk north and east to their ultimate destination in midtown Manhattan.

Comment 140. But there are issues pertaining to possible staging areas in New Jersey and means of making sure that the capacity remains for buses going into and out of the terminal, using the tunnel during the rush hours which may require even more attention than it currently gets. (18)

Response Comment noted.

Comment 141. Has there been significant consideration of rail-based alternatives, especially in collaboration with NJT and MTA? For example, reactivating the Lower Montauk line for rapid transit and extending it under 43rd Street in Manhattan and through to the Meadowlands should cost no more than \$10B and serve as a more future-proof alternative by enabling buses to operate as feeders to an expanded regional rail system. (23)

Maximizing rail transit capacity in densely populated west of Hudson bus-dependent communities, many of which currently have no rail option, should be considered. Building new rail infrastructure is obviously not a cheap solution, but it does have the advantage of being the least disruptive to midtown residents, providing far more adequate, environmentally friendly, and efficient cross-fits in transit service while also reducing the capacity demands on the Lincoln Tunnel and stimulating economic growth outside of the Manhattan core. (9)

Response There is no single rail project that could substitute for the PABT. Developing a new rail network on that scale would require time and resources that are not realistic before the PABT needs to be replaced. Such projects also would have difficulty serving the rapidly growing commuter markets in Hudson County and Bergen County, which would not be well served by a Meadowlands terminal. PANYNJ is currently adding capacity to PATH by investing in station improvements to enable nine-car trains on the Newark-WTC line, and expanding the fleet to enable higher peak service frequencies systemwide; as detailed in the Trans-Hudson Commuting Capacity Study, these projects would not reduce the need for the Bus Terminal Replacement Project. Longer-term, PANYNJ, in partnership with the City of New York, NJ Transit, and the MTA is currently conducting an independent Trans-Hudson Rapid Transit Study to identify feasible additional rapid transit concepts that could address additional growth in demand beyond 2040, should it materialize, without further expanding the Replacement Facility. See also Response to Comment 142

Comment 142. New Jersey Transit estimated at the time that roughly 3,800 buses per average Monday through Friday, morning and evening goes through the Lincoln Tunnel, Port Authority estimated more than 3,500 in the morning, 3,500 in evening coming in full, leaving empty or stored, coming back empty and going back full. Absolutely ridiculous. All of which has to go through the same bottleneck of the Lincoln Tunnel. If the 7 were to be extended or as is happening now, proposals are happening on over the East River, a people-moving system could be there, basically alleviating that horror. (41)

Response The No. 7 Secaucus Extension Feasibility Analysis (2013) found that extension of the No. 7 subway line to Secaucus and construction of a large bus terminal there could divert about 25 percent of peak-hour commuters out of the midtown bus terminal (this estimate does not include intercity passengers); however, it would not obviate the need for a replacement bus terminal in New York City. PANYNJ, in coordination with the City of New York, NJ Transit, and the MTA is currently conducting an independent Trans-Hudson Rapid Transit Study to identify feasible additional rapid transit concepts that might be pursued should growth in demand beyond 2040 exceed the capacity anticipated to be delivered by the Gateway Program, Bus Terminal Replacement Project, and planned PATH system improvements. See Response to Comment 141.

Comment 143. The Bus Terminal is also a key component in the interconnected West Midtown Transit Corridor, and decisions around the redevelopment of the facility will have network effects on the ability of travelers to connect to Penn Station; to pick up intercity buses which are currently scattered across Midtown; to connect to local rail; and countless other multimodal network effects. We continue to insist that the proposed development serve the district needs laid out above as completely as possible. (5)

We hope the Port Authority will be working very closely in planning in tandem with New Jersey transit, Amtrak, and the MTA to develop sensible, long-term solutions for creating a more balanced transportation network that can handle future capacity demand. (9)

Response PANYNJ includes this connectivity to existing transportation network as an important goal of the project with specific objectives intended to work toward that goal. Objective a of Goal 3 specifically references PANYNJ's intent to "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." See also Response to Comment 141.

Comment 144. As the Gateway program moves forward and New Jersey Transit makes plans for a new Bergen Passaic rail line, sensible solutions to scale back dramatically the need for commuter buses by building adequate rail transit capacity to serve the dense communities on the west side of the Hudson that presently dominate bus ridership. (9)

Response The Gateway Program does not reduce the need for the Bus Terminal Replacement Project. The *Trans-Hudson Commuting Capacity Study*¹ examined potential impacts of the Gateway Program on PABT demand. It concluded that "for various historical and practical reasons, the different modes serve somewhat distinct commuting markets, and improvements to one tend to be of little benefit to the core market served by the others" (p. 5). The Gateway program and other proposals under consideration would not provide new direct rail service to the Manhattan Central Business District in the areas in Hudson County and eastern Bergen County that are generating the largest share of new growth in the trans-Hudson bus activity. See Response to Comment 141.

PROPERTY DEVELOPMENT

Comment 145. To re-unify the neighborhood, the Hell's Kitchen South Coalition plan relied heavily on the development and greening of Port Authority properties located between West 37th to West 33rd Streets. Although they are outside of the project

¹ https://www.panynj.gov/content/dam/bus-terminals/Trans-Hudson_Communing_Capacity_Study-Summary_Report_9-21-16.pdf

footprint for purpose of the EIS, the plans for these properties should be included in the City ULURP process. (4)

Response Only those properties in the Hell's Kitchen South Coalition Neighborhood Plan where PANYNJ is proposing permanent structures are within the project scope and will be included in the ULURP process, as necessary and applicable.

Comment 146. Do you think financing by the four privately used new buildings will still be assured after COVID? Their demand might have shrunk. (49)

Response Exact timing of the private development sites is yet to be determined. The environmental impact statement will account for the proposed private development as part of a reasonable worst-case scenario.

Comment 147. The City notes that, contrary to our understanding, the Project Scope describes zoning as of right. We believe the Port intended to state that building FARs would be consistent with underlying zones; however, based on initial consultations we believe use waivers, revocable consents, and potentially other relief from Hudson Yards special district provisions would be necessary to facilitate the project. The City requests the Port confirm the use of local approval mechanisms, and or any intended state authorized override provisions. (3)

Response PANYNJ will consider applicable and appropriate measures to address any Zoning or land use concerns in coordination with the City. PANYNJ intends the private development FARs to be consistent with the current zoning.

Comment 148. What is the physical environment at and surrounding the proposed residential building? What makes that environment pedestrian friendly? What makes the location of the proposed residential building appropriate and attractive for a residential building? What consideration was given to decking over the ramp structure to create open space adjacent to the residential building? (16)

Response The proposed residential building would be built above the ramp structure with a street-facing retail lobby on Tenth Avenue and West 40th Street. The proposed building will benefit from its location within the Hell's Kitchen neighborhood; it will be proximate to mass transit and close to approximately 3.5 acres of new open space that is proposed on the Dyer Avenue deckovers. Decking over the ramp structure, however, is not part of the Proposed Project.

USE OF PRIVATE PROPERTY

Comment 149. I am pleased that the relocation of the PABT will be achieved without invoking eminent domain, which would have recklessly displaced neighborhood residents, businesses and institutions. (2)

Affirm the project will not require the acquisition or demolition of any privately-owned buildings. It will use Port Authority properties only. (4)

Response Based on extensive community coordination with elected officials, community boards and civic groups, it was made evident that the substantial use of private property (i.e., acquisition that would change the utility of the property through

demolition or restrictions on access) would be contrary to maintaining consistency of community character and cohesion, as well as highly controversial. Accordingly, PANYNJ, consistent with its commitment to working closely with local and regional stakeholders, made the use of private property a fatal flaw criterion in the alternatives screening process.

CONSTRUCTION

Comment 150. Congestion patterns will change throughout the construction process, and the NEPA process should continually review the impacts of this long-term construction and PANYNJ must identify mitigations. (1)

While we all agree that this project is vital, PANYNJ must demonstrate that it will do everything possible to limit community disruption during the long-term construction. (2)

During construction, entrances and routes to the tunnel will trigger major disruption. Mitigation measures and monitoring of air quality due to additional traffic congestion will need to be implemented. (4)

How will this project effect the current residents on 9th Ave? My concerns are noise, debris and the potential damage it may cause with air pollution to the residents that live there. (14)

Response Goal 4, Objective e indicates PANYNJ's intention to "Minimize Impacts to local community during construction." As described in Section 6 of the NEPA Scoping Information Packet, construction impacts will be analyzed in depth in the EIS process, and would include noise, air quality, street closings or shifts in pedestrian walkways. A traffic management plan (TMP) would be developed to address vehicular, pedestrian, local business, and commuter impacts. The analysis of construction impacts will evaluate reasonable worst-case conditions associated with the busiest period of each construction period in relation to on-going operations.

Comment 151. As construction begins, routes to the Lincoln Tunnel will be disrupted with the potential for increased traffic congestion, particularly on Ninth Avenue. The streets around the Lincoln Tunnel are already exceptionally congested, and the added construction will only exacerbate the bottleneck. There must be traffic mitigation measures in place to avoid unwanted side effects of worsening air quality and noise from the congestion. PANYNJ should partner with the New York Police Department's Transportation Bureau to help prevent blocked intersections and keep traffic moving. (2)

Response A traffic management plan (TMP) would be developed to address vehicular, pedestrian, local business, and commuter impacts. See Response to Comment 150.

Comment 152. We encourage you to look at the effects on the surrounding pedestrian flows and environment and the impact on the surrounding neighborhood during this

construction period with pedestrian safety being first and foremost among this. (7)

Hoping that during the construction process, pedestrian walkways will be very carefully considered to maximize safety and comfort for pedestrians along the construction areas. (9)

Response See Response to Comment 150.

Comment 153. We are concerned about the impact on neighborhood air quality from the years of construction this neighborhood will see, and we encourage PANYNJ to invest in ways to mitigate negative impacts of construction on air quality, and work to offset the impact of the construction in the final product. (1) During construction, there will be major disruption of entrances and routes to the Lincoln Tunnel. What mitigation measures and monitoring of air quality due to additional traffic congestion will be implemented? (4)

Response The environmental review will provide a comprehensive air quality impact assessment. The environmental review will be conducted in accordance with the CEQR standards and methodologies. Further, PANYNJ would implement a Clean Construction Program (including construction-period air quality monitoring), which will control emissions throughout the construction process. See also Response to Comment 150.

Comment 154. Neither the short opening video nor any comment, thereafter, brought up the issue of noise abatement during construction. We own and live in a small building on 40th Street just off Ninth Avenue. Construction of the new main terminal and the staging facility will wrap us, and many other residents in the neighborhood, in noise, traffic, and dust for the years it takes you to complete this project. Therefore, I believe that no after-hours authorizations should be given to any of the construction companies involved in this project. How do you intend to handle the noise issue? Who will be responsible for ensuring the various construction companies involved in the project adhere to laws governing construction noise? Will construction companies have permission to work on weekends? Thank you for your attention in this matter. (62)

Response Goal 4, Objective e indicates PANYNJ's intention to "Minimize Impacts to local community during construction." Construction of the replacement facility would comply, to the extent practicable, with NYCDEP's rules regarding citywide construction-noise mitigation (Chapter 28 of amended Title 15 of the Rules of the City of New York). A Construction-Noise Mitigation Plan would be implemented to minimize construction noise, and, in accordance with Section 24-219 of the New York City Noise Code, a complete Construction-Noise Mitigation Plan would be clearly posted at the site during construction. Due to the nature of the construction process at an operating transit facility, some overnight work will likely be required.

Comment 155. Create a smooth construction period with the least unnecessary impacts on the surrounding neighborhood, we encourage you to set up the true cross-jurisdictional collaboration between stakeholders, while they are scoping and constructing this project, relevant city state federal agencies, local community,

business and stakeholders, and we'd also like to commend you for this process. (7)

Response Comment noted. PANYNJ will coordinate with City agencies and local stakeholders throughout the duration of the construction period to share information on the construction schedule and progress and to solicit input from stakeholders on measures to minimize impacts to the surrounding community. See also Response to Comment 1 for the proposed public engagement process to be followed throughout the NEPA process.

Comment 156. The City would like to confirm that all construction storage and staging be off street both in permanent and interim condition. (3)

Response Construction storage and staging will be handled off-street to the extent practicable. However, certain construction periods will likely require temporary lane closures to allow for placement of equipment and/or storage of materials. PANYNJ will coordinate with NYCDOT on the location and duration of any proposed lane closures.

Comment 157. This second, interoperable terminal will provide much-needed sustainability, redundancy, and resilience. Confirm that the Intercity Bus Terminal is first in terms of sequencing of the projects. (4)

In which construction phase will the park (not the platforms) be built? (4)

Response The Replacement Facility includes a West Adjunct for storage and staging and bus and intercity bus operations. The first four-year phase would entail construction of the West Adjunct and ramps, while the existing PABT would remain in operation. Once the West Adjunct is complete, it is anticipated that bus operations currently located at the existing PABT would be moved temporarily to the West Adjunct, Dyer deck-overs, and West 30th Street. Once the new Main Terminal is completed, bus operations would be split between the Main Terminal (commuter) and West Adjunct (intercity). During the initial phase of construction, deck-overs of portions of two blocks between West 37 Street and West 39 Street would be used to accommodate operational needs. When construction of the entire Replacement Facility is complete, these deck-overs will be established as open space, resulting in approximately 3.5 acres of new open space.

Comment 158. Confirm that the two new platforms between West 37 and West 39 Streets will be built in the first phase. Confirm that the two new platforms will first be used as construction staging. For what phase of construction? What is the approximate duration of the staging? (4)

Response The proposed decks over Dyer Avenue are planned to be constructed early in the project timeline to support construction and operations. Details of construction phasing are still being resolved.

ENVIRONMENTAL ASSESSMENT—GENERAL

- Comment 159.** We would like to see an environmental review process that contemplates future New York City actions where the City would use a CEQR analysis framework and methodologies relied on by the City in the Uniform Land Use Review Procedure (ULURP) actions to inform any decision on discretionary actions. (3)
- Response** Section 8 of the Final Scoping Report (Section 7 of the NEPA Scoping Information Packet) identifies those New York City actions that are known to be required or likely to be required. PANYNJ will follow methodologies described in the *CEQR Technical Manual* (as most recently updated in 2020), as applicable. The need for the Uniform Land Use Review Procedure (ULURP) process will be determined as the concept design progresses.
- Comment 160.** Given the mix of uses, the City would like PANYNJ to use a RWCDs pursuant to the 2020 CEQR Technical Manual (Tech Manual) to identify the potential for significant environmental impacts within the Study Area. The City would also like the Port to submit a preliminary Traffic Demand Factor study consistent with the Tech Manual. The City also notes there is a discrepancy in the Build Years for the West Facility and East Adjunct between the January 2021 Scoping Report and the June 2021 Scoping Package and asks the Port to clarify which years will be used for the purposes of the NEPA review. (3)
- Response** PANYNJ has identified potential private development sites as part of the Proposed Project consistent with current as-of-right Zoning and a Reasonable Worst-Case Development Scenario (RWCDs). A Traffic Demand Factor study will be shared with NYCDOT to identify traffic and pedestrian analysis needs for the entire Proposed Project. The analysis years identified in the June 2021 Scoping Packet are the analysis years that will be used for the purposes of the NEPA review.
- Comment 161.** The City would like to coordinate with the Port on the development of the No Action and With Action scenarios for framing the environmental review increment given that there are federal and state ancillary projects such as Galvin Plaza, Central Business District Tolling, etc. and private projects that will affect baseline analysis such as traffic demand in the Study Area and surrounding areas. (3)
- Response** PANYNJ will continue to coordinate with NYCDCP, MOEC, and NYCDOT on development of No Action and With Action scenarios. Known and reasonably foreseeable land development projects and regional transportation projects will be identified in an appendix to the environmental document. See also Response to Comment 160.
- Comment 162.** We are pleased to see that the study area includes the Penn Station and Herald Square areas where proposed development will occur. (1)
- Response** Comment noted.

- Comment 163.** The City would like to coordinate with the Port on the planning and technical analysis for the potential impacts on open space and recreational areas due to the Project development. (3)
- Response** The environmental review will provide a comprehensive open space impact assessment. The environmental review will be conducted consistent with applicable CEQR standards and methodologies. See Response to Comment 159. PANYNJ will coordinate with the City on the technical analyses.
- Comment 164.** Construction Phasing – The City would like to coordinate with the Port on the technical review of the phased construction schedule, including whether construction will require interim street closures, etc. (3)
- Response** The environmental review will provide a comprehensive construction impact assessment. The environmental review will utilize applicable CEQR standards and methodologies. See Response to Comment 159. PANYNJ will coordinate with the City on the technical analyses.
- Comment 165.** How will noise be mitigated, especially at the Intercity Bus Terminal adjacent to the Metro Baptist Church? (4)
- Response** The EIS will follow the *CEQR Technical Manual* as well as FTA’s *Transit Noise and Vibration Impact Assessment Manual* (September 2018) for assessing impacts from noise. Practicable mitigation measures will be identified for any significant or adverse impacts identified.
- Comment 166.** Minimization and mitigation of shadowing/tunneling effects on avenues where new ramp crossings are contemplated. (3)
- Response** The EIS will include a shadows analysis of the proposed ramp structure consistent with the *CEQR Technical Manual*. Practicable mitigation measures will be identified for any significant or adverse impacts identified.
- Comment 167.** The environmental review should include a shadow analysis to confirm that new towers will not negatively impact the existing community, particularly the Metro Baptist Church, located at 410 West 40th Street. (2)
- Conduct a shadow analysis on all locations, describing how light and air will be brought to the site, especially the area surrounding the Metro Baptist Church on 410 West 40th Street. (4)
- Response** The EIS will include a shadows analysis consistent with the *CEQR Technical Manual*. Practicable mitigation measures will be identified for any significant or adverse impacts identified.
- Comment 168.** The City is beginning to fully reopen after the COVID-19 pandemic: New Yorkers are returning to work, and tourists are coming back to Midtown. As the Port Authority pursues the federal environmental review process, it must mitigate concerns of environmental impact, public health and street safety. (2)
- Response** Comment noted.

Comment 169. During its technical review of the new terminal’s anticipated energy use, EDF also encourages the PANYNJ to explore other innovative clean energy technologies including the potential impact of renewable energy generation and energy storage. These technologies would not only be able to support electric vehicle supply equipment (EVSEs) within the main terminal, but other parts of the PANYNJ’s proposed development including three commercial and one mixed-use residential buildings that will be constructed nearby. Furthermore, it may ensure that the PANYNJ adheres to NYC’s Local Law 97 which requires that all buildings larger than 25,000 square feet meet specific energy efficiency and GHG emissions limits. Given concerns about the project’s financial feasibility, the use of distributed energy resources may also provide a path to additional cost savings over a long-term period. (10)

Response Comment noted. Goal 2, Objective a, indicates PANYNJ’s commitment to “Utilize sustainable building design technologies or practices that enhance environmental performance.” PANYNJ policy requires construction projects greater than 1,000 gross square feet to adhere to PANYNJ’s Sustainable Building Guidelines. While not required to achieve full certification, PANYNJ encourages projects to follow United States Green Building Council (USGBC) Leadership in Energy and Environmental Design (LEED) guidelines. Section 3.4.2 of the Sustainable Building Guidelines indicates that the appropriate target LEED rating for a new construction project of greater than 20,000 gross square feet is LEED Silver.

SOCIOECONOMIC CONDITIONS

Comment 170. The Port Authority considers socio-economic impacts; we note that intercity bus service at the PABT provides important revenue to the Port Authority and the many businesses that lease space inside the terminal. For example, without the intercity bus passengers, the new Main Terminal would be largely empty outside the morning and evening peak commuter travel times, resulting in losses to terminal businesses and the restaurants, hotels and entertainment venues in the neighborhoods near the terminal. (8)

Response Comment noted.

TRANSPORTATION

Traffic Conditions

Comment 171. After the new facility is in operation, PANYNJ must continue to ease traffic and improve environmental and safety conditions surrounding the terminal. Residents, commuters, tourists and others will be forced to navigate around the large-scale construction project for more than a decade. While this disruption will ultimately result in new open spaces and accessibility enhancements, it is vital that environmental and safety concerns are mitigated. (2)

Response PANYNJ will prepare a Transportation Management Plan (TMP) to monitor and manage vehicular, transit, bicycle, and pedestrian movements adjacent to areas of construction. The TMP will outline measures that can be implemented in real-time to address temporary changes in roadway or sidewalk capacity. The

environmental review will provide a comprehensive construction impact assessment and an assessment of impacts to vehicular and pedestrian transportation during operations of the Proposed Project. The environmental review will be conducted in accordance with the CEQR standards and methodologies. PANYNJ will coordinate with the City on the technical analyses. See Response to Comment 159.

Comment 172. New split-phase signal on W 41st Street & 10th Avenue is not working. It helps, but it is essentially a few degrees less effective than a speedbump, and exponentially less effective than a car-free W 41st Street; or a 10th Avenue with a fully protected bicycle lane. What is PABT intentions to combat the traffic violations that occur hundreds of times a day on this corner? (36)

Response A comprehensive analysis of traffic conditions will be conducted following the *CEQR Technical Manual* and in consultation with NYCDOT, which controls the traffic signals on city streets. Should significant or adverse impacts be identified, mitigation will be identified and described in the environmental impact statement.

Pedestrian Conditions

Comment 173. How this new terminal could improve the pedestrian environment and tie in with the surrounding neighborhood in terms of pedestrian and bicycle flow, and create a safe and compelling pedestrian network throughout the entire west side of Manhattan from Hudson Yards and the High Line to Midtown, Far West side, Bryant Park and really look at all of that in the scope of work. (7)

Response Goal 3, "Provide seamless passenger accessibility," objective 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," addresses this comment.

Comment 174. I recommend building a robust red-light camera program for the periphery of the project. The biggest problem that we have in the area, I would say is blocking of pedestrian boxes, speeding, running red lights is already at 24/7 issue and I call 311 almost every day to have traffic guards at these corners so that we can safely cross the street and not have to squeeze between 16 to 24 wheel trucks trying to rush into the Lincoln Tunnel. (36)

Response Comment noted. NYCDOT controls traffic signals. PANYNJ will continue to coordinate with NYCDOT and NYPD on potential significant or adverse impacts of the Proposed Project on traffic and pedestrian operations and safety as well as any required mitigation measures.

AIR QUALITY

Comment 175. PANYNJ should partner with the New York City Department of Environmental Protection to regularly monitor the area for decreased air quality and noise pollution that might impact the surrounding blocks. (2)

Response The environmental review will provide a comprehensive noise and air quality impact assessment. The environmental review will be conducted in accordance with the CEQR standards and methodologies.

Comment 176. Energy, GHG Emissions and Air Quality – The City would like to coordinate with the Port on the technical analysis for these subject areas given the Project's anticipation of reduced energy consumption based on infrastructure upgrades and conversion to electric and hybrid vehicles. (3)

Response The environmental review will provide a comprehensive energy, GHG emissions, and air quality impact assessment. The environmental review for these sections will be conducted in accordance with the CEQR standards and methodologies. PANYNJ will coordinate with the City on the technical analyses.

Comment 177. Unlike the commercial buildings, the residential building will have operable windows. What is the air quality at the location of the residential building given the proximity to the ramp structure? What will be done to mitigate any adverse impacts on air quality, especially at the location of the residential building? (16)

Response See Response to Comment 175. PANYNJ will conduct a comprehensive assessment of potential air quality impacts, including to future residents of the proposed residential building. PANYNJ is committed to implement practicable mitigation for any significant impacts that may be identified in that environmental review.

Comment 178. Clinton/ Chelsea - 9.8 PM2.5. The levels of the most harmful air pollutants, fine particulate matter. Highest above either NYC or Manhattan as a whole. What, besides the proposed public spaces, will be added to the bus structures - to ensure a sustainable, green, and publicly accessible new PABT? (36)

Response Goal 2, Objective a indicates PANYNJ's intention to "Utilize sustainable building design technologies or practices that enhance environmental performance." PANYNJ also intends to maximize operational efficiency and sustainability by incorporating state-of-the-art technology in its design. Further, PANYNJ would implement a Clean Construction Program, that will reduce carbon emissions throughout the design and construction processes.

ENVIRONMENTAL JUSTICE

Comment 179. The City would like to coordinate with the Port on the environmental justice analysis and outreach efforts to ensure they are consistent with NEPA and the City's local laws addressing environmental justice and language access. (3)

Response As required by NEPA, an evaluation of the project's impacts on environmental justice communities will be conducted. PANYNJ has begun to work and coordinate with City agencies in this evaluation as well as local community organizations. PANYNJ is meeting with environmental justice community stakeholders on a recurring basis in order to ensure that the Proposed Project minimizes impacts on the community and users with a focus on sensitive and marginalized populations. City representatives have been included on these meetings and PANYNJ will coordinate with them throughout the design and construction of the Proposed Project.

Comment 180. We want to draw special attention to the Port Authority's consideration of environmental justice, particularly when reviewing plans that affect intercity bus riders. For example, choosing to separate intercity bus riders from commuter bus riders by relocating intercity riders away to a terminal farther from transit service would have a disproportionate impact on minority and disadvantaged populations. (8)

Response Objective a of Goal 3 specifically references PANYNJ's intent to "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." This intent applies to intercity bus riders and commuter bus riders. As required by NEPA, an evaluation of the project's impacts on environmental justice communities will be conducted. PANYNJ has included an integrated pedestrian path from the intercity gates to the Eighth Avenue subways to accommodate all commuter and intercity bus passengers.

MISCELLANEOUS

Comment 181. The prolonged housing crisis has led to an increase in the number of unsheltered New Yorkers who congregate inside or around the PABT. As a result of financial stress during the COVID-19 pandemic, those at risk of and experiencing homelessness has increased even further. With this in mind, PANYNJ should partner with the appropriate providers to provide on-site supportive and other social services, including healthcare and connections to permanent, stable housing. (2)

The existing Port Authority Bus Terminal and its surrounding environs have, for decades, been a location for homeless New Yorkers. The PANYNJ has partnered with many social service partners to address the needs of homeless New Yorkers in many different ways, from providing outreach services to a drop-in center, among other strategies. Given that homelessness remains an ongoing issue in the City of New York, the PANYNJ should provide space for social service providers to coordinate homeless services in and around the proposed project. The PANYNJ

should develop a social service plan, with a designated provider, as an element of this development project. (4)

Since a bus terminal is a haven for the homeless, is it possible to create an outreach office and support system within the terminal? (12)

I also think that the PABT is a place that unhoused people gather, so it makes sense to have more services for them there. This could be space for medical and mental health services, food services, showers, and connections to housing and job services. (30)

What will be done regarding the homeless population and persistent panhandling that exists in the current facility? Is there any way to have additional resources for them so that they are not approaching individuals waiting for buses etc.? (75)

Response Comment noted. Social service organizations currently provide services within PABT. PANYNJ will continue to coordinate with these types of organizations in the future.

Comment 182. Integrate travel with living, childcare, elder care, mental healthcare, offices, a job center, services for unhoused residents, cultural opportunities, and food production/distribution (empty cargo holds are available for food transport to a terminal market in off-hours). (74)

Response Comment noted. Social service organizations currently provide services within PABT. PANYNJ will continue to coordinate with these types of organizations in the future.

Comment 183. We need a tourist center, parking for inbound tourist buses, a money exchange, and integration of the new historical districts (pending?). Please integrate public trans in the area-- cruise ships, ferries, 7 subway line, shuttles, underground passageways. (74)

Response Comment noted.

Comment 184. I'd love to see a citizens enforcement of traffic violations around the periphery of the project and take away that burden from the Port Authority Police of having to deal with my complaints or other citizens' complaints about traffic violations. (36)

Response Comment noted.

Comment 185. How will New Jersey Transit and other bus operators provide bike storage on their buses? (4)

Response PANYNJ will be coordinating with bus carriers throughout the design and environmental review process to coordinate accommodations for bikes. Goal 3, Objective a indicates PANYNJ's intention to "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." Secure bike storage will be provided as part of the Proposed Project.

- Comment 186.** Is there any plans to upgrade and buy new buses for New Jersey and upgrade the fleet since there are lots and lots of buses that are past their life and have no AC and seats are worn out and pretty much the buses are disgusting, with all the money coming in and relief it would be a great idea to retire some old beat up buses. (39)
- You have the bus ramp, which is also going to be obsolete because, look at the buses that NJ Transit uses. They use one-door cruiser buses. One door. Most of these buses are one door, that means loading and unloading time is very slow. They have four steps of stairs. (67)
- Response** Comment noted. NJ TRANSIT has initiated a program to upgrade its fleet of buses.
- Comment 187.** Thought should be given to increase passenger leg room in larger busses to use the buses themselves as staging areas for commuters to sit while waiting at the terminal. (64)
- Response** PANYNJ does not procure buses. There will be ample space for passenger queuing within the Replacement Facility.
- Comment 188.** Utilize electric buses and docking stations to keep buses from idling. (64, 65)
- Response** PANYNJ has initiated consultation with NJ TRANSIT and other carriers that currently use the Port Authority Bus Terminal (PABT) regarding potential needs for electric vehicles and will take account of relevant information in the design of the infrastructure of the Replacement Facility. PANYNJ will also engage with ConEdison for appropriate planning and design of the electrical systems serving the Replacement Facility. The proposed West Adjunct would provide for midday storage and PM peak staging of buses which will result in reductions of idling of buses on City streets.
- Comment 189.** I would like to know if the MTA and our elected officials will give congestion pricing waivers for those of us that live here in Midtown West near Port Authority? We should not be expected to pay an extra fee to get into a cab from where we live. We already live near a major transit station and deal with the noise and auto pollution. (27)
- Response** PANYNJ does not have jurisdiction over the potential issuance by the MTA of congestion pricing waivers, exemptions or credits.
- Comment 190.** I'd love to see the Port Authority endorse congestion pricing. Let's get Governor Cuomo on board. Let's get this moving because I think that will help both New Jersey, and New York, and Connecticut. (36)
- Response** Comment noted.
- Comment 191.** To provide improve regional service, the MTA and NJ Transit should establish a regional fare card system as done in other metropolitan areas. (42)
- I was speaking about a regional fare card. Now it does have a lot to do with the bus terminal because, like, the Port Authority is doing a great thing. They're going

to merge with the MTA OMNY system, the fare card system. That's a great idea by Port Authority. The PATH System is going to do that. So, we're going to have almost a regional fare card for the area. We are going to have the Port Authority and we are going to have the MTA merging together, which is great. But, now NJ Transit, they're standing alone. They don't want to have a regional fare card. (67)

Response Comment noted.

Comment 192. Will the new terminal lead to a raise of fares? Is there any prediction so far? Will there be any cap for raising the fares? (49)

Response Comment noted. PANYNJ does not control the fares for individual bus carriers.

Comment 193. The conceptual maps shown should provide far more details in terms of the terminal, buildings and especially the ramp areas which will be a significant addition to the overall plan. (42)

Where's the ramp? You're not showing close-up of the ramp. I would like to get close-up of the ramp. What it looks like. How many lanes is the ramp? The ramp is crucial. (67)

Response As described in Section 6 of the Final Scoping Report, the new ramp structure would be constructed over Galvin Plaza west of Tenth Avenue between West 39th Street and West 40th Street. The ramp structure would serve all bus movements into and out of the above-grade bus levels of the Replacement Facility from the Lincoln Tunnel. A new two-way underpass under Ninth Avenue would provide entry/egress to/from the Lower Level and Dyer Avenue.

Comment 194. I was wondering if you could provide additional details on the size of the proposed four private development towers. I was able to find the square footage of the towers in the final report, but not any other dimensions such as height. (55)

Response Additional information on the size (approximate square footage, height) and potential use of the four private development towers will be provided in the environmental impact statement. Location of pedestrian entrances and loading docks for the towers will also be identified. Full design of the private development tower design will be conducted in later stages of the project.

Comment 195. I fully support all existing plans, but could it be that the projected passenger figures might not be valid for the post-covid area? I personally do think that passenger numbers will grow, but are the project responsible people aware of possible threats being raised by those who do not favor this project? (49)

Response The PABT would need to be replaced due to its aging physical condition regardless of changes in passenger demand. While there is a degree of uncertainty about future ridership demand due to changes in remote work and flexible work schedules in the post-COVID era, the size of the Bus Terminal Replacement Project will still be appropriate. Due to the physical constraints of the sites available in Manhattan, the Bus Terminal Replacement Project is limited in size. As a result, slower growth would allow the facility to operate at a higher level of service and

for a longer period of time before additional investments would become necessary to increase Trans-Hudson capacity again.

BUS TERMINAL REPLACEMENT PROJECT

FINAL NEPA SCOPING INFORMATION PACKET

ATTACHMENT 1:

PUBLIC SCOPING MEETING TRANSCRIPTS

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PORT AUTHORITY OF NEW YORK AND NEW JERSEY
-----X
PORT AUTHORITY BUS TERMINAL REPLACEMENT
PROJECT
VIRTUAL NEPA SCOPING MAINTENANCE
-----X

June 23, 2021
2:30 P.M.

B e f o r e :

MAURA FITZPATRICK, FHI Studio
BRITTANY KAIM, Technical Host
GRAHAM TRELSTAD, WSP

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Maura Fitzpatrick

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PROCEEDINGS

MS. KAIM: Once again, good afternoon on behalf of the Port Authority of New York and New Jersey. Welcome to the virtual public scoping meeting for the Bus Terminal Replacement Project.

My name is Brittany Kaim, and I'm the technical host for today's meeting. Please direct your attention to the instructions on your screen for this meeting.

We are offering live translation of this meeting in Spanish via an interpreter. Please use the "Interpretation" button in your tool bar to choose which language you'd like to listen to today's meeting. If your preferred language is English, you will need to click the "Interpretation" button and choose English. So please do that now.

Again, we are offering today's meeting in Spanish and English. You will need to choose the language you'd like to listen to today's meeting in using the

1
2 "Interpretation" icon in the Zoom tool bar
3 even if that language is English. If you've
4 chosen to listen to the meeting in a
5 language other than English, you can click
6 on the "Interpretation" icon again and
7 choose "Mute Original Audio," so that you
8 only hear the meeting in your preferred
9 language. Selecting this option is not
10 required, but it may improve your audio
11 quality.

12 Today's meeting will start
13 with a prerecorded video, followed by a
14 comment session for the public record.
15 Today's meeting is being recorded and will
16 be available on the Port Authority Bus
17 Terminal Replacement Project Website
18 WWW.PABTreplacement.com.

19 If you're experiencing
20 technical issues, you can contact the
21 technical team via the Q&A function in your
22 toolbar or by calling our tech support line
23 at 1(860)838-4504, conference ID 577544241#.
24 You can also check your meeting invite for
25 an instructional leaflet that has more

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information on using Zoom.

During today's meeting, only members of the project team and our ASL interpreter will be on video. Attendees will not have video and will be muted. If you are a registered speaker, your microphone will be unmuted when it is your turn to speak. The "chat" function is off and disabled for attendees, but you may communicate with our team via the Q&A box.

If you did not preregister to give an oral comment, you may submit a short comment in the Q&A box, and it will be added to the record.

If you experience any technical issues with Zoom, you can communicate with the technical team again via the Q&A function or by calling our tech support line at 1(860)838-4504, conference ID 577544241#.

While you have the option to change your view settings in Zoom, we recommend that you do not adjust it, as we currently have it set for the optimal

1
2 viewing experience. Should you change your
3 view setting and want to come back to the
4 optimal, please choose "Gallery View."

5 As a reminder, use the
6 "Interpretation" button on your tool bar to
7 select which language you'd like to listen
8 to today's meeting in. If your preferred
9 language is English, please choose that now.

10 You can see more information here
11 on how you can provide a comment today or at
12 a later date. This information will be
13 shown again during the comment session.

14 Before we share our video
15 presentation, Graham Trelstad from WSP will
16 provide some opening remarks and
17 introductions.

18 MR. TRELSTAD: Thank you,
19 Brittany. And thank you for taking the time
20 to join us today. My name is Graham
21 Trelstad. I'm a consultant to the Port
22 Authority of New York and New Jersey. We're
23 grateful for your participation in this
24 scoping process.

25 Your comments today will be

1
2 useful to the FTA and the Port Authority in
3 guiding us through the environmental review
4 process for the Bus Terminal Replacement
5 Project.

6 You may notice that the format of
7 this Zoom webinar is different from other
8 Zoom experiences you may have had. To
9 optimize the presentation of the meeting
10 material, we have decided not to have a grid
11 of smiling faces on the screen. But rest
12 assured, live representatives of the Port
13 Authority and MTA are here now, listening to
14 your comments.

15 Joining us today from FTA's
16 office of Planning and Development are
17 Donald Burns and Ray Tomzak. We also have
18 senior leadership from the Port Authority
19 project team as well. These individuals,
20 supported by a team of Port Authority staff
21 and consultants, will be here throughout the
22 meeting and will be taking careful notes of
23 your comments. There's a stenographer
24 making an official transcript for the public
25 record.

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We will now play the prerecorded video presentation that provides an overview of the project and the NEPA scoping process. After that, our moderator will open the session for receiving your comments. The entire meeting will be recorded and made available on project website.

(Prerecorded video is played.)

MR. TRELSTAD: Hello, and welcome to this virtual public scoping meeting for the Port Authority Bus Terminal Replacement Project. This scoping meeting is being conducted in accordance with the National Environmental Policy Act or NEPA.

My name is Graham Trelstad, I am a consultant from WSP, presenting on behalf of the joint lead agency and project sponsor, the Port Authority of New York and New Jersey.

The Federal Transit Administration, or FTA, the Port Authority's federal partner and NEPA lead agency, has

1
2 determined that an environmental impact
3 statement will be prepared for the proposed
4 project, referred to as the Bus Terminal
5 Replacement Project.

6 FTA and the Port Authority
7 will develop the EIS with input from the
8 public and coordination with federal, state,
9 and local agencies. The initial FTA action
10 was the publication of the notice of intent
11 in the Federal Register on June 4, 2021.
12 This action began a 45-day public comment
13 period, which requires this public meeting
14 to be held, in order to receive input from
15 the public and interested agencies on the
16 proposal and the anticipated scope of the
17 environmental review.

18 We are conducting four
19 individual, virtual NEPA public scoping
20 meetings via the Zoom platform. Two on June
21 23 at 2:30 p.m. and 6:30 p.m. and two on
22 June 24 at 2:30 p.m. and 6:30 p.m.

23 Following this presentation
24 you will have an opportunity to comment. If
25 you registered to provide a comment, the

1
2 moderator will call your name in the order
3 in which comment registration was received
4 and you will have three minutes to provide
5 your comment.

6 The 45-day comment period
7 started following the issuance of the notice
8 of intent in the federal register on June 4,
9 2021, and will end at 5:00 p.m. on July 19,
10 2021.

11 This is a further opportunity
12 for the public to respond to the proposed
13 project and the details outlined in the
14 presentation and the final scoping report.
15 You may comment anytime during the 45-day
16 comment period via comment form on the
17 project website, email, voice mail, or mail.

18 We are here to listen to you
19 and hear your comments. Your feedback is
20 important and continues to guide the future
21 of this project.

22 The FTA is preparing an
23 Environmental Impact Statement, or EIS, in
24 cooperation with the Port Authority for the
25 proposed project. Federal agencies are

1
2 required by NEPA to prepare an EIS if a
3 proposed federal action will significantly
4 affect the quality of the human environment.

5 An EIS is a detailed written
6 statement that defines the purpose and need
7 for a proposed action, considers the range
8 of reasonable alternatives, analyzes and
9 evaluates the potential environmental
10 impacts that may result from the proposed
11 action and reasonable alternatives, and
12 identifies measures that may mitigate the
13 effects of a proposed action.

14 A new bus terminal is needed
15 because existing bus and passenger travel
16 demand crossing the Hudson is forecasted to
17 increase dramatically, and this growth must
18 be accommodated. The Port Authority needs
19 to address functional and physical
20 obsolescence of the aging facility, and the
21 Port Authority needs to address bus
22 operations and storage and staging.

23 The project seeks to: Improve
24 Trans-Hudson bus operations improve the
25 passenger experience within the terminal;

1
2 provide seamless passenger accessibility to
3 NYC Transit connections; strive to achieve
4 consistency with local and regional land use
5 plans and initiatives; and develop a project
6 that optimizes life cycle costs and reduce
7 the impacts of bus services on the built and
8 natural environments.

9 An important guiding principle
10 is that of the commuter experience within
11 the bus terminal. This principle helped
12 shape the following project objectives that
13 would be of particular interest to the
14 commuting public: Maintain or improve
15 connections to subways and mass transit;
16 provide a world class, state-of-the-art
17 terminal design; maintain or improve
18 pedestrian accessibility to traveler origins
19 and destinations; and provide direct bus
20 linkages to the Lincoln Tunnel.

21 The bus terminal accommodates
22 approximately 260,000 passenger trips on a
23 busy weekday, about 23 percent of all
24 trans-Hudson commuters today. Bus ridership
25 is projected to grow by 30 percent by 2040.

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To recap what has happened to date regarding the Bus Terminal Replacement Project: On May 23, 2019, the Port Authority released a Planning-Level Draft Scoping Document to the public. It identified 13 alternatives, which were screened down to three, based on two key criteria: Ability to meet demand and no use of private property.

The three alternatives that best met the project purpose and need were identified as:

The Regional Plan Association, RPA, alternative that split operations between a rehabilitated bus terminal and the Javits Center;

The Perkins Eastman Design and Deliverability competition alternative that located operations entirely at the Javits Center;

And The Build-In-Place alternative that proposed retaining operations at the existing bus terminal site and Port Authority properties.

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On July 10, 2019, the Port Authority conducted public meetings in Tenafly, New Jersey and New York City. On September 5, 2019, Port Authority conducted additional public meetings in Springfield, New Jersey and New York City. On September 18, 2019, the 120-day comment period closed.

During this 120-day comment period, hundreds of comments and many thoughtful ideas for improving the overall initiative were received. We will give an overview of some of the key stakeholder input that led to the current proposal.

This planning-level scoping process and outreach effort provided the public with an early opportunity to comment on the proposed project; its purpose and need, goals, and objectives; the identification and screening of alternatives; and the approach to assessing project impacts.

There was extensive public and stakeholder input during this planning-level scoping period, which informed the Port

1
2 Authority in formulating its proposal for
3 the modified project, which is referred to
4 as the "locally preferred alternative."

5 This preliminary process
6 culminated in a Port Authority Final Scoping
7 Report (FSR) released to the public on
8 January 21, 2021, that includes responses to
9 comments received in 2019, and provides a
10 synopsis of how the locally preferred
11 alternative was developed.

12 The feedback that we received
13 during the public comment period:
14 Overwhelmingly supported the Build-in-Place
15 alternative; strongly reinforced the need
16 for a replacement facility; confirmed the
17 project team's alternative screening
18 criteria. ; amplified the need to reduce
19 bus traffic and idling on local streets;
20 expressed strong opposition to moving
21 operations further west to the Javits
22 Center, which would lengthen passenger
23 travel time and contribute to additional
24 pedestrian congestion on local streets; and
25 emphasized the need to accommodate bus

1
2 storage and staging operations and curbside
3 intercity buses.

4 The Planning-Level Draft
5 Scoping Document, Summary of Comments and
6 Responses, and Final Scoping Report
7 summarizing this process and outcome are all
8 available on the project website,
9 www.PABTreplacement.com.

10 Based on this public feedback,
11 Port Authority developed a third fatal flaw
12 screening criterion; maintaining the present
13 seamless passenger connectivity to the
14 Eighth Avenue mass transit options and
15 pedestrian accessibility to those options
16 and Midtown.

17 This criterion, when applied
18 to the three remaining alternatives,
19 eliminated the Perkins Eastman and RPA
20 Alternatives due to the Javits Center's
21 isolation from Eighth Avenue mass transit
22 and Midtown.

23 Although the RPA Alternative
24 was screened out by this criterion, the Port
25 Authority drew significantly from concepts

1
2 advanced by RPA to improve the remaining
3 Build-in-Place Alternative.

4 This feedback, in addition to
5 the initial goals and objectives, directed
6 how the Port Authority will move forward
7 with the design and conceptualization of the
8 project.

9 There is more detailed
10 information about this process in the Final
11 Scoping report.

12 In response to public comments
13 and local community feedback regarding
14 impacts caused by buses circulating on local
15 city streets and utilizing street level
16 parking in various locations, Port Authority
17 made the following changes to the project
18 presented in 2019:

19 The proposed project will
20 include a storage and staging facility with
21 direct connections from the Lincoln Tunnel
22 to the new terminal;

23 The new ramp structure and
24 Ninth Avenue underpass will minimize impacts
25 on city streets from buses accessing the

1
2 replacement terminal, ensuring that the use
3 of city streets by bus terminal buses would
4 not increase;

5 Additionally, during the
6 Planning-Level Scoping Process, the
7 community requested that the Port Authority
8 accommodate their request to include
9 curbside intercity buses into the scope of
10 the project. Unlike a transit bus service,
11 which has frequent stops throughout a city,
12 an intercity bus service generally has a
13 single stop at one location in a city and
14 travels long distances to other cities.
15 Currently, only some intercity bus services
16 operate in the existing terminal. Services
17 that do not operate in the terminal
18 typically operate curbside on city streets.

19 After hearing public comments
20 regarding curbside operations, additional
21 accommodation of these curbside operations
22 in addition to the existing bus services
23 will be incorporated into the project.

24 The enhanced Build-in-Place
25 alternative has been identified as the

1
2 locally preferred alternative. This
3 alternative takes the 2019 Build-in-Place
4 alternative from the preliminary comment
5 period and includes design changes that
6 reflect the community's comments and input.

7 This enhanced Build-in-Place
8 alternative includes: A new main terminal
9 at the location of the existing terminal; an
10 integrated building to the immediate west of
11 the main terminal to accommodate both
12 intercity bus services and additional bus
13 storage and staging operations; a ramp
14 structure and underpass to connect the
15 buildings and the Lincoln tunnel; publicly
16 accessible open space; and private
17 development at four locations on Port
18 Authority property.

19 Now we will walk through the
20 major project components of the enhanced
21 Build-in-Place alternative.

22 The Main Terminal will be
23 Located at Eighth Avenue crossing over Ninth
24 Avenue between 40th Street and 42nd Street
25 and will include: Five floors of bus gates;

1
2 more than 160 gates for commuter buses;
3 direct connection to the Eighth Avenue
4 Subway and Times Square transit hubs;
5 best-in-class passenger amenities such as
6 modern facilities, appealing street-facing
7 retail spaces, modernized ticketing areas,
8 and state-of-the-art design; and ADA
9 standards integrated into layout and design.

10 The Main Terminal will
11 ultimately be connected to the Intercity Bus
12 and Storage and Staging Facility and ramps
13 across 40th Street to create an integrated
14 operation and circulation pattern. Further,
15 a new underpass under Ninth Avenue between
16 40th Street and 41st Street will minimize
17 bus operations on local streets.

18 The Intercity Bus and Storage
19 and Staging Facility, also known as the West
20 Adjunct, will be located from Ninth Avenue
21 to Tenth Avenue between 39th Street and 40th
22 Street.

23 This facility will allow the
24 terminal to accept curbside intercity buses
25 that currently operate in the vicinity of

1
2 the existing terminal. The current design is
3 expected to have 40 bus gates dedicated to
4 intercity service.

5 It will also contain
6 approximately 350 storage spots which will
7 reduce traffic on city streets and
8 throughout the Lincoln Tunnel during rush
9 hour.

10 The West Adjunct will serve as
11 a temporary bus terminal for commuters
12 during construction of the main terminal.

13 The new ramp structure will be
14 located at Galvin Plaza west of Tenth
15 Avenue. The infrastructure will serve all
16 bus movements into and out of the
17 above-grade bus levels of the Replacement
18 Facility to and from the Lincoln Tunnel.

19 This will consist of: 350,000
20 square feet of ramps connecting to the
21 storage and staging facility and main
22 terminal and a new two-way underpass under
23 Ninth Avenue that would provide entry and
24 egress to and from the lower level from Dyer
25 Avenue.

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The underpass will eliminate bus traffic on neighborhood streets and greatly reduces congestion on 40th Street and Ninth Avenue.

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Both the quality of the streetscape and bus reliability will be improved by removing the need to operate on city streets.

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Thus, the new ramp structure will maximize bus access to the Lincoln Tunnel and other approaches while minimizing to the extent possible the need for terminal-bound buses to access local streets.

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Adjacent to the West Adjunct, below-grade Dyer Avenue will be decked over on Lots 9 and 10 between 37th Street and 39th Street and Ninth Avenue and Tenth Avenue.

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The deck-overs on Dyer Avenue will be used for temporary operations and passenger service during construction and will provide close to three and a half acres of new publicly accessible open space that

1
2 will be created once construction of the
3 Main Terminal is complete.

4 Private development that would
5 consist of four towers built entirely on
6 Port Authority properties in the vicinity of
7 the Proposed Project consistent with present
8 as-of-right zoning are contemplated to help
9 finance the project.

10 The private development is
11 proposed to include the following three
12 commercial and one mixed-use
13 retail/residential buildings: Up to
14 approximately 3 million gross square feet of
15 commercial space at the west side of Eighth
16 Avenue between 41st Street and 42nd Street;
17 up to approximately 2 million gross square
18 feet of commercial space at the east side of
19 Ninth Avenue between 40th Street and 41st
20 Street; up to approximately 2.3 million
21 gross square feet of commercial space at the
22 east side of Eleventh Avenue between 39th
23 Street and 40th Street; and up to
24 approximately 900,000 gross square feet of
25 residential space at the west side of Tenth

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2 Avenue between 39th Street and 40th Street.

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As these project components come together, the anticipated project layout is shown in this massing diagram. At the end of construction, we will have: The main replacement terminal at Eighth Avenue; the Intercity Bus and Storage and Staging Facility, or West Adjunct, between Ninth Avenue and Tenth Avenue; the new ramp structure west of Tenth Avenue; close to three and a half acres of public open space and private development at four locations.

The project timeline is anticipated to be a total of 10 and a half years.

The first two and a half years of the project, beginning in 2021, will consist of: An environmental review and completing the anticipated Uniform Land Use Review Procedure, or ULURP, for the proposed project; receiving and responding accordingly to industry feedback; and the procurement of construction, professional, and technical services for the project.

1
2 The project is anticipated to
3 have an eight-year construction process,
4 starting in 2024 to the end of 2027. The
5 Dyer decks, Intercity Bus Storage and
6 Staging Facility, or West Adjunct, and Ramps
7 will be built. The West Adjunct, when
8 complete, will serve as a temporary terminal
9 in order to continue operations when the
10 Main Terminal becomes inactive during the
11 next construction phase.

12 Private development would
13 occur following the conclusion of the
14 environmental review process and subject to
15 market conditions.

16 Interim operation of the West
17 Adjunct will begin in 2028, when the
18 construction of the Main Terminal will
19 begin. Construction on the Main Terminal is
20 anticipated to be completed at the end of
21 2031.

22 Construction will begin with
23 early action activities focused on the
24 construction of two deck-over structures
25 south of the existing ramps. These

1
2 deck-overs will be placed over the mouth of
3 the south and center tubes of the Lincoln
4 Tunnel.

5 Next would be construction of
6 the West Adjunct and ramp structure. The
7 West Adjunct would initially be fitted out
8 to operate as a temporary terminal.

9 Once the West Adjunct is
10 available for temporary operations, the
11 demolition of the existing terminal and
12 construction of the Main Terminal would
13 begin. Once the Main Terminal is complete
14 and operational, the West Adjunct will be
15 converted from temporary commuter operations
16 to the Intercity Bus and Storage and Staging
17 Facility and the deck-overs can be converted
18 to public open space.

19 The foundation and cores of
20 these towers will be incorporated in the
21 design and construction of the new bus
22 terminal. But the completion of the private
23 development will likely finish following the
24 terminal.

25 The proposed project to be

1
2 evaluated in the EIS includes the
3 replacement facility, associated
4 infrastructure, and four private buildings
5 to be built on Port Authority property. The
6 project is anticipated to be partially
7 funded by proceeds from the sale of the
8 development rights.

9 We are currently in step 3 of
10 our planning and environmental review
11 process.

12 The 45-day NEPA Public Scoping
13 Period began with the publication of the NOI
14 on June 4, 2021, in the Federal Register and
15 will close at 5:00 p.m. on Monday, July 19,
16 2021.

17 We will take all comments
18 received at this meeting and other scoping
19 meetings as well as any comments submitted
20 via the project website, email, mail, and
21 voice mail during step 3 to prepare a final
22 NEPA scope. That final scope will inform the
23 development of the environmental impact
24 statement during step 4.

25 Public hearings on the

1
2 environmental impact statement will be held
3 during step 5 and the final environmental
4 impact statement and Record of Decision will
5 be released in step 6.

6 This concludes the prerecorded
7 presentation. We will now transition to the
8 moderated portion of the meeting during
9 which comments will be received.

10 MS. FITZPATRICK: Good
11 afternoon. My name is Maura Fitzpatrick,
12 and I will be your moderator for the public
13 comment portion of this meeting.

14 The meeting is proceeding
15 virtually, as noticed. The virtual format
16 was designed to conform with the CDC
17 guidelines and executive orders of both New
18 York and New Jersey that restricted public
19 gatherings.

20 I'd like to go over the ground
21 rules before we begin to hear public
22 comments. If you have not already
23 registered to make a public statement and
24 would like to do so, please use the Zoom Q&A
25 function to make that request. Each speaker

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will be allowed three minutes, and we will be keeping time. And I will notify you when you have 30 seconds remaining and when your time is complete.

Please note that we will not be responding to comments or questions in this meeting, but all comments submitted will become part of the meeting record and the responses will be included in the final NEPA scope. Also note that we have a stenographer recording your oral comments.

I ask that you address your comments to the subject at hand, which is the Port Authority Bus Terminal Replacement Project and that you use respectful language in your comments and all communications.

If you prefer not to speak publicly, you can write a brief comment in the Q&A function. You can also email in longer comments and submit them to the project website, and you see those addresses on your screen. I want to stress that all comments have the same weight.

I will be calling the names of

1
2 those who have registered to speak in the
3 order received. Elected officials will also
4 be offered the opportunity to speak. I will
5 also be calling the names of the next few
6 speakers, and you'll see that list of
7 upcoming speakers on the screen.

8 You can register to speak any
9 time until 4:00 p.m for this session. When
10 your name is called, your microphone will be
11 unmuted by our meeting host. Please allow a
12 moment for that to occur and please have
13 your microphone volume up. I will then ask
14 you to state and spell your name, and if you
15 have an affiliation, you'll let us know that
16 as well. And after that, I will begin to
17 time your statement.

18 As a reminder, we will be
19 limiting comments to three minutes, and I
20 will let you know when you have 30 seconds
21 left to wrap up. We also encourage you to
22 submit your written comments via email, even
23 if you've made them orally. And that
24 address, again, appears on your screen.

25 In addition to the American

1
2 Sign Language interpretation that you're
3 seeing on your screen, we also are providing
4 Spanish language simultaneous
5 interpretation. For those of you who have
6 requested language interpretation, the
7 interpreter will advise you about when you
8 are next to make your statement. Please be
9 sure to pause every couple of sentences to
10 allow for the interpreter to have sufficient
11 time to interpret to the group.

12 And I want to remind all of
13 you to select the appropriate language
14 channel at the bottom of your Zoom screen.
15 There may be gaps in the audio while the
16 interpreter is talking to the commenter in
17 their language channel. So please be
18 patient if there are gaps.

19 This comment portion of the
20 meeting lasts until 4:00 p.m. However, if
21 speakers are still waiting as that time
22 approaches, we will try to accommodate them
23 as needed, and we actually have a number of
24 speakers for this first session, so we may
25 end up going over. So we will see how that

1
2 goes. And if time allows, people who have
3 already spoken will be able to provide
4 additional comments after that.

5 So with that, thank you for
6 your patience in listening to all of those
7 ground rules. And we will now begin our
8 public comment session, and I will ask our
9 registrar put up the list of speakers.

10 Our first speaker, we are
11 going to welcome New Jersey State Senator
12 Loretta Weinberg. And Senator Weinberg will
13 be followed by New Jersey Assemblyman Gordon
14 Johnson, and then Assemblyman Johnson will
15 be followed by Brandon Buchanan.

16 So Senator Weinberg, we're
17 going to unmute you, and then we're going to
18 ask you, even though we all know you, to
19 state and spell your first and last name and
20 that then we will look forward to your
21 comment. Thank you.

22 Senator Weinberg?

23 MS. KAIM: Maura, it doesn't
24 look like we have Senator Weinberg on the
25 line.

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MS. FITZPATRICK: Okay, we'll see -- I'm sure my colleague will instruct me if she is available.

So we will next go to New Jersey Assemblyman Gordon Johnson.

Assemblyman Johnson, we will unmute your microphone. We will ask you to state and spell your first and last name.

Assemblyman Johnson?

MS. KAIM: Assemblyman Johnson, you may see a note on your screen asking you to unmute.

MS. FITZPATRICK: Assemblyman Johnson, if you could hit the button to unmute yourself if you see it. Okay, we will return to the Assemblyman.

And our next speaker is Brandon Buchanan. And so, Brandon Buchanan, if you would wait until the host unmutes you and then asks you to state and spell your first and last name.

Okay. We're not having much luck, but we'll keep going. I did just get word that Assemblyman Gordon Johnson will be

1
2 submitting comments in writing. So we will
3 not be hearing from him today.

4 But I will ask our next
5 speaker who is Jay Arzu. Jay Arzu, we will
6 ask you to unmute your microphone and ask
7 you to state and spell your name.

8 Is Jay Arzu there?

9 MS. KAIM: I do not see him in
10 the --

11 MS. FITZPATRICK: So we had
12 some people that signed up for multiple
13 meetings and maybe chose to take advantage
14 of this beautiful weather and not join us
15 for this one.

16 Our next speaker is
17 Sylvia Di Pietro. We will ask you to state
18 and spell your name once the host unmutes
19 your microphone.

20 MS. KAIM: Again, we're not
21 seeing Sylvia present in the meeting.

22 MS. FITZPATRICK: Okay. So if
23 the registrar would please put up our next
24 list of speakers, but please leave Brandon
25 Buchanan on because I'm not sure if he is

1
2 with us.

3 And if Senator Weinberg is
4 available, someone will let me know, and
5 we'll go back to her.

6 Okay. So our first -- we're
7 going to call on Brandon Buchanan and see if
8 we with hear from him. Okay, not hearing --
9 Go ahead, Brittany.

10 MS. KAIM: It looks like we
11 did have Brandon there for a minute.

12 Brandon, I saw you try to
13 unmute.

14 MS. FITZPATRICK: Okay, so it
15 seems to be having problems with some
16 people, I think, are trying to reach us. So
17 when Brittany unmutes you, you have to take
18 the step, which is to also to hit a button
19 that says unmute on your computer screen
20 that should pop up.

21 MR. BUCHANAN: Hello.

22 MS. FITZPATRICK: Hello.
23 Welcome.

24 MR. BUCHANAN: Yeah, thank
25 you. This is Brandon Buchanan. I'm with

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the American Bus Association.

MS. FITZPATRICK: Hi Brandon.
Before you begin, would you mind spelling
your first and last name for us for the
record.

MR. BUCHANAN: B-R-A-N-D-O-N
B-U-C-H-A-N-A-N.

MS. FITZPATRICK: Thank you.
And please begin.

MR. BUCHANAN: Just very, very
briefly wanted to say that thank you very
much for holding these meetings. We're very
much in support of this project moving
forward after many, many delays and excited
to see the plans that do include some
parking and storage -- what you're calling
"staging," which will provide a significant
benefit for the industry with their
operations into and around New York City.

Although, the focus, I know,
was on primarily commuters as well as
intercity bus and the curbside intercity bus
carriers. I very much look forward to, as
part of the process, incorporating more

1
2 opportunities for the significant number of
3 charter bus providers that also will be able
4 to take advantage of the facilities, which
5 they could not take advantage of to this
6 point.

7 That's all I want to say.
8 Thank you.

9 MS. FITZPATRICK: Thank you,
10 Brandon, I appreciate it. Glad we could
11 conduct with you.

12 Again, we'll ask our registrar
13 to put up the next speakers. So the next
14 five speakers we have is Mac Jankov,
15 followed by Yangbo Du and Jimmy Menoscal,
16 Yuki Endo and Cecelia Feely.

17 So we will begin with Mac
18 Jankov, and we will unmute your microphone,
19 and then you'll have to hit the button that
20 says unmute and then we hear you. I'm going
21 ask to you spell your first and last name
22 and spell it for us please.

23 Okay. We -- I don't know if
24 we have Mac Jankov with us.

25 MS. KAIM: We do. We do have

1
2 him. Please unmute. I'm sending the
3 request now.

4 MS. FITZPATRICK: Okay. Thank
5 you, Brittany. We'll just give it a moment,
6 and, if not, we will come back to Mac.

7 Okay. So why don't we go to
8 our next speaker, and we'll circle back to
9 Mac.

10 And so our next speaker is
11 Yangbo Du. If you could wait until we
12 unmute your mic and then unmute yourself,
13 and then we look forward to your statement.

14 MR. DU: Good afternoon. Can
15 you hear me all right?

16 MS. FITZPATRICK: I can hear
17 you loud and clear, and I'm going to ask you
18 to spell your first and last name please.

19 MR. DU: Yangbo Du. That's Y,
20 as in "yankee," -A, as in "alpha," -N, as in
21 "November," -G, as in "golf", -B as in
22 "bravo," -O, as in "Oscar." That's my
23 forename. My surname is Du, D, as in
24 "delta," and U, as in "uniform."

25 MS. FITZPATRICK: Thank you.

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MR. DU: Got that?

MS. FITZPATRICK: Yes, thank
you.

MR. DU: Okay then. I've
already posted a brief summary in the Q&A
box, and we're making some additional
detailed comments online in the coming days
and weeks. But just to provide some initial
feedback on the scoping, what begs the
question is that has there been -- I know
the RPA has been working on this in the
past, but has there been much consideration
of collaboration across the different
agencies, such as NJ Transit and MTA and all
the others to enable other alternatives,
spanning beyond just expanding bus service,
but expanding across Hudson transit capacity
in general, given that with the same amount
being planned to be spent on the bus
terminal rebuilding, the same amount could
actually pay for a (indecipherable) of the
Montauk branch of the Long Island Railroad,
extended through Midtown to the Meadowlands
and serve as a high-capacity rail trunk into

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which express buses could then feed.
Shorter bus strip lengths, great liability
for bus riders with the rail integrated.

So I'd be happy to provide
additional details on that, given I've been
briefing other parties, including the Deputy
Borough President of Queens, overseeing the
infrastructure portfolio within the Queens
Borough Hall and a few other interested
parties as well in the discussion about
this.

So thank you very much for
this opportunity, and I do look forward to
providing additional feedback as the process
goes.

MS. FITZPATRICK: Thank you so
much. Appreciate it.

Okay, and I understand --
oops, I skipped over one, with my apologies.
Our next speaker is Jimmy Menoscal.

And, Jimmy Menoscal, we'll
unmute you and ask you to state and spell
your name.

MS. KAIM: Maura, it doesn't

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look like Jimmy Menoscal is in attendance.

MS. FITZPATRICK: Okay. Thank you and I understand that Yuki Endo is also not going to be able to join us this afternoon, and so we will go on to our next speaker, who is Cecelia Feeley, followed by Jennifer Robinson and Kate Odikaesieme.

Cecelia Feeley.

MS. KAIM: No, I don't see her in the list.

MS. FITZPATRICK: Okay. Thank you. Jennifer Robinson.

Jennifer, are you with us?

MS. KAIM: It doesn't appear so.

MS. FITZPATRICK: Okay. Thank you. And Kate, who I'm going put to do a terrible job of pronouncing the last name of; so, apologies, but it's Kate Odikaesieme.

MS. KAIM: Also not here, Maura.

MS. FITZPATRICK: Okay. And last one on this slide is Paris Hairston.

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Is Paris Hairston with us?

MS. KAIM: No, ma'am.

MS. FITZPATRICK: I have the feeling it's the particularly beautiful weather might be persuading people to come to a different one of these sessions.

While our registrar updates the list, you're seeing the methods by which you can make comments, and we are accepting them through all these methods, and they all have the same weight, as I wanted to emphasize once again. So we'll go to our registrar next and see who is feverishly updating our speaker list behind the scenes. There you go. Thank you.

So our first speaker is Papa Cito, followed by Jose Rosado and Jamal Lavar.

Papa Cito, if you're there please, we will unmute you and ask you to state and spell your first and last name.

MS. KAIM: We do not have Papa Cito.

MS. FITZPATRICK: Okay. And

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our next is Jose Rosado.

Jose, if you are there we will unmute you.

MS. KAIM: We also do not have Jose Rosado.

MS. FITZPATRICK: Okay. And thank you. And Jamal Lavar.

MS. KAIM: We don't have Jamal either.

MS. FITZPATRICK: Okay. So while we go back, we're going to show you on our screen again, the multiple ways by which you can comment. I'm seeing from my colleagues we may be having a speaker joining us who is being -- currently registering. So we will -- give us a moment, and we will update our registrar list, and then we will show you on the screen who the next speakers will be.

So our next speaker is Larry Scheyer, who is with Community Board 6. Larry Scheyer, we are unmuting you and ask you to state and spell your name for us and thank you for being here with us.

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And Larry, when we have ummuted you, you also have to hit a button on your screen, and you'll see that pop up.

MR. SCHEYER: My name is Lawrence W. Scheyer. That's spelled L-A-W-R-E-N-C-E, middle initial W, S-C-H-E-Y-E-R.

I'm a member of Manhattan Community Board 6 and serve on the transportation and land use committees there. But I am speaking today in my personal capacity. I really appreciate the opportunity to speak about this new bus terminal because early in my career, I worked for the Port Authority in the law department and in the real estate company environmental law division.

This is going to be a life changer for New York City, but it really can only make a significant difference from an environmental viewpoint if this bus terminal is outfitted at the beginning to support all electric buses. There is going to be some technical issues that will have to be worked

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2 through and, hopefully, flexibility will be
3 built into the design to allow multiple
4 means of recharging buses, such as plugging
5 in buses, or having induction charging or
6 even just swapping out battery packs.

7 That said, from an environment
8 viewpoint for the community, not having
9 diesel bus fumes and noise from diesel
10 engines will be terrific. And as I
11 suggested, really life changing and life
12 enhancing.

13 I support also the midday bus
14 layup and staging facility, which will allow
15 buses to be able to depart on time,
16 especially in the evenings. And I would
17 suggest also provisioning the bus terminal
18 for automated guideways in the beginning to
19 help direct bus drivers and avoid crashes
20 that could drive closer together, but,
21 ultimately, for autonomous vehicles.

22 And finally, I want to
23 emphasize that the bus terminal is
24 transportation facility and not a public
25 dormitory. Thank you.

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MS. FITZPATRICK: Thank you.

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You cut me. I was going to take a sip of

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water. Nice to hear you and I appreciate

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it.

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So we have our next set of

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speakers. The first is Anubha Sen, followed

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by Ken Karp, followed by Caroline Ibarra,

9

and then Dashiell Eaves, and then Daniel

10

Doubrovkine and Savannah Wu.

11

So we will start with Anubha

12

Sen please. Is Anubha Sen with us?

13

MS. KAIM: I believe so. I

14

requested unmute.

15

MS. FITZPATRICK: Okay. So

16

Anubha Sen, when you are unmuted you will

17

see a button to press on your end to unmute

18

yourself and the window that will pop up.

19

Okay, so we'll try and circle back with

20

Anubha Sen.

21

And let's try Ken Karp. Ken,

22

if you are there. Is Ken Karp with us?

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MR. KARP: Hello.

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MS. FITZPATRICK: Hi.

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MR. KARP: Okay, Ken Karp.

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K-E-N K-A-R-P.

MS. FITZPATRICK: Thank you.

MR. KARP: Okay. The original call for proposals, I think, went out in 2008, was flawed in two respects. Number one, from my point of view, I did not take individual proposals, they had to come from corporations or institutions of some sort.

But, number two, the -- what turned out to be 13 proposals did not include the possibility of the terminal being built in New Jersey. When I attended both scoping meetings, one in Tenafly and one in New York, and the whole matter was brushed over, I could not get a straight answer why that alternative was there. Because I did a little homework and getting information out of the Port Authority is quite a job.

New Jersey Transit estimated at the time that roughly 3,800 buses per average Monday through Friday, morning and evening goes through the Lincoln Tunnel, a Port Authority estimates estimated more than

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2 3,000. 3,500 in the morning, 3,500 in
3 evening coming in full, leaving empty or
4 stored, coming back empty and going back
5 full. Absolutely ridiculous. All of which
6 has to go through the same bottleneck of the
7 Lincoln Tunnel.

8 If the 7 were to be extended
9 or as is happening now, proposals are
10 happening on over the East River, a
11 people-moving system could be there,
12 basically alleviating that horror. I mean,
13 it's a crime against nature what goes on
14 just getting into the Lincoln Tunnel both
15 ways. It may be alleviated a little bit on
16 the New York side. But you're talking about
17 eight years of misery, eight years of
18 absolute misery on the neighborhood, on
19 commuters.

20 The difference at the two
21 scoping meetings that I went to, I attended.
22 In Tenafly, obviously, it was mostly New
23 Jersey people. But in New York, the
24 neighborhood was quite concerned as the
25 gentleman before expressed in some ways.

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2 The neighborhood is going to be put through
3 hell.

4 I just think about how the
5 World Trade Center was reconstructed, all
6 the work that -- and what happened to that
7 neighborhood. This is far more residential.

8 Secondly, keeping all these
9 buses still in the New York side goes
10 against everything New York is trying to
11 do -- New York City is trying to do in terms
12 of their traffic reduction plans. It's
13 contrary to President Biden's infrastructure
14 plan which seeks to reunite neighborhoods
15 because those ramps would take about as much
16 space as the current structure itself, are
17 hideous, are just --

18 MS. FITZPATRICK: Excuse me.
19 You have 30 seconds remaining.

20 MR. KARP: I'm just saying
21 that we're talking about environmental
22 impact here. Everything about this is
23 wrong. As long as they have that chokehold
24 of thousands of buses going through that
25 tunnel each day, the lineups of the

1
2 turnpike, coming from parkway -- I mean
3 the -- not the parkway -- the buses, it's
4 the time lost, the energy lost. It truly is
5 a crime against nature not to even consider
6 the possibility of this happening on the New
7 Jersey side --

8 MS. FITZPATRICK: I'm sorry,
9 your time is up. And I'm sorry, if we have
10 time at the end of session and you have more
11 you'd like to say, we'd welcome that. But
12 right now, your three minutes is up. I
13 thank you for your comments. I appreciate
14 it.

15 Let's go back to our list and
16 our first speaker is Caroline Ibarra. Is
17 Caroline Ibarra with us?

18 MS. KAIM: No, we do not have
19 Caroline Ibarra.

20 MS. FITZPATRICK: Thank you.
21 And then we'll move on to Dashiell Eaves and
22 then Daniel Doubrovkine.

23 Dashiell Eaves. Is Dashiell
24 with us?

25 MS. KAIM: No, I do not

1
2 believe so.

3 MS. FITZPATRICK: Okay. Then
4 we will go to Daniel Doubrovkine, followed
5 by Savannah Wu.

6 Is Daniel Doubrovkine with us?

7 MS. KAIM: No, I do not
8 believe so.

9 MS. FITZPATRICK: Okay. And
10 then we'll go on to Savannah Wu, followed by
11 Ivy Diaz.

12 Savannah Wu, are you with us?

13 MS. KAIM: No, she is not.

14 MS. FITZPATRICK: Okay. And
15 then we will try Ivy Diaz, followed by Matt
16 Kamper.

17 Ivy Diaz?

18 MS. KAIM: Not present.

19 MS. FITZPATRICK: Okay, and
20 then Matt Kamper, I believe, is with us
21 based on what my colleagues are writing me
22 on the side here.

23 Matt Kamper, if you are here,
24 and I will unmute you and you will need
25 to unmute --

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MR. KAMPER: Hello, can you hear me?

MS. FITZPATRICK: Hi, Matt. I ask you to spell your first and last name.

MR. KAMPER: My name is Matt, M-A-T-T. Kamper, K-A-M-P-E-R.

MS. FITZPATRICK: Thank you.

MR. KAMPER: I have a couple of things I want to say on this project. First of all, I'm in complete support of this project. This is a project that has been in the making for a very long time. I've been to the Port Authority bus terminal on occasion when I need to go to the Poconos, when I need to -- there were Times when I had to go to MetLife Stadium and go through the Port Authority bus terminal, but thanks to New Jersey Transit obviously having the rail service now, I don't have to do that. But still it's absolutely well overdue.

The bus terminal is a terminal that, you know, is past its useful life, first of all. A lot more people are using

1
2 it now than it was many years ago, and it's
3 well overdue for some sort of replacement
4 project. I completely support this. I
5 think this is something that needs to get
6 done.

7 And I'm thankful for you guys
8 for, you know, what you guys are doing as
9 far as buses coming out of the Lincoln
10 Tunnel. We don't have to sit in traffic
11 trying to get in the bus terminal with these
12 ramps that are being proposed. I absolutely
13 think it's going to be a beneficial thing
14 for bus riders. So I'm in complete support
15 of this project.

16 Second of all, on the project
17 itself -- and I know we're talking about New
18 Jersey here -- but at the Lincoln Tunnel
19 Helix, I've been sitting in traffic before
20 at the tunnel on a Sunday night where there
21 is a lot of traffic, let's just say that.
22 So much traffic trying to get -- and buses
23 get stuck in the traffic. I feel that they
24 need to be something done as far as the
25 exclusive bus lane, whether it should be

1
2 open overnight, whether there should be --
3 it's something you guys can think of,
4 because this is going to be a way that
5 people are going to be late sometimes.
6 There was one time I missed a train --
7 almost missed my train because of the
8 traffic at the Lincoln Tunnel. I think
9 something needs to be done about that, and
10 other than that, I'm in complete support of
11 this project. And thank you so much for
12 your time.

13 MS. FITZPATRICK: Thank you.
14 So nice to talk to you.

15 Okay. So we have more
16 speakers on our list now. So the first is
17 going to David Solnick, followed by Moses
18 Gates and then George Bulow.

19 Is David Solnick with us?

20 MS. KAIM: Doesn't appear so.

21 MS. FITZPATRICK: Okay. And
22 Moses Gates?

23 MS. KAIM: Also not present.

24 MS. FITZPATRICK: Okay. And
25 George Bulow.

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MS. KAIM: Yes, we have
George.

MS. FITZPATRICK: Okay.
George, we're going to unmute yourself, and
I look forward to hearing your spelled first
and last name. Hi.

MR. BULOW: I have unmuted.

MS. FITZPATRICK: Thank you.

MR. BULOW: I have unmuted.
Conventional spelling for "George". My last
name is B, as in "boy," -U-L-O-W.

MS. FITZPATRICK: Thank you.

MR. BULOW: I'm an independent
historian. I have had the good fortune to
have toured the Port Authority Bus Terminal
with key Port Authority personnel, so I'm
quite familiar with the facility. And I
also am a tour guide in New York, giving
tours of the city only by walking.

With regard to the bus
terminal, I took some notes and I thought I
would comment quickly to them. First of
all, obviously, it is the Lincoln Tunnel is
a part of this entire complex to be done and

1
2 no one, of course, can build yet another
3 tunnel. It's important to see that the
4 ramps are going to be changed and the rest.

5 But there are issues
6 pertaining to possible staging areas in New
7 Jersey and means of making sure that the
8 capacity remains for buses going into and
9 out of the terminal, using the tunnel during
10 the rush hours which may require even more
11 attention than it currently gets. I know
12 there was someone dedicated to do that.

13 One of the lessons that I
14 learned when I was visiting the terminal is
15 that the original intention of buses of that
16 time -- this was I guess the late 1950s,
17 could arrive the two at a time and could
18 make the turn on the roof. It's very clear
19 this is going to be changed.

20 I would suggest that
21 irrespective of what the physical changes
22 are going to be to get the capacity up, one
23 might have to consider adding a cantilevered
24 roof portion of the top floor over Tenth
25 Avenue, even if that requires expert ULURP

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2 discussion or planning discussion with the
3 City. One needs to have sufficient capacity
4 for buses of whatever size. We don't know
5 what they're going to change or be, although
6 we have a good idea how they are now, so
7 that there is sufficient capacity for
8 turning, given the frames of the existing
9 buses and possible future buses.

10 With regard to electronic
11 charging station or other means of dealing
12 with electronic vehicles, electric vehicles.
13 Obviously, we cannot yet know what the
14 standard are and will not know in the period
15 of time this construction is to take place.
16 Obviously, there needs to be assigned space
17 for whatever is eventually installed.

18 And I just would comment and
19 add to the earlier thought that, probably,
20 additional capacity needs to be built in,
21 not just from the beginning for that, but
22 also for possible additional items on it.
23 After all, this is being built once in a
24 lifetime, essentially.

25 MS. FITZPATRICK: And you have

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30 seconds remaining please.

MR. BULOW: The other part of this is to have more spaces not only for charter buses as mentioned, the long-distance buses and the lower-cost buses, but possibly also for vans. The variety of wheeled vehicles that need the facility, not the curbside, and the rest is critical. And I think that needs to be expanded.

The final part is the helix itself, which of course is being replaced, and it may be a part of something that could be added to this overall discussion of getting the buses to move into and out of the city in the most official manner possible. I thank you.

MS. FITZPATRICK: Thank you. Okay. So we'll go back to our speaker list, and what we are going to do is call on Matt Klemper and then we're going back to the people that had registered to speak whose names we called earlier and who were not with us to see if they are perhaps joined

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us.

So the first person we're going to call upon is Matt Klemper, followed by Jay Arzu and Sylvia Di Pietro.

So Matt Klemper.

MS. KAIM: We do not have Matt Klemper.

MS. FITZPATRICK: Okay. So this next part may be a conversation between me and Brittany.

Jay Arzu.

MS. KAIM: We do not have Jay Arzu.

MS. FITZPATRICK: And Sylvia Di Pietro.

MS. KAIM: We do not have Sylvia either.

MS. FITZPATRICK: And Mac Jankov.

MS. KAIM: We do not have Mac Jankov.

MS. FITZPATRICK: Thank you, Brittany. And Jimmy Menoscal?

MS. KAIM: No, ma'am.

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MS. FITZPATRICK: And Yuki
Endo.

MS. KAIM: Yes.

MS. FITZPATRICK: Okay. Yuki
Endo, if you are with us, we are going to
unmute you, and you will unmute yourself.
And we will look forward to hearing your
statement after you spell your first and
last name for us.

Yuki Endo, are you with us?

Okay. It does not appear that we have Yuki
Endo able to make a statement right now, so
we will keep Yuki Endo on our list and
circle back.

If we can go to our registrar
now to see the next group of people we
should call upon. And in the meantime,
again, we will show you on your screen the
methods by which you can submit comments,
not just tonight but also throughout the
comment period and all of these comments, as
I've stated a couple of times, have equal
weight, so that's important.

So give us a moment to see if

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2 we have others that we are going to add to
3 our list and refresh, go back to those who
4 have registered who we have not heard from
5 yet. Give me a moment because my moderator
6 support is sending me a message. So give us
7 a moment there while we see what the next
8 speakers are going to be.

9 Okay, we're going to now --
10 these are names we've announced before, but
11 we will go through them again, just to see
12 if -- and bear with me one moment while I
13 read a note that's being sent to me. Okay.
14 Got it. Got it, okay.

15 So the first is Cecelia
16 Feeley. So Cecelia Feeley, are you with us?

17 MS. KAIM: We do not have
18 Cecelia Feeley.

19 MS. FITZPATRICK: Okay. And
20 Jennifer Robinson?

21 MS. KAIM: We do not have
22 Jennifer Robinson.

23 MS. FITZPATRICK: Kate
24 Odikaesieme.

25 MS. KAIM: We do not have her

1
2 either.

3 MS. FITZPATRICK: Okay. And
4 Paris Hairston.

5 MS. KAIM: We do not have
6 Paris Hairston.

7 MS. FITZPATRICK: And Papa
8 Cito.

9 MS. KAIM: We do not have Papa
10 Cito.

11 MS. FITZPATRICK: And Jose
12 Rosado.

13 MS. KAIM: We do not have
14 Rosado.

15 MS. FITZPATRICK: And, again,
16 we will go back to our screen of how we can
17 submit and accept comments. And while we
18 have our registrar give us the next batch of
19 people who I think, again, will be names we
20 already called, but we just want to check
21 and make sure they haven't rejoined us and
22 are interested in making a comment this
23 afternoon. So give us a moment while we do
24 that.

25 MS. KAIM: Maura, I'd like to

1
2 make a reminder, if we do have someone in
3 attendance who is trying to speak but having
4 technical difficulties, you can find our
5 team in the Q&A response to help you as well
6 as using technical support line shown on the
7 screen.

8 MS. FITZPATRICK: Thank you,
9 Brittany.

10 Okay. So our next speaker
11 list is Jamal Lavar. Is Jamal Lavar, with
12 us?

13 MS. KAIM: We do not have
14 Jamal Lavar.

15 MS. FITZPATRICK: And Anubha
16 Sen.

17 MS. KAIM: We do not have
18 Anubha Sen.

19 MS. FITZPATRICK: Caroline
20 Ibarra.

21 MS. KAIM: We do not have
22 Caroline Ibarra.

23 MS. FITZPATRICK: And Dashiell
24 Eaves.

25 MS. KAIM: We do not have

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Dashiell Eaves.

MS. FITZPATRICK: And Daniel
Doubrovkine.

MS. KAIM: We do not have
Daniel Doubrovkine.

MS. FITZPATRICK: And Savannah
Wu.

I also want to make the offer
to both George Bulow and Ken Karp who spoke
to the end of their time, but if there are
additional things they'd like to say, and we
will have time because we still have until
4:00 p.m. for this session. So if there are
additional comments you would like to make,
we are welcome to hear them.

And otherwise we will go back
to our list of how people can comment. And
I think, Registrar, if we have gone through
twice and called names and each time we have
not seen that they are with us, I think we
can stop calling them.

Again, all of those methods by
you can submit comments are on your screen
and we want to stress that all the comments

1
2 have equal weight. And we also are going to
3 be here until 4:00, so if there are
4 additional speakers to -- again, these are
5 names that we have called before. But we
6 will call them one more time.

7 And the first is Ivy Diaz.

8 MS. KAIM: We do not have Ivy.

9 MS. FITZPATRICK: Okay. And
10 David Solnick.

11 MS. KAIM: We do not have
12 David Solnick.

13 MS. FITZPATRICK: And Moses
14 Gates.

15 MS. KAIM: We do not have
16 Moses Gates.

17 MS. FITZPATRICK: And George
18 Bulow, if you would like to speak again and
19 say additional comments, that would be fine.
20 Just let us know. If not, that's fine.

21 MR. BULOW: I'm sorry.

22 MS. FITZPATRICK: That's fine.
23 Yes.

24 MR. BULOW: I just wanted to
25 state quickly, it was an offhand request,

1
2 but it was time limited, so thank you for
3 the opportunity.

4 The idea of having a
5 cantilever on the top floor is because of
6 the tightness of space, given the way that
7 the New York City block is constructed and
8 given the size of the frames of the buses
9 themselves, that it may be wise to
10 actually -- and it could also be quite
11 innovative.

12 I think, yes, there's an
13 additional cost to the foundation. And,
14 yes, there's additional steel or other
15 supporting structure to carry the load of
16 the cantilevered portion. And, of course,
17 there's probably extra zoning question and
18 there's probably extra ULURP questions.

19 But it strikes me that given
20 the amount of money to be spent on doing
21 this, we might as well try and do it right
22 in a memorable and lasting way; and,
23 therefore, given the innovations that the
24 Port Authority has come up with in some of
25 its major facilities and given the

1
2 intelligence of the people who are running
3 the bus terminal, it is something that I
4 think that would be a help to them in terms
5 of seeing that the facilities operate with
6 the greatest efficiency possible now and
7 forty years from now.

8 MS. FITZPATRICK: Okay. Thank
9 you. Thank you for that addition.

10 And I'm going to ask now if
11 there are representatives for either Senator
12 Weinberg or Assemblyman Johnson in our
13 attendee list, if you could indicate that in
14 the Q&A and we would be happy to have you
15 make statements on behalf of the Senator and
16 the assemblyman, if appropriate.

17 Otherwise, we go will go back
18 to our next list of speakers. The first
19 being Matt Klemper.

20 MS. KAIM: We do not have
21 Matt.

22 MS. FITZPATRICK: Okay. And
23 the second being Andy Pollack.

24 MR. POLLACK: Hello Maura. Can
25 you hear me?

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MS. FITZPATRICK: Yes. Hello,

3

Andy. Yes, I can hear you. Please spell

4

your first and last name forme.

5

MR. POLLACK: Okay, for the

6

record it's A-N-D-Y and P-O-L-L-A-C-K.

7

MS. FITZPATRICK: Great.

8

Thank you.

9

MR. POLLACK: So, good

10

afternoon, everyone. I'd like to give

11

comments regarding the Port Authority.

12

It is time for a new Port

13

Authority. And when I heard that this

14

project was finally being discussed, I was

15

thinking to myself this was a long time

16

coming. I am very familiar with the Port

17

Authority, and each time I've gone, I've

18

felt like each time I'm in the old LaGuardia

19

Airport. That's how unpleasant it's been at

20

the Port Authority. I understand the

21

reputation it gets.

22

Yes, I've heard from other

23

people that they love the woman's restroom

24

because of the makeup area and the lighting.

25

But other than that, it's time to just

1
2 reimagine the Port Authority. And there are
3 some things that I would keep like I just
4 mentioned before.

5 Also we should keep the
6 rolling ball sculpture from George Siegel --
7 my bad, from George Rhoads, excuse me. That
8 should stay because that's a very important
9 part of the Port Authority.

10 And the retail. The retail
11 was very important about Port Authority and
12 I would hope that places for an example
13 would include Au Bon Pain, which I love
14 their cookies very much. I would also hope
15 that Hudson News, the Post Office,
16 Starbucks, GNC, they all stay in the Port
17 Authority. Even Heartland Brewery, which
18 gets a lot of good reviews. And if I didn't
19 bring up Hallmark, please keep Hallmark
20 because that's very important because if
21 somebody is trying to get a greeting card,
22 where else are we supposed to go in midtown
23 to look for that?

24 But one more point, there's a
25 negative impact as to how we're going to

1
2 redo the Port Authority. All I'm going to
3 say to everybody that has a negative point
4 of view on it, just be patient because there
5 was long discussions for a long time about
6 how are we going to rebuild the World Trade
7 Center.

8 Well, look what happened when
9 you stay patient and you let the time go by.
10 It is a beautiful area, the World Trade
11 Center. They even redid the retail area and
12 it's just worth it.

13 So with that, I think thank
14 you very much and I yield my time.

15 MS. FITZPATRICK: Thank you,
16 Andy. Nice to hear from you. Okay.

17 And we're going to now see if
18 Ken Karp has any additional comments that he
19 would like to make. And then we have a new
20 speaker signed up, who is Jim Wright.

21 So Ken Karp, if you have any
22 additional things you'd like to add.

23 MR. KARP: Can you hear me?

24 MS. FITZPATRICK: Yes, I can.

25 MR. KARP: One of the reasons

1
2 I think -- a big reason why there's so much
3 ill will from passengers to the Port
4 Authority is the way that we're treated if
5 you have to board a bus after 10:00, because
6 you're shot upstairs somewhere where the
7 buses change a little bit, you cannot find a
8 starter, but that's, I guess like New Jersey
9 Transit thing. If you happen to want a
10 night out and come back home by public
11 transportation, you're shot down to that God
12 awful basement, and it's really not a great
13 experience. So just the way bus terminal --
14 and you have to go through police lines and
15 all sorts of things. Just the way we're
16 treated to use mass transportation is kind
17 of counterintuitive.

18 Now, where I think you guys
19 really owe us an explanation is why in that
20 original proposal, New Jersey building is in
21 place which probably wouldn't take more than
22 a year. And then a people moving system
23 which they're talking about doing in other
24 place and works in other countries that
25 would essentially work as an extension of

1
2 the 7, which would solve so many problems
3 because as other people pointed out in your
4 otherwise finely-conducted meeting, you'll
5 always have the Lincoln Tunnel chokehold.

6 And we are talking about
7 environmental impact here, not creating
8 cantilevers, we're talking about
9 environmental impact only. And that -- when
10 you look at the news in the morning and you
11 see the lines up with literally thousands of
12 buses, trying to work their way up the
13 Turnpike, and as another commentator said,
14 if there's an accident, you're just sitting
15 there. All of that doesn't have to be.

16 Think of the humanity that's
17 taken out of you waiting in that traffic,
18 and you have to do it every day. Think of
19 the wasted energy and the pollution of all
20 that stop and go. Because no matter what
21 you do, you can build the finest facility on
22 Earth, you're still going to have that
23 Lincoln Tunnel chokehold. And if we're
24 talking environment, that is a crime against
25 nature. I'm done.

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MS. FITZPATRICK: Okay. Thank you, Ken Karp.

MR. KARP: Thank you.

MS. FITZPATRICK: And our next speaker, so Jim Wright. And, Jim Wright, when we unmute you, I'm going to ask you to spell your first and last name. Please let us know if you have an affiliation before you begin your statement.

MR. WRIGHT: Hi. My name is Jim Wright, J-I-M W-R-I-G-H-T. I'm an architect and resident of Manhattan Midtown South, and I followed this project through its various stages of predesign development.

And I want to say it looks like it's really developed in a very positive way in the point of view of the bus operations and the storage. But my comments have more to do with the urban design impact. And I have two comments related to that. One, I think there's a real opportunity to look at the development in the bus storage facility and the ramp approaches between 40 -- 39th and 40th as a

1
2 positive urban design and building
3 development on the -- on that area -- on
4 that part of the city.

5 For those who are aware of
6 that or know the area, it's really a
7 wasteland right now. So we really hope that
8 the Port Authority is looking at ways of
9 creating a street level presence that would
10 be inviting to pedestrians. Related to
11 that, it's great decking over part of the
12 trench vehicle approach to the tunnel. I
13 note that there's a portion that's left
14 opened midblock between 9th and 10th Street.
15 If possible, it would great if that decking
16 could also go all the way to Tenth Avenue.
17 I'm sure there's some demolition issues
18 related to that, something that would be a
19 huge amenity to the site by extending the
20 landscaped area that's further south in the
21 west midtown area.

22 And, finally -- and we're
23 looking at decked over, that could be a
24 really beautiful park. And the ability to
25 turn this into a real magnet, rather than

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just sort of leftover space is tremendous.

Finally, I just wanted to mention the Number 7 line, when it was designed and built, did not actually fit out and complete the proposed Tenth Avenue Station on 41st Street between Ninth and Tenth. This would be right adjacent to not only the temporary facility, but the main facility. It's also close to the new real estate development that's being proposed.

I think it would be really tremendous if the Port Authority could find a way to collaborate with the MTA to finally built out the Tenth Avenue Station.

MS. FITZPATRICK: And you may be near your end, but you have 30 seconds remaining.

MR. WRIGHT: Thank you. There's tremendous potential for growth in that area, so tying in the MTA's facilities to the Port Authority is a real opportunity. And with that, I'll thank you for the opportunity to speak.

MS. FITZPATRICK: Thank you so

1
2 much. I appreciate it.

3 Okay. So we will go -- it
4 looks like we have our New Jersey
5 Assemblyman Gordon Johnson with us; so,
6 great. So we're just checking to make sure
7 all systems are go for us to unmute the
8 Assemblyman and welcome him here.

9 Assemblyman, we're going to
10 unmute you, and you're going to need to
11 unmute yourself. And we'd love to hear your
12 statement after you spell your first and
13 last name for us. Give us a moment to see
14 if we can connect with the Assemblyman.

15 Okay. We have a few more
16 minutes so let's see if we can make sure to
17 connect with him. Okay. So if the
18 Assemblyman's office is having technical
19 difficulties, please let us know that in the
20 Q&A, and the staff will help you. I'm being
21 told that you're trying and we're trying.
22 So we do want to hear from the Assemblyman's
23 office.

24 And Brittany, I'm not sure if
25 there's anything that you can do to help out

1
2 right now.

3 MS. KAIM: I have it unmuted
4 on my end.

5 MS. FITZPATRICK: Okay. So
6 I'm seeing another note that may be
7 indicating that the Assemblyman's office is
8 going to provide written comments. But bear
9 with us one moment while we catch up.

10 Okay, so the Assemblyman's
11 office has just confirmed that they'll be
12 providing written comments to us rather than
13 an oral statement. So thank you,
14 colleagues, for sorting that out. I
15 appreciate that.

16 So right now, it's 3:46, and
17 we are due to end this session at 4:00 p.m.
18 so we are going to be here until 4:00, but
19 we're going step away for a moment since
20 right now, we do not have any registered
21 speakers, but we will keep an eye on our
22 Q&A box and if there are any additional
23 speakers, we'll fit them in before we make
24 our closing statements at 4:00 p.m. So
25 thank you.

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So for those of you who are still with us, we appreciate it. And thanks to all the speakers for their helpful content; and, again, we will be here until 4:00 p.m.

Again, if we happen to have late joiners, we are at the very tail end of this meeting, and we will be here until 4:00 p.m. but we do not have any additional registered speakers, so we will have closing remarks right at 4, but, otherwise, we're going to wait to see if there's any other activity before we close. Thank you.

And, again, this is your meeting moderator Maura, we do not have any speakers registered at this moment, and this session will be over at 4:00 p.m. We will have closing remarks then, but we are just awaiting any additional speakers between now and 4:00 p.m. So, thank you.

Okay. Thank you. And we will have Ken Karp with us again. And Ken, we'll give you another three minutes to add additional thoughts, and then we'll be right

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up at the tail end of this session.

So Ken, if you would please --
actually Brittany, if would you unmute Ken.
And Ken, if you would continue, please.

MR. KARP: Again, I thank you
for the extra time. And compliments on how
the meeting has been conducted. It would
have been nice to see the other people
there, like a real meeting. Again, this is
totally professional. But I get the sense
everybody is sitting home and casually
listening.

So I don't trust your
organization, and we have good reason not
to. Because to have the building on the
other side of the Hudson, all that work
could be done with no inconvenience to the
neighborhood, no disruption to passengers,
it would be done, flip a switch, come Monday
morning you go over there. And to have a
seamless route from the Meadowlands, from
which further light rail could go up to the
bridge, down to Newark Airport, you could
makes this the heart of a structure, around

1
2 an infrastructure that could change, that
3 could transform the region. Because you'd
4 have nonstop -- well, if it was a people
5 mover or an extension of the Seven, you
6 would have nonstop from the Meadowlands out
7 to Flushing Meadow Park, that's Giants
8 Stadium and Citi Field, for the price of
9 three bucks for a subway.

10 And the -- what it would take
11 away from the Lincoln Tunnel, and I'll say
12 it one more time, that stop-and-go traffic
13 on the helix or whatever it's going to be,
14 that truly is a crime against nature, and I
15 think it speaks volumes about the Port
16 Authority not even giving the option of
17 considering the Jersey side. Of those
18 original 3 -- 13 proposals, it was specified
19 in advance, and I couldn't even get an
20 answer at the two scoping meetings I went
21 to, as to why Jersey was excluded, there was
22 no feedback from the Port Authority. The
23 flow of information from your organization,
24 you have no concept of communicating with
25 the public. You can barely Google and find

1
2 out who the name of the president is of the
3 organization.

4 So why should we trust you
5 with this when you exclude -- in an
6 environmental meeting of all things, the
7 worst environmental impact of the
8 metropolitan area has to be the Port
9 Authority, the helix. Getting in and out of
10 chokehold, build the fanciest thing you
11 want, you're still going to have that
12 chokehold. You're still going to have those
13 buses trying to get in in the morning, cars
14 are going to break down, you're still going
15 to have those people, and you will have
16 changed nothing.

17 And while we're on it, how do
18 you allow the inhumanity to go on that's on
19 34th Street from Tenth West. That is a
20 curbside busing interstate, I guess --

21 MS. FITZPATRICK: And you have
22 30 seconds remaining, please.

23 MR. KARP: The inhumanity of
24 seeing those families out there without any
25 kind of shelter, without any kind of

1
2 bathroom, in the dead of winter. Shame on
3 your organization for allowing it because
4 that, ultimately, is your responsibility.
5 You want to push it off on the City, the
6 City is trying reduce traffic, and you're
7 just going to add to it.

8 Get it out. Get it out of the
9 Lincoln Tunnel. Shame on you for not even
10 allowing discussion of it. Thank you.

11 MS. FITZPATRICK: Thank you,
12 Ken. Take care.

13 Okay. I think we're at 3:57,
14 so I'm going to turn it back to my
15 colleague, Graham Trelstad, for final
16 comments. So thank you all who participated
17 with us today, and all the important
18 comments that we heard. We appreciate it.

19 MR. TRELSTAD: Thank you,
20 Maura, and thank you all for attending and
21 providing your comments.

22 The public comment period will
23 remain open until July 19th at 5:00 p.m.,
24 and comments can be submitted by mail to the
25 address shown on the screen and by email to

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PABTreplacementNEPA@PANYNJ.gov, through the project website, PABTreplacement.com, and also through voice mail at (929)502-7304.

Should you want more information, the project website will include documents referred to in our presentation, as well as the video of the presentation.

The FTA and Port Authority will hold additional public meetings this afternoon at 6:30 and tomorrow, June 24th, from 2:30 to 4:00 and again from 6:30 to 8:00.

While the content and format of each of those future sessions will be identical to what was presented today during this session, you're more than welcome to register for future sessions to provide additional comments or to hear from other stakeholders. And we certainly saw that some people registered now but did not attend. We hope to see them in future sessions.

Again we thank you for

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attending and providing your comments. The meeting will now be adjourned.

(Whereupon, at 3:58 P.M., the above matter concluded.)

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C E R T I F I C A T E

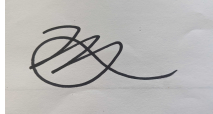
STATE OF NEW YORK)
 : SS.:
COUNTY OF RICHMOND)

I, MADELINE TAVANI, a Notary Public for
and within the State of New York, do hereby
certify:

That the above is a correct
transcription of my stenographic notes.

I further certify that I am not related
to any of the parties to this action by
blood or by marriage and that I am in no way
interested in the outcome of this matter.

IN WITNESS WHEREOF, I have hereunto set
my hand this 26th day of June, 2021.



MADELINE TAVANI

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PORT AUTHORITY OF NEW YORK AND NEW JERSEY
-----X
PORT AUTHORITY BUS TERMINAL REPLACEMENT
PROJECT
VIRTUAL NEPA SCOPING MAINTENANCE
-----X

June 23, 2021

6:30 P.M.

B e f o r e :

- MAURA FITZPATRICK, FHI Studio
- BRITTANY KAIM, Technical Host
- GRAHAM TRELSTAD, WSP

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2 PROCEEDINGS

3 MS. KAIM: Once again, good
4 afternoon on behalf of the Port Authority of New
5 York and New Jersey.

6 Welcome to the virtual public
7 scoping meeting for the Bus Terminal
8 Replacement Project. My name is Brittany
9 Kaim, and I am the technical host for
10 today's meeting.

11 Please direct your attention
12 to the instructions on-screen for today's
13 meeting. We are offering live Spanish
14 translation and ASL interpretation. Again,
15 we're offering today's meeting in English
16 and Spanish. You will need to choose the
17 language you'd like to listen to today's
18 meeting using the interpretation icon in the
19 Zoom tool bar, even if that language is
20 English. If you've chosen to listen to the
21 meeting in a language other than English,
22 you can click on the interpretation icon
23 again and choose "mute original audio"
24 option, so you can only hear the meeting in
25 your preferred language. Selecting this

2 option is not required, but it may improve
3 your audio quality.

4 Today's meeting will start
5 with a prerecorded video followed by a
6 comment session for the public record.
7 Today's meeting is being recorded and will
8 be available on the Port Authority Terminal
9 Bus Replacement Project website
10 www.PABTreplacement.com.

11 If you experience technical
12 issues, you can contact the technical team
13 via the Q&A function or by calling our
14 technical support line at 1(860)838-4504,
15 conference ID 40410473#.

16 You can also check your
17 meeting invite for an instructional leaflet
18 with more information on using Zoom.

19 During today's meeting, only
20 members of the project team and your ASL
21 interpreter will be on video. Attendees
22 will not have video and will be muted. If
23 you're a registered speaker, your microphone
24 will be unmuted when it is your turn to
25 speak. The chat function is also disabled

2 for attendees, but you may communicate with
3 our team through the Q&A box.

4 If you preregistered to give
5 an oral comment, you may submit a short
6 comment in the Q&A box, and it will be added
7 to the record.

8 If you have preregistered to
9 provide a comment but entered Zoom under a
10 different name, please alert the project
11 team in the Q&A box.

12 If you experience any
13 technical issues with Zoom, you can
14 communicate with the technical team running
15 today's video via the Q&A function or by
16 calling our tech support line, which is,
17 once again, 1(860)838-4504, conference ID
18 40410473#.

19 While you have the option to
20 change your view settings in Zoom, we
21 recommend that you do not adjust it, as we
22 currently have it set for the optimal
23 viewing experience. Should you change your
24 view setting and want to come back, please
25 select gallery view.

2 As a reminder, please click
3 the interpretation button in your toolbar
4 choose which language you'd like to listen
5 to today's meeting in. If your preferred
6 language is English, please select that now.

7 You can see more information
8 on how to provide a comment today or at a
9 later date. This information will be shown
10 again during the comment session.

11 Before we share the video
12 presentation, Graham Trelstad from WSP will
13 provide some opening remarks and
14 introductions.

15 MR. TRELSTAD: Thank you,
16 Brittany. And thank you all for taking time to
17 join this evening. My name is Graham Trelstad.
18 I'm from WSP, and I'm a consultant to the Port
19 Authority of New York and New Jersey. We're
20 grateful for your participation in this NEPA
21 scoping process. Your comments today will be
22 useful to FTA and Port Authority in guiding the
23 environmental review process for the bus
24 terminal replacement project. You may notice
25 that this format, the Zoom webinar, is different

2 from other Zoom experiences you may have had.
3 To optimize presentation of the meeting
4 material, we have decided not to have a grid of
5 smiling faces on the screen, but rest assured,
6 live representatives of the Port Authority and
7 FTA are here now, listening to your comments.

8 Joining us this evening from
9 FTA's Office of Planning and Program
10 Development are Donald Burns and Emily
11 Machayek. We have senior leadership from
12 the Port Authority project team as well.
13 These individuals, supported by a team of
14 Port Authority and staff and consultants,
15 will be here throughout the meeting and will
16 be taking careful notes of your comments.
17 We also have a stenographer making an
18 official transcript for the public record.

19 We will now play the
20 prerecorded video presentation that provides
21 an overview of the project and the NEPA
22 scoping process. After that our moderator
23 will open the session for receiving your
24 comments. This entire meeting will be
25 recorded and made available on the project

2 website.

3 (Prerecorded video is played)

4 MR. TRELSTAD: Hello, and welcome
5 to this virtual public scoping meeting for the
6 Port Authority Bus Terminal Replacement Project.
7 This scoping meeting is being conducted in
8 accordance with the National Environmental
9 Policy Act or NEPA.

10 My name is Graham Trelstad.
11 I am a consultant from WSP, presenting on
12 behalf of the joint lead agency and project
13 sponsor, the Port Authority of New York and
14 New Jersey.

15 The Federal Transit
16 Administration, or FTA, the Port Authority's
17 federal partner and NEPA lead agency, has
18 determined that an environmental impact
19 statement will be prepared for the proposed
20 project, referred to as the Bus Terminal
21 Replacement Project.

22 FTA and the Port Authority
23 will develop the EIS with input from the
24 public and coordination with federal, state,
25 and local agencies. The initial FTA action

2 was the publication of the notice of intent
3 in the Federal Register on June 4, 2021.
4 This action began a 45-day public comment
5 period, which requires this public meeting
6 to be held in order to receive input from
7 the public and interested agencies on the
8 proposal and the anticipated scope of the
9 environmental review.

10 We are conducting four
11 individual virtual NEPA public scoping
12 meetings via the Zoom platform. Two on June
13 23 at 2:30 p.m. and 6:30 p.m. and two on
14 June 24 at 2:30 p.m. and 6:30 p.m.

15 Following this presentation,
16 you will have an opportunity to comment. If
17 you registered to provide a comment, the
18 moderator will call your name in the order
19 in which comment registration was received,
20 and you will have three minutes to provide
21 your comment.

22 The 45-day comment period
23 started following the issuance of the Notice
24 of Intent in the federal register on
25 June 4, 2021 and will end at 5:00 p.m. on

2 July 19, 2021.

3 This is a further opportunity
4 for the public to respond to the proposed
5 project and the details outlined in the
6 presentation and the final scoping report.
7 You may comment anytime during the 45-day
8 comment period via comment form on the
9 project website, email, voice mail, or mail.

10 We are here to listen to you
11 and hear your comments. Your feedback is
12 important and continues to guide the future
13 of this project.

14 The FTA is preparing an
15 Environmental Impact Statement, or EIS, in
16 cooperation with the Port Authority for the
17 proposed project. Federal agencies are
18 required by NEPA to prepare an EIS if a
19 proposed federal action will significantly
20 affect the quality of the human environment.

21 An EIS is a detailed written
22 statement that defines the purpose and need
23 for a proposed action, considers the range
24 of reasonable alternatives, analyzes and
25 evaluates the potential environmental

2 impacts that may result from the proposed
3 action and reasonable alternatives, and
4 identifies measures that may mitigate the
5 effects of a proposed action.

6 A new bus terminal is needed
7 because existing bus and passenger travel
8 demand crossing the Hudson is forecasted to
9 increase dramatically, and this growth must
10 be accommodated. The Port Authority needs
11 to address functional and physical
12 obsolescence of the aging facility, and the
13 Port Authority needs to address bus
14 operations and storage and staging.

15 The project seeks to:
16 Improve Trans-Hudson bus operations; improve
17 the passenger experience within the
18 terminal; provide seamless passenger
19 accessibility to NYC Transit connections;
20 strive to achieve consistency with local and
21 regional land use plans and initiatives; and
22 develop a project that optimizes life cycle
23 costs and reduce the impacts of bus services
24 on the built and natural environments.

25 An important guiding

2 principle is that of the commuter experience
3 within the bus terminal. This principle
4 helped shape the following project
5 objectives that would be of particular
6 interest to the commuting public: Maintain
7 or improve connections to subways and mass
8 transit; provide a world class,
9 state-of-the-art terminal design; maintain
10 or improve pedestrian accessibility to
11 traveler origins and destinations; and
12 provide direct bus linkages to the Lincoln
13 Tunnel.

14 The bus terminal accommodates
15 approximately 260,000 passenger trips on a
16 busy weekday, about 23 percent of all
17 Trans-Hudson commuters today. Bus ridership
18 is projected to grow by 30 percent by 2040.

19 To recap what has happened to
20 date regarding the Bus Terminal Replacement
21 Project: On May 23, 2019, the Port
22 Authority released a Planning-Level Draft
23 Scoping Document to the public. It
24 identified 13 alternatives, which were
25 screened down to three based on two key

2 criteria: Ability to meet demand and no use
3 of private property.

4 The three alternatives that
5 best met the project purpose and need were
6 identified as: The Regional Plan
7 Association, RPA, alternative that split
8 operations between a rehabilitated bus
9 terminal and the Javits Center;

10 The Perkins Eastman Design
11 and Deliverability competition alternative
12 that located operations entirely at the
13 Javits Center;

14 And The Build-In-Place
15 alternative that proposed retaining
16 operations at the existing bus terminal site
17 and Port Authority properties.

18 On July 10, 2019, the Port
19 Authority conducted public meetings in
20 Tenafly, New Jersey and New York City. On
21 September 5, 2019, Port Authority conducted
22 additional public meetings in Springfield,
23 New Jersey and New York City. On September
24 18, 2019, the 120-day comment period closed.

25 During this 120-day comment

2 period, hundreds of comments and many
3 thoughtful ideas for improving the overall
4 initiative were received. We will give an
5 overview of some of the key stakeholder
6 input that led to the current proposal.

7 This planning level scoping
8 process and outreach effort provided the
9 public with an early opportunity to comment
10 on the proposed project, its purpose and
11 need, goals and objectives, the
12 identification and screening of
13 alternatives, and the approach to assessing
14 project impacts.

15 There was extensive public
16 and stakeholder input during this planning
17 level scoping period, which informed the
18 Port Authority in formulating its proposal
19 for the modified project, which is referred
20 to as the "locally preferred alternative."

21 This preliminary process
22 culminated in a Port Authority Final Scoping
23 Report (FSR) released to the public on
24 January 21, 2021, that includes responses to
25 comments received in 2019, and provides a

2 synopsis of how the locally preferred
3 alternative was developed.

4 The feedback that we received
5 during the public comment period:
6 overwhelmingly supported the Build-in-Place
7 alternative; strongly reinforced the need
8 for a Replacement Facility; confirmed the
9 project team's alternative screening
10 criteria; amplified the need to reduce bus
11 traffic and idling on local streets;
12 expressed strong opposition to moving
13 operations further west to the Javits
14 Center, which would lengthen passenger
15 travel time and contribute to additional
16 pedestrian congestion on local streets; and
17 emphasized the need to accommodate bus
18 storage and staging operations and curbside
19 intercity buses.

20 The Planning-Level Draft
21 Scoping Document, Summary of Comments and
22 Responses, and Final Scoping Report
23 summarizing this process and outcome are all
24 available on the project website,
25 www.PABTreplacement.com.

2 Based on this public
3 feedback, Port Authority developed a third
4 fatal flaw screening criterion; maintaining
5 the present seamless passenger connectivity
6 to the Eighth Avenue mass transit options
7 and pedestrian accessibility to those
8 options and Midtown.

9 This criterion, when applied
10 to the three remaining alternatives,
11 eliminated the Perkins Eastman and RPA
12 Alternatives due to the Javits Center's
13 isolation from Eighth Avenue mass transit
14 and Midtown.

15 Although the RPA alternative
16 was screened out by this criterion, the Port
17 Authority drew significantly from concepts
18 advanced by RPA to improve the remaining
19 Build-in-Place alternative.

20 This feedback, in addition to
21 the initial goals and objectives, directed
22 how the Port Authority will move forward
23 with the design and conceptualization of the
24 project.

25 There is more detailed

2 information about this process in the Final
3 Scoping report.

4 In response to public
5 comments and local community feedback
6 regarding impacts caused by buses
7 circulating on local city streets and
8 utilizing street level parking in various
9 locations, Port Authority made the following
10 changes to the project presented in 2019:

11 The proposed project will
12 include a storage and staging facility with
13 direct connections from the Lincoln Tunnel
14 to the new terminal.

15 The new ramp structure and
16 Ninth Avenue underpass will minimize impacts
17 on city streets from buses accessing the
18 replacement terminal, ensuring that the use
19 of city streets by bus terminal buses would
20 not increase.

21 Additionally, during the
22 Planning-Level Scoping process, the
23 community requested that the Port Authority
24 accommodate their request to include
25 curbside intercity buses into the scope of

2 the project.

3 Unlike a transit bus service,
4 which has frequent stops throughout a city,
5 an intercity bus service generally has a
6 single stop at one location in a city and
7 travels long distances to other cities.
8 Currently, only some intercity bus services
9 operate in the existing terminal. Services
10 that do not operate in the terminal
11 typically operate curbside on city streets.

12 After hearing public comments
13 regarding curbside operations, additional
14 accommodation of these curbside operations,
15 in addition to the existing bus services,
16 will be incorporated into the project.

17 The enhanced Build-in-Place
18 alternative has been identified as the
19 locally preferred alternative. This
20 alternative takes the 2019 Build-in-Place
21 alternative from the preliminary comment
22 period and includes design changes that
23 reflect the community's comments and input.

24 This enhanced Build-in-Place
25 alternative includes: A new main terminal

2 at the location of the existing terminal; an
3 integrated building to the immediate west of
4 the main terminal to accommodate both
5 intercity bus services and additional bus
6 storage and staging operations; a ramp
7 structure and underpass to connect the
8 buildings and the Lincoln tunnel; publicly
9 accessible open space; and private
10 development at four locations on Port
11 Authority property.

12 Now we will walk through the
13 major project components of the enhanced
14 Build-in-Place alternative.

15 The Main Terminal will be
16 Located at Eighth Avenue crossing over Ninth
17 Avenue between 40th Street and 42nd Street
18 and will include: Five floors of bus gates;
19 More than 160 gates for commuter buses;
20 direct connection to the Eighth Avenue
21 Subway and Times Square transit hubs;
22 best-in-class passenger amenities such as
23 modern facilities; appealing street-facing
24 retail spaces; modernized ticketing areas
25 and state-of-the-art design; and ADA

2 standards integrated into layout and design.

3 The Main Terminal will
4 ultimately be connected to the Intercity Bus
5 and Storage and Staging Facility and ramps
6 across 40th Street to create an integrated
7 operation and circulation pattern. Further,
8 a new underpass under Ninth Avenue between
9 40th Street and 41st Street will minimize
10 bus operations on local streets.

11 The Intercity Bus and Storage
12 and Staging Facility, also known as the West
13 Adjunct, will be located from Ninth Avenue
14 to Tenth Avenue between 39th Street and 40th
15 Street.

16 This facility will allow the
17 terminal to accept curbside intercity buses
18 that currently operate in the vicinity of
19 the existing terminal. The current design is
20 expected to have 40 bus gates dedicated to
21 intercity service.

22 It will also contain
23 approximately 350 storage spots, which will
24 reduce traffic on city streets and
25 throughout the Lincoln Tunnel during rush

2 hour.

3 The West Adjunct will serve
4 as a temporary bus terminal for commuters
5 during construction of the main terminal.

6 The new ramp structure will
7 be located at Galvin Plaza west of Tenth
8 Avenue. The infrastructure will serve all
9 bus movements into and out of the
10 above-grade bus levels of the Replacement
11 Facility to and from the Lincoln Tunnel.

12 This will consist of: 350,000
13 square feet of ramps connecting to the
14 storage and staging facility and main
15 terminal and a new two-way underpass under
16 Ninth Avenue that would provide entry and
17 egress to and from the lower level from Dyer
18 Avenue.

19 The underpass will eliminate
20 bus traffic on neighborhood streets and
21 greatly reduces congestion on 40th Street
22 and Ninth Avenue.

23 Both the quality of the
24 streetscape and bus reliability will be
25 improved by removing the need to operate on

2 city streets.

3 Thus, the new ramp structure
4 will maximize bus access to the Lincoln
5 Tunnel and other approaches while minimizing
6 to the extent possible the need for terminal
7 bound buses to access local streets.

8 Adjacent to the West Adjunct,
9 below-grade Dyer Avenue will be decked over
10 on Lots 9 and 10 between 37th Street and
11 39th Street and Ninth Avenue and Tenth
12 Avenue.

13 The deck-overs on Dyer Avenue
14 will be used for temporary operations and
15 passenger service during construction and
16 will provide close to three and a half acres
17 of new publicly accessible open space that
18 will be created once construction of the
19 Main Terminal is complete.

20 Private development that
21 would consist of four towers built entirely
22 on Port Authority properties in the vicinity
23 of the proposed project consistent with
24 present as-of-right zoning are contemplated
25 to help finance the project.

2 The private development is
3 proposed to include the following three
4 commercial and one mixed-use
5 retail/residential buildings: Up to
6 approximately 3 million gross square feet of
7 commercial space at the west side of Eighth
8 Avenue between 41st Street and 42nd Street;
9 up to approximately 2 million gross square
10 feet of commercial space at the east side of
11 Ninth Avenue between 40th Street and 41st
12 Street; up to approximately 2.3 million
13 gross square feet of commercial space at the
14 east side of Eleventh Avenue between 39th
15 Street and 40th Street; and up to
16 approximately 900,000 gross square feet of
17 residential space at the west side of Tenth
18 Avenue between 39th Street and 40th Street.

19 As these project components
20 come together, the anticipated project
21 layout is shown in this massing diagram. At
22 the end of construction, we will have: The
23 main replacement terminal at Eighth Avenue;
24 the Intercity Bus and Storage and Staging
25 Facility, or West Adjunct, between Ninth

2 Avenue and Tenth Avenue; the new ramp
3 structure west of Tenth Avenue; close to
4 three and a half acres of public open space
5 and private development at four locations.

6 The project timeline is
7 anticipated to be a total of 10 and a half
8 years.

9 The first two and a half
10 years of the project, beginning in 2021,
11 will consist of: An environmental review
12 and completing the anticipated Uniform Land
13 Use Review Procedure, or ULURP, for the
14 proposed project; receiving and responding
15 accordingly to industry feedback; and the
16 procurement of construction, professional,
17 and technical services for the project.

18 The project is anticipated to
19 have an eight-year construction process,
20 starting in 2024 to the end of 2027. The
21 Dyer decks, Intercity Bus Storage and
22 Staging Facility, or West Adjunct, and Ramps
23 will be built. The West Adjunct, when
24 complete, will serve as a temporary terminal
25 in order to continue operations when the

2 Main Terminal becomes inactive during the
3 next construction phase.

4 Private development would
5 occur following the conclusion of the
6 environmental review process and subject to
7 market conditions.

8 Interim operation of the West
9 Adjunct will begin in 2028, when the
10 construction of the Main Terminal will
11 begin. Construction on the Main Terminal is
12 anticipated to be completed at the end of
13 2031.

14 Construction will begin with
15 early action activities focused on the
16 construction of two deck-over structures
17 south of the existing ramps. These
18 deck-overs will be placed over the mouth of
19 the south and center tubes of the Lincoln
20 Tunnel.

21 Next would be construction of
22 the West Adjunct and ramp structure. The
23 West Adjunct would initially be fitted out
24 to operate as a temporary terminal.

25 Once the West Adjunct is

2 available for temporary operations, the
3 demolition of the existing terminal and
4 construction of the Main Terminal would
5 begin. Once the Main Terminal is complete
6 and operational, the West Adjunct will be
7 converted from temporary commuter operations
8 to the Intercity Bus and Storage and Staging
9 Facility, and the deck-overs can be
10 converted to public open space.

11 The foundation and cores of
12 these towers will be incorporated in the
13 design and construction of the new bus
14 terminal. But the completion of the private
15 development will likely finish following the
16 terminal.

17 The proposed project to be
18 evaluated in the EIS includes the
19 replacement facility, associated
20 infrastructure, and four private buildings
21 to be built on Port Authority property. The
22 project is anticipated to be partially
23 funded by proceeds from the sale of the
24 development rights.

25 We are currently in step 3 of

2 our planning and environmental review
3 process.

4 The 45-day NEPA Public
5 Scoping period began with the publication of
6 the NOI on June 4, 2021, in the Federal
7 Register and will close at 5:00 p.m. on
8 Monday, July 19, 2021.

9 We will take all comments
10 received at this meeting and other scoping
11 meetings as well as any comments submitted
12 via the project website, email, mail, and
13 voice mail during step 3 to prepare a final
14 NEPA scope. That final scope will inform the
15 development of the environmental impact
16 statement during step 4.

17 Public hearings on the
18 environmental impact statement will be held
19 during step 5, and the final environmental
20 impact statement and Record of Decision will
21 be released in step 6.

22 This concludes the
23 prerecorded presentation. We will now
24 transition to the moderated portion of the
25 meeting during which comments will be

2 received.

3 MS. FITZPATRICK: Good evening.
4 My name is Maura Fitzpatrick, and I will be your
5 moderator for the public comment portion of this
6 meeting. Welcome.

7 The meeting is proceeding
8 virtually as noticed. The virtual format
9 was designed to conform with the CDC
10 guidelines, executive orders of both New
11 York and New Jersey that restrict public
12 gatherings.

13 I'd like to go over ground
14 rules before we begin to hear public
15 comments. If you have not already
16 registered to make a public statement and
17 would like to do so, please use the Zoom Q&A
18 function to make that request. Each speaker
19 will be allowed three minutes. We will be
20 keeping time, and I will notify you when we
21 have 30 seconds remaining and when your time
22 is complete.

23 Please note that we will not
24 be responding to comments or questions in
25 this meeting. But all comments submitted

2 will become part of the meeting record and
3 the responses will be included in the final
4 NEPA scope. Also note that we have a
5 stenographer recording your oral comments.

6 I ask that you address your
7 comments to the subject at hand, which is
8 the Port Authority Bus Terminal Replacement,
9 and you use respectful language throughout
10 your communications. If you prefer not to
11 speak publicly, you can write a brief
12 comment in Q&A function. You can also email
13 in longer comments and submit them to the
14 project website. Those addresses are on
15 your screen. I want to stress that all of
16 these comments have the same weight.

17 I will be calling the names
18 of those who have registered to speak in the
19 order they were received. Elected officials
20 will be offered the opportunity to speak. I
21 will also be calling names of the next few
22 speakers. You also see this list of
23 upcoming speakers on the screen, and you can
24 register this evening to speak any time
25 until 8:00 p.m. When your name is called,

2 your microphone will be unmuted by the
3 meeting host. Please allow a moment for
4 that to occur and please have your
5 microphone volume up. I will then ask you
6 to state and spell your name for the record.
7 After that, I will begin to time your
8 statement.

9 As a reminder, we will be
10 limiting comments to three minutes, and I
11 will let you know when you have 30 seconds
12 left to wrap up. We also encourage you to
13 submit your comments via email, even if
14 you've already made them orally. And that
15 address, again, appears on your screen.

16 In addition to the American
17 Sign Language interpretation that you see on
18 your screen, we're also providing Spanish
19 language simultaneous interpretation. For
20 those of you who have requested language
21 interpretation, the interpreter will advise
22 you about when you are next to make your
23 statement. Please be sure to pause after
24 every couple of sentences to allow for your
25 interpreter to have sufficient time to

2 interpret to the group. And I want to
3 remind all of you to select the appropriate
4 language channel at the bottom of your Zoom
5 screen. There may be gaps in the audio
6 while the interpreter is talking to the
7 commenter on their language channel so
8 please be patient with those gaps.

9 This comment portion of the
10 meeting lasts until 8:00 p.m. However, if
11 speakers are still waiting as that time
12 approaches, we will try to accommodate them
13 as needed. And if time allows, people who
14 have already spoken will be able to provide
15 one set of additional three minutes of
16 comments after that. So with that, thank
17 you for your patience in listening to all of
18 those ground rules.

19 I would like to now ask our
20 registrar to show the speakers who have
21 registered for this evening.

22 So our first speaker is
23 Christine Berthet, Tanya Jasey, and Yangbo
24 Du.

25 So Christine Berthet, we are

2 going to unmute you, and then we will ask
3 you to state and spell your first and last
4 name before I begin to time you.

5 MS. BERTHET: Can you hear me?

6 MS. FITZPATRICK: Yes, Christine.
7 Loud and clear. Thank you.

8 MS. BERTHET: Thank you. So my
9 name is Christine Berthet, which is B, as in
10 "boy," -E-R-T, as in "Tom," -H-E-T. And
11 Christine is C-H-R-I-S-T-I-N-E.

12 I'm representing Manhattan
13 Community Board 4. I serve as the co-chair
14 of Transportation for the Community Board.
15 On March 29, 2021, the Community Board sent
16 a letter, which is our official testimony.
17 I will highlight a few points from the
18 letter. While the Board is pleased that the
19 final scope reflects a great degree of
20 community input, including the
21 (indecipherable) neighborhood plan, key
22 community concerns remain.

23 Air quality. The Port
24 Authority's strategy depends on bus
25 companies to improve air quality in the

2 terminals. The Port has no control over the
3 bus company, thus is not committed to
4 improving air quality. The Port Authority
5 should really study how to seal the building
6 (indecipherable) and still ventilation and
7 filtration system.

8 As we speak, Ninth Avenue
9 intersection are gridlocked by Lincoln
10 Tunnel drivers. It is a daily occurrence.
11 The Port Authority should first address this
12 current condition, which have plagued this
13 neighborhood for the last 20 years and
14 become much worse since COVID reopening.
15 They are a huge burden on the community
16 health and quality of life.

17 Further, the terminal
18 construction will trigger major disruptions
19 on the routes to the tunnel, so mitigation
20 measure and monitoring of air quality due to
21 additional traffic congestion will need to
22 be implemented.

23 Jitney and charter buses, we
24 were very pleased that an intercity bus
25 terminal will be built. However, jitneys

2 are not included in the scope. Jitney stops
3 are adjacent to the terminal, and their
4 operations spill over in residential streets
5 close to the terminal. It is critical that
6 all intercity operators have equitable
7 access to the terminal on a first come,
8 first served basis.

9 Knitting the neighborhood
10 together. While we are excited that the
11 design removes all bus traffic from our
12 streets, bulky bridges over the avenues and
13 the streets will create dead zone at the
14 street level below them. We urge the Port
15 Authority to design these elements, allowing
16 for daylight at street level and welcoming
17 to pedestrian under them. And also the
18 overall height of the Ninth Avenue Tower
19 near the main bus terminal is currently a
20 project that's 60 to 70 stories and remain
21 an issue. The Board requests the PANYNJ
22 come up with strategies to reduce the
23 height, while redistributing its mass.

24 Finally on funding, we're
25 delighted that two parks will built. We

2 look to the Port Authority to create
3 mechanism to guarantee funding up front for
4 the parks creation in ten years, so that
5 there are enough funds left to build the
6 park. Thank you very much. We look forward
7 to continue working with you to improve the
8 design.

9 MS. FITZPATRICK: Thank you so
10 much for your comments. Appreciate it.

11 So our next speak is Tanya
12 Jasey, followed by Yangbo Du and then
13 Patricia Collins.

14 So Tanya Jasey, we will
15 unmute you and ask that you state and spell
16 your name for the record before you begin
17 your statement.

18 MS. KAIM: Maura, we don't have
19 Tanya Jasey present currently.

20 MS. FITZPATRICK: Okay. So our
21 next speaker is Yangbo Du, who we did hear from
22 this afternoon. So we'll check if Yangbo Du is
23 with us this evening.

24 MS. KAIM: It doesn't look like
25 Yangbo Du is present either.

2 MS. FITZPATRICK: Okay. For
3 those of you who were -- are audience attendees,
4 we will check back with these people just in
5 case they're joining us a little bit late.

6 So the next speaker would be
7 Patricia Collins, followed by Jimmy
8 Menoscal.

9 Patricia Collins we'll unmute
10 you if you're with us and ask you to state
11 and spell your last name.

12 MS. KAIM: We do not have
13 Patricia Collins.

14 MS. FITZPATRICK: Okay. Thank
15 you, Brittany.

16 Jimmy Menoscal is next,
17 followed by Amol Purav. Is Jimmy Menoscal
18 with us?

19 MS. KAIM: We do not have Jimmy
20 Menoscal.

21 MS. FITZPATRICK: Thank you. And
22 Amol Purav will be followed by Jasmine Melendez.

23 Is Amol Purav with us?

24 MS. KAIM: Amol Purav is not
25 present.

2 MS. FITZPATRICK: Thank you. And
3 then Jasmine Melendez is the last on this slide.
4 So if you could check her availability,
5 Brittany, please.

6 MS. KAIM: I do not have Jasmine
7 Melendez present.

8 MS. FITZPATRICK: Okay. Thank
9 you.

10 So, again, for those of you
11 who are attendees, we're showing you here
12 all the various ways that you can submit
13 comments. Again, all of our comments
14 submitted have the same weight in terms of
15 importance to the FTA and to the Port
16 Authority, so just bear that in mind, and we
17 have comment period that goes through
18 July 19th.

19 So we will ask our registrar
20 to put on the display the next set of
21 speakers, if we have them.

22 Okay. Thank you, registrar.
23 So our first speaker is Paris Hairston,
24 followed by Andrew Horowitz and Papa Cito.

25 Is Paris Hairston with us?

2 MS. KAIM: We do not have Paris
3 Hairston present.

4 MS. FITZPATRICK: Okay. And then
5 Andrew Horowitz. Is Andrew Horowitz with us?

6 MS. KAIM: Andrew Horowitz is not
7 present.

8 MS. FITZPATRICK: Okay. I think
9 partly, the beautiful weather may be keeping
10 people outside.

11 So Papa Cito would be next,
12 followed by John Yee. Is Papa Cito with us?

13 MS. KAIM: Papa Cito is not
14 present.

15 MS. FITZPATRICK: Okay. And John
16 Yee would be followed by Marlon Lowe.

17 Is John Yee with us?

18 MS. KAIM: John Yee is not with
19 us.

20 MS. FITZPATRICK: Okay. And then
21 Marlon Lowe would be followed by Robert Fraser.

22 Is Marlon Lowe with us?

23 MS. KAIM: Marlon Lowe is not
24 with us.

25 MS. FITZPATRICK: Okay. Robert

2 Fraser. Is Robert Fraser with us?

3 MS. KAIM: Robert Fraser is not
4 with us.

5 MS. FITZPATRICK: Okay. Thank
6 you. Again, we will show, for the benefit of
7 our attendees, the various ways that you can
8 submit comments, and we will see what the next
9 set of speakers are. And, again, we will
10 revisit the group one more time from the start
11 to make sure that if one of our registered
12 speakers is joining us late, that they'll have
13 another opportunity to speak.

14 So bear with us while we move
15 to the next set of speakers. Thank you,
16 registrar. And so our first in this batch
17 is Yulia Faytelson, followed by David
18 Solnick.

19 Is Yulia Faytelson with us?

20 MS. KAIM: No, we do not have
21 Yulia Faytelson.

22 MS. FITZPATRICK: Okay. And
23 David Solnick, is he available?

24 MS. KAIM: We do not have David
25 Solnick present.

2 MS. FITZPATRICK: Okay. And last
3 would be Yuki Endo of our new speakers, before
4 we begin the list again.

5 MS. KAIM: We do have Yuki Endo.

6 MS. FITZPATRICK: Okay. Yuki
7 Endo. If we could unmute Yuki Endo's microphone
8 and ask Yuki Endo to spell their first and last
9 name, we will look to hearing your statement.

10 MR. ENDO: E-N-D-O.

11 MS. FITZPATRICK: Thank you.

12 MR. ENDO: My name is Yuki Endo.
13 Resident of the Jackson Heights, Queens, New
14 York. And I use both facilities at the George
15 Washington Bridge Bus Station, Port Authority
16 Bus Terminal.

17 I support renovation for the
18 Port Authority Bus Terminal because when I
19 visited GWB Bus Station during the pandemic,
20 it was very nice. I hope the Port Authority
21 will get same treatment as the George
22 Washington Bridge bus station.

23 I also agree with the Dyer
24 Avenue underpass lower level to help buses
25 access easily. I currently see many buses

2 that goes to and from Port Authority Bus
3 Terminal. They go over Eighth Avenue, 41st
4 Street, as well as all streets 41st Street
5 between Twelfth and Tenth Avenue.

6 Before coronavirus, Lincoln
7 Tunnel was heavy traffic, especially when --
8 when there was accident in New Jersey
9 Turnpike. Also new Port Authority
10 (indecipherable) bus stop issue at M42 bus
11 at the 42nd Street, Eighth Avenue, Tenth
12 Avenue. (Indecipherable) a Starbucks and
13 Dunkin' Donuts (indecipherable) at the Port
14 Authority Bus Terminal.

15 Thank you for your
16 cooperation.

17 MS. FITZPATRICK: Thank you so
18 much for your comments. We appreciate it.

19 Okay. So we will go back to
20 our list of speakers. And I believe that we
21 are now -- we have a new one, before we
22 start with the people we've already called.

23 So Martin Edelman. Is Martin
24 Edelman with us? If so, we will unmute your
25 microphone and ask you to spell your first

2 and last name for us before you begin.

3 MS. KAIM: I'm not showing Martin
4 Edelman present.

5 MS. FITZPATRICK: Okay. Thank
6 you. And then the next group we have called
7 once before, but we're going to give them
8 another opportunity to speak, in case they're
9 joining us late.

10 So the first is Tanya Jasey.
11 Brittany, is Tania Jasey with us?

12 MS. KAIM: Tanya is not present.

13 MS. FITZPATRICK: Okay. And then
14 Yangbo Du.

15 MS. KAIM: Yangbo Du is not
16 present.

17 MS. FITZPATRICK: Okay. And
18 Patricia Collins.

19 MS. KAIM: Patricia Collins is
20 not present.

21 MS. FITZPATRICK: And Jimmy
22 Menoscal.

23 MS. KAIM: Jimmy Menoscal is not
24 present.

25 MS. FITZPATRICK: Okay. And then

2 Amol Purav.

3 MS. KAIM: Amol Purav is not
4 present.

5 MS. FITZPATRICK: Okay. Thank
6 you. And then we go will back to our list of
7 how to submit comments while our registrar
8 updates our list of potential speakers.

9 And, again, if you wish to
10 speak, please just register in the Q&A
11 function as we'd love to have your comments.
12 Okay. Give us a moment to upload the next
13 set of speakers.

14 For those of you who are also
15 with us, please be aware we have two
16 additional sessions tomorrow, one at 2:30
17 and one at 6:30 p.m. Please spread the word
18 to your friends and neighbors because we'd
19 love to have as many people participate as
20 possible.

21 So again, these are names
22 we've called before, I think most of them
23 already but Jasmine Melendez. Has Jasmine
24 Melendez joined us?

25 MS. KAIM: Jasmine Melendez has

2 not joined.

3 MS. FITZPATRICK: Okay. Paris
4 Hairston.

5 MS. KAIM: Paris Hairston is not
6 present.

7 MS. FITZPATRICK: Okay. And
8 Andrew Horowitz.

9 MS. KAIM: Andrew Horowtiz is not
10 present.

11 MS. FITZPATRICK: Okay. And Papa
12 Cito.

13 MS. KAIM: Papa Cito is not
14 present.

15 MS. FITZPATRICK: And John Yee.

16 MS. KAIM: John Yee is not here.

17 MS. FITZPATRICK: And Marlon
18 Lowe.

19 MS. KAIM: Marlon Lowe is also
20 not here.

21 MS. FITZPATRICK: Okay. Thank
22 you. And, again, we will switch our slides for
23 you. And give us a moment to update the list.
24 And, again, if you're interested in submitting a
25 comment, please let us know that in the Q&A.

2 You can either write it, or you can say it out
3 loud.

4 And then we will show the
5 next list of speakers. I believe we may
6 have one new speaker registered, but I'm
7 getting some information from my colleagues
8 on the slide.

9 So the first is Robert
10 Fraser. Is Robert Fraser with us?

11 MS. KAIM: Robert Fraser has not
12 joined us.

13 MS. FITZPATRICK: Okay. And then
14 Yulia Faytelson.

15 MS. KAIM: Yulia Faytelson has
16 not joined us.

17 MS. FITZPATRICK: And David
18 Solnick.

19 MS. KAIM: David Solnick is not
20 present.

21 MS. FITZPATRICK: And then
22 lastly, Martin Edelman.

23 MS. KAIM: Martin Edelman is not
24 present.

25 MS. FITZPATRICK: Okay. Thank

2 you. And maybe -- yes, I thought so.

3 So we are going to take a
4 break because, right now, we have no
5 registered speakers.

6 We will have this meeting be
7 open until 8:00 p.m. as advertised. But we
8 will just take a moment and turn ourselves
9 off-camera and off-microphone, and then we
10 will come back periodically to let people
11 know who are attendees why we're pausing.
12 And in the meantime, our registrars will be
13 keeping an eye on the Q&A and any other ways
14 that we're being communicated with in case
15 people are interested in speaking.

16 So thank you very much. We
17 will be taking a break now.

18 (A short break was taken.)

19 MS. FITZPATRICK: Again, if you
20 are just joining us, we have already had our
21 registered speakers who are with us this evening
22 make their statements. But if you would like to
23 make a statement between now and 8:00 p.m.
24 please let us know in the Q&A function at the
25 bottom of your Zoom screen.

2 Otherwise, again, we're going
3 it go off camera, but we're here in the
4 background and we'll be delighted to take
5 any additional oral comments. Thank you
6 very much.

7 (A short break was taken.)

8 MS. FITZPATRICK: Again, if you
9 are just joining, we have no registered speakers
10 at present, and so we are just taking a pause
11 here in our meeting, but we will stay with you
12 until 8:00 p.m. So if you change your mind and
13 if other people join us would like to speak, we
14 will welcome your comments until 8:00 p.m.
15 Thank you.

16 (A short break was taken.)

17 MS. FITZPATRICK: If you are just
18 joining, we are awaiting additional speakers to
19 register to make oral comments. So if you're
20 interested in making an oral comment, please let
21 us know that in the Q&A chat function -- excuse
22 me, the Q&A function in the bottom of your Zoom
23 screen. And we will be delighted to take
24 comments through 8:00 p.m.

25 And we are here, and we may

2 turn off our cameras, but we are definitely
3 here and making sure that anybody who is
4 interested in speaking has every opportunity
5 to do so. So thanks again.

6 And for those of you who have
7 been with us this evening, we appreciate
8 your attendance, and we will come back
9 periodically to make the same announcement.

10 (A short break was taken.)

11 MS. FITZPATRICK: For any of you
12 who may be just joining, we are taking a pause
13 because we currently have no registered
14 speakers.

15 We will be here until
16 8:00 p.m. and welcome any additional
17 commenters, so please let us know that
18 you're interested in making a statement in
19 the Q&A box at the bottom of your Zoom
20 screen. And otherwise, we will have closing
21 comments just a couple of minutes before
22 8:00 p.m. Thank you.

23 (A short break was taken.)

24 MS. FITZPATRICK: And if you are
25 joining late to this meeting, we are just

2 awaiting additional registered speakers, and we
3 will be here until 8:00 p.m. So if you are
4 interested in making a comment, please let us
5 know in the Q&A, and we will be delighted to
6 hear it.

7 And, otherwise, we will come
8 back periodically with the same statement.
9 But we will come back together a couple of
10 minutes before 8:00 to close the meeting
11 officially with some closing comments. So
12 please, if you're interested in making
13 comments between now and then, just let us
14 know. Thank you.

15 (A short break was taken.)

16 MS. FITZPATRICK: Again, if you
17 are just joining, we are awaiting additional
18 registered speakers to make oral comments, and
19 we will be here until 8:00 p.m. to accept those
20 comments until then. And I will be coming back
21 on the screen periodically to remind everyone of
22 that.

23 But we will have closing
24 remarks in a couple of minutes before
25 8:00 p.m., before we close our -- I just got

2 the note that I put -- my mic is up. Sorry
3 about that. So for those of you -- thank
4 you, teammates, who reminded me of that.

5 For those of you who are
6 joining us late, we are awaiting additional
7 registrants to speak, and please let us know
8 in the Q&A if you would like to speak. We
9 will be here until 8:00 p.m., but we will
10 have some closing remarks right before that.

11 So, thank you. And I will be
12 back in about five minutes to virtually say
13 the same thing. But, hopefully, we'll have
14 some additional commenters before then.
15 Thank you.

16 (A short break was taken.)

17 MS. FITZPATRICK: Thank you
18 again. For those of you -- if anyone is joining
19 us late, we're just pausing here to await for
20 additional registered speakers, and we will be
21 taking those requests through 8:00 p.m. And so
22 if you are interested in giving a comment,
23 please just let us know in the Q&A. Otherwise,
24 we will be making some closing remarks right
25 before 8:00 p.m. Thank you.

2 (A short break was taken.)

3 MS. FITZPATRICK: If you have
4 just joined us, we are awaiting additional
5 speakers to register to make comments before the
6 end of our session at 8:00 p.m. this evening.

7 And I will remind those of
8 you in our audience that we will be having
9 two additional sessions, one at 2:30 and one
10 at 6:30 p.m. tomorrow, so please spread the
11 word for us so we can have as many people
12 participate as we can possibly accommodate.

13 So thank you again, and we
14 will be coming back a couple of minutes
15 before 8:00 p.m. to close down this meeting
16 with some closing remarks. But if anybody
17 wants to speak before that, just let us know
18 in the Q&A. Thank you.

19 (A short break was taken.)

20 MS. FITZPATRICK: So this
21 concludes the public comment portion of this
22 meeting. And I will now turn it over to my
23 colleague, Graham Trelstad, for closing remarks.

24 Thank you all for
25 participating.

2 MR. TRELSTAD: Thank you, Maura.
3 And thank you all for attending and providing
4 comments tonight. The public comment period
5 will remain open July 19 at 5:00 p.m.

6 Comments can be submitted by
7 mail to the address shown on your screen by
8 email to PABTreplacementNEPA@PANYNJ.gov. Or
9 through the project website,
10 PBTreplacement.com.

11 We will also accept comments
12 by voice mail at (929)502-7304.

13 Should you want more
14 information, the project website includes
15 documents referred to in our presentation
16 and will include a video of the
17 presentation.

18 The FTA and Port Authority
19 will hold additional public meetings
20 tomorrow, June 24th, from 2:30 to 4:00 and
21 from 6:30 to 8:00. While the content and
22 format of those sessions will be identical
23 to what was presented during this session,
24 you are more than welcome to register for
25 those sessions to provide additional

2 comments or to hear from other stakeholders.

3 Again, we thank you for attending
4 and providing comments. The meeting
5 will now be adjourned.

6
7 (Whereupon, at replace 7:58 p.m.,
8 the above matter concluded.)

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C E R T I F I C A T E

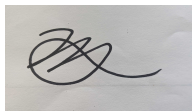
STATE OF NEW YORK)
 : SS.:
COUNTY OF RICHMOND)

I, MADELINE TAVANI, a Notary Public for
and within the State of New York, do hereby
certify:

That the above is a correct
transcription of my stenographic notes.

I further certify that I am not related
to any of the parties to this action by
blood or by marriage and that I am in no way
interested in the outcome of this matter.

IN WITNESS WHEREOF, I have hereunto set
my hand this 24th day of June, 2021.



MADELINE TAVANI

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PORT AUTHORITY OF NEW YORK & NEW JERSEY

-----x

PORT AUTHORITY BUS TERMINAL REPLACEMENT PROJECT

VIRTUAL NEPA SCOPING MEETING

-----x

June 24, 2021

2:30 P.M.

B e f o r e :

MAURA FITZPATRICK, FHISudio

BRITTANI KAIM, Technical Host

GRAHAM TRELSTAD, WSP

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I N D E X O F S P E A K E R S

Brad Hoylman New York State Senator.....13

Daniel Liu Commuter.....39

Michael Huarachi Commuter/ Neighbor.....40,46

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P R O C E E D I N G S

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MS. KAIM: Once again if you are just joining us, we are going to give people a chance to get logged in and we will begin shortly. As I mentioned, if you're just joining us, we're giving people a minute to get logged in and we'll begin shortly.

Once again, good afternoon. On behalf of the Port Authority of New York and New Jersey, welcome to the virtual public scoping meeting for the Bus Terminal Replacement Project. My name is Brittani Kaim and I'm the technical host for today's meeting.

Please direct your attention to the instructions on your screen for this meeting. We are offering a live translation of this meeting in Spanish via an interpreter. Please use the interpretation button in your toolbar to choose which language you'd like to listen to today's meeting in. If your preferred language is English, you will need to click interpretation and choose English. Please do that now.

Again, we're offering today's meeting in Spanish and English. You will need to

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2 choose the language you'd like to listen to today's
3 meeting in using the interpretation icon in your
4 Zoom toolbar, even if that language is English.

5 If you have chosen to listen to
6 the meeting in a language other than English, you
7 can click on the interpretation icon again and
8 choose Mute Original Audio, so you only hear the
9 meeting in your preferred language. Selecting this
10 option is not required, but it may improve your
11 audio quality.

12 Today's meeting will start with a
13 pre-recorded video followed by a comment session
14 for the public record. Today's meeting is being
15 recorded and will be available on the Port
16 Authority Bus Replacement project website,
17 www.pabtreplacement.com.

18 If you're experiencing technical
19 issues, you can contact the technical team via the
20 Q&A function in your toolbar or by calling our tech
21 support line at 1- (860) 838-4504, Conference Id
22 817268103 pound. You can also check your meeting
23 invite for an instructional leaflet with more
24 information on using Zoom.

25 During today's meeting, only

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2 members of the project team and our ASL interpreter
3 will be on video. Attendees will not have video and
4 will be muted.

5 If you are a registered speaker,
6 your microphone will be unmuted when it is your
7 turn to speak. The chat function is also disabled
8 for attendees, but you may communicate with our
9 team through the Q&A box. If you did not
10 pre-register to give an oral comment, you may
11 submit a short comment in the Q&A box and it will
12 be added to the record.

13 If you experience any technical
14 issues with Zoom, you can communicate with the
15 technical team running today's meeting via the Q&A
16 function or by calling our tech support line, which
17 is once again 1 (860) 838-4504, Conference ID
18 817268103 pound. While you have the option to
19 change your view settings in Zoom, we recommend you
20 do not adjust it as you currently have it set for
21 the optimal viewing experience. Should you change
22 the view setting and want to come back to the
23 optimal setting, please choose gallery view.

24 As a reminder, please use the
25 interpretation button in your toolbar to choose

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2 which language you'd like to listen to today's
3 meeting in. If your preferred language is English,
4 you should select that now. You can see more
5 information here on how to provide a comment today
6 or at a later date. This information will be shown
7 again during the comment session.

8

9 Before we share the video
10 presentation, Graham Trelstad from WSP will provide
11 some opening remarks and introductions.

12

13 MR. TRELSTAD: Thank you,
14 Brittani, and thank you-all for joining us today.

15

16 My name is Graham Trelstad and I'm
17 a consultant to the Port Authority of New York and
18 New Jersey. We are grateful for your participation
19 in this NEPA Scoping process. Your comments today
20 will be useful to FTA and Port Authority in guiding
21 the environmental review for the Bus Terminal
22 Replacement Project.

23

24 You may notice that the format of
25 the Zoom webinar is different from other Zoom
26 experiences you may have had. To optimize
27 presentation of the meeting material we have
28 decided not to have a grid of smiling faces on the
29 screen, but rest assured, live representatives of

1

2 the Port Authority and FTA are here now listening
3 to your comments.

4

5 Joining us today from FTA's
6 office of planning and program development is Ray
7 Tomczak. We also have senior leadership from the
8 Port Authority and project team as well. These
9 individuals, supported by a team of Port Authority
10 staff and consultants will be here throughout the
11 meeting and will be taking careful notes of your
12 comments.

12

13 We also have a stenographer making
14 an official transcript for the public record.

14

15 We'll now play the pre-recorded
16 video presentation that provides an overview of the
17 project and the NEPA Scoping process. After that,
18 our moderator will open the session for receiving
19 your comments. This entire meeting will be
20 recorded and will be made available on the project
21 website.

21

22 Hello and welcome to this virtual
23 public scoping meeting for the Port Authority Bus
24 Terminal Replacement Project. This scoping meeting
25 is being conducted in accordance with the National
Environmental Policy Act or NEPA.

1

2 My name is Graham Trelstad, I am a
3 consultant from WSP presenting on behalf of the
4 joint lead agency and Project Sponsor, the Port
5 Authority of New York and New Jersey. The Federal
6 Transit Administration, or FTA, the Port
7 Authority's Federal Partner and NEPA lead agency,
8 has determined that an Environmental Impact
9 Statement will be prepared for the proposed
10 project, referred to as the Bus Terminal
11 Replacement Project.

12 FTA and the Port Authority will
13 develop the EIS with input from the public and
14 coordination with federal, state, and local
15 agencies. The initial FTA action was the
16 publication of the Notice of Intent in the Federal
17 Register on June 4, 2021. This action began a
18 45-day public comment period which requires this
19 public meeting to be held, in order to receive
20 input from the public and interested agencies on
21 the proposal and the anticipated scope of the
22 environmental review.

23 We are conducting four individual,
24 virtual NEPA public scoping meetings via the Zoom
25 platform: two on June 23 at 2:30 PM and 6:30 PM and

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2 two on June 24, at 2:30 PM and 6:30 PM.

3

4 Following this presentation, you
5 will have an opportunity to comment. If you
6 registered to provide a comment, the moderator will
7 call your name in the order in which comment
8 registration was received and you will have three
9 minutes to provide your comment.

9

10 The 45-day comment period started
11 following the issuance of the Notice of Intent in
12 the Federal Register on June 4, 2021 and will end
13 at 5:00 PM on July 19, 2021.

13

14 This is a further opportunity for
15 the public to respond to the proposed project and
16 the details outlined in the presentation and the
17 Final Scoping Report. You may comment anytime
18 during the 45-day comment period via comment form
19 on the project website, email, voicemail, or mail.
20 We are here to listen to you and hear your
21 comments. Your feedback is important and continues
22 to guide the future of this project.

22

23 The FTA is preparing an
24 Environmental Impact Statement or EIS in
25 cooperation with the Port Authority for the
proposed project. Federal agencies are required by

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2 NEPA to prepare an EIS if a proposed federal action
3 will significantly affect the quality of the human
4 environment.

5

6 An EIS is a detailed written
statement that:

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8 Defines the purpose and need for a
proposed action;

9

10 Considers the range of reasonable
alternatives;

11

12 Analyzes and evaluates the
potential environmental impacts that may result
13 from the proposed action and reasonable
14 alternatives; and

15

16 Identifies measures that may
mitigate the effects of a proposed action.

17

18 A new bus terminal is needed
because:

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20 Existing bus and passenger travel
demand crossing the Hudson is forecasted to
21 increase dramatically-and this growth must be
22 accommodated;

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24 The Port Authority needs to
address functional and physical obsolescence of the
25 aging facility; and

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The Port Authority needs to address bus operations and storage and staging.

The project seeks to: Improve Trans-Hudson bus operations;

Improve the passenger experience within the terminal;

Provide seamless passenger accessibility to NYC Transit connections;

Strive to achieve consistency with local and regional land use plans and initiatives;

Develop a project that optimizes life-cycle costs; and,

Reduce the impacts of bus services on the built and natural environments.

An important guiding principle is that of the commuter experience within the bus terminal. This principle helped shape the following project objectives that would be of particular interest to the commuting public:

Maintain or improve connections to subways and mass-transit;

Provide a world class, state-of-the-art terminal design;

Maintain or improve pedestrian

1

2 accessibility to traveler origins and destinations;

3 and Provide direct bus linkages to
4 the Lincoln Tunnel.

5

6 The Bus Terminal accommodates
7 approximately 260,000 passenger trips on a busy
8 weekday, about 23% of all trans-Hudson commuters
9 today. Bus ridership is projected to grow by 30% by
10 2040.

11

12 To recap what has happened to date
13 regarding the Bus Terminal Replacement Project:

14

15 On May 23, 2019, Port Authority
16 released a Planning-Level Draft Scoping Document to
17 the public. It identified 13 alternatives, which
18 were screened down to three based on two key
19 criteria: ability to meet demand and no use of
20 private property. The three alternatives that best
21 met the project purpose and need were identified
22 as:

23

24 "The Regional Plan Association
25 (RPA) alternative that split operations between a
26 rehabilitated bus terminal and the Javits Center;

27

28 "The Perkins Eastman Design &
29 Deliverability competition alternative that located
30 operations entirely at the Javits Center; and

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"The Build-In-Place alternative that proposed retaining operations at the existing bus terminal site and Port Authority properties.

On July 10, 2019, Port Authority conducted public meetings in Tenafly, NJ and New York City. On September 5, 2019, Port Authority conducted additional public meetings in Springfield, NJ and New York City. On September 18, 2019, the 120-day comment period closed.

During this 120-day comment period, hundreds of comments, and many thoughtful ideas for improving the overall initiative, were received. We will give an overview of some of the key stakeholder input that led to the current proposal.

This planning-level scoping process and outreach effort provided the public with an early opportunity to comment on the proposed project, its purpose and need, goals and objectives, the identification and screening of alternatives, and the approach to assessing project impacts. There was extensive public and stakeholder input during this planning-level scoping period, which informed the Port Authority in formulating

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2 its proposal for the modified project, which is
3 referred to as the "locally preferred alternative."

4

5 This preliminary process
6 culminated in a Port Authority Final Scoping Report
7 (FSR) released to the public on January 21, 2021,
8 that includes responses to comments received in
9 2019 and provides a synopsis of how the locally
10 preferred alternative was developed.

11

12 The feedback that we received
13 during the public comment period:

14

15 Overwhelmingly supported the
16 Build-in-Place alternative;

17

18 Strongly reinforced the need for a
19 Replacement Facility;

20

21 Confirmed the project team's
22 alternative screening criteria;

23

24 Amplified the need to reduce bus
25 traffic and idling on local streets;

26

27 Expressed strong opposition to
28 moving operations further west to the Javits Center
29 which would lengthen passenger travel time and
30 contribute to additional pedestrian congestion on
31 local streets; and

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33 Emphasized the need to accommodate

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2 bus storage and staging operations and curbside
3 intercity buses.

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5 The Planning-Level Draft Scoping
6 Document, Summary of Comments and Responses, and
7 Final Scoping Report summarizing this process and
8 outcome are all available on the project web-site:
9 www.PABTreplacement.com.

10

11 Based on this public feedback,
12 Port Authority developed a third "fatal flaw"
13 screening criterion: maintaining the present
14 seamless passenger connectivity to the Eighth
15 Avenue mass transit options and pedestrian
16 accessibility to those options and midtown.
17 This criterion, when applied to the three remaining
18 alternatives, eliminated the Perkins Eastman and
19 RPA Alternatives due to the Javits Center's
20 isolation from Eighth Avenue mass transit and
21 midtown.

22

23 Although the RPA Alternative was
24 screened out by this criterion, Port Authority drew
25 significantly from concepts advanced by RPA to
26 improve the remaining Build-in-Place Alternative.
27 This feedback, in addition to the initial goals and
28 objectives, directed how the Port Authority will

1

2 move forward with the design and conceptualization
3 of the project.

4

There is more detailed information
5 about this process in the Final Scoping Report.

6

In response to public comments and
7 local community feedback regarding impacts caused
8 by buses circulating on local city streets and
9 utilizing street level parking in various
10 locations, Port Authority made the following
11 changes to the project presented in 2019:

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The proposed project will include
13 a storage and staging facility with direct
14 connections from the Lincoln Tunnel to the new
15 terminal.

16

The new ramp structure and Ninth
17 Avenue underpass will minimize impacts on city
18 streets from buses accessing the replacement
19 terminal, ensuring that the use of city streets by
20 bus terminal buses would not increase.

21

Additionally, during the
22 Planning-Level Scoping Process, the community
23 requested that the Port Authority accommodate their
24 request to include curbside intercity buses into
25 the scope of the project.

1
2 Unlike a transit bus service,
3 which has frequent stops throughout a city, an
4 intercity bus service generally has a single stop
5 at one location in a city and travels
6 long-distances to other cities. Currently only some
7 intercity bus services operate in the existing
8 terminal. Services that do not operate in the
9 terminal typically operate curbside on city
10 streets.

11 After hearing public comments
12 regarding curbside operations, additional
13 accommodation of these curbside operations in
14 addition to the existing bus services will be
15 incorporated into the Project.

16 The "enhanced Build-in-Place"
17 alternative has been identified as the locally
18 preferred alternative. This alternative takes the
19 2019 Build-in-Place alternative from the
20 preliminary comment period and includes design
21 changes that reflect the community's comments and
22 input. This enhanced Build-in-Place alternative
23 includes:

24 1. A new main terminal at the
25 location of the existing terminal;

1

2 2. An integrated building to the
3 immediate west of the main terminal to accommodate
4 both intercity bus services and additional bus
5 storage and staging operations;

6 3. A ramp structure and underpass to
7 connect the buildings and the Lincoln tunnel;

8 4. Publicly accessible open space;
9 and

10 5. Private development at four
11 locations on Port Authority property.

12 Now we will walk through the major
13 project components of the enhanced build-in- place

14 The Main Terminal will be Located
15 at Eighth Avenue crossing over Ninth Avenue between
16 40th Street and 42nd Street and will include:

17 Five floors of bus gates;

18 More than 160 gates for commuter
19 buses;

20 Direct connection to the Eighth
21 Avenue Subway and Times Square transit hubs;

22 Best-in-class passenger amenities
23 such as modern facilities, appealing street-facing
24 retail spaces, modernized ticketing areas, and
25 state-of-the-art design; and

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ADA standards integrated into

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layout and design.

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The Main Terminal will ultimately

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be connected to the Intercity Bus and Storage and

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Staging Facility and ramps across 40th Street to

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create an integrated operation and circulation

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pattern. Further, a new underpass under Ninth

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Avenue between 40th Street and 41st Street will

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minimize bus operations on local streets.

11

The Intercity Bus and Storage and

12

Staging Facility (also known as the West Adjunct),

13

will be located from Ninth Avenue to Tenth Avenue

14

between 39th Street and 40th Street. This facility

15

will allow the terminal to accept curbside

16

intercity buses that currently operate in the

17

vicinity of the existing terminal. The current

18

design is expected to have 40 bus gates dedicated

19

to intercity service.

20

It will also contain approximately

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350 storage spots which will reduce traffic on city

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streets and throughout the Lincoln Tunnel during

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rush hour. The West Adjunct will serve as a

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temporary bus terminal for commuters during

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construction of the main terminal.

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The new ramp structure will be located at Galvin Plaza west of Tenth Avenue. The infrastructure will serve all bus movements into and out of the above-grade bus levels of the Replacement Facility to and from the Lincoln Tunnel. This will consist of:

350,000 square feet of ramps connecting to the storage and staging facility and main terminal; and

A new two-way underpass under Ninth Avenue that would provide entry and egress to and from the lower level from Dyer Avenue.

The underpass will eliminate bus traffic on neighborhood streets and greatly reduces congestion on 40th Street and Ninth Avenue. Both the quality of the streetscape and bus reliability will be improved by removing the need to operate on city streets. Thus, the new ramp structure will maximize bus access to the Lincoln Tunnel and other approaches, while minimizing to the extent possible the need for terminal-bound buses to access local streets.

Adjacent to the West Adjunct, below-grade Dyer Avenue will be decked-over on Lots

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2 9 and 10 between 37th Street and 39th Street and
3 Ninth Avenue and Tenth Avenue. The Deck-Overs on
4 Dyer Avenue will be used for temporary operations
5 and passenger service during construction; and will
6 provide close to three and a half acres of new
7 publicly accessible open space that will be created
8 once construction of the Main Terminal is complete.

9 Private development that would
10 consist of four towers built entirely on Port
11 Authority properties in the vicinity of the
12 Proposed Project, consistent with present
13 as-of-right zoning, are contemplated to help
14 finance the project. The private development is
15 proposed to include the following three commercial
16 and one mixed-use retail/residential buildings:

17 Up to approximately 3 million
18 gross square feet of commercial space at the west
19 side of Eighth Avenue between 41st Street and 42nd
20 Street;

21 Up to approximately 2 million
22 gross square feet of commercial space at the east
23 side of Ninth Avenue between 40th Street and 41st
24 Street;

25 Up to approximately 2.3 million

1

2 gross square feet of commercial space at the east
3 side of Eleventh Avenue between 39th Street and
4 40th Street; and

5

Up to approximately 900,000 gross
6 square feet of residential space at the west side
7 of Tenth Avenue between 39th Street and 40th
8 Street.

9

As these project components come
10 together, the anticipated project layout is shown
11 in this massing diagram. At the end of
12 construction, we will have:

13

The Main replacement terminal at
14 Eighth Avenue;

15

The Intercity Bus and Storage and
16 Staging Facility (or West Adjunct) between Ninth
17 Avenue and Tenth Avenue;

18

The new ramp structure west of
19 Tenth Avenue;

20

Close to three and a half acres of
21 public open space; and

22

Private development at four
23 locations.

24

The project timeline is
25 anticipated to be a total of 10 and a half years.

1

2 The first two and a half years of the project,
3 beginning in 2021, will consist of:

4

5 An environmental review and
6 completing the anticipated Uniform Land Use Review
7 Procedure (or ULURP) for the proposed project;

8

9 Receiving and responding
10 accordingly to industry feedback; and

11

12 The procurement of construction,
13 professional, and technical services for the
14 project.

15

16 The project is anticipated to have
17 an eight-year construction process. Starting in
18 2024 to the end of 2027, the Dyer decks, Intercity
19 Bus/Storage and Staging Facility, or West Adjunct,
20 and Ramps will be built; the West Adjunct, when
21 complete, will serve as a temporary terminal in
22 order to continue operations when the Main Terminal
23 becomes inactive during the next construction
24 phase.

25

26 Private development would occur
27 following the conclusion of the environmental
28 review process and subject to market conditions.

29

30 Interim operation of the West
31 Adjunct will begin in 2028, when the construction

1

2 of the Main Terminal will begin. Construction on
3 the Main Terminal is anticipated to be completed at
4 the end of 2031.

5 Construction will begin with early
6 action activities focused on the construction of
7 two deck-over structures south of the existing
8 ramps. These deck-overs will be placed over the
9 mouth of the south and center tubes of the Lincoln
10 Tunnel. Next would be construction of the West
11 Adjunct and ramp structure. The West Adjunct would
12 initially be fitted out to operate as a temporary
13 terminal.

14 Once the West Adjunct is available
15 for temporary operations, the demolition of the
16 existing terminal and construction of the Main
17 Terminal would begin. Once the Main Terminal is
18 complete and operational, the West Adjunct will be
19 converted from temporary commuter operations to the
20 Intercity Bus and Storage and Staging Facility and
21 the deck-overs can be converted to public open
22 space.

23 The foundation and cores of these
24 towers will be incorporated in the design and
25 construction of the new bus terminal. But the

1

2 completion of the private development will likely
3 finish following the terminal. The proposed project
4 to be evaluated in the EIS includes the Replacement
5 Facility, associated infrastructure, and four
6 private buildings to be built on Port Authority
7 property. The project is anticipated to be
8 partially funded by proceeds from the sale of the
9 development rights.

10

We are currently in "step 3" of
11 our planning and environmental review process.

12

The 45-day NEPA Public Scoping Period began with
13 the publication of the NOI on June 4, 2021 in the
14 Federal Register and will close at 5:00 PM on
15 Monday, July 19, 2021.

16

We will take all comments received
17 at this meeting and other scoping meetings as well
18 as any comments submitted via the project website,
19 email, mail, and voicemail during "step 3" to
20 prepare a final NEPA scope. That final scope will
21 inform the development of the environmental impact
22 statement during "step 4".

23

Public hearings on the
24 environmental impact statement will be held during
25 "step 5" and the final environmental impact

1

2 statement and Record of Decision will be released
3 in "step 6."

4

5 This concludes the pre-recorded
6 presentation. We will now transition to the
7 moderated portion of the meeting during which
8 comments will be received.

8

9 MS. KAIM: Maura, it doesn't
10 sound like we have your audio. Can you check that,
11 please?

11

12 MS. FITZPATRICK: Bear with me.
13 I'm going to try to use my built-in.

13

14 MS. KAIM: We can hear you now.

14

15 MS. FITZPATRICK: Okay. So bear
16 with me. I'm going to put the headset away and use
17 my built-in and so you might hear a little bit of
18 sound in the background, but my apologies for that.
19 We tested that earlier, it was all working fine.
20 So anyway, back to the ground rules.

20

21 So this meeting is taking place
22 virtually as noticed. The virtual format was
23 designed to conform with the CDC guidelines and
24 executive orders of both New York and New Jersey,
25 the restricted public gatherings.

25

I'd like to go over the ground

1

2 rules before we begin to hear public comments.

3

4 If you have not already registered
5 and would like to make public statement, please use
6 the Zoom Q&A function to make that request. Each
7 speaker will be allowed three minutes. We will be
8 keeping time and I will notify you when you have 30
9 seconds remaining and when your time is complete.

9

10 Please note that we will not be
11 responding to comments or questions in this
12 meeting. But all comments submitted will become
13 part of the meeting record and responses will be
14 included in the final NEPA Scope.

14

15 Also note that we have a
16 stenographer recording your oral comments. I ask
17 that you address your comments to the subject at
18 hand, Port Authority Bus Terminal Replacement
19 Project, and that you use respectful language in
20 your communications.

20

21 If you prefer not to speak
22 publicly, you can write your brief comment in the
23 Q&A function. You can also e-mail in longer
24 comments and submit them to the project website.
25 And you can see those addresses on your screen. I
want to stress that all of these comments have the

1

2 same weight.

3

4 I will be calling the names of
5 those who have registered speak in the order
6 received. Elected officials will also be offered
7 the opportunity to speak. I will also be calling
8 the names of the next few speakers. And you will
9 see that list of upcoming speakers on the screen.
10 You can register to speak anytime today until 4:00
11 p.m.

12

13 When your name is called, your
14 microphone will be unmuted by the meeting host.
15 Please allow a moment for that to occur and please
16 have your microphone volume up. I will then ask
17 you to state and spell your name and give us your
18 affiliation also for the record. After that, I
19 will begin to time your statement.

20

21 As a reminder, we will be
22 limiting comments to three minutes and I will let
23 you know when you have 30 seconds left and when you
24 need to wrap up.

25

26 We also encourage you to submit
27 your written comments via e-mail, even if you have
28 made them orally, and that address appears on your
29 screen. In addition to the American Sign Language

1

2 interpretation that you're seeing on your screen,
3 we are also providing Spanish Language simultaneous
4 interpretation.

5 For those of you who have
6 requested language interpretation, the interpreter
7 will advise you when you are next to make your
8 statement. Please be sure to pause every couple of
9 sentences to allow for the interpreter to have
10 sufficient time to interpret to the group. And I
11 want to remind all of you to select the appropriate
12 language channel at the bottom of your Zoom screen.
13 There may be gaps in the audio while the
14 interpreter is talking to the commenter on their
15 language channel so please be patient with these
16 gaps.

17 This comment portion of the
18 meeting lasts until 4:00 p.m. However, if speakers
19 are still waiting as that time approaches, we will
20 try to accommodate them as needed. If time allows,
21 people who have already spoken will be able to make
22 one additional set of three minutes of comments.

23 So thank you for your patience
24 with all of those ground rules and for me having a
25 bit of an audio issue, but here I am and I would

1

2 like to ask our registrar to put up the list of
3 speakers.

4

And our very first speaker is New
5 York State Senator Brad Hoylman. And he will be
6 followed by Connie Crawford and Yangbo Du.

7

So Senator Hoylman you're going to
8 unmute your microphone and then ask you to state
9 and spell your name, and then you may begin.

10

MR. HOYLMAN: Thank you, so much.
11 Good afternoon. I'm State Senator Brad Hoylman,
12 H-O-Y-L-M-A-N, testifying on behalf of Congressman
13 Gerald Nadler, Borough President Gale Brewer, New
14 York City Council Speaker Corey Johnson, State
15 Senator Robert Jackson, and New York State Assembly
16 Member Richard Gottfried, who's districts cover
17 portions of all the neighborhoods surrounding the
18 Port Authority Bus Terminal.

19

We appreciate the opportunity to
20 testify in the Bus Terminal Replacement Project,
21 NEPA Scoping information packet.

22

As we testified in 2019, our
23 district has seen enormous residential and
24 commercial growth over the last two decades with
25 new proposals for commercial towers surfacing even

1

2 in the last year, resulting in a dramatic increase
3 in the number of people who rely on the bus
4 terminal. Its impact on the surrounding community
5 must be given careful consideration.

6 We appreciate the Port's
7 significant efforts with the local community to
8 identify ways to heal the damage to the urban
9 fabric caused by the construction of the Lincoln
10 Tunnel and the original bus terminal. This project
11 has evolved significantly from its original
12 conception and we're grateful for the Port
13 Authorities' openness to working with us in our
14 community.

15 Manhattan Community Board 2 is
16 the community most impacted by the bus terminal and
17 its operations. And we urge Port Authority and the
18 Federal Transit Administration to carefully review
19 Board 4's Comprehensive March 29, 2021 Resolution
20 on the draft scope which we support in its entirety
21 to help inform the NEPA process.

22 We're pleased that the final
23 scoping report and project goals and objectives
24 reflect significant community input, including the
25 addition of over three acres of public green space,

1

2 the accommodation of several commuter buses from
3 street storage, and the Port Authority's commitment
4 not to use eminent domain to acquire property for
5 this project.

6

We have outstanding concerns that
7 we will share in a more detailed written comment
8 and we echo community workforce request to have a
9 series of community meetings throughout the federal
10 environmental review process to delve into the
11 details of the neighborhood impacts, inter
12 modality, accessibility, and air quality. In
13 addition to community workforce concerns, we'd also
14 like to highlight a few items that we would like to
15 see addressed.

16

On air quality, community board 4
17 faces the third worst air quality in the city.
18 It's crucial that the new bus terminal and parking
19 structures be fully closed with proper air
20 filtration to ensure good air quality and the
21 surrounding area. Environmental studies should
22 quantify the impact of the entire system of buses
23 on air quality.

24

From the Lincoln Tunnel to the
25 ramps and staging, to the terminal itself, the goal

1

2 of simply not increasing air pollution is
3 insufficient. The redesigned terminal must reduce
4 the overwhelming pollution brought to the
5 neighborhood by the current terminal.

6

We also urge the Port to invest in
7 ways to mitigate and offset the negative impacts on
8 neighborhood air quality from years of
9 construction.

10

Jitneys. Certain long-distances
11 buses, Jitneys, have been excluded from the
12 planning process and undermining the commitment
13 that all long distance buses will be absorbed. We
14 urge the Port to plan for the new bus terminal to
15 absorb all buses that currently use the surrounding
16 streets as staging pick-up, drop-off points.

17

Design elements. As CB4 noted,
18 has noted frequently, green space is often the
19 first to go when development projects get underway.
20 We're pleased by the commitment to have 3.5 acres
21 of new public green space, which will be a
22 significant benefit to the community. We urge the
23 Port to identify ways to reduce the visual impact
24 of the ramp structures, crossing over streets,
25 particularly those over Ninth Avenue.

1

2

Commercial and residential

3

towers. We appreciate the Port Authority's work to

4

ensure mixed uses. We encourage the Port Authority

5

to seek out ways to reduce height and redistribute

6

the massing and floor area across the facilities.

7

Coordination with other

8

development in the area. The Port must examine and

9

how other transit projects, especially the (Zoom

10

inaudible) expansion, will affect and integrate

11

with the proposed Port Authority Bus Terminal

12

changes, such as the impact of pedestrian, train,

13

bus, and bike traffic to the Port Authority.

14

We appreciate the work the Port

15

Authority has done over the course of its project

16

to work with us in the community and take our

17

collective concerns into consideration.

18

Thank you for this opportunity to

19

testify. We'll be submitting more substantial

20

written comments, as I mentioned. We look forward

21

to continuing to work collaboratively with the Port

22

Authority to identify creative solutions to these

23

issues as we rebuilt the Port Authority Bus

24

Terminal.

25

Thanks so much.

1

2 MS. FITZPATRICK: Thank you,
3 Senator Hoylman. Nice to have you with us.

4 So our next speaker is going to be
5 Connie Crawford, followed by Yangbo Du and then
6 Cecelia Feeley.

7 So will first call on Connie
8 Crawford and unmute your microphone and ask you to
9 spell your first and last name for us before you
10 begin.

11 (No response.)

12 MS. KAIM: Maura, it doesn't look
13 like Connie Crawford is present.

14 MS. FITZPATRICK: Thank you,
15 Brittani.

16 Our next speaker is listed as
17 Yangbo Du and we will check if Yangbo Du is with
18 us. We had a statement from Yangbo Du yesterday,
19 so he may not be with us today.

20 (No response.)

21 MS. KAIM: Yangbo Du is not
22 present.

23 MS. FITZPATRICK: Okay. We will
24 then call on Cecelia Feeley, followed by Papa Cito
25 and Jose Rosado.

1

2

Cecelia Feeley?

3

(No response.)

4

MS. KAIM: Cecelia Feeley is not

5

present.

6

MS. FITZPATRICK: Okay. Papa

7

Cito?

8

(No response.)

9

MS. KAIM: Papa Cito is not

10

present.

11

MS. FITZPATRICK: And Jose

12

Rosado?

13

(No response.)

14

MS. KAIM: Jose Rosado is not

15

present.

16

MS. FITZPATRICK: And Caroline

17

Ibarra?

18

(No response.)

19

MS. KAIM: Caroline Ibarra is not

20

present.

21

MS. FITZPATRICK: Okay. I'm

22

feeling people are enjoying the lovely weather, but

23

we are going to switch back and again show you on

24

our screen the various ways that you can submit

25

your comments through the end of the comment period

1

2 on July 19th. And all of these comments have the
3 same weight. I want to emphasize that. So if we
4 don't hear from you today, that doesn't mean we
5 aren't going to hear from you in all these other
6 ways, and look forward to that.

7 So if our registrar can please put
8 up the next name of registered speakers for me?
9 Okay.

10 So then we have Victor Glemand,
11 followed by Savannah Wu, and then Daniel Lu.

12 So Victor Glemaud, please? Again
13 if you were with us you will unmute your
14 microphone.

15 (No response.)

16 MS. KAIM: Victor Glemaud is not
17 present.

18 MS. FITZPATRICK: Okay. Savannah
19 Wu?

20 (No response.)

21 MS. KAIM: Savannah Wu is not
22 present.

23 MS. FITZPATRICK: Daniel Liu.

24 MS. KAIM: Daniel Liu is present.

25 MS. FITZPATRICK: Okay. So

1

2 Daniel, you're going to unmute your microphone and
3 then ask you to spell your first and last name for
4 us before you begin.

5

MR. LIU: Hello. Hi, I'm Daniel
6 Liu and I was originally not going to -- not going
7 --

8

MS. FITZPATRICK: And Daniel,
9 excuse me. Would you please spell your first and
10 last name for us.

11

MR. LIU: My first name is
12 Daniel, D-A-N-I-E-L, Liu is L-I-U. So I was
13 originally not going to comment, but since the
14 opportunity came up, I'm just going to say a few
15 words. I'm definitely not going to use all three
16 minutes.

17

So I just wanted to say, I worked
18 at the Amazon Facility in Carteret, New Jersey and
19 I take the 116 bus from (Zoom inaudible) Carteret
20 from Thursday to Sunday every -- every week. And I
21 just want to say that taking the bus from PABT has
22 been very positive experience for me. And I just --
23 I wish that a new facility would further enhance
24 the traveling that, you know, intercity traveling
25 experience for all the passengers. And I just wish

1

2 you all the luck and, you know, and, you know,
3 kudos to all the planners and people who submitted
4 the plans and the documents. So that's all I have
5 to say. So I just wish you all the luck, yeah.

6 MS. FITZPATRICK: Thank you very
7 much. Appreciate that.

8 Okay. So our next speaker is
9 going to be Michael Huarachi.

10 And then what we will do is call
11 upon the people that we had called upon once before
12 to see if they've joined us.

13 But we'll start with Michael
14 Huarachi, please.

15 MR. HUARACHI: My name is Michael
16 Huarachi. My spelling is M-I-C-H-A-E-L, last name
17 is spelled, H-U-A-R-A-C-H-I.

18 I'm calling as fairly long time
19 resident of Hell's Kitchen neighborhood. For over
20 19 years I've lived on Tenth Avenue. I'm pretty
21 involved with the community from making street tree
22 planting requests to helping initiate a petition
23 that garnered enough signatures to advocate for the
24 green spaces that were included in this project, to
25 changing a traffic lay on the corner of 41st and

1

2 Tenth to a split-face signal. Heavily invested in
3 my community, I care about my community, I care
4 about the people that live in it.

5

I know that the area is one of
6 the most polluted neighborhoods in the city.
7 Manhattan Community Board for Clinton and Chelsea,
8 New York City Department of Health and Mental
9 Hygiene, Community Health Profile 2018 report
10 reported that Chelsea and Clinton maintained 9.8 PM
11 2.5 level of pollution, which is the most harmful
12 level of a collection of fine particulate matter.
13 Higher above either NYC or Manhattan as a whole.

14

The USDA Urban Forrest Service
15 report and a Northern Research Station [zoom
16 inaudible] an NRS 117 September 18th report
17 maintains that the district maintains the lowest
18 tree cover percentage out of all of Manhattan.
19 This forgoes measures to reduce temperatures,
20 reduce and remove pollution and combat runoff.

21

So I don't know why our ideas
22 have moved into building more storage for these
23 polluting vehicles, whether they're public
24 transportation or not. I fully support and
25 recommend that Port Authority looks into, again,

1

2 relocating at least half of the storage of these
3 vehicles off of the islands of Manhattan
4 altogether. Cut down on bus and traffic
5 altogether. More buses mean more pollution, noise
6 and idling, which is already against the law, but
7 is not enforced. I do not recommend more buses to
8 be accommodated, let's cut down them. Let's cut
9 down on the storage of buses.

10 I recommend building a robust red
11 light camera program for the periphery of the
12 project. The biggest problem that we have --

13 MS. FITZPATRICK: 30 seconds
14 remaining, please.

15 MR. HUARACHI: -- the biggest
16 problem we have in the area, I would say is
17 blocking of pedestrian boxes, speeding, running red
18 lights is already at 24/7 issue and I call 311
19 almost every day to have traffic guards at these
20 corners so that we can safely cross the street and
21 not have to squeeze between 16 to 24 wheel trucks
22 trying to rush into the Lincoln Tunnel.

23 So red-light cameras, no anti
24 homelessness, architecture, green up the space,
25 open public space, 2/47.

1

2

Thank you.

3

4

MS. FITZPATRICK: Thank you so much. Appreciate it. Okay.

5

6

7

8

So we're going to go back to our list of speakers. And again, you've seen these names before, but we're going to call on them to see if perhaps they've joined us late.

9

10

11

12

So Connie Crawford?

(No response.)

MS. KAIM: Connie Crawford is not

present.

13

14

15

16

17

MS. FITZPATRICK: Thank you.

Yangbo Du?

(No response.)

MS. KAIM: Yangbo Du is not

present.

18

19

20

21

22

MS. FITZPATRICK: Okay. Cecelia

Feeley?

(No response.)

MS. KAIM: Cecelia Feeley is not

present.

23

24

25

MS. FITZPATRICK: Thank you.

Papa Cito?

(No response.)

1

2

MS. KAIM: Papa Cito is not

3

present.

4

MS. FITZPATRICK: And Jose

5

Rosado?

6

(No response.)

7

MS. KAIM: Jose Rosado is not

8

present.

9

MS. FITZPATRICK: And Caroline

10

Ibarra?

11

(No response.)

12

MS. KAIM: Caroline Ibarra is not

13

present.

14

MS. FITZPATRICK: Okay. Thank

15

you.

16

We're going to switch our screens

17

again to show you the many ways that you can leave

18

your comments between now and July 19th. And then

19

we'll ask our registrar if we have any additional

20

speakers registered. Give us one moment. Okay.

21

So we have two more names. We have Victor Glemaud?

22

(No response.)

23

MS. KAIM: Victor Glemaud is not

24

present.

25

MS. FITZPATRICK: And Savannah

1

2 Wu?

3

(No response.)

4

MS. KAIM: Savannah Wu is not

5

present.

6

MS. FITZPATRICK: Okay. So I --

7

first of all, would say if Michael Huarachi would

8

like to make an additional three minutes of

9

comments, you're welcome to sign up to do so.

10

Otherwise, we're going to take a short break and we

11

are going to wait and see if other people register

12

to speak. And what we will do because this meeting

13

is going to go through 4:00 p.m. and we will stay

14

here for that entire time, but what we will do in

15

the next couple of minutes, we do not get any

16

additional people to register to speak, we will

17

replay our project video, so that for those of you

18

who may have joined us late and didn't get a chance

19

to see that. So we'll wait a few minutes and we'll

20

come back in about five minutes to see if we have

21

additional speakers registered.

22

Thank you so much.

23

(Off the record.)

24

MS. FITZPATRICK: Okay. And at

25

the risk of making an error, I'm going to try my

1

2 headset again because I think I figured out what
3 was wrong. Brittani is -- am I -- are you -- am I
4 being heard?

5

MS. KAIM: Loud and clear, Maura.

6

MS. FITZPATRICK: Excellent.

7

Thank you and thanks everybody for your patience.

8

I seem to have pushed a little button that I wasn't

9

supposed to push so I will learn from that

10

experience.

11

So we're going call Michael

12

Huarachi back and again, you'll have three minutes

13

to speak to us, Michael. After we unmute you.

14

MR. HUARACHI: Hi. Yes. This is

15

Michael Huarachi. Spelling is M-I-C-H-A-E-L. Last

16

name is H-U-A-R-A-C-H-A-I.

17

So in addition to including some

18

sort of enforcing legislation, I -- I hesitate

19

saying that because I don't -- I don't want the

20

Port Authority Police Department to have to be

21

burdened with more work but I also don't want cars

22

frustrated with the construction sites and the

23

confusing signs and possibly, you know, the new

24

avenues that they might have to be redirected

25

towards blocking the boxes, speeding, running the

1

2 red lights. It's already an issue just across the
3 street safely.

4 In addition to a lot of police
5 and personal vehicles also violating traffic laws,
6 I have many receipts and photographs of cars that
7 are owned by either the Port Authority Police or
8 whomever parking on street cleaning days, double
9 parking, or -- it can be a real mess. So this is
10 where I really endorse some sort of even super
11 concentrated red light camera program. I really
12 don't want to see any anti-homeless architecture.
13 I -- I'd like to see more consideration for the
14 humans without homes. That they've been there way
15 before everybody else was and they deserve to be
16 considered in the design project, which leads me to
17 also promoting even more green space.

18 Those two little (Zoom inaudible)
19 is not enough. We need to see more street trees.
20 We need to see bigger street -- street pits. We
21 need to see those pits taken care of and not rats
22 building boroughs beneath them and trash building
23 up in them because that's what they've already been
24 become within the past two years of them being
25 built into the periphery of the existing main

1

2 terminal.

3

4 I want to see less placard abuse,
5 less car storage around the Port Authority Bus
6 Terminal. I'd love to see a citizens enforcement
7 of traffic violations around the periphery of the
8 project and take away that burden from the Port
9 Authority Police of having to deal with my
10 complaints or other citizens' complaints about
11 traffic violations.

11

12 MS. FITZPATRICK: And you have 30
13 seconds remaining.

13

14 MR. HUARACHI: And I'd love to
15 see the Port Authority endorse congestion pricing.
16 Let's get Governor Cuomo on board. Let's get this
17 moving because I think that will help both New
18 Jersey, and New York, and Connecticut.

18

19 Thank you.

19

20 MS. FITZPATRICK: Thank you.

20

21 Okay.

21

22 So with that, I'm going to see if
23 -- from our -- check our registry. So we currently
24 do not have any speak -- people registered to
25 speak. What I'd like to do is wait for about --
about five more minutes. We will take a brief

1

2 break and I'll come back and about five minutes and
3 if we do not have any additional speakers at that
4 point, we will play the project video again.

5 So I'm going to ask at our -- yes,
6 that's the slide I wanted to see. Thank you. And
7 please, again, if you'd like to speak, please use
8 the Q&A, and I'll be back in about five minutes,
9 and we'll talk to you then.

10 (Short recess taken.)

11 MS. FITZPATRICK: Okay. Thank
12 you.

13 Again, for those of you who may
14 have just joined us, we are waiting to see if we
15 have any additional registered speakers. We will
16 be here until 4:00 p.m. And so I'm just checking
17 with our registrar to see if we have any additional
18 speakers and we do not.

19 So what we'd like to do now is
20 replay our project video, which we played at the
21 top of the session, but some of you may have missed
22 it, so we will play that now. And then after that,
23 I will come back and hope at that point that we
24 potentially have some speakers.

25 Otherwise, we will, again, we will

1

2 stay here until 4:00 p.m. Thank you and thank you
3 to my colleagues who are going to turn on the
4 video.

5

(Video played.)

6

MS. FITZPATRICK: And thank you.

7

8 For those of you who may be just
9 joining us, we are showing on our screen the
10 various ways that you can submit your comments
11 through the end of the comment period on July 19th
12 and all those comments are weighted the same.

12

13 I want to rest -- have you be
14 assured of that. And we would be interested in
15 seeing if there are any more commenters this
16 evening who want to join us. So I'll ask our
17 registrar whether we have had anyone sign up and we
18 have not.

18

19 So again, we will be here for the
20 next 15 minutes and have some closing remarks.

20

21 I'll come and revisit you about every five minutes
22 just to see if we have anybody who has chosen to
23 sign up to speak. And we also have an additional
24 session this evening from 6:30 to 8:00 so please
25 let your friends and neighbors and colleagues know
about that if you have a chance.

1

2

And so I'm going to turn off my camera and be back in about five minutes.

4

(Off the record.)

5

6

MS. FITZPATRICK: Okay. Again, for those of you who may have joined us late, we are interested in having registered speakers speak within our last few minutes of this meeting.

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And I understand that one of our speakers may have just joined us, so bear with us while we verify that and if so we will request them to make their statement. Yes. Okay. So Savannah Wu has joined us and Savannah Wu had registered to speak for this meeting. So we will be unmuting your microphone and ask you to spell your first and last name for us before you make your statement.

17

(No response.)

18

19

MS. FITZPATRICK: Savannah Wu we will be unmuting you.

20

21

22

MS. KAIM: Savannah, I have unmuted you and you may need to unmute yourself on your end.

23

(No response.)

24

25

MS. FITZPATRICK: We're not hearing Savannah Wu but we'll give it another

1
2 minute and otherwise, we will encourage Savannah Wu
3 to submit comments by either the Q&A or via e-mail
4 through the project website. Okay. We are not
5 hearing Savannah Wu and we do not currently have
6 additional speakers so what I'm going to do now is
7 again, turn off my camera and I will be back in
8 about three minutes before 4:00 and I will then
9 shut down this public comment portion of the
10 meeting and we will have some closing remarks then.
11 Thank you.

12 (Off the record.)

13 MS. FITZPATRICK: All right.
14 Well, thank you so much for those of you who joined
15 us this evening or this afternoon, we appreciate
16 your participation.

17 And this concludes the public
18 comment portion of this meeting and I will now turn
19 it over to my colleague, Graham Trelstad for his
20 closing remarks.

21 Thank you.

22 MR. TRELSTAD: Thank you, Maura,
23 and thank you all for attending and providing your
24 comments today.

25 The public comment period will

1

2 remain open until July 19th at 5:00 p.m. Comments
3 can be submitted by mail to the address shown on
4 the screen or by e-mail to
5 PABTReplacementNEPA@panynj.gov, through the project
6 website, PABTReplacement.com, and we will also
7 accept comments via voicemail at (929) 502-7304.

8 Should you want more information,
9 the project website will include documents referred
10 to in our presentation, as well as the video of the
11 presentation. The FTA and Port Authority will hold
12 additional public meetings this afternoon from 6:30
13 to 8:00.

14 While the content and format of
15 this evening's session will be identical to what
16 was presented today, you're more than welcome to
17 register for that session to provide additional
18 comments or to hear from other stakeholders.
19 Again, we thank you for attending and providing
20 your comments.

21 `The meeting will now be
22 adjourned.

23 (At 4:00 p.m., the proceedings
24 were concluded.)

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STATE OF NEW YORK)

SS.

COUNTY OF NEW YORK)

I, MARC RUSSO, a Shorthand
(Stenotype) Reporter and Notary Public within and
for the State of New York, do hereby certify that
the foregoing pages 1 through 53, taken at the time
and place aforesaid, is a true and correct
transcription of the above matter.

IN WITNESS WHEREOF, I have
hereunto set my name this 28th day of June, 2021.



MARC RUSSO

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PORT AUTHORITY OF NEW YORK & NEW JERSEY

-----x

PORT AUTHORITY BUS TERMINAL REPLACEMENT PROJECT

VIRTUAL NEPA SCOPING MEETING

-----x

June 24, 2021

6:30 P.M.

B e f o r e :

MAURA FITZPATRICK, FHISudio

BRITTANI KAIM, Technical Host

GRAHAM TRELSTAD, WSP

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I N D E X O F S P E A K E R S

Bruce Hain.....31,52

Linda Rosenthal New York Assemblymember.....57

Moses Gates Civic Organization (Regional Plan
Association).....37

Felicia Park-Rogers Advocate.....42,55

Andy Weiss Commuter.....46,61

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2

P R O C E E D I N G S

3

MS. KAIM: So again, good

4

evening. We're giving everyone a chance to get

5

logged on and we'll begin shortly. And again, if

6

you're just joining us, we're waiting for people to

7

get logged on and we'll begin shortly.

8

Once again, good evening. On

9

behalf of the Port Authority of New York and New

10

Jersey, welcome to the virtual public Scoping

11

meeting for the Bus Terminal Replacement Project.

12

My name is Brittani Kaim and I'm the technical host

13

for today's meeting.

14

Please direct your attention to

15

the instructions on your screen for this meeting.

16

We are offering live translation of this meeting in

17

Spanish via an interpreter. Please use the

18

interpretation button in your toolbar and choose

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which language you'd like to listen to today's

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meeting in. If your preferred language is English,

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you will need to click interpretation and choose

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English. Please do that now.

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Again, we're offering today's

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meeting in Spanish and English. You will need to

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choose which language you'd like to listen to

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2 today's meeting in, using the interpretation icon
3 in the Zoom toolbar, even if that language is
4 English.

5 If you've chosen to listen to the
6 meeting in a language other than English, you can
7 click on the interpretation icon again, and choose
8 mute original audio so that you hear the meeting in
9 your preferred language only. Selecting this
10 option is not required, but it may improve your
11 audio quality.

12 Today's meeting will start with a
13 pre-recorded video followed by a comment session
14 for the public record. Today's meeting is being
15 recorded and will be available on the Port
16 Authority Bus Terminal Replacement Project website,
17 www.pabtreplacement.com.

18 If you were experiencing
19 technical issues, you may contact the technical
20 team via the Q&A function or by calling our tech
21 support line at 1 (860) 838-4504, Conference ID
22 267429968 pound. You can also check your meeting
23 invite for an instructional leaflet with more
24 information on using Zoom.

25 During today's meeting, only

1

2 members of the project team and our ASL interpreter
3 will be on video. Attendees will not have video
4 and will be muted. If you're a registered speaker,
5 your microphone will be unmuted when it is your
6 turn to speak. The chat function is also disabled
7 for attendees, but you may communicate with our
8 team through the Q&A box.

9 If you did not preregister to
10 give an oral comment, you may submit a short
11 comment in the Q&A box and it will be added to the
12 record. If you experience any technical issues
13 with Zoom, you can communicate with the technical
14 team running today's meeting via the Q&A function
15 or by calling our tech support line, which is once
16 again 1 (860) 838-4504, Conference ID 267429968
17 pound.

18 While you have the option to
19 change your view settings in Zoom, we recommend you
20 don't adjust it, as we currently have it set for
21 the optimal viewing experience. Should you change
22 your view setting and want to come back to the
23 optimal setting, please choose gallery view.

24 As reminder, please use the
25 interpretation button in your toolbar to choose

1

2 which language you'd like to listen to today's
3 meeting in. If your preferred language is English,
4 please select that option now.

5 You can see more information here
6 on how you can provide a comment today or at a
7 later date. This information will be shown again
8 during the comment session. Before we share the
9 video presentation, Graham Trelstad from WSP will
10 provide some opening remarks and introductions.

11 MR. TRELSTAD: Thank you,
12 Brittani, and thank you all for taking time to join
13 us today.

14 My name is Graham Trelstad and I'm
15 a consultant to the Port Authority of New York, New
16 Jersey. We're grateful for your presentation in
17 this NEPA Scoping process.

18 Your comments today will be
19 useful to FTA and Port Authority in guiding the
20 environmental review process for the Bus Terminal
21 Replacement Project. You may notice that the format
22 of this Zoom webinar is different from other Zoom
23 experiences you may have had. To optimize
24 presentation of the meeting material, we have
25 decided not to have a grid of smiling faces on the

1

2 screen but rest assured, representatives of the
3 Port Authority and FTA are here now, listening to
4 your comments.

5

6 Joining us today from FTA's
7 Office of Planning and Program Development, are Ray
8 Tomczak, Jennifer Terry. We have senior leadership
9 from the Port Authority Project team as well.
10 These individuals supported by a team of Port
11 Authority staff and consultants will be here
12 throughout the meeting, and will be taking careful
13 notes of your comments.

13

14 We also have an stenographer
15 making an official transcript for the public
16 record.

16

17 We will now play the pre-recorded
18 video presentation that provides an overview of the
19 project and the NEPA Scoping process. After that,
20 our moderator will open the session for receiving
21 your comments.

21

22 This entire meeting will be
23 recorded and made available on the project website.

23

24 Hello and welcome to this virtual
25 public scoping meeting for the Port Authority Bus
Terminal Replacement Project. This scoping meeting

1

2 is being conducted in accordance with the National
3 Environmental Policy Act or NEPA.

4 My name is Graham Trelstad, I am a
5 consultant from WSP presenting on behalf of the
6 joint lead agency and Project Sponsor, the Port
7 Authority of New York and New Jersey. The Federal
8 Transit Administration, or FTA, the Port
9 Authority's Federal Partner and NEPA lead agency,
10 has determined that an Environmental Impact
11 Statement will be prepared for the proposed
12 project, referred to as the Bus Terminal
13 Replacement Project.

14 FTA and the Port Authority will
15 develop the EIS with input from the public and
16 coordination with federal, state, and local
17 agencies. The initial FTA action was the
18 publication of the Notice of Intent in the Federal
19 Register on June 4, 2021. This action began a
20 45-day public comment period which requires this
21 public meeting to be held, in order to receive
22 input from the public and interested agencies on
23 the proposal and the anticipated scope of the
24 environmental review.

25 We are conducting four individual,

1

2 virtual NEPA public scoping meetings via the Zoom
3 platform: two on June 23 at 2:30 PM and 6:30 PM and
4 two on June 24, at 2:30 PM and 6:30 PM.

5

6 Following this presentation, you
7 will have an opportunity to comment. If you
8 registered to provide a comment, the moderator will
9 call your name in the order in which comment
10 registration was received and you will have three
11 minutes to provide your comment.

12

13 The 45-day comment period started
14 following the issuance of the Notice of Intent in
15 the Federal Register on June 4, 2021 and will end
16 at 5:00 PM on July 19, 2021.

17

18 This is a further opportunity for
19 the public to respond to the proposed project and
20 the details outlined in the presentation and the
21 Final Scoping Report. You may comment anytime
22 during the 45-day comment period via comment form
23 on the project website, email, voicemail, or mail.
24 We are here to listen to you and hear your
25 comments. Your feedback is important and continues
to guide the future of this project.

26

27 The FTA is preparing an
28 Environmental Impact Statement or EIS in

1

2 cooperation with the Port Authority for the
3 proposed project. Federal agencies are required by
4 NEPA to prepare an EIS if a proposed federal action
5 will significantly affect the quality of the human
6 environment.

7

8 An EIS is a detailed written
statement that:

9

10 Defines the purpose and need for a
proposed action;

11

12 Considers the range of reasonable
alternatives;

13

14 Analyzes and evaluates the
potential environmental impacts that may result
15 from the proposed action and reasonable
16 alternatives; and

17

18 Identifies measures that may
mitigate the effects of a proposed action.

19

20 A new bus terminal is needed
because:

21

22 Existing bus and passenger travel
demand crossing the Hudson is forecasted to
23 increase dramatically-and this growth must be
24 accommodated;

25

The Port Authority needs to

1

2 address functional and physical obsolescence of the
3 aging facility; and

4

The Port Authority needs to
5 address bus operations and storage and staging.

6

The project seeks to: Improve Trans-Hudson bus
7 operations;

8

Improve the passenger experience
9 within the terminal;

10

Provide seamless passenger
11 accessibility to NYC Transit connections;

12

Strive to achieve consistency with
13 local and regional land use plans and initiatives;

14

Develop a project that optimizes
15 life-cycle costs; and,

16

Reduce the impacts of bus services
17 on the built and natural environments.

18

An important guiding principle is
19 that of the commuter experience within the bus
20 terminal. This principle helped shape the following
21 project objectives that would be of particular
22 interest to the commuting public:

23

Maintain or improve connections to
24 subways and mass-transit;

25

Provide a world class,

1

2 state-of-the-art terminal design;

3

4 Maintain or improve pedestrian
5 accessibility to traveler origins and destinations;

6

7 and Provide direct bus linkages to
8 the Lincoln Tunnel.

9

10 The Bus Terminal accommodates
11 approximately 260,000 passenger trips on a busy
12 weekday, about 23% of all trans-Hudson commuters
13 today. Bus ridership is projected to grow by 30% by
14 2040.

15

16 To recap what has happened to date
17 regarding the Bus Terminal Replacement Project:

18

19 On May 23, 2019, Port Authority
20 released a Planning-Level Draft Scoping Document to
21 the public. It identified 13 alternatives, which
22 were screened down to three based on two key
23 criteria: ability to meet demand and no use of
24 private property. The three alternatives that best
25 met the project purpose and need were identified
26 as:

27

28 "The Regional Plan Association
29 (RPA) alternative that split operations between a
30 rehabilitated bus terminal and the Javits Center;

31

32 "The Perkins Eastman Design &

1

2 Deliverability competition alternative that located
3 operations entirely at the Javits Center; and

4

"The Build-In-Place alternative
5 that proposed retaining operations at the existing
6 bus terminal site and Port Authority properties.

7

On July 10, 2019, Port Authority
8 conducted public meetings in Tenafly, NJ and New
9 York City. On September 5, 2019, Port Authority
10 conducted additional public meetings in
11 Springfield, NJ and New York City. On September 18,
12 2019, the 120-day comment period closed.

13

During this 120-day comment
14 period, hundreds of comments, and many thoughtful
15 ideas for improving the overall initiative, were
16 received. We will give an overview of some of the
17 key stakeholder input that led to the current
18 proposal.

19

This planning-level scoping
20 process and outreach effort provided the public
21 with an early opportunity to comment on the
22 proposed project, its purpose and need, goals and
23 objectives, the identification and screening of
24 alternatives, and the approach to assessing project
25 impacts. There was extensive public and stakeholder

1

2 input during this planning-level scoping period,
3 which informed the Port Authority in formulating
4 its proposal for the modified project, which is
5 referred to as the "locally preferred alternative."

6 This preliminary process
7 culminated in a Port Authority Final Scoping Report
8 (FSR) released to the public on January 21, 2021,
9 that includes responses to comments received in
10 2019 and provides a synopsis of how the locally
11 preferred alternative was developed.

12 The feedback that we received
13 during the public comment period:

14 Overwhelmingly supported the
15 Build-in-Place alternative;

16 Strongly reinforced the need for a
17 Replacement Facility;

18 Confirmed the project team's
19 alternative screening criteria;

20 Amplified the need to reduce bus
21 traffic and idling on local streets;

22 Expressed strong opposition to
23 moving operations further west to the Javits Center
24 which would lengthen passenger travel time and
25 contribute to additional pedestrian congestion on

1

2 local streets; and

3

Emphasized the need to accommodate
4 bus storage and staging operations and curbside
5 intercity buses.

6

The Planning-Level Draft Scoping
7 Document, Summary of Comments and Responses, and
8 Final Scoping Report summarizing this process and
9 outcome are all available on the project web-site:
10 www.PABTreplacement.com.

11

Based on this public feedback,
12 Port Authority developed a third "fatal flaw"
13 screening criterion: maintaining the present
14 seamless passenger connectivity to the Eighth
15 Avenue mass transit options and pedestrian
16 accessibility to those options and midtown.
17 This criterion, when applied to the three remaining
18 alternatives, eliminated the Perkins Eastman and
19 RPA Alternatives due to the Javits Center's
20 isolation from Eighth Avenue mass transit and
21 midtown.

22

Although the RPA Alternative was
23 screened out by this criterion, Port Authority drew
24 significantly from concepts advanced by RPA to
25 improve the remaining Build-in-Place Alternative.

1

2 This feedback, in addition to the initial goals and
3 objectives, directed how the Port Authority will
4 move forward with the design and conceptualization
5 of the project.

6 There is more detailed information
7 about this process in the Final Scoping Report.

8 In response to public comments and
9 local community feedback regarding impacts caused
10 by buses circulating on local city streets and
11 utilizing street level parking in various
12 locations, Port Authority made the following
13 changes to the project presented in 2019:

14 The proposed project will include
15 a storage and staging facility with direct
16 connections from the Lincoln Tunnel to the new
17 terminal.

18 The new ramp structure and Ninth
19 Avenue underpass will minimize impacts on city
20 streets from buses accessing the replacement
21 terminal, ensuring that the use of city streets by
22 bus terminal buses would not increase.

23 Additionally, during the
24 Planning-Level Scoping Process, the community
25 requested that the Port Authority accommodate their

1

2 request to include curbside intercity buses into
3 the scope of the project.

4 Unlike a transit bus service,
5 which has frequent stops throughout a city, an
6 intercity bus service generally has a single stop
7 at one location in a city and travels
8 long-distances to other cities. Currently only some
9 intercity bus services operate in the existing
10 terminal. Services that do not operate in the
11 terminal typically operate curbside on city
12 streets.

13 After hearing public comments
14 regarding curbside operations, additional
15 accommodation of these curbside operations in
16 addition to the existing bus services will be
17 incorporated into the Project.

18 The "enhanced Build-in-Place"
19 alternative has been identified as the locally
20 preferred alternative. This alternative takes the
21 2019 Build-in-Place alternative from the
22 preliminary comment period and includes design
23 changes that reflect the community's comments and
24 input. This enhanced Build-in-Place alternative
25 includes:

1

2 1. A new main terminal at the
3 location of the existing terminal;

4 2. An integrated building to the
5 immediate west of the main terminal to accommodate
6 both intercity bus services and additional bus
7 storage and staging operations;

8 3. A ramp structure and underpass to
9 connect the buildings and the Lincoln tunnel;

10 4. Publicly accessible open space;
11 and

12 5. Private development at four
13 locations on Port Authority property.

14 Now we will walk through the major
15 project components of the enhanced build-in-place

16 The Main Terminal will be located
17 at Eighth Avenue crossing over Ninth Avenue between
18 40th Street and 42nd Street and will include:

19 Five floors of bus gates;

20 More than 160 gates for commuter
21 buses;

22 Direct connection to the Eighth
23 Avenue Subway and Times Square transit hubs;

24 Best-in-class passenger amenities
25 such as modern facilities, appealing street-facing

1

2 retail spaces, modernized ticketing areas, and
3 state-of-the-art design; and

4 ADA standards integrated into
5 layout and design.

6 The Main Terminal will ultimately
7 be connected to the Intercity Bus and Storage and
8 Staging Facility and ramps across 40th Street to
9 create an integrated operation and circulation
10 pattern. Further, a new underpass under Ninth
11 Avenue between 40th Street and 41st Street will
12 minimize bus operations on local streets.

13 The Intercity Bus and Storage and
14 Staging Facility (also known as the West Adjunct),
15 will be located from Ninth Avenue to Tenth Avenue
16 between 39th Street and 40th Street. This facility
17 will allow the terminal to accept curbside
18 intercity buses that currently operate in the
19 vicinity of the existing terminal. The current
20 design is expected to have 40 bus gates dedicated
21 to intercity service.

22 It will also contain approximately
23 350 storage spots which will reduce traffic on city
24 streets and throughout the Lincoln Tunnel during
25 rush hour. The West Adjunct will serve as a

1

2 temporary bus terminal for commuters during
3 construction of the main terminal.

4

5 The new ramp structure will be
6 located at Galvin Plaza west of Tenth Avenue. The
7 infrastructure will serve all bus movements into
8 and out of the above-grade bus levels of the
9 Replacement Facility to and from the Lincoln
10 Tunnel. This will consist of:

11

12 350,000 square feet of ramps
13 connecting to the storage and staging facility and
14 main terminal; and

15

16 A new two-way underpass under
17 Ninth Avenue that would provide entry and egress to
18 and from the lower level from Dyer Avenue.

19

20 The underpass will eliminate bus traffic on
21 neighborhood streets and greatly reduces congestion
22 on 40th Street and Ninth Avenue. Both the quality
23 of the streetscape and bus reliability will be
24 improved by removing the need to operate on city
25 streets. Thus, the new ramp structure will
26 maximize bus access to the Lincoln Tunnel and other
27 approaches, while minimizing to the extent possible
28 the need for terminal-bound buses to access local
29 streets.

1
2 Adjacent to the West Adjunct,
3 below-grade Dyer Avenue will be decked-over on Lots
4 9 and 10 between 37th Street and 39th Street and
5 Ninth Avenue and Tenth Avenue. The Deck-Overs on
6 Dyer Avenue will be used for temporary operations
7 and passenger service during construction; and will
8 provide close to three and a half acres of new
9 publicly accessible open space that will be created
10 once construction of the Main Terminal is complete.

11 Private development that would
12 consist of four towers built entirely on Port
13 Authority properties in the vicinity of the
14 Proposed Project, consistent with present
15 as-of-right zoning, are contemplated to help
16 finance the project. The private development is
17 proposed to include the following three commercial
18 and one mixed-use retail/residential buildings:

19 Up to approximately 3 million
20 gross square feet of commercial space at the west
21 side of Eighth Avenue between 41st Street and 42nd
22 Street;

23 Up to approximately 2 million
24 gross square feet of commercial space at the east
25 side of Ninth Avenue between 40th Street and 41st

1

2 Street;

3

4 Up to approximately 2.3 million
5 gross square feet of commercial space at the east
6 side of Eleventh Avenue between 39th Street and
7 40th Street; and

8

9 Up to approximately 900,000 gross
10 square feet of residential space at the west side
11 of Tenth Avenue between 39th Street and 40th
12 Street.

13

14 As these project components come
15 together, the anticipated project layout is shown
16 in this massing diagram. At the end of
17 construction, we will have:

18

19 The Main replacement terminal at
20 Eighth Avenue;

21

22 The Intercity Bus and Storage and
23 Staging Facility (or West Adjunct) between Ninth
24 Avenue and Tenth Avenue;

25

26 The new ramp structure west of
27 Tenth Avenue;

28

29 Close to three and a half acres of
30 public open space; and

31

32 Private development at four
33 locations.

1

2

3 The project timeline is

4 anticipated to be a total of 10 and a half years.

5 The first two and a half years of the project,
6 beginning in 2021, will consist of:

7

8 An environmental review and

9 completing the anticipated Uniform Land Use Review
10 Procedure (or ULURP) for the proposed project;

11

12 Receiving and responding
13 accordingly to industry feedback; and

14

15 The procurement of construction,
16 professional, and technical services for the
17 project.

18

19

20

21 The project is anticipated to have
22 an eight-year construction process. Starting in
23 2024 to the end of 2027, the Dyer decks, Intercity
24 Bus/Storage and Staging Facility, or West Adjunct,
25 and Ramps will be built; the West Adjunct, when
complete, will serve as a temporary terminal in
order to continue operations when the Main Terminal
becomes inactive during the next construction
phase.

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Interim operation of the West Adjunct will begin in 2028, when the construction of the Main Terminal will begin. Construction on the Main Terminal is anticipated to be completed at the end of 2031.

Construction will begin with early action activities focused on the construction of two deck-over structures south of the existing ramps. These deck-overs will be placed over the mouth of the south and center tubes of the Lincoln Tunnel. Next would be construction of the West Adjunct and ramp structure. The West Adjunct would initially be fitted out to operate as a temporary terminal.

Once the West Adjunct is available for temporary operations, the demolition of the existing terminal and construction of the Main Terminal would begin. Once the Main Terminal is complete and operational, the West Adjunct will be converted from temporary commuter operations to the Intercity Bus and Storage and Staging Facility and the deck-overs can be converted to public open space.

The foundation and cores of these

1
2 towers will be incorporated in the design and
3 construction of the new bus terminal. But the
4 completion of the private development will likely
5 finish following the terminal. The proposed project
6 to be evaluated in the EIS includes the Replacement
7 Facility, associated infrastructure, and four
8 private buildings to be built on Port Authority
9 property. The project is anticipated to be
10 partially funded by proceeds from the sale of the
11 development rights.

12 We are currently in "step 3" of
13 our planning and environmental review process.
14 The 45-day NEPA Public Scoping Period began with
15 the publication of the NOI on June 4, 2021 in the
16 Federal Register and will close at 5:00 PM on
17 Monday, July 19, 2021.

18 We will take all comments received
19 at this meeting and other scoping meetings as well
20 as any comments submitted via the project website,
21 email, mail, and voicemail during "step 3" to
22 prepare a final NEPA scope. That final scope will
23 inform the development of the environmental impact
24 statement during "step 4".

25 Public hearings on the

1
2 environmental impact statement will be held during
3 "step 5" and the final environmental impact
4 statement and Record of Decision will be released
5 in "step 6."

6 This concludes the pre-recorded
7 presentation. We will now transition to the
8 moderated portion of the meeting during which
9 comments will be received

10 MS. FITZPATRICK: Good evening
11 and welcome.

12 My name is Maura Fitzpatrick and I
13 will be your moderator for the public comment
14 portion of this meeting. The meeting is proceeding
15 virtually as noticed. The virtual format was
16 designed to conform with the CDC guidelines and
17 executive orders of both New York and New Jersey
18 that restricted public gatherings.

19 I'd like to go over the ground
20 rules before we begin to hear public comments. If
21 you've not already registered to make a public
22 statement and would like to, please use the Zoom
23 Q&A function to make that request. Each speaker
24 will be allowed three minutes and we will be
25 keeping time, and I will notify you when you have

1

2 30 seconds remaining and when your time is
3 complete.

4

5 Please note that we will not be
6 responding to comments or questions in this
7 meeting, but all comments submitted will become
8 part of the meeting record and responses will be
9 included in the final NEPA Scope.

10

11 Also, note that we have a
12 stenographer recording your oral comments.

13

14 I ask that you address your
15 comments to the subject at hand, the Port Authority
16 Bus Terminal Replacement Project and that you use
17 respectful language in all of your communications.
18 If you prefer not to speak publicly, you can write
19 a brief comment in the Q&A function. You can also
20 e-mail in longer comments and submit them to the
21 project website and those addresses are on your
22 screen. I want to stress all of these comments
23 have the same weight.

24

25 I will be calling the names of
those of you who have registered to speak in the
order we received it. Elected officials will also
be offered the opportunity to speak. I will also
be calling the names of the next few speakers and

1

2 you'll see that list of upcoming speakers on the
3 screen. You can register to speak anytime until
4 8:00 p.m. this evening.

5

6 When your name is called, your
7 microphone will be unmuted by the meeting host.
8 Please allow a moment for that to occur and please
9 have your microphone volume up. I will then ask
10 you to state and spell your name and then provide
11 an affiliation for the record.

12

13 After that, I will begin to time
14 your statement. As a reminder, we will be limiting
15 comments to three minutes and I will let you know
16 when you have 30 seconds left to wrap up. We also
17 encourage you to submit your written comments via
18 e-mail, even if you've already made them orally and
19 that address again appears on your screen.

20

21 In addition to the American Sign
22 Language interpretation that you are seeing on your
23 screen, we're also providing Spanish language
24 simultaneous interpretation. For those of you who
25 have requested language interpretation, the
26 interpreter will advise you when you are next to
27 make your statement. Please be sure to pause after
28 every couple of sentences to allow for the

1

2 interpreter to have sufficient time to interpret to
3 the group.

4

And I want to remind all of you to
5 select the appropriate language channel at the
6 bottom of your Zoom screen. There may be gaps in
7 the audio while the interpreter is talking to the
8 commenter in their language channel so please be
9 patient with those gaps.

10

This comment portion of the
11 meeting lasts until 8:00 p.m. However, if speakers
12 are still waiting, as that time approaches, we will
13 try to accommodate them as needed. And if time
14 allows, people who have already spoken will be able
15 to provide an additional three minutes of comments.

16

So thank you for your patience
17 with all of those ground rules and opening remarks.
18 And so I would ask our registrar now to put up the
19 list of our upcoming speakers.

20

And our first speaker is New York
21 Assembly Member Linda Rosenthal. And Linda
22 Rosenthal, we will be unmuting you and then we will
23 ask you to spell your first and last name for us.

24

And then we will look forward to
25 your comment.

1

2

(No response.)

3

4

MS. KAIM: Maura, Linda Rosenthal
is not yet present.

5

6

MS. FITZPATRICK: Okay. Thank
you.

7

8

9

10

11

Well, we'll circle back when she
arrives. Our next speaker is David Muhammad, who
is with the City of Newark Administrator for the
airport and seaport. And he will be followed by
Connie Crawford, and Yangbo Du, and Bruce Hain.

12

13

14

So David Muhammad, we will be
unmuting you and then we will ask you to state and
spell your first and last name for us.

15

16

17

(No response.)

MS. KAIM: Maura, David Muhammad
is not yet present.

18

19

MS. FITZPATRICK: Okay. Thank
you. We will circle back.

20

21

Our next speaker is Connie
Crawford.

22

23

24

(No response.)

MS. KAIM: Connie Crawford is not
present.

25

MS. FITZPATRICK: Okay. And then

1

2 our next speaker is Yangbo Du.

3 (No response.)

4 MS. KAIM: Yangbo Du is not
5 present.

6 MS. FITZPATRICK: Okay. And we
7 heard from Yangbo Du on our first session, so we
8 have his statement.

9 The next one is Bruce Hain.

10 MS. KAIM: Bruce Hain is present.

11 MS. FITZPATRICK: Okay. So Bruce
12 Hain, we're going to be unmuting you. And then
13 we'll ask you to spell -- state and spell your
14 first and last name for us before we begin to time
15 your statement. And Bruce Hain, you may also have
16 to click a button on your side to unmute yourself.

17 MR. HAIN: I'm looking down at
18 the screen. All right. Now, can you hear me?

19 MS. FITZPATRICK: Yes. We can
20 give you loud and clear. Thank you.

21 MR. HAIN: Good. My name is
22 Bruce Hain and --

23 MS. FITZPATRICK: I'm going to
24 ask you a please to spell that for us for the
25 record.

1

2

MR. HAIN: H-A-I-N. N as in

3

Nancy. H-A-I-N, Hain.

4

MS. FITZPATRICK: Thank you.

5

MR. HAIN: I'm associated with my

6

website, railnycaccess.com and I consider myself a

7

rail transportation -- passenger transportation

8

advocate. I did submit a comment in 197 -- in 2017

9

concerning your budget -- the ten-year budget, the

10

Port Authorities budget. And in that was a certain

11

-- a stipend for more work on planning the bus

12

terminal replacement.

13

And I said at that time, and put

14

an illustration in my written comment, and I intend

15

to submit one to you, that in order to locate a bus

16

terminal -- in planning of bus terminal for the

17

next 50 or 100 years, you have to know where the

18

next tube of the Lincoln Tunnel goes. If you don't

19

know that, you can't locate the bus terminal. You

20

have to do that first. So you have to get some

21

idea of where the fourth tube would go.

22

And I'm sure many people have

23

ideas and I'll try and illustrate one for you.

24

Besides that, looking at the -- I don't know what

25

you'd call it at Garvey Place, which you're using

1

2 to name the approach to the north tube the
3 westbound tube -- that's a Crayon drawing. I mean,
4 it's really unintelligible what's intended there.
5 There's nothing specific and the same with the 3D
6 rendering, it -- it doesn't look like anything.
7 I'm -- it's not very convincing.

8 What you do -- what we have there,
9 and in the approach to the tube tunnels, tube one,
10 and three that come in at, oh, I don't know, that
11 one is that 11th Avenue and I suppose there at
12 10th, maybe they're all at 11. In any case that's
13 some of the highest civil engineering and --

14 MS. FITZPATRICK: And just excuse
15 me, you have 30 seconds remaining.

16 MR. HAIN: -- thank you, design.
17 It is pinnacle of our design work in civil
18 engineering these tower lighting and the fancy
19 brickwork. And you know, you put conduits all over
20 again, you say it's an improvement, and now you're
21 going to cover it over. So that's -- that's --
22 [zoom inaudible] going too far --

23 MS. FITZPATRICK: I'm sorry your
24 time is up if you could wrap up please.

25 MR. HAIN: -- all right. You're

1

2 going too far with that. You can't do that.

3

4 MS. FITZPATRICK: If you'd please
wrap up your statement.

5

MR. HAIN: Thank you very much.

6

7 MS. FITZPATRICK: Thank you.
Appreciate that. Thank you so much.

8

9 Okay, So our next speaker is Peter
Hodge, followed by Yuki Endo, followed by Papa
10 Cito, and followed by John Yee.

11

So Peter Hodge?

12

(No response.)

13

14 MS. KAIM: Peter Hodge is not
present.

15

16 MS. FITZPATRICK: Okay. And Yuki
Endo?

17

(No response.)

18

19 MS. KAIM: Yuki Endo is not
present.

20

21 MS. FITZPATRICK: Okay, And we
heard from Yuki Endo at our second session, so we
22 have his statement.

23

And Papa Cito?

24

(No response.)

25

MS. KAIM: Papa Cito is not

1

2 present.

3

MS. FITZPATRICK: Okay. And John

4

Yee?

5

(No response.)

6

MS. KAIM: John Yee is not

7

present.

8

MS. FITZPATRICK: Okay. And then

9

the next two are Dorothy Hayden and Mariusz Kurylo.

10

Dorothy Hayden?

11

(No response.)

12

MS. KAIM: Dorothy Hayden is not

13

present.

14

MS. FITZPATRICK: Okay. Thank

15

you.

16

And Mariusz Kurylo?

17

(No response.)

18

MS. KAIM: Mariusz Kurylo is not

19

present.

20

MS. FITZPATRICK: Okay. Thank

21

you.

22

So we're going to switch back to

23

-- while our registrar updates our list, we're

24

going to show you on the screen the various ways

25

that you can submit your comments. And again, all

1

2 of these comments have the same weight. And our
3 comment period is open through July 19, 2021.

4 So I'll now asked the registrar to
5 show our next list of speakers.

6 Just bear with us for a minute.
7 And again, we have people who have not -- we've
8 ended their statement because of their time limit,
9 and we are no longer have speakers at the end --
10 week can ask them to make an additional three
11 minute comment. So thank you Registrar.

12 So the list here is Matt Kamper is
13 the first one, followed by Jennifer Liebeskind and
14 then followed by Hope Bernhard.

15 So Matt Kamper is here, please?

16 (No response.)

17 MS. KAIM: Matt Kamper is not
18 present.

19 MS. FITZPATRICK: Okay. I
20 believe we heard from him in the second session
21 also.

22 Jennifer Liebeskind?

23 (No response.)

24 MS. KAIM: Jennifer Liebeskind is
25 not present.

1

2

MS. FITZPATRICK: Okay. And Hope

3

Bernhard?

4

(No response.)

5

MS. KAIM: Hope Bernhard is not

6

present.

7

MS. FITZPATRICK: Okay, And then

8

the next three speakers are Moses Gates and Daniel

9

Liu, and Michael Huarachi.

10

So Moses Gates?

11

MS. KAIM: Moses Gates is

12

present.

13

MS. FITZPATRICK: Okay, Moses

14

Gates, we are going to unmute your mic and ask you

15

to state and spell your first and last name for us,

16

and then you can begin your statement. And you may

17

also need to unmute yourself on your end.

18

MR. GATES: All right. Thanks so

19

much. My name is Moses Gates M-O-S-E-S, G-A-T-E-S.

20

I'm here representing Regional Plan -- Plan

21

Association or RPA. And thanks so much for covering

22

our initial suggestions on the Port Authority. And

23

we're very excited about the new terminal and the

24

tact that you're taking.

25

In terms of Scoping, we do have

1
2 some requests on how to scope this project. This
3 is -- site is going to be much more than just a bus
4 terminal, this is going to occupy four square
5 blocks of the largest central business district in
6 the United States and one of the most visited
7 neighborhoods in the entire world. And we
8 encourage you to examine this new building, not
9 just in terms of transportation networks and
10 capacity, and we have, you know, the utmost faith
11 that Port Authority will be able to do that to --
12 to a very good extent, but we also encourage you to
13 look at what this will add to the neighborhood and
14 the city as a whole from an architectural and urban
15 design perspective.

16 Specifically five things. The
17 new terminal -- how the new terminal can function
18 as a compelling destination, civic hub, and public
19 -- public asset of for the region.

20 How this new terminal could
21 improve the pedestrian environment and tie in with
22 the surrounding neighborhood in terms of pedestrian
23 and bicycle flow, and create a safe and compelling
24 pedestrian network throughout the entire west side
25 of Manhattan from Hudson Yards and the High Line to

1

2 Midtown, Far Westside, Bryant Park and really look
3 at all of that in the scope of work.

4 In order to effect both of the
5 above considerations and create a smooth
6 construction period with the least unnecessary
7 impacts on the surrounding neighborhood, we
8 encourage you to set up the true
9 cross-jurisdictional collaboration between
10 stakeholders, while they are scoping and
11 constructing this project, relevant city state
12 federal agencies, local community, business and
13 stakeholders, and we'd also like to commend you for
14 this process. For -- that it started fairly early
15 and for allowing the community input and trying to
16 recognize that.

17 Fourth, in addition to scoping
18 the design of the final terminal, this is going to
19 be a major construction project with a several year
20 construction period. And we encourage you to look
21 at the effects on the surrounding pedestrian flows
22 and environment and the impact on the surrounding
23 neighborhood during this construction period with
24 pedestrian safety being first and foremost among
25 this.

1

2

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25

And then finally, we encourage you to keep an eye on the future and Scope, not just the terminal as the needs for when it will be constructed are going to happen, but creating a flexible terminal for the future, which could possibly be adapted to changing transportation realities. For instance --

MS. FITZPATRICK: You have 30 seconds remaining please.

MR. GATES: Thanks.

For instance, you have better rail access to Midtown in the future, which could mean less need for buses and the ability to re-purpose space in the terminal. Advances in bus technology or several other unforeseen things could happen and we encourage you to really look at the flexibility of use in the future while scoping this project.

Thank you for the opportunity to testify. And we're looking forward to a true civic asset being constructed on the west side of Midtown.

MS. FITZPATRICK: Thank you so much. Appreciate that.

Okay. So our next speaker is

1

2 going to be Daniel Liu, followed by Michael
3 Huarachi, followed by Felicia Park-Rogers, and
4 followed by Andy Weiss.

5

So is Daniel Liu with us?

6

(No response.)

7

MS. KAIM: Daniel Liu is not with
8 us.

9

MS. FITZPATRICK: Okay. And we
10 heard from Daniel, I think this was this afternoon
11 session. I'm getting them a bit muddled in my
12 head.

13

And the next is Michael Huarachi.

14

(No response.)

15

MS. KAIM: Michael Huarachi is
16 not present.

17

MS. FITZPATRICK: Okay. And we
18 also heard from Michael at this afternoon's
19 session.

20

Felicia Park-Rogers?

21

MS. KAIM: Felicia Park-Rogers is
22 present.

23

MS. FITZPATRICK: Okay. Felicia
24 Park-Rogers I'm going to unmute you and you might
25 also need to unmute it on your side. And we'll ask

1

2 you to state and spell your name for the record,
3 and then you may begin.

4

MS. PARK-ROGERS: Hi. Felicia
5 Park-Rogers, F-E-L-I-C-I-A. Last name is
6 hyphenated. P-A-R-K R-O-G-E-R-S.

7

MS. FITZPATRICK: Thank you.

8

MS. PARK-ROGERS: Thank you for
9 this opportunity to provide testimony. I am
10 Felicia Park-Rogers, the Director of Regional
11 Infrastructure for Tri-State Transportation
12 Campaign, a non-profit, non-partisan transportation
13 policy and advocacy organization.

14

I would like to voice our support
15 for the proposed new terminal. It will dramatically
16 improve the capacity of the PABT, a proven need,
17 and provide a greatly improved landing spot for
18 workers and visitors as they come and go from
19 Manhattan.

20

Before the pandemic we saw
21 unbalanced growth and inadequate transit between
22 New York City, the portion of the region gaining
23 the most jobs by far, and the northern New Jersey
24 suburbs which have more housing but fewer jobs. In
25 other words, New Jersey needs New York City for

1

2 jobs, and New York City needs New Jersey for
3 housing and workers.

4

5 This mutual dependency gives the
6 city and state of New York and the State of New
7 Jersey a community of interest -- of shared
8 interests and ensuring reliable and fast commuter
9 transportation across the Hudson.

9

10 Additionally, it places the Port
11 Authority of New York and New Jersey by State
12 Authority in a unique role for creating solutions
13 to these problems.

13

14 Obviously, the existing
15 terminal's obsolete and needs significantly more
16 room to handle more people and buses. There's no
17 arguing that. Nevertheless, we cannot address
18 regional transportation issues in a vacuum.
19 Increasing the capacity of the bus terminal is not
20 the only solution needed. Replacing the terminal
21 and isolation will not solve what is that the root
22 of the Port Authority's commuter bus problem, which
23 is the Lincoln Tunnel - something tri-state has
24 highlighted since 2008.

24

25 In 2015, a ranking of the 50
26 worst highway bottlenecks in the country, the

1

2 Lincoln Tunnel placed eighth from that list with an
3 average annual of 3.4 million hours of delay and
4 \$87 million in lost value of time.

5 With nearly all New Jersey bus
6 commuters accessing the terminal via the Lincoln
7 Tunnel, this issue can't continue to be ignored.
8 The autonomous vehicle technology will be helpful,
9 but it will only get so far before demand exceeds
10 capacity again. Assuming the technology works, it
11 will not solve the problem with the Lincoln Tunnel
12 being a single point of failure were one traffic
13 collision or other major delay can effectively
14 paralyze the entire bus network and halt the travel
15 of thousands of workers.

16 We hope the Port Authority will
17 be working very closely in planning in tandem with
18 New Jersey transit, Amtrak, and the MTA to develop
19 sensible, long-term solutions for creating a more
20 balanced transportation network that can handle
21 future capacity demand. New York --

22 MS. FITZPATRICK: You have 30
23 seconds remaining please.

24 MS. PARK-ROGERS: -- as the
25 Gateway program moves forward and New Jersey

1

2 Transit makes plans for a new Bergen Passaic rail
3 line, sensible solutions to scale back dramatically
4 the need for commuter buses by building adequate
5 rail transit capacity to serve the dense
6 communities on the west side of the Hudson that
7 presently dominate bus ridership.

8 If we fail to match the scale of
9 the region with the scale of our solutions for
10 Trans Hudson commuting issues, we're strangling
11 future mobility and losing some of the regions most
12 competitive advantages. As many of the difficulties
13 -- I'm almost done, of the coronavirus has
14 presented, this time offers us an opportunity to
15 look ahead on a 50-year timeline instead of merely
16 fixing the problems of 50 years ago.

17 Thank you.

18 MS. FITZPATRICK: Thank you so
19 much. Appreciate it.

20 Okay. So our next speaker is Andy
21 Weiss, and then we will check whether the assembly
22 member and David Muhammad from Newark has joined
23 us. And so is Andy Weiss with us?

24 MS. KAIM: I believe Andy Weiss
25 is with us under the name Andy. So I'm going to

1

2 allow this person the opportunity to speak.

3

MS. FITZPATRICK: Okay, So if you
4 are in fact Andy Weiss, we will ask you to -- we
5 will unmute you and then asked you to state and
6 spell your first and last name for us.

7

MR. WEISS: Hello. My name is
8 Andy Weiss. And you can hear me, right?

9

MS. FITZPATRICK: Yes. Loud and
10 clear. Thank you.

11

MR. WEISS: Thank you. Thank
12 you. Thank you very much.

13

I've studied the Lincoln Tunnel --

14

MS. FITZPATRICK: And, Andy, if
15 you could please state and spell your name for us
16 also.

17

MR. WEISS: Sure. A-N-D-Y,
18 W-E-I-S-S.

19

MS. FITZPATRICK: Thank you.

20

MR. WEISS: Thank you very much.
21 I've studied the Lincoln Tunnel Bus ramp and the
22 Lincoln Tunnel XBL Lane, the exclusive bus lane. I
23 agree with the Tri-State Transportation campaign
24 that replacing the bus terminal in isolation does
25 not address the root cause of the problems getting

1

2 to the tunnel. All you're doing is just replacing
3 the terminal with all the infrastructure around the
4 terminal, the obsolete ramp, the obsolete Lincoln
5 Tunnel exclusive bus lane.

6 The bus lane is terrible. It's
7 only one bus lane. You allow three cars, three
8 lanes of automobile traffic, three lanes for
9 individual drivers, and you only allow one bus lane
10 for packed buses. One bus lane. So you can replace
11 the terminal, but what does that do? You still
12 have the same obsolete Lincoln Tunnel exclusive bus
13 lane. Only one lane. You have the bus ramp, which
14 is also going to be obsolete because, look at the
15 buses that NJ Transit uses. They use one-door
16 cruiser buses. One door. Most of these buses are
17 one-door. That means the loading and unloading
18 time is very slow. They have four steps of stairs.
19 I told the NJ Transit to stop buying these buses,
20 but they will not.

21 So when this bus, this -- when
22 this bus terminal is done, you're going to have a
23 bunch of obsolete one-door Greyhound buses that NJ
24 Transit uses unloading at this super modern bus
25 terminal. These buses have four steps of stairs.

1

2 The loading and unloading is very slow. That's
3 great. We're getting a new bus terminal, that's
4 terrific. But it doesn't do anything, doesn't
5 fixed any root causes.

6 And also the Port Authority is
7 kind of sneaky a little bit where you're not --
8 where's the ramp? Like I saw a far -- you're not
9 showing close-up of the ramp. I would like to get
10 close-up of the ramp. What it looks like. How
11 many lanes is the ramp. The ramp is crucial.

12 But this is not going to address
13 anything when you have an obsolete Lincoln Tunnel
14 bus lane with only one lane, you will allow three
15 lanes to individual drivers and you make NJ Transit
16 bus commuters sit in one lane of an obsolete bus
17 lane. This is just unacceptable to me. I don't
18 understand what you're doing, to be honest with
19 you. You're just making a new building. The only
20 infrastructure around it is the same thing. The
21 Tri-State Transit --

22 MS. FITZPATRICK: Excuse me. You
23 have 30 seconds remaining, please.

24 MR. WEISS: -- yeah. Absolutely.
25 Thank you.

1

2

The Tri-State Transportation

3

campaign said the same thing in the white paper. I

4

read it. Replacing the bus terminal in isolation

5

does not address. We need multiple bus lanes. We

6

need bus rapid transit. And we also need a

7

regional fare card. That's very critical for NJ

8

Transit commuters with MTA OMNY. So I'm concerned

9

about this plan.

10

MS. FITZPATRICK: Thank you.

11

MR. WEISS: Thank you.

12

MS. FITZPATRICK: Appreciate your

13

comments.

14

Okay. So we are next now --

15

you're going to see these names are going to look

16

familiar because we've already called upon these

17

people, some of whom hopefully have joined us now.

18

So our first speaker would be

19

David Muhammad, and he is with the City of Newark,

20

the administrator of the airport and seaport,

21

followed by Connie Crawford, and followed by Yangbo

22

Du, and Peter Hodge.

23

So Is David Muhammad with us?

24

(No response.)

25

MS. KAIM: David Muhammad is not

1

2 present.

3

MS. FITZPATRICK: Okay. And is
4 Connie Crawford with us?

5

(No response.)

6

MS. KAIM: Connie Crawford is not
7 present.

8

MS. FITZPATRICK: And Yangbo Du?

9

(No response.)

10

MS. KAIM: Yangbo Du is not
11 present.

12

MS. FITZPATRICK: And Peter

13

Hodge?

14

(No response.)

15

MS. KAIM: Peter Hodge is not
16 present.

17

MS. FITZPATRICK: And Yuki Endo?

18

(No response.)

19

MS. KAIM: Yuki Endo is not
20 present.

21

MS. FITZPATRICK: Right. I just
22 want to -- for those of you who I've asked to end
23 your statement based on the timing, as we go
24 through this, if we have no additional speakers,
25 you will be more than welcome to come back and make

1

2 an additional three-minute statement. So if you
3 would like to do that, feel free to sign up for
4 that.

5 And thank you, Registrar, if you
6 could show our next -- excuse me, I'm getting a
7 note that I want to just read. Okay. Got it.
8 Understood. Okay. So Registrar, are there any
9 other speakers? Otherwise, what we will do is we
10 will take a short break and we hope at that point,
11 the Assemblywoman will be with us. But are -- did
12 we get through the entire list, Registrar? We did.
13 Okay. Thank you. I just wanted to double-check
14 that.

15 So we're going to take a short
16 break and we're going to both keep an eye on the
17 question and answer function if you would like to
18 speak and we will also return when some of our
19 registered guests arrive.

20 So thank you very much and we will
21 be with you shortly. Take care.

22 (Short recess.)

23 MS. FITZPATRICK: Again, if you
24 were just joining us, we are taking a break because
25 we currently do not have any additional speakers.

1

2 But also, for those of you who ended your
3 statements because I called time, if you'd like to
4 speak, by all means, let us know in the Q&A, and
5 we'll be happy to hear additional statements.

6 So I think I'm seeing some
7 activity to that effect, but we will be right back
8 as soon as we have that information passed to our
9 registrar. And for the rest of you, if you'd like
10 to speak, please make sure that just let us know in
11 the Q&A and we will be here until 8:00 p.m. and we
12 will be taking comments throughout that time.

13 So just bear with us while we get
14 caught up on our side with what I think is someone
15 who has spoken already but would like to speak
16 again. Bear with us. Just give it one more
17 moment. Okay. Thank you. Thank you, Registrar.

18 So Bruce Hain, if you would join
19 us again, we're happy to hear three more minutes of
20 your thoughtful comments.

21 MR. HAIN: That's great. Thank
22 you.

23 MS. FITZPATRICK: Welcome.

24 MR. HAIN: I want to just try and
25 impress on you the idea of, you know, once you get

1

2 something pretty well, such as was done with the
3 tunnel approaches on the Manhattan side -- both of
4 them, you know, they're rather iconic, they're nice
5 pieces of architecture or civil planning. They're
6 fancily done with special bricks and special
7 brickwork, and the tower lights and so on, and
8 matching stoned walls.

9 I notice by where the Mercedes
10 place used to be there, in Google Earth, I took a
11 ride in a street view and found that, for some
12 reason, you chose to widen that approach coming
13 from 41st Street down to the north tube, and you
14 knocked out one of those matching walls with those
15 bricks.

16 And I sense in your
17 unintelligible] a certain disrespect for these
18 achievements, you know? It's hard to reproduce and
19 you couldn't do it again at this point, we couldn't
20 come up with anything that's as good and I know
21 it's a problem to hold it together. It falls apart
22 as it's used. But that's the way these things are.
23 And of course, you know, there are many things
24 quite ancient that last a long time, and in some
25 places like in Europe, they rebuild them. They

1

2 rebuild them and maintain them, and these tunnel
3 approaches of the Lincoln Tunnel are something like
4 that.

5 Now, I think someone who has a
6 clear idea of tunnel design can see where the
7 western approach, the fourth tube goes, but there's
8 some question about the eastern approach, and I'll
9 try and illustrate -- well, I've illustrated one
10 and I'll try and illustrate another because there's
11 different difficulties with anything you might try.

12 MS. FITZPATRICK: Thank you. You
13 have 30 seconds remaining, please.

14 MR. HAIN: All right. Well, I'll
15 let it go at that and I'll put the rest in writing
16 and try and give you a picture that explains my
17 point. But you wouldn't build a hundred year
18 terminal, see, without locating the tunnel first.
19 It has to be accessible by a tunnel so the buses
20 can get to it just like Mr. Weiss said.

21 So thanks very much for listening
22 to the rest.

23 MS. FITZPATRICK: Thank you so
24 much. Take care. Okay.

25 So we again, we're going to ask --

1

2 have one of our speakers who's already speaking --
3 spoken, ask her if she has additional comments, and
4 that's Felicia Park-Rogers, and then we we'll just
5 go again through our registered speakers. Brittani
6 and I will just check and see if any of them have
7 joined us.

8 So Felicia Park-Rogers, if you
9 have additional comments, we are welcome to have
10 three more minutes of your thoughts.

11 MS. PARK-ROGERS: Thank you so
12 much. So a paragraph that I left out near the end
13 of my testimony is this.

14 Maximizing rail transit capacity
15 in densely populated west of Hudson bus-dependent
16 communities, many of which currently have no rail
17 option, should be considered. Building new rail
18 infrastructure is obviously not a cheap solution,
19 but it does have the advantage of being the least
20 disruptive to midtown residents, providing far more
21 adequate, environmentally friendly, and efficient
22 cross-fits in transit service while also reducing
23 the capacity demands on the Lincoln Tunnel and
24 stimulating economic growth outside of the
25 Manhattan core.

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I did also want to say that we echo and agree with the comments of Moses Gates of RPA in terms of hoping that during the construction process, pedestrian walkways will be very carefully considered to maximize safety and comfort for pedestrians along the construction areas.

And also as the Empire Station Complex and the changes at Penn Station are currently being developed, hoping that there is very careful planning about pedestrian and multi modal access to the Penn Station area as many people do come into Port Authority Bus Terminal and then go over to Penn Station for the rest of their commute inside of Manhattan and vice versa back on the way home.

So we really encourage, again, breaking down the silos and working together with the other authorities involved in those plans, namely New Jersey Transit, NCA, and Amtrak, and DOT. So thank you so much. Really appreciate all the hard work you-all are doing for us.

MS. FITZPATRICK: Thank you so much. Appreciate that. Okay.

So I think we have --

1

2 Assemblymember Rosenthal has joined us, so I'm just
3 double-checking that. And okay. So Assembly Member
4 Linda Rosenthal, we hope that you are able to -- we
5 can unmute you and that we can hear your statement.

6 MS. ROSENTHAL: Can you hear me?

7 MS. FITZPATRICK: Yes. Loud and
8 clear. Thank you. And though we all know you, I
9 will ask you to spell your first and last name for
10 us, please, Assemblymember.

11 MS. ROSENTHAL: Sure. Thank you
12 very much for allowing me the opportunity to
13 present this testimony. I'm Assembly Member Linda
14 B. Rosenthal, L-I-N-D-A, B, as in Beth, Rosenthal,
15 R-O-S-E-N-T-H-A-L. And I represent the 67th
16 Assembly District, which includes the Upper
17 Westside and parts of Hell's Kitchen in Manhattan.

18 The community has worked for many
19 years to settle on a process and the designed Port
20 Authority Bus Terminal, the new terminal that would
21 serve commuters -- sorry, that would serve
22 commuters while respecting the wishes and needs of
23 the community.

24 I'm pleased that the relocation
25 of the bus terminal will be achieved without

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2 invoking imminent domain. However, I do continue to
3 share many of the concerns expressed by Manhattan
4 Community Board 4 about the impacts the project
5 will have on our neighborhoods.

6 Few would argue that the
7 multi-billion dollar infrastructure investment is
8 an unnecessary venture, but the Port Authority must
9 demonstrate that it will do everything possible to
10 limit community disruption during the long-term
11 construction, as well as after the new facility is
12 in operation. Residents, commuters, tourists and
13 other's will be forced to navigate around the
14 construction for more than a decade so it's vital
15 that environmental and safety concerns are
16 mitigated.

17 Area residents have long suffered
18 the consequences of gas guzzling buses idling
19 around the Port Authority. Poor air quality from
20 gas emissions leaves the higher rates of asthma,
21 other respiratory problems, and heart conditions,
22 to name a few. The new terminal should have an
23 improvement on the environmental impact and public
24 health by accommodating both electric and hydrogen
25 buses and upgrading the terminal ventilation and

1

2 filtration systems.

3

4 As construction begins, routes to
5 the Lincoln Tunnel will be disrupted with a
6 potential for increased traffic congestion,
7 particularly on Ninth Avenue. Traffic mitigation
8 measures in place to prevent blocked intersections
9 and to avoid worsening air quality and noise from
10 the congestion must be must be put in place.

11

12 Further, the current proposal
13 does not include terminal access for Jitneys and
14 intercity charter buses. These operators currently
15 load curbside which contributes to traffic
16 congestion, poor air quality, and noise. The Port
17 Authority should open its gates to all long
18 distance operators and allow these smaller buses to
19 use the new ramps directly to the terminal rather
20 than city streets.

21

22 The completed Project will
23 include four new commercial and residential towers.
24 As we know, New York is facing an affordable
25 housing crisis and the neighborhood needs that kind
26 of housing for range of incomes.

27

28 One of the terminals -- one of the
29 towers, however, is located near the main terminal

1

2 on Ninth Avenue and is projected to stand between
3 60 and 70 stories tall which is far too high for
4 that block. Alternative designs to redistribute
5 that height must be explored.

6 The prolonged housing crisis has
7 also led to an increase in the number of
8 unsheltered New Yorkers who congregate inside or
9 around the terminal. With this in mind, the Port
10 Authority should partner with the appropriate
11 providers to provide on-site supportive and other
12 social services.

13 Finally, the Port Authority has
14 the opportunity to design the terminal as a LEED
15 certified green building. I support action to
16 minimize the carbon footprint of the project,
17 including installation of solar panels and green
18 roofs. The Port Authority must reduce the
19 project's impact by minimizing light pollution and
20 performing shadow analysis.

21 The City is beginning to fully
22 reopen after the COVID-19 pandemic. New Yorkers
23 are returning to work and tourists are coming back
24 to Midtown. As the Port Authority pursues the
25 federal environmental review process, it must

1

2 mitigate concerns of environmental impact, public
3 health, and street safety.

4

To ensure the community voices are
5 heard I echo CB4's request for a series of public
6 meetings throughout the EIS process. And I look
7 forward to working in collaboration with you on the
8 New Port Authority Bus Terminal.

9

And I thank you very much.

10

MS. FITZPATRICK: Thank you,
11 Assemblymember Rosenthal. We are so glad you were
12 be able to join us this evening.

13

Okay. So going back to our
14 speaker list, so I understand that Andy Weiss would
15 like to speak again, so Andy, we will unmute you
16 and ask that you give us another three minutes of
17 your thoughts, please.

18

MR. WEISS: Thank you very much.
19 My name is Andy Weiss. And thank you for letting
20 me speak again.

21

To add some things, just briefly.
22 I was speaking about a regional fare card. Now it
23 does have a lot to do with the bus terminal
24 because, like, the Port Authority is doing a great
25 thing. They're going to merge with the MTA OMNY

1

2 system, the fare card system. That's a great idea
3 by the port Authority. The PATH System is going to
4 do that.

5 So we're going to have almost a
6 regional fare card for the area. We are going to
7 have the Port Authority and we are going to have
8 the MTA merging together, which is great. But, now
9 NJ Transit, they're standing alone. They don't
10 want to have a regional fare card. For some reason
11 they want to stick with Conduit (phonetic). So I'm
12 trying to get entry transit to become part of the
13 MTA and PATH system OMNY card. We could have one
14 Regional fare card. That is recommend by all the
15 experts. All the studies from the NJ
16 Transportation Planning Authority, many studies
17 said that.

18 NJ Transit is very stubborn.
19 They're not going to join this regional fare card
20 and it's critical for the Port Authority Bus
21 Terminal operations. You can have one machine one
22 fare card. You can have it in the terminal.
23 Everybody's on the same page. And it just -- it
24 will be so much better for the region. All the
25 other regions are doing that. LA region, I think

1

2 Chicago, all the major regions are doing it. They
3 are going all over the world. Regional fair cards.
4 We need one desperately.

5

Also, I just would like to know
6 -- I want to mention again about the overcrowded
7 Lincoln Tunnel XBL lane. It is a very big concern
8 for many NJ transit commuters and other bus lines
9 that use it. It's only one lane. Just imagine.
10 One lane. There is more people in that NJ -- in
11 that Lincoln Tunnel XBL lane than all the other
12 three lanes of individual drivers.

13

So you have anybody stuck in this
14 one lane, and going -- and anything that happens
15 when you guys change your delineators, then the
16 lane stops. Anything that goes wrong, you're going
17 to have most -- most of the passengers are using
18 that bus terminal -- excuse me, using the bus lane.
19 So it's that one lane -- we need another lane of --
20 another bus lane.

21

So we have obsolete
22 infrastructure around this new bus terminal. And
23 that's a big concern. And I agree with the
24 Tri-State transportation campaign --

25

MS. FITZPATRICK: You have 30

1

2 seconds left, please.

3

4 MR. WEISS: Thank you. And I
5 just don't understand. Your Port Authority is not
6 answering that question. They're being very silent
7 about it. They're not showing the ramp. They are
8 not showing what they're doing. They're not even
9 talking about the Lincoln Tunnel XBL lane. They
10 are not talking about the ramp. They're not really
11 being transparent here. And we need to know. We
12 need to see close-ups of all of this and what's
13 happening with the Lincoln Lane XBL.

13

Thank you very much.

14

MS. FITZPATRICK: Thank you.

15

16 Okay. All right. So we're just
17 going to check in with our host, Brittani, to see
18 if any of these registered speakers have joined us.

18

So Papa Cito?

19

(No response.)

20

21 MS. KAIM: Papa Cito is not
22 present.

22

MS. FITZPATRICK: John Yee?

23

(No response.)

24

25 MS. KAIM: John Yee is not
present.

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2

MS. FITZPATRICK: Dorothy Hayden?

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(No response.)

4

MS. KAIM: Dorothy Hayden is not

5

present.

6

MS. FITZPATRICK: Mariusz Kurylo?

7

(No response.)

8

MS. KAIM: Mariusz Kurylo is not

9

present.

10

MS. FITZPATRICK: Matt Kamper?

11

(No response.)

12

MS. KAIM: Matt Kamper is not

13

present.

14

MS. FITZPATRICK: And Jennifer

15

Liebeskind?

16

(No response.)

17

MS. KAIM: Jennifer Liebeskind is

18

not present.

19

MS. FITZPATRICK: Okay. And

20

Registrar, I believe that that is the end of our

21

list of registered speakers? Is that correct Okay.

22

So we have -- we may have a few. I'm getting that

23

we may have a few more.

24

I was just looking at the clock to

25

see if maybe we wanted to rerun the video, but I

1

2 don't think we will because we're going to be
3 wrapping up at 8:00 so we won't have time for that
4 and it looks like we may have a few more speakers,
5 and here they are.

6 So the first is Hope Bernhard,
7 followed by Daniel Liu, followed by Michael
8 Huarachi.

9 So is Hope Bernhard with us?

10 (No response.)

11 MS. KAIM: Hope Bernhard is not
12 present.

13 MS. FITZPATRICK: Okay. And
14 Daniel Liu?

15 (No response.)

16 MS. KAIM: Daniel Liu is not
17 present.

18 MS. FITZPATRICK: Okay. And
19 Michael Huarachi?

20 (No response.)

21 MS. KAIM: Michael Huarachi is
22 not present.

23 MS. FITZPATRICK: Okay. So what
24 we're going to do now is I'm going to shut off my
25 video. I'll come back in about five minutes. We

1

2 will be -- if anybody does chose to speak, we can
3 take take advantage of the Q&A function and we'll
4 be happy to accommodate you. Otherwise, I'll be
5 checking in about every five minutes and then we
6 will be wrapping up just a little bit before 8:00
7 and there will be some closing remarks.

8

Thank you.

9

(Short Recess Taken.)

10

MS. FITZPATRICK: If I could have
11 one of our ASL interpreters, showing us -- there
12 you are. Hi. Thank you. So again, we're just
13 waiting to see if any of our attendees wished to
14 make a statement. And if you would like to do so,
15 please indicate in the Q&A. We will be closing up
16 the public comment portion of this meeting a couple
17 of minutes before 8:00 and then when we have some
18 closing statements.

19

But again, we are hoping to hear
20 from as many of you as we can and we appreciate
21 those if you have spoken and certainly those of you
22 who have attended. So I will again check-in a in
23 about five minutes and thank you.

24

(Off the record.)

25

MS. FITZPATRICK: And again, we

1
2 will be taking comments for the next seven minutes
3 or so and then we will come -- I will come back and
4 shut the comment area down and we will have some
5 closing remarks from my colleague Graham Trelstad.
6 But we still have some time if there's some
7 last-minute commenters who want to make their
8 statements. Otherwise, I will -- you'll see me at
9 7:57 and we will close this portion of the meeting.

10 Thank you.

11 (Short Recess taken.)

12 MS. FITZPATRICK: And hello
13 again. This concludes the public comments portion
14 of this meeting, and I will now turn it over to
15 Graham Trelstad for closing remarks.

16 Thank you, everybody.

17 MR. TRELSTAD: Thank you Maura,
18 and thank you all for attending and providing your
19 comments.

20 The public comment period will
21 remain open until July 19th at 5:00 p.m. Comments
22 can be submitted by mail to the address shown here
23 on this slide, via e-mail to
24 pabtreplacementnepa@panynj.gov through the project
25 website, pabtreplacement.com, or through voicemail

1

2 at (929) 502-7304.

3

4 Should you want more information,
5 the project website will include documents referred
6 to in our presentation as well as a video of the
7 presentation.

8

9 This is the fourth of four
10 sessions. So there were no -- no future sessions
11 but we do look forward to receiving your comments
12 by July 19th. And please do look at the website
13 for additional information. Again, we thank you
14 for attending and providing your comments.

15

16 The meeting will now be adjourned.

17

18 Have a good evening.

19

20 (At 8:00 p.m., the proceedings
21 were concluded.)

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STATE OF NEW YORK)
SS.
COUNTY OF NEW YORK)

I, MARC RUSSO, a Shorthand
(Stenotype) Reporter and Notary Public within and
for the State of New York, do hereby certify that
the foregoing pages 1 through 70, taken at the time
and place aforesaid, is a true and correct
transcription of the above matter.

IN WITNESS WHEREOF, I have
hereunto set my name this 28th day of June, 2021.

Marc Russo

MARC RUSSO

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BUS TERMINAL REPLACEMENT PROJECT

FINAL NEPA SCOPING INFORMATION PACKET

**ATTACHMENT 2:
WRITTEN COMMENTS**



Comments on the Bus Terminal Replacement Project NEPA Scope

Congressman Jerrold Nadler, NYC Council Speaker Corey Johnson,
State Senator Brad Hoylman, Assembly Member Richard Gottfried
Comments submitted to the Port Authority of New York and New Jersey
Monday, July 19, 2021

We appreciate the opportunity to provide comments on the Bus Terminal Replacement Project NEPA Scoping Information Packet.

As we testified in 2019, our districts, which each cover portions or all of the neighborhoods surrounding the Port Authority bus terminal, have seen enormous residential and commercial growth over the last two decades with new proposals surfacing even in the last year. Rezoning on Manhattan's West Side have caused an increase in scale and density. As a result, there is a dramatic increase in the number of people who live and work in the area who rely on the bus terminal, demonstrating a strong need for a new bus terminal with careful consideration of the impact of the terminal on the surrounding community. We urge PANYNJ and the Federal Transit Administration (FTA) to carefully review Manhattan Community Board 4's (CB4) thoughtful and thorough March 29, 2021 resolution on the draft scope to help inform the NEPA process. As the community most impacted by the bus terminal and its operations, CB4 has provided detailed and well-informed comments on their concerns about the final proposal that deserve the highest consideration.

We are pleased that the Final Scoping Report and Project Goals and Objectives reflect significant community input, including the addition of over three acres of public green space, the removal of commuter buses from street storage and moving intercity bus operations to the terminal area, and PANYNJ's continued commitment not to use eminent domain to acquire property for this project.

We still have outstanding concerns laid out below, and we echo CB4's request to have a series of community meetings throughout the Federal Environmental Review Process to delve into the details of neighborhood impacts, inter-modality, accessibility, and air quality. In addition to CB4's concerns we would also like to highlight a few items that need to be included in the study.

Air Quality

- Community District 4 faces the third worst air quality in the City. It is critical that the new bus terminal and parking structures be fully enclosed with proper air filtration to ensure good air quality in the surrounding area. It is also important that the environmental studies quantify the impact of the entire system of buses on air quality: from the Lincoln Tunnel, to the ramps and staging, to the terminal itself. The goal of simply not increasing air pollution is insufficient; the redesigned terminal must reduce the overwhelming pollution brought to the neighborhood by the current terminal.
- We are also interested in whether PANYNJ will consider the potential implementation of an outbound bus-only lane in the Lincoln Tunnel, which would have important implications for analysis of future congestion and - if a bus-only lane increased the number of buses that could move through the terminal per hour - on projections for terminal usage and ridership.
- We are concerned about the impact on neighborhood air quality from the years of construction this neighborhood will see, and we encourage PANYNJ to invest in ways to mitigate negative impacts of construction on air quality, and work to offset the impact of the construction in the final product.
- We encourage PANYNJ to plan to achieve a fully electric and/or hydrogen bus fleet. While we are thrilled that PANYNJ will install electric vehicle charging stations, and intends to construct the terminal in a way that will eventually support a fully electric fleet, we urge the PANYNJ and FTA to identify ways to mandate that all fleet operators rapidly transition to fully electric buses. We also urge the PANYNJ and FTA to examine the sourcing of the electricity, and identify ways to ensure only renewable sources are being used to power the fleets.

Jitneys and Charter Buses

- Certain long distance buses, jitneys, have been excluded from the planning process, undermining the commitment that *all* long distance buses will be absorbed. Not including jitneys will lead to increased idling and pollution as well as a logistical nightmare for DOT and serious adverse effects for the community. We urge the Port Authority to plan for the new bus terminal to absorb *all* buses that currently use the surrounding streets as staging, pick up and drop off points. Intercity, long-distance, and commuter buses inundate local streets that are already plagued by traffic jams, noise and exhaust fumes. This is the same problem that the bus terminal was originally built to mitigate. It is imperative that the project comprehensively address the issue of intercity, long-distance and commuter buses, and that it does not draw arbitrary distinctions between the various operators.

Design Elements

- We understand that the agency is exploring secure bike parking, and would like to add our full support for its incorporation. If we want the Port Authority to be an intermodal transit hub of the west side, we have to ensure that cyclists can safely and conveniently park their bikes.

- As CB4 has noted frequently, green space is often the first to go when development projects get underway. We are pleased by the commitment to 3.5 acres of new public green space, which will be a significant benefit to the community.
- We urge the Port Authority to identify ways to reduce the visual impact of the ramp structures crossing over streets, particularly those over Ninth Avenue.
- Congestion patterns will change throughout the construction process, and the NEPA process should continually review the impacts of this longterm construction and PANYNJ must identify mitigations.

Commercial and residential towers

- We appreciate the Port Authority's work to ensure mixed use buildings. We encourage the Port Authority to seek out ways to reduce height, maintain sightlines and redistribute the massing and floor area across the facilities, instead of vertically.

Coordination with other development in the area

- There is significant transit development happening in the area, particularly the Penn Station expansion, Penn Master Plan and Empire Station General Project Plan. It is crucial for PANYNJ to consider how these development projects will work together with the proposed PABT changes. This includes examining how these new projects will impact pedestrian, train, bus and bike traffic to the Port Authority.
- We are pleased to see that the study area includes the Penn Station and Herald Square areas where proposed development will occur.

Neighborhood Character

- Our intent is to see an environmentally sound plan developed for the new bus terminal, and no plan can meet that standard without considering the surrounding Port Authority-owned sites throughout the Hell's Kitchen neighborhood. Dyer Avenue divides the Hell's Kitchen community and it would be beneficial to both the neighborhood and the local environment for the community to be re-knit together after the destruction wrought from the original construction of the Lincoln Tunnel and current bus terminal. The plan put forward by the Hell's Kitchen South Coalition (HKSC) in 2019 would provide that connectivity by replacing subterranean divides with new parks and housing. We urge the Port Authority and the FTA to include the HKSC planning to inform the NEPA process.

We appreciate the work PANYNJ has done over the course of this project to work with the community and take its needs into consideration. Thank you for this opportunity to testify, and we look forward to working collaboratively with the PANYNJ to identify creative solutions to these issues as we rebuild the Port Authority Bus Terminal.



LINDA B. ROSENTHAL
Assemblymember 67th District

THE ASSEMBLY
STATE OF NEW YORK
ALBANY

CHAIR
Committee on Social Services

COMMITTEES
Agriculture
Codes
Health
Housing

MEMBER
Task Force on Women's Issues
Legislative Women's Caucus

**Testimony of Assemblymember Linda B. Rosenthal Before the Port Authority of New York
and New Jersey on the Bus Terminal Replacement Project
National Environmental Policy Act Scoping Process**

June 24, 2021

I am Assemblymember Linda B. Rosenthal and I represent the 67th Assembly district, which includes the Upper West Side and parts of Hell's Kitchen in Manhattan.

The Port Authority of New York and New Jersey (PANYNJ) has presented its proposed environmental review process as required by the federal National Environmental Policy Act (NEPA). The community worked for many years to settle on a process and design for the new Port Authority Bus Terminal (PABT) that would serve the needs of commuters for years to come, while respecting the wishes and needs of the community. Their voices must continue to be included throughout the review and construction process.

I am pleased that the relocation of the PABT will be achieved without invoking eminent domain, which would have recklessly displaced neighborhood residents, businesses and institutions. While it is clear that PANYNJ has incorporated community input into this proposal, I continue to share many of the concerns expressed by Manhattan Community Board 4 (CB4) about the impacts the project will have on our neighborhood.

Few would argue that the multi-billion-dollar infrastructure investment is an unnecessary venture; the existing PABT facility will soon outlive its useful life and is unable to serve the ever-growing stream of commuters who pass through it each day. While we all agree that this project is vital, PANYNJ must demonstrate that it will do everything possible to limit community disruption during the long-term construction.

After the new facility is in operation, PANYNJ must continue to ease traffic and improve environmental and safety conditions surrounding the terminal. Residents, commuters, tourists and others will be forced to navigate around the large-scale construction project for more than a decade. While this disruption will ultimately result in new open spaces and accessibility enhancements, it is vital that environmental and safety concerns are mitigated.

Area residents have long suffered the consequences of gas-guzzling buses idling around the Port Authority. Poor air quality from gas emissions leads to higher rates of asthma, other respiratory problems and heart conditions. The new PABT presents an opportunity to make the facility and the fleet of buses that it serves better for the environment and public health. The terminals should accommodate both electric and hydrogen buses to provide better energy efficiency and phase out diesel buses. PANYNJ must also upgrade the terminal ventilation and filtration systems to improve conditions where buses are staged and loaded.

As construction begins, routes to the Lincoln Tunnel will be disrupted with the potential for increased traffic congestion, particularly on Ninth Avenue. The streets around the Lincoln Tunnel are already exceptionally congested, and the added construction will only exacerbate the bottleneck. There must be traffic mitigation measures in place to avoid unwanted side effects of worsening air quality and noise from the congestion. PANYNJ should partner with the New York Police Department's Transportation Bureau to help prevent blocked intersections and keep traffic moving. In addition, PANYNJ should partner with the New York City Department of Environmental Protection to regularly monitor the area for decreased air quality and noise pollution that might impact the surrounding blocks.

Further, the current proposal does not include terminal access for jitneys and intercity charter buses. These operators currently load curbside, contributing to traffic congestion, poor air quality and noise in the neighborhood. Moving forward, PANYNJ should open its gates to all long-distance operators on a first-come, first-served basis, rather than separating buses by type. These buses are essential for the metropolitan area commuter base, and therefore the local economy, which has been weakened during the COVID-19 pandemic. If these operators are willing and able to pay the asking price for space inside the terminal, PANYNJ should not deny access. PANYNJ should also allow these smaller buses to use the new ramps directly to the terminal, rather than the city streets.

The completed project will include four new commercial and residential towers. As we know, New York is facing a housing crisis, and the neighborhood needs affordable housing for a range of incomes, in addition to commercial businesses that serve the needs of the community and commuters. One of the four new towers, however, slated to be located near the Main Bus Terminal on Ninth Avenue, is projected to stand between 60 and 70 stories tall. The proposed tower may be within the location's zoning regulations, but this is far too high for the block; alternate designs to redistribute that height should be explored.

The prolonged housing crisis has led to an increase in the number of unsheltered New Yorkers who congregate inside or around the PABT. As a result of financial stress during the COVID-19 pandemic, those at risk of and experiencing homelessness has increased even further. With this in mind, PANYNJ should partner with the appropriate providers to provide on-site supportive and other social services, including healthcare and connections to permanent, stable housing.

Finally, since the new terminal is being constructed from the ground up, PANYNJ has the opportunity to design a LEED-certified green building. I support any action to minimize the carbon footprint of the project, including the installation of solar panels and green roofs.

PANYNJ should also seek to reduce its impact by minimizing light pollution and performing a shadow analysis. Billboards and other brightly lit signs should only be installed on the Eighth Avenue side of the Main Terminal, as the areas surrounding the other terminal and sites are residential. In addition, the environmental review should include a shadow analysis to confirm that new towers will not negatively impact the existing community, particularly the Metro Baptist Church, located at 410 West 40th Street.

The City is beginning to fully reopen after the COVID-19 pandemic: New Yorkers are returning to work, and tourists are coming back to Midtown. As the Port Authority pursues the federal environmental review process, it must mitigate concerns of environmental impact, public health and street safety. To ensure that community voices are heard, I echo CB4's request for a series of public meetings throughout the review process, and I look forward to working in collaboration with you on the new Port Authority Bus Terminal. Thank you.



THE CITY OF NEW YORK
OFFICE OF THE MAYOR
NEW YORK, NY 10007

July 19, 2021

BY EMAIL

Port Authority of New York and New Jersey⁴
World Trade Center
150 Greenwich Street – 22nd Floor
New York, NY, 10006

Re: Port Authority Bus Terminal Replacement Project, Project Scope

The New York City Mayor's Office of Environmental Coordination (OEC), on behalf of the City of New York, submit the following comments on the Port Authority of New York and New Jersey (PANYNJ, or the "Port") Scoping Report dated January 21, 2021 and the NEPA Scoping Information Packet dated June 4, 2021 (collectively, Project Scope) concerning the Port Authority Bus Terminal Replacement Project (the Project).

Building on its testimony delivered to the Port on July 10th, 2019 and in its comment letter dated September 5, 2021 (attached hereto), we restate the City's agreement with the importance of the Project in supporting the growing population and connectivity in the region serviced by the transit terminal. We reiterate that the City has stated its goals for the Project: 1) that the Project must plan for all intercity buses and not only those utilizing the Project today; 2) that PANYNJ ensures no additional negative impacts to the air quality in Midtown and that the Project furthers the City's goals of reducing air pollutant emissions; 3) that PANYNJ works with the City on a world-class facility and implement the design objectives as outlined by City and other local stakeholders, including but not limited to the integration of multiple transportation modes and the pedestrian network; 4) that PANYNJ-owned property be improved with mixed-use developments and new open space; and 5) that PANYNJ continues to engage the City and local stakeholders – both in New York City and New Jersey – in a long-term commitment to trans-Hudson planning.

The City acknowledges that the Project, as described in the Project Scope, has been revised to address some of these objectives and is pleased to continue coordination with the Port as the revised Project is developed. Based on the description of the revised Project thus far in the Project Scope, the City is providing preliminary comments and will continue to provide feedback through the planning and environmental review processes. We are providing both general comments on the revised Project that supplement our previous comments (as well as identifying technical areas for further environmental

review coordination). OEC will serve as the primary point of contact for City agencies identified as Cooperating (City Planning Commission, Department of Transportation), participating (Department of City Planning, New York City Economic Development Corporation, Department of Environmental Protection) and any other potentially affected agencies for the NEPA process.

I. General Comments

1. The City is pleased the revised Project includes a mix of uses within the Project Scope and hopes that the Port continues to focus on holistic design. The City looks forward to more detail on the:
 - a. Planning, design, programming of the open space component to ensure it is activated and maintained as a high quality space;
 - b. Investment in sidewalks and pedestrian connections, particularly e/w through the PANYNJ sites;
 - c. Inclusion of bike parking and bike share infrastructure, including integration of high-capacity secure bike parking and a major Citi Bike dock hub into the design of the facility;
 - d. Commitment to inclusionary housing for any residential uses;
 - e. Ground floor treatments that activate the street, particularly at key interfaces like 8th avenue, and at the intersections with Hudson Boulevard and proposed park space;
 - f. Minimization and mitigation of shadowing/tunneling effects on avenues where new ramp crossings are contemplated;
 - g. Massing and façade/enclosure systems should be sensitive to scale, particularly since the project spans across several city blocks, and should employ techniques that visually break down the structures to better relate to the existing built context as well as create a welcoming pedestrian street-level environment; and,
 - h. Careful consideration of the 8th Avenue frontage, in terms of both how open space and architecture shape/inspires a sense of civic pride in stark contrast with the existing facility above ground, as well as enhance connections to local transit below ground.
2. The Project options comprise and are adjacent to various districts of Midtown (see attachment) inclusive of the Hudson Yards/Hell's Kitchen (HY/HK), Garment District Alliance, Times Square Alliance, and 34th Street Partnership districts and therefore a consistent overall public realm master plan should be developed to incorporate and synthesize the streetscape vocabulary and street plan to ensure a consistency among the disparate neighborhoods and establish a distinctive "gateway." In particular, the Port should coordinate with the HY/HK BID regarding the BID's streetscape improvement plan to stitch together an expansive comprehensive plan that offers site-specific strategies for wayfinding, lighting, green infrastructure, furnishings, new public places, protected bike lanes, and traffic calming.

3. The City notes that, contrary to our understanding, the Project Scope describes zoning as of right. We believe the Port intended to state that building FARs would be consistent with underlying zones; however, based on initial consultations we believe use waivers, revocable consents, and potentially other relief from Hudson Yards special district provisions would be necessary to facilitate the project. The City requests the Port confirm the use of local approval mechanisms, and or any intended state authorized override provisions.
4. The City would like to confirm that the Project Scope includes planning for all buses, including street level treatments/lay by lanes that relieve pressure on congested pick up zones along 42nd street and other critical locations.
5. The City would like to confirm that all construction storage and staging be off street both in permanent and interim condition.
6. The City is supportive of wider sidewalks along all PABT properties and would like to coordinate with the Port on suggested widths as details of the revised Project develop. In general, the City believes at least 20' minimum sidewalks will be required, with wider sidewalks along major avenues as necessary. The City requests that special consideration be given to the taxi boarding situation on Eighth (8th) Avenue with regard to wider sidewalks and the protected bike land
7. The City requests PANYNJ develop a multi-modal streetscape areawide plan for linking the Project "gateway" with key major public space amenities in the district including Hudson River Park and Hudson Boulevard and Park, Penn Station and other planned public space investments in the area.
8. Required and anticipated security measures and infrastructure should be designed integrally with the Project replacement projects and streetscape network upfront rather than applied after development.
9. The Project Scope suggests that significant ramps and transportation infrastructure would be constructed over street. The City requests that such infrastructure and related elevated space should be designed integrally with the Project to mitigate negative impacts and optimize the pedestrian experience inclusive of site-specific toolkit elements such as lighting, wayfinding and furnishings.

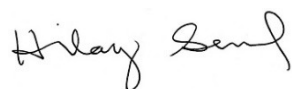
II. Comments on Environmental Review

As a general matter, we would like to see an environmental review process that contemplates future New York City actions where the City would use a CEQR analysis framework and methodologies relied on by the City in the Uniform Land Use Review Procedure (ULURP) actions to inform any decision on discretionary actions.

1. **Reasonable Worst Case Development Scenario (RWCDS)** – Given the mix of uses, the City would like PANYNJ to use a RWCDS pursuant to the 2020 CEQR Technical Manual (Tech Manual) to identify the potential for significant environmental impacts within the Study Area. The City would also like the Port to submit a preliminary Traffic Demand Factor study consistent with the Tech Manual. The City also notes there is a discrepancy in the Build Years for the West Facility and East Adjunct between the January 2021 Scoping Report and the June 2021 Scoping Package and asks the Port to clarify which years will be used for the purposes of the NEPA review.
2. **No Action and With Action Scenarios** – The City would like to coordinate with the Port on the development of the No Action and With Action scenarios for framing the environmental review increment given that there are federal and state ancillary projects such as Galvin Plaza, Central Business District Tolling, etc. and private projects that will affect baseline analysis such as traffic demand in the Study Area and surrounding areas.
3. **Environmental Justice** – The City would like to coordinate with the Port on the environmental justice analysis and outreach efforts to ensure they are consistent with NEPA and the City’s local laws addressing environmental justice and language access.
4. **Energy, GHG Emissions and Air Quality** – The City would like to coordinate with the Port on the technical analysis for these subject areas given the Project’s anticipation of reduced energy consumption based on infrastructure upgrades and conversion to electric and hybrid vehicles.
5. **Open Space** – The City would like to coordinate with the Port on the planning and technical analysis for the potential impacts on open space and recreational areas due to the Project development.
10. **Construction Phasing** – The City would like to coordinate with the Port on the technical review of the phased construction schedule, including whether construction will require interim street closures, etc.

Thank you for the opportunity to submit comments on the Project Scope. We look forward to continuing to work with PANYNJ as this project proceeds. If you have any questions concerning these comments, please contact me at (212) 788-6831.

Sincerely,



Hilary Semel
Director and General Counsel
Mayor’s Office of Environmental Coordination

Port Authority Bus Terminal
CEQR # 19FTA001M

cc:

Vicki Been, Deputy Mayor for Housing and Economic Development
Vincent Sapienza, Commissioner, New York City Department of Environmental Protection
Hank Gutman, Commissioner, New York City Department of Transportation
Marisa Lago, Commissioner, New York City Department of City Planning
Rachel Loeb, President, NYC Economic Development Corporation



Marisa Lago, *Director*
Department of City Planning

Comments from the de Blasio Administration on the PABT Replacement Project Scoping hearing, July 10, 2019

OneNYC, the Mayor's long-term plan for the sustainable and equitable growth of New York City, highlights the urgent need for multiple regional strategies to address the growing number of commuters arriving to New York City from across the Hudson River. Just as the ability to access NYC is fundamental to the economic success of New Jersey, the ability to draw workers from across the city and region has long contributed to NYC's success.

As the region grows, new housing in New Jersey suburbs is playing a critical role in meeting the regional need for housing—and as we look forward, the population on the West side of the Hudson is forecast to eclipse that on the east side by 2040. The result of this growing population is that more and more commuters are looking to cross the river, by PATH, by rail, but especially by bus, which primarily services fast growing areas of North Hudson and East Bergen counties.

The increasing number of commuters provides economic benefits to New Jersey communities and to the city as well. But without the necessary investment to support these volumes, it results in increased burdens on the city's transportation infrastructure, particularly in the neighborhoods where these transportation facilities are concentrated, which experience clogged streets and decreased quality of life.

The city has been setting ambitious targets for transportation to create a more sustainable, more mobile, less congested future.

We believe this PABT replacement, which may well be the first mega-investment in trans Hudson travel in our generation, can and should be a significant step in the right direction – moving towards a path of improved sustainable and quality connectivity with the region, and an asset for Manhattan’s west side and the whole city.

We believe this project presents an opportunity not only to address transportation needs, but to create a civic identity at a major gateway into the city, one that utilizes world-class design while remaining mindful of the surrounding neighborhoods. This is an enormously complex project, and while progress has been made, there is also much more work to do to make sure that this project can meet that potential.

First, we believe the Port Authority must plan for all intercity buses – not just those currently housed in the terminal. The original bus terminal was built just after World War II to free midtown’s streets from bus congestion, but a half century and two expansions later, many buses are once again parked on street due to an obsolete and over-capacity facility. We urge the Port to plan for the full universe of customers and not just those that have gate space today.

Second, the Port Authority must ensure no additional harm to air quality in Midtown. Manhattan has long been in a non-attainment zone for emissions, with areas of Hell’s Kitchen and Midtown being particularly sensitive zones in part due to the bus and road infrastructure around the Lincoln tunnel. As the city seeks to have the best air quality among all large U.S. cities by

2030, it will require significant reductions in air pollutant emissions, and we look forward to continuing to investigate how this project can contribute to that goal.

Third, the Port Authority must commit to working with city and local stakeholders throughout the process to design a terminal befitting a global gateway. Recent projects like the Transbay terminal in San Francisco or the redevelopment of DC's Union Station show us that terminal facilities can be attractive, active, can incorporate space for the public, can add value to their neighborhoods, can integrate multiple transportation modes including subway, bus, and bike facilities and pedestrian networks together.

A large component of this integration includes the potential for inclusion of mixed use developments on Port Authority owned property, and we are pleased to see evidence of this option included in the scoping document. We believe a mix of uses on the Port Authority property, combined with new open space and an improved pedestrian and multimodal transportation network, can help to make the terminal a good neighbor, and we look forward to working with the Port to better understand and shaping the development consistent with the planning framework for Hudson Yards, Clinton and Midtown.

Finally, we believe the Port Authority must continue to engage New Yorkers and New Jerseyans in a long-term commitment to trans-Hudson planning. The problem of insufficient bus capacity did not arrive overnight, but like so many transportation challenges, lack of attention and investment over decades had now created a planning challenge under the extraordinary time pressure of a deteriorating and over-capacity building. We understand the facility, in best case scenarios will be completed by the late 2020s, and

may be full on day one. With no timeline from the Federal government for funding the Gateway program, it is imperative that the Port Authority continue to study other options for moving increased flows of people across the river, and we will continue to be a partner in looking at new, sustainable and efficient modes.

We appreciate your continued consideration of all of these issues, and we look forward to working with you to advance them, throughout the scoping process and as this project evolves.



THE CITY OF NEW YORK
OFFICE OF THE MAYOR
NEW YORK, NY 10007

September 5, 2019

HAND DELIVERED

Port Authority of New York and New Jersey
4 World Trade Center
150 Greenwich Street – 22nd Floor
New York, NY, 10006

Re: Port Authority Bus Terminal Replacement Project, Draft Scoping Document

The New York City Mayor's Office of Environmental Coordination, on behalf of the City of New York, submit the following comments on the Port Authority of New York and New Jersey (PANYNJ) Planning-Level Draft Scoping Document dated May 23, 2019 (Draft Scope) concerning the Port Authority Bus Terminal (the PABT) Replacement Project (Project).

As the City outlined in testimony delivered to the Port on July 10th, 2019, we agree with the importance of the PABT Project in supporting the growing population and connectivity in the region serviced by the PABT. We reiterate that the City has stated its goals for the Project: 1) that the Project must plan for all intercity buses and not only those utilizing the PABT today; 2) that PANYNJ ensures no additional negative impacts to the air quality in Midtown and that the Project furthers the City's goals of reducing air pollutant emissions; 3) that PANYNJ works with the City on a world-class facility and implement the design objectives as outlined by City and other local stakeholders, including but not limited to the integration of multiple transportation modes and the pedestrian network; 4) that PANYNJ-owned property be improved with mixed-use developments and new open space; and 5) that PANYNJ continues to engage the City and local stakeholders – both in New York City and New Jersey – in a long-term commitment to trans-Hudson planning.

We are providing both general comments that supplement our testimony delivered on July 10, 2019, as well as comments on specific sections of the Draft Scope.

I. General Comments

1. In order to ensure that the Project can achieve these objectives, PANYNJ should incorporate the New York City Department of City Planning in the planning process as official Participating Agencies, as defined in 40 C.F.R. § 1501, in addition to MOEC and the City Department of Transportation, which are already identified as cooperating or participating agencies.
2. In addition to objectives specified in the Draft Scope, we recommend strengthening goal language to further improve the Project's overall objective of creating a great place that

compliments Midtown's physical and pedestrian environment.

- a. Under Goal 6 (reduce the impacts of bus services on the built and natural environment), the Project should also reduce criteria pollutants, greenhouse gas (GHG) emissions, and other health harming air pollutants from the terminal and bus operation, and alleviate vehicular traffic congestion in surrounding City streets.
- b. Under Goal 4 (strive to achieve consistency with local and regional land use plans and initiatives), the Project should enhance the pedestrian experience in and around the PABT and enhance opportunities for bicycle access.

NYC DOT has implemented and is preparing to implement a number of street improvement projects (SIPs) to enhance safety and mobility of all street users adjacent to and nearby the proposed site using non-capital treatments (e.g. truffle paint, Kwick-Kurb, markings, etc.). As part of any alternative selected, construction of the new PABT should include reconstruction, in capital materials (e.g. concrete), of SIPs which are either adjacent to the site or along pedestrian elements where the site is expected to significantly increase pedestrian activity. This could include wider sidewalks on 8th and 9th Avenues and curb extensions on all corners where feasible to accommodate anticipated growth in pedestrian and bicycle volumes/activities.

3. Section 1.2.1, "Independent Initiatives" describes the Curbside-intercity market accommodation and additional storage and staging at Galvin Plaza as separate projects of independent utility.

Intercity buses have long used the PABT as a primary hub for passenger boarding and alighting in Midtown Manhattan. Buses play a key role in reducing reliance on private automobiles, expanding affordable transportation choices, and increasing efficiency in the use of limited street space. In recent years, capacity limitations and geometric constraints of the PABT, combined with expanded use of double-decker buses for intercity operations, have prompted increasing reliance on on-street bus stops for intercity bus operations in Midtown and other neighborhoods. This increased reliance on on-street bus stops, rather than efficiently organized terminal-based bus stops, has led to increased local traffic congestion and air pollution, noise, sidewalk crowding, and other nuisances that degrade the quality of life in Midtown Manhattan neighborhoods.

The lack of capacity in the current PABT limits the City from adopting bus stop siting policies and criteria that might shift more buses off-street. The reconstruction and expansion of the PABT presents an opportunity to minimize and avoid the growing burdens related to on-street intercity bus operations. The City strongly supports the use of off-street facilities for bus passenger loading and storage, especially where these off-street operations can be designed to minimize bus traffic circulation on congested local streets. A well-designed off-street intercity bus facility will enable more efficient use of scarce street space, provide a higher quality waiting environment for passengers, and generally reduce overall adverse impacts. Based on the description of increased demand for travel, the City's priority to alleviate vehicular traffic congestion around the PABT, and the Port's historic role in housing both commuter and intercity buses within the bus terminal, the City believes that the Project should provide capacity to accommodate the existing and growing trend of intercity buses using curbside dropoffs in part due to the lack of capacity within the existing terminal.

We recognize that the Port Authority is in good faith proceeding to evaluate the potential for separate projects that address the full range of bus demands, and we encourage that effort to continue. However, to date there is no guarantee that such projects will advance, or advance at the same speed and priority as this Project. We reiterate the City's objection to proceeding with a partial solution to expansion of bus capacity that accommodates commuter expansion but not intercity expansion, and strongly encourage the Port Authority to continue working with the City and other affected stakeholders to finalize a plan that ensures both bus markets are housed in the future.

4. The proposed Project should have an objective of reducing GHG emissions as well as criteria pollutants (PM, VOC, NO_x). With respect to the environmental analysis, the air quality and transportation analyses should be performed in accordance with the standards and methodologies set out in the City Environmental Quality Review (CEQR) Technical Manual.¹ Specifically, the Project should look at the neighborhood scale criteria for evaluating both NO_x impacts and PM 2.5 impacts. Further, receptors for the analysis model should be located along all adjacent multi-story development near moving ramp lanes. New receptors should include residential receptors at the Galvin Plaza private development site, and office receptors at the north private development site at West 42nd Street and Eight Avenue (Private Commercial Development) if developed.

II. Comments to Draft

II. Purpose and Need

1. Section 2.3. While only six goals are listed, the narrative indicates seven. Please revise.

III. Project Alternatives

2. Section 3.2.1. This section notes that the Long List of Alternatives contemplates storage and staging be accommodated as part of the project. On a high level, the City agrees that the Project should incorporate storage and staging facilities. With respect to anticipated street impacts, the City deems surface lots to be insufficient accommodation and sees the Project as unviable without storage and staging facilities. All storage and staging should be located off-street.
3. Section 3.2.2.1. This section highlights the need for the replacement terminal to accommodate a growing demand for Intercity buses. The City agrees and supports a Project that contemplates more facilities to accommodate the growing trend, including but not limited to more gates. The City would like to see PANYNJ commit not only to building space for the current users of the PABT, but to expand capacity for new buses to be shifted into the PABT.

¹ Draft, Section 4: Environmental Analysis Framework

IV. Environmental Analysis Framework

As a general matter, we would like to see an environmental review process that contemplates future New York City actions where the City would use a CEQR analysis framework and methodologies relied on by the City in ULURP actions to inform any decision on discretionary actions.

4. Section 4.1. On page 33, *New York City Actions*, revise to broadly state that PANYNJ will work with the City to meet the City air quality, transportation, and urban design goals. Past conceptual versions of this Draft Scope have outlined specific New York City actions that may be necessitated in order for the Project to go forward, including street right-of-way authorizations and, generally, the Uniform Land Use Review Procedure (ULURP). Please revise to incorporate specific New York City actions that the PANYNJ believes will be required for the Project.
5. Section 4.2. Revise to specify what CEQR criteria will be analyzed and methodologies will be employed to study air quality and transportation. The City strongly prefers a detailed CEQR analysis on the localized impacts of GHG emissions on new and sensitive receptors. Revise to read “See Section 4.4.3, Technical Studies” in the last sentence.
6. Section 4.4.3.
 - a. Currently, the document identifies a number of technical topics that will adhere to CEQR methodologies and standards: a) Urban Design and Visual Resources; b) Shadows; c) Noise and Vibration; d) Water and Sewer Infrastructure; e) Greenhouse Gas and Climate Change. The City strongly suggests that similar CEQR-consistent analyses be conducted at this stage of the environmental review for the Air Quality and Transportation chapters.
 - b. Please provide documentation of PANYNJ’s environmental commitments related to the PABT, as alluded to in the Greenhouse Gas and Climate Change category.
7. Section 4.5.2.1. The Draft Scope states that bus demand volume for the Project site would be constant in the No Action and With Action scenarios, under the logic that demand for travel is not induced by the creation of a replacement PABT facility. The City believes that while overall travel demand may be the same between West of Hudson origin points and Manhattan, a large volume of buses is not likely to be accommodated within the Project area without an off-street structure. An increase in bus volume, were it to not be accommodated within an off-street facility would likely require additional bus loading and layover areas which could only be accommodated by dedicating significant curbside or street capacity. Any changes to street capacity would have safety and traffic implications for the City. Thus, a No Action alternative should assume a lower anticipated growth of buses within the Project area than the with-action alternative, taking into account the capacity constraints that exist in physically housing buses on the street.

V. Agency and Public Coordination

8. Section 5.1. Revise to note the role of CEQR in the environmental review process and ULURP in the planning process.

9. Table 5-1. Revise to incorporate the Department of City Planning as a Participating Agency. One of the “Goals and Objectives” of the Project is to achieve consistency with local land use plans and initiatives, and DCP is the local agency in New York City in charge of land use. DCP is not requesting to be considered a Cooperating Agency (per 40 C.F.R. Section 1501.6) at this time.

We note that Table 5-1 limits the City Planning Commission’s responsibilities to “[c]onsultation and possible approvals related to modifications to local streets/sidewalks.” We find this limitation on responsibilities to narrow and believe a broader statement that captures all potential land use actions subject to City review is more appropriate in the Responsibilities column as is related to the Department of City Planning, the City Planning Commission, and the City Council.

Thank you for the opportunity to submit comments on the Planning-Level Draft Scoping Document. We look forward to continuing to work with PANYNJ as this project proceeds. If you have any questions concerning these comments, please contact the project manager, Ingrid Young, at (212) 788-6848.

Sincerely,



Hilary Semel
Director and General Counsel
Mayor’s Office of Environmental Coordination

cc:

Vicki Been, Deputy Mayor for Housing and Economic Development
Vincent Sapienza, Commissioner, New York City Department of Environmental Protection
Polly Trottenberg, Commissioner, New York City Department of Transportation
Marisa Lago, Commissioner, New York City Department of City Planning



LOWELL D. KERN
Chair

JESSE R. BODINE
District Manager

CITY OF NEW YORK
MANHATTAN COMMUNITY BOARD FOUR

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July 6, 2021

Kevin O'Toole
Chairman
Port Authority of New York & New Jersey
4 World Trade Center, 150 Greenwich Street, 22nd Fl. New York, NY 10006

Rick Cotton
Executive Director
The Port Authority of New York & New Jersey
4 World Trade Center, 150 Greenwich Street, 22nd Fl. New York, NY 10007

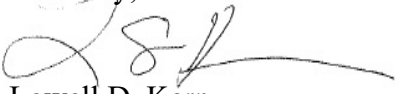
Re: Port Authority Bus Terminal Replacement Project Final Scope EIS

Dear Chairman O'Toole and Director Cotton,

Manhattan Community Board 4 (MCB4) welcomes the opportunity to formally comment on the Final Scope environmental Impact Statement of the Bus Terminal Replacement Project. MCB4 is pleased with the collaboration between the Port Authority of New York and New Jersey (PANYNJ), MCB4, the Hell's Kitchen South Coalition (HKSC), and the community. The final scope reflects a great degree of community input, including elements of the HKSC Neighborhood Plan, which have been incorporated into the proposal. However, MCB4 recognizes many community concerns remain. We are enclosing our previous March 29, 2021 letter that outlines MCB4's initial concerns, comments and questions on the proposed plan and final scope. Additionally, Christine Berthet from MCB4 provided testimony at the June 23rd virtual hearing.

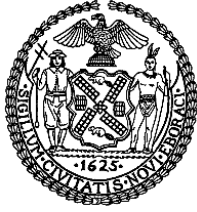
We thank you for listening to our community and look forward to continuing to work together to make this project a success for the Hell's Kitchen neighborhood and all New Yorkers.

Sincerely,


Lowell D. Kern
Chair
Manhattan Community Board 4

Enclosure

cc: Hon. Jerrold Nadler, US Senate
Hon. Brad Hoylman, New York State Senator
Hon. Robert Jackson, New York State Senator
Hon. Linda Rosenthal, New York State Assemblymember
Hon. Richard Gottfried, New York State Assemblymember
Hon. Andrew Cuomo, New York State Governor
Hon. Corey Johnson, New York City Council Speaker
Hon. Scott Stringer, New York City Comptroller
Hon. Jumaane Williams, New York City Public Advocate
Hon. Gale Brewer, Manhattan Borough President



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Lowell D. Kern
Chair

Jesse Bodine
District Manager

March 29, 2021

Kevin O'Toole
Chairman
Port Authority of New York & New Jersey
4 World Trade Center, 150 Greenwich Street, 22nd Fl.
New York, NY 10006

Rick Cotton
Executive Director
The Port Authority of New York & New Jersey
4 World Trade Center, 150 Greenwich Street, 22nd Fl.
New York, NY 10007

Re: Port Authority Bus Terminal Replacement Project

Dear Chairman O'Toole and Director Cotton,

On February 10, 2021, the Port Authority of New York and New Jersey (PANYNJ) came to Manhattan Community Board 4's (MCB4) Clinton/Hell's Kitchen Land Use Committee and on February 17, 2021, came to the MCB4 Transportation Planning Committee to discuss updates to the 10-year Port Authority Bus Terminal Replacement project, following the release of the final scoping document on January 21, 2021. MCB4 welcomes the opportunity to comment on the final scope and is pleased with the collaboration between PANYNJ, MCB4, the Hell's Kitchen South Coalition (HKSC), and the community.

While the Board is pleased that the final scope reflects a great degree of community input, including elements of the HKSC Neighborhood Plan, which have been incorporated into the proposal, many community concerns remain.

The project has been submitted to the Federal Transit Administration and has just entered the Federal Environmental Review process, which will take at least 18 months to complete. We urge the PANYNJ to continue to take into account the community input in the project design. We request that a series of meetings be initiated so that we can delve in the important details of neighborhood impacts, inter-modality, accessibility, and air quality.

MCB4's initial concerns, comments and questions on the proposed plan and final scope are outlined below.

Project Elements as presented by the PANYNJ

Main Bus Terminal

Main bus terminal for commuter buses, between Eighth and Ninth Avenues, West 40th and West 41st Streets. The terminal will have a total of 160 gates—all sized for double-decker buses—and will satisfy 2040 demand projections. The terminal height will be the equivalent of approximately 14 stories. There will be no car parking on top of the terminal.

Intercity Bus Terminal

Intercity Bus Terminal and bus layover garage built between West 39th and West 40th Streets, midblock, west of Tenth Avenue will have 40 gates. In addition, all buses currently parked at curbside and on surface lots will be housed in a new 450-space parking within this structure. The terminal height will be the equivalent of approximately 14 stories. There will be no car parking on top of the terminal.

New Ramps & Tunnels

Buses will no longer use city streets: the two terminals will be linked by a tunnel under Ninth Avenue and by bridges (bus and pedestrian). They will feed buses directly to the Lincoln Tunnel via Dyer Avenue, bridges, and a system of ramps located on Galvin Plaza. There will no longer be bus ingress/egress onto city streets. The ramps system height will be the equivalent of approximately 14 stories. There will be no car parking on top of ramps.

Open Space

Public open space to be developed by the PANYNJ, created on land and through decking midblock between Ninth and Tenth Avenues from West 37th to West 39th Streets, of approximately 3.5 acres. The platform will be engineered so that large trees can be planted.

Commercial & Residential Towers

Privately financed and developed towers, two at the Main Bus Terminal, two at Galvin Plaza site, all within the approved zoning and height.

Concerns

Air quality:

- While the terminals are described as ready to accommodate electric buses, it is not clear if they will accommodate hydrogen buses, the preferred method for long-distance carriers.
- Without a legal means for PABT to compel bus operators to adopt electric/hydrogen, there is a foreseeable risk that carriers who opt out of the program will either keep using older diesel buses or seek to return to curbside operations.
- Port Authority should study how to seal the buildings' envelopes and install ventilation and filtration systems.

- During construction, entrances and routes to the tunnel will trigger major disruption. Mitigation measures and monitoring of air quality due to additional traffic congestion will need to be implemented.

Jitneys and Charter Buses:

- Jitneys must be part of the scope and taken into account in the capacity required. The decision to exclude jitneys would violate the Interstate commerce law and negate the statement that all intercity buses are absorbed in the Long-Distance Bus Terminal. It is incumbent on the Port Authority to clarify that if capacity is available, it will be open to all operators on a first come first serve basis, provided all operators pay the asking price.

Accessibility:

- Many more elevators are needed in the terminals and boarding buses must be accessible for people with disabilities. Wheelchair/mobility scooter users will require not only wide platforms, but also a boarding device (e.g. lift or ramp), built into platforms if not on all bus fleets. We recommend consulting with the Mayor's Office for People with Disabilities (MOPD).

Knitting the neighborhood together:

- The plan calls for bridges over Ninth and Tenth Avenues as well as over West 40th Street (Ninth/Dyer Avenues) that are new or much bulkier than the current spans which create dead zones at the street level below them, effectively segregating Hell's Kitchen north and south. In addition to the bus ramp function, they will also provide pedestrian crossings. We urge the Port Authority to design these elements with the goal of making them as translucent as possible, allowing for light at street level. We hope that the pedestrian experience is given special attention for the areas below the bridges, so that they are welcoming to pedestrians and do not create new dead zones.
- The overall height of the Tower towards Ninth Avenue, near the Main Bus Terminal, is currently projected at 60-70 stories and remains an issue. The Board requests the PANYNJ review strategies to reduce the height while redistributing and maintaining the bulk to provide adequate financing as part of the overall project.
- To re-unify the neighborhood, the Hell's Kitchen South Coalition plan relied heavily on the development and greening of Port Authority properties located between West 37th to West 33rd Streets. Although they are outside of the project footprint for purpose of the EIS, the plans for these properties should be included in the City ULURP process.

Funding:

- While we applaud the proposed creation of two parks, we have seen in the past that community benefits are the first to be lost to inevitable budget constraints. For example, when the Hudson Yards project went over budget, it left no funds for the promised community benefits. We look to the Port Authority to create a mechanism to guarantee funding upfront for the parks' creation in 10 years.

Project Questions & Comments

Public Approval Process

- Clarify which New York City governmental approvals will be involved in the process.
- Clarify which governmental approvals will be subject to New York City's ULURP process.
- Clarify and make consistent nomenclature of the sites on the proposed plan.

Main Bus Terminal

- Confirm that the new commuter terminal between Eighth and Ninth Avenues will provide a total of 160 gates—all sized for double-decker buses—and will satisfy 2040 demand projections.
- Confirm the proposed terminal height in feet (equivalent of approximately 14 stories).
- Confirm that there will be no car parking on top of the terminal.
- Confirm that the foundations and steel structure for the commercial and residential towers will be built as part of the Main Bus Terminal.
- Confirm that the Main Bus Terminal will be built subsequent to the construction of the Intercity Bus Terminal.

Intercity Bus Terminal

- Confirm that if capacity is available, the long-distance terminal will be open to all operators including jitneys to New Jersey on a first come first serve basis, provided all operators pay the asking price.
- The assumptions underlying the definitions of jitneys in the Scoping document is inaccurate: "The PABT does not currently service [...] jitney services which are not considered to be Curbside Intercity bus service." (p10). There are currently two jitney companies currently operating inside the PABT: Community Lines @ Gate 51 and Spanish Transportation. All other jitney companies operating in the vicinity of the PABT are considered Intercity Bus Companies by New York City Department of Transportation (DOT) and must obtain an Intercity Bus stop permit to operate at curbside.
- Interstate Laws: On what basis would the jitney companies currently operating at the PABT be barred from using the East or West Terminal? If there is available capacity, on what basis will the PABT refuse to lease gates for the curb side operators who hold an intercity permit and compete for the same business? This would clearly violate the interstate laws.
- How will staging and bus storage be managed?
- What is the building separation between the Intercity Bus Terminal and the Metro Baptist Church?
- Clarify the approximate proposed terminal height in feet.
- Confirm that all buses currently parked on surface lots in Manhattan Community District 4 will be housed in new 450 spaces within the Intercity Bus Terminal.
- This second, interoperable terminal will provide much-needed sustainability, redundancy, and resilience.
- Confirm that the Intercity Bus Terminal is first in terms of sequencing of the projects.

New Ramps & Tunnels

- Confirm buses no longer use city streets.
- Confirm that the foundations and steel structure for the commercial and residential towers will be built as part of the ramp structure.
- Clarify ramp heights, both bottom and top of ramps, at all locations in feet.
- Confirm that buses will exit the Lincoln Tunnel on the Galvin Plaza block, onto a ramp structure. That ramp structure then crosses over Tenth Avenue onto a roadway through the Intercity Bus Terminal. From there, buses continue onto a ramp crossing over West 40th Street and then turn east on a ramp parallel to West 41st Street. Then, buses cross on a ramp over Ninth Avenue and into the Main Bus Terminal.
- Confirm that buses coming from Dyer Avenue will directly access the West 41st Street Tunnel from Dyer Avenue and then go into the Terminal.
-
- Confirm that the below grade lanes on West 41st Street will be widened to accommodate increased bus use.

Commercial & Residential Towers

- Two towers will be built at the Galvin Plaza ramp site
 - Eleventh Avenue, commercial building (70-80 stories)
 - Tenth Avenue, residential building (50-60 stories)
 - Confirm that the Tenth Avenue tower will meet the affordable housing requirements of the Special Hudson Yards District zoning regulations.
- Two towers will be built at the Main Bus Terminal site
 - Eighth Avenue and West 42nd Street (over 1,000 feet, equivalent to 100 stories).
 - Tower towards Ninth Avenue, near the Main Bus Terminal (currently projected at 60-70 stories).
- **The overall height of this tower remains a major community concern.** The Board requests the PANYNJ to review strategies to reduce the height while redistributing and maintaining the bulk in order to provide adequate financing as part of the overall project.
- Confirm that there is no public parking in any of the towers according to Special Hudson Yards District zoning parking requirements.

Open Space

- In which construction phase will the park (not the platforms) be built?
- Confirm that the two new platforms between West 37th and West 39th Streets will be built in the first phase.
- Confirm that the two new platforms will first be used as construction staging. For what phase of construction? What is the approximate duration of the staging?
- Confirm that the platform will be engineered so that large trees can be planted.
- Open Space Improvement Funding
 - Funding must be set aside in a dedicated fund to ensure that the platforms and at-grade land designated for open space, will actually become a park.
 - Therefore, the Board requests the PANYNJ to create a funding mechanism, in consultation with MCB4, to guarantee funding now for the parks' creation in 10 years. Such a mechanism must ensure that the funds are set aside for open space development and cannot be used for other capital purposes.

Design Elements

- Affirm the project will not require the acquisition or demolition of any privately-owned buildings. It will use Port Authority properties only.
- Ensure that an active ground floor around the entire perimeter of terminals and ramps will be created.
- Transportation Inter-modality
 - To meet the requirements of a 21st Century Bus Terminal, the project must be designed with full inter-modality, including:
 - MTA buses and trains
 - Access-a-ride
 - Taxis
 - Rideshare
 - Bikes
 - Scooters
 - Confirm that taxi/rideshare stations will be within each terminal's footprint.
 - Confirm that bike share docks, bike corrals, and indoor bike parking will be at street level, within each terminal's footprint, and that charging stations will be available.
 - How will New Jersey Transit and other bus operators provide bike storage on their buses?
 - MCB4 requests the PANYNJ engage with the MTA to evaluate the construction of a prior committed West 41st Street and Tenth Avenue station on the #7-line subway to enhance transit connectivity.
 - Wayfaring
There should be an extensive and robust wayfaring program to direct the public to intermodal transfers and other transportation destinations within the district, such as Penn/Moynihan Station, the Hudson Yards #7-line subway station, and the West 39th Street Ferry Terminal.
- Accessibility
 - The Main Bus Terminal and Intercity Bus Terminal must be fully ADA accessible.
 - The number and size of elevators must be adequate to meet ADA requirements and other users, such as travelers with luggage, families with strollers etc. This applies to the connection to the subway systems as well.
 - Wider platforms for wheelchair/mobility scooter users should be required.
 - Boarding devices, lift or ramp, must be built into platforms and/or bus fleets to ensure full accessibility.
- Deliveries and Trash Disposal
 - Considering the overall density of the commercial and residential towers and the terminals, adequate staging and pick-up space must be fully contained within the footprints of the buildings. All deliveries should take place inside the buildings. This also applies to the four towers.
- Bus Driver Facility
 - In which terminal will a bus driver facility for layover and rest be created?

- Pedestrian Passageway
 - Explore inclusion of a pedestrian passageway from Tenth Avenue to the Main Bus Terminals.
- Ninth and Tenth Avenue and West 40th Street Ramps
 - The proposed ramps over Ninth and Tenth Avenues and West 40th Street are bulkier and wider than the current spans. The current bridges effectively segregate the northern and southern parts of Hell’s Kitchen. Their design must seek to mitigate that factor, and not create dead zones at the street level below. The design goal should be to create as much openness between and through the ramps, maximizing natural light at street level. At night, the ramps should be lit in a similar way to the current triple bridges to create an architectural and community landmark.
 - Art: will the buildings’ interior be designed with artwork installation in mind? This may require appropriate wall space and lighting.

Façade Design

- Each street facade opposite area churches, and/or residential buildings comprising recognized historic fabric should aim for contextual treatment. What will be the treatment of the east side of the four-story Staging/Storage & Intercity Terminal on Metro Baptist Church which is directly East? How much light will be left to penetrate the only windows on the west side of the church? How much buffer space will be provided?
- The portions of the terminals facing Ninth Avenue should be sensitive to the proposed Paddy’s Market Historic District.

Streetscape

- Sidewalk Widening & Tree Planting
 - Clarify the locations in the proposed project where PANYNJ proposes to widen the sidewalks.
 - Clarify the locations of all proposed tree planting within the project area.
 - To maximize tree planting, all Con Edison vaults should be located inside the building footprints.
- Design
 - Streetscape design should be coordinated in conjunction with the streetscape design guidelines established by the Hudson Yards/Hell’s Kitchen Alliance (BID).
 - Ensure incorporation of pedestrian-scale retail storefronts at the base of all buildings.
 - Continue to work with the community on developing the streetscape approach and design of the project.

Environment

Air Quality

- How will the PANYNJ study how to seal the buildings’ envelopes and install ventilation and air filtration systems?
- The terminals are described to be ready to accommodate electric buses, how will they accommodate hydrogen buses, the preferred method for long-distance carriers?

- What strategies and legal means can PANYNJ adopt to ensure bus operators will adopt electric and/or hydrogen buses? Older diesel buses must not be permitted in the facilities or allowed to return to curbside operations.
- During construction, there will be major disruption of entrances and routes to the Lincoln Tunnel. What mitigation measures and monitoring of air quality due to additional traffic congestion will be implemented?

Noise Mitigation

- How will noise be mitigated, especially at the Intercity Bus Terminal adjacent to the Metro Baptist Church?

Shadow Analysis

- Conduct a shadow analysis on all locations, describing how light and air will be brought to the site, especially the area surrounding the Metro Baptist Church on 410 West 40th Street.

Light Pollution

- Billboards, including lighted super signs, are appropriate for the Eighth Avenue façade of the Main Terminal. Billboards, lit or static, should not be located on the Ninth Avenue façade of the Main Terminal, the ramps over West 40th Street and Ninth Avenue, or anywhere on the Intercity Terminal or the Galvin Plaza site. These locations are in the center of the residential Hell's Kitchen/Hudson Yards district, and not appropriate for public advertising.

Sustainability

- Detail what actions the PANYNJ will take to minimize their carbon footprint, in comparison to current operations at the existing facility.
- Evaluate the potential of installing solar panels at all locations in the proposed project, especially at the terminals.
- Evaluate the installation of active or passive green roofs at the terminals.

Homeless Social Services

- The existing Port Authority Bus Terminal and its surrounding environs have, for decades, been a location for homeless New Yorkers. The PANYNJ has partnered with many social service partners to address the needs of homeless New Yorkers in many different ways, from providing outreach services to a drop-in center, among other strategies. Given that homelessness remains an ongoing issue in the City of New York, the PANYNJ should provide space for social service providers to coordinate homeless services in and around the proposed project. The PANYNJ should develop a social service plan, with a designated provider, as an element of this development project.

Neighborhood Context & Port Authority Properties South of West 37th Street

The PANYNJ also owns properties from the south side of West 37th Street to West 30th Street between Ninth and Tenth Avenues. The properties consist of Dyer Avenue below-grade cuts, and at-grade parking lots, historically used for commuter bus layover parking. Over the past decades, the PANYNJ has advanced or proposed plans to develop all or part of these properties. As a response to the PANYNJ's initial plan, the HKSC developed a comprehensive community plan for all PANYNJ properties from West 30th to West 42nd Streets, between Ninth and Tenth Avenues.

Although those properties from West 30th Street to the south of West 37th Street are not part of this project, MCB4 and the Hell's Kitchen community have consistently requested that an overall plan on their disposition and development be developed and agreed to, as a companion to the Bus Terminal Replacement Project. MCB4 looks forward to working with the community and the PANYNJ to agree on that plan in a timeline consistent with the needed public approvals for the Bus Terminal Replacement Project.

MCB4 understands that we are at the beginning of a long-term public project. Many aspects of the proposed plan will be studied, developed, and finalized. MCB4 requests to continue its ongoing meetings with PANYNJ to review, understand and develop both the project and the neighborhood impacts of the Port Authority Bus Terminal Replacement Project. At its March 3rd Full Board meeting, Manhattan Community Board 4 voted by 41 in favor, 0 opposed, 0 abstaining, and 0 present but not eligible to vote to submit these comments.

We thank you for listening to our community and look forward to continuing to work together to make this project a success for the Hell's Kitchen neighborhood and all New Yorkers.



Lowell D. Kern
Chair
Manhattan Community Board 4



Jean-Daniel
Chair
Clinton/Hell's Kitchen Land Use Committee



Christine Berthet
Co-chair
Transportation Planning Committee



Dale Corvino
Co-chair
Transportation Planning Committee

Cc: Hon. Brad Hoylman, New York State Senator
Hon. Robert Jackson, New York State Senator

Hon. Linda Rosenthal, New York State Assemblymember
Hon. Richard Gottfried, New York State Assemblymember
Hon. Andrew Cuomo, New York State Governor
Hon. Corey Johnson, New York City Council Speaker
Hon. Scott Stringer, New York City Comptroller
Hon. Jumaane Williams, New York City Public Advocate
Hon. Gale Brewer, Manhattan Borough President

Manhattan Community Board Five

Vikki Barbero, Chair

450 Seventh Avenue, Suite 2109
New York, NY 10123-2199
212.465.0907 f-212.465.1628

Marisa Maack, District Manager

June 19, 2021

Re: Port Authority Bus Terminal Redevelopment

Dear Director Cotton:

Manhattan Community Board Five appreciates the opportunity to submit testimony in regard to the scoping of the redevelopment of the Port Authority Bus Terminal. Community Board Five in particular welcomes not only the engagement that the Port Authority of New York and New Jersey has conducted with the community, but also specifically with members of Community Board 5 over the development of this scope during the last several years.

Community Board Five has communicated in the past the community's priorities for a new terminal. In November 2016, Community Board Five adopted "Guiding Principals for the Port Authority Bus Terminal Project" that have and continue to govern the Board's position on the needs of any redevelopment. These guiding principles state:

3) The current Port Authority Bus Terminal's inability to support existing bus demand has directly resulted in the presence of an unsustainable and ever-increasing number of intercity buses, dropping off and picking up passengers curbside throughout our district, clogging our streets and sidewalks, idling, increasing traffic congestion, and causing environmental damage and dangers to motorists and pedestrians.

Therefore, Community Board Five believes any new terminal MUST provide sufficient boarding gates for the projected long-term needs of the intercity buses coming into and out of Manhattan.

4) Community Board Five believes the study of a new facility (or facilities) should also give consideration to finding sufficient layaway space for the increasing number of tour buses, including the Broadway show tour buses, which further clog the streets of the Community district.

Community Board Five appreciates the Port Authority's cognizance of these principles throughout the process of the last five years, and we particularly appreciate that they have been incorporated into the goals of the bus terminal. The Port Authority's updates to the community in recent months have indicated that the goal of the new intercity bus terminal is to take many of the intercity bus stops in Community Board Five's district, particularly on the west side of Manhattan, off the streets and into the new facility.

Community Board Five continues to stress that most or all of the intercity bus drop-offs and pickups in midtown should be accommodated in the new facility, removing the congestion, environmental impact, and pedestrian crowding that these intercity buses cause on our streets and sidewalks. In all other major cities in the Northeast, the city provides a convenient and affordable terminal for these providers instead of requiring them to pick up streetside.

Community Board Four is of course the physical home of the past and future Port Authority Bus Terminal, and Community Board Five stands with Community Board Four's priorities for redevelopment. The Bus Terminal, however, is also a key component in the interconnected West Midtown Transit Corridor, and decisions around the redevelopment of the facility will have network effects on the ability of travelers to connect to Penn Station; to pick up intercity buses which are currently scattered across Midtown; to connect to local rail; and countless other multimodal network effects. We continue to insist that the proposed development serve the district needs laid out above as completely as possible.



Vikki Barbero
Chair



E.J. Kalafarski
Chair, Transportation/Environment Committee

Cc: Rick Cotton, Executive Directory, Port Authority of New York and New Jersey
Governor Andrew M. Cuomo
Speaker Corey Johnson
Hon. Brad Hoylman
Hon. Robert Jackson
Hon. Liz Krueger
Hon. Richard Gottfried
Hon. Carlina Rivera
Hon. Keith Powers
Hon. Gale A. Brewer, Manhattan Borough President

Name: Laurie Greenberg

Date: June 7, 2021

Submission Type: Project Email

I was a bus commuter for many years until I got too fed up. My biggest complaint was the busses unloaded and then couldn't move out to keep the flow going if the westbound tunnel was backed up. This caused a daily inbound standstill of at least 20 minutes which is difficult when you are trying to get to your workplace on time.

I see you have a staging facility in your plans. If that is a space that will be used to keep the busses moving, then I believe you have solved a huge commuting nightmare.

Good luck!

Name: Kazonsite

Email: kaconsite@gmail.com

Date: June 8, 2021

Submission Type: Project Email

I would like to voice my thoughts on the PA renovations. I have been a frequent user of the PA for more than 30 years.

1. The entire facility should be air conditioned and/or heated, when temps are appropriate.
2. There must be adequate seating for all passengers, especially senior citizens and handicapped, at all waiting areas near buses.
3. Please get rid of the pigeons. They are a health hazard.
4. All waiting areas should be policed regularly. Potential criminals should be removed by police. They are a safety hazard.
5. Waiting areas for buses should be clean and free of debris.
6. Restrooms should be clean and paper towels and toilet paper should be available at all times. Additionally, the restrooms should be monitored by guards. On all levels.
7. Refreshment machines and stands should be accessible to all bus waiting areas. This includes the basement areas.
8. Escalators should be in working condition at all times. Both up and down.
9. Accessibility to NY subways should be easier.

Name: Ivan Ramirez

Date: June 8, 2021

Submission Type: Project Email

As a former member of the PA's Engineering Department and a member of the design and construction group that built the North Wing and rehabbed the South, I have the following comments:

1. I hope the vibration caused by bus movements throughout the structure will be given some thought. When we designed the North Wing, we thought the problem was resolved by having all columns from the bus levels going down to the foundations. In the south Wing many columns from the bus levels ended on girders on the concourse levels which transmitted the vibrations throughout the building. We thought we have solved this problem in the new North Wing. Instead we used lighter weight concrete, higher strength steel beams, and thinner decks. This made the North Wing very limber and as a consequence it vibrated about as much as the South with the movement of every bus.
2. Do a circulation study which will get people to their bus platform as soon as possible. This problem would be minimized by better signage. Current signage confuses people not familiar with the building. I have worked in the building many times and people were always stopping me to ask directions to their platform. Overhead status boards similar to those at the airports and train stations should be looked into.
3. Keep in mind people are in the building to get to work or get home. Keep the design functional! They are not there to look at art, listen to music and other exhibits. People have to be moved through the building as quickly as possible which is its primary function.
4. Things like fountains and water walls inside the building are useless and could be hazardous. A water wall was proposed for the new North Wing and I pointed out not only the expense but the maintenance headache it could present if drains are clogged with litter or debris. Also the building is attractive to the homeless which makes many of the buildings users nervous. Ways should be found to minimize homeless presence in the building.

I hope these suggestions will be of use, I can always be reached via email or my mobile phone if I can be of help.

Name: Eileen Miller

Date: June 14, 2021

Submission Type: Project Email

1. Please have enough rest rooms throughout the building that are clean and easy to locate.
2. Create a parking area that is easy to access from NJ. The current entrance is easy to miss and then it takes forever to go around the block to access it again. Maybe you need more than one entrance.
3. All areas of the building must be equipped with security cameras and have security people to monitor them.
4. Make it easier to locate where to find the buses.
5. Have better air purification in the garage area.
6. Have better signage throughout the building with bus locations and schedules.
7. Keep the place cleaner and keep the homeless out.
8. Better waiting areas.

Name: Nadia Hack

Organization/ Affiliation: The Brooklyn Eagle

Date: June 16, 2021

Submission Type: Project Email

I would like to offer you Advertising with the Brooklyn Eagle papers. List your public Scoping meeting with us. The Brooklyn Eagle papers has a combined Circulation of 100,000. The cost to run a 1/4 page is \$265 per insertion. (see attached Media kit)

Name: Louise Haberman

Date: June 22, 2021

Submission Type: Project Email

As the Port Authority considers its new terminal design, please do a better job of setting up areas where people line up at the gates. Before my office closed because of COVID, every day I would stand in line to catch Bus 192 home from Manhattan. The escalator up to the gate was never running at rush hour and often the line was so long that people were standing well beyond the escalator, down past the Dunkin Donuts store on the lobby below. We were also crowded so close together in the passageway leading up to the gate that at points people had to turn their body to face the wall in order to get by those standing in line for the bus going out at the next gate.

This close contact was never good for anyone's health. In the months since I have been working at home, I have not had a cold (which I had regularly when I was commuting on the bus daily). COVID has now made that congested passage seem to be an even more threatening menace to good health.

I recently retired and hope to go into NYC for dining, meeting friends, the museums, etc. However, getting through the Port Authority Terminal is keeping me in NJ. Hopefully this new design effort will make the bus a great way to get back into a revitalized city.

Name: Tatiana Cherne

Date: June 24, 2021

Submission Type: Project Email

To whom it may concern:

As someone who commutes from New Jersey, our reliable transportation options into midtown are limited and often require multiple transfers. Port authority is a desperately needed keystone access point. The bus system allows us a direct drop off into the heart of the city, connecting us to both business and recreation. I heavily rely on it, as do my fellow state residents. To close the bus terminal would be devastating for so many folks.

I beg that instead; it gets renovated to recognize it's irreplaceable importance and to make the lives of so many commuters better with an updated station.

Thanks,

Tati

Name: Dominique Singer

Email: drs@gooddesign.net

Date: June 24, 2021

Submission Type: Project Email

I listened to yesterday's event. Thank you for organizing it.

Neither the short opening video nor any comment, thereafter, brought up the issue of noise abatement during construction. We own and live in a small building on 40th Street just off Ninth Avenue.

Construction of the new main terminal and the staging facility will wrap us, and many other residents in the neighborhood, in noise, traffic, and dust for the years it takes you to complete this project.

Therefore, I believe that no after-hours authorizations should be given to any of the construction companies involved in this project.

How do you intend to handle the noise issue?

Who will be responsible for ensuring the various construction companies involved in the project adhere to laws governing construction noise?

Will construction companies have permission to work on weekends?

Thank you for your attention in this matter.

Name: Gareth Middleton

Date: June 25, 2021

Submission Type: Project Email

Where can one view the meetings after the fact. Do you have a link to the recordings...assuming they were recorded?

Name: Jordan Ou

Date: June 25, 2021

Submission Type: Project Email

I am a resident in Community 4 of Manhattan, and I am greatly excited about the Port Authority development project.

I was wondering if you could provide additional details on the size of the proposed four private development towers. I was able to find the square footage of the towers in the final report, but not any other dimensions such as height.

From: [Xander Hollenbeck](#)
To: PABTReplacementNEPA@panynj.gov
Subject: PABT Replacement Comment
Date: Monday, June 28, 2021 1:31:11 PM

Hi there,

I just wanted to say that as someone who grew up in the car culture of the Midwest, buses had a real stigma about them. Now that I have lived in NYC for almost ten years, I realize how silly that stigma is! Especially when it comes to the green initiatives. Buses are essential in helping reduce both New York and New Jersey's carbon footprint; if the terminal gets moved from its current location, it will have a big impact on the environment with less people taking a bus in favor of a car. In response to that, some may say to use the train instead of a car if the hypothetical new location of the bus terminal doesn't work for them, but those trains accommodate wealthier areas and once again the burden will fall onto the shoulders of lower income folks. Please keep the terminal where it is!

Thank you,
Xander

From: [Wayne Benjamin](#)

To: pabtreplacementNEPA@panynj.gov

Subject: Comments on Public Scoping for Port Authority Bus Terminal Replacement Project

Date: Thursday, July 1, 2021 3:28:52 PM

I am an architect and planner who has chaired Manhattan Community Board 12's Land Use Committee for over 12 years and who, as a graduate student at MIT, examined the urban design guidelines for the redevelopment of Times Square and the development of Battery Park City in the context of his Master's thesis "... but what is good urban form?". Over the years there were proposals to build an office tower atop the bus terminal and redevelop the bus terminal as a trade center. I am hopeful that current plans to replace the current bus terminal will indeed move forward and do so in an expeditious manner. This critical infrastructure project is long over-due.

It is disappointing that the Perkins Eastman option was eliminated as it would have enhanced access to the Javits Center; consolidated the bus terminal functions at the western edge of Manhattan, keeping bus traffic off local streets; and opened the current site of the bus terminal for redevelopment. Surely with the proximity of the extended #7 line and all the activity and discussion at and around Moynihan Station, public transit connections could have been made to both Times Square/8th Avenue and 42nd Street and Penn Station/34th Street and 7th/8th Avenues. Rejecting this option on the grounds that the site is too far west is an unfortunate missed opportunity.

My comments on the public scoping for the bus terminal replacement project as proposed are as follows.

1. The proposed Port Authority Bus Terminal Replacement Project is a major redevelopment project and will be a highly visible intervention to the urban fabric of a densely built and populated area of Manhattan. What architectural and urban design guidelines will PANYNJ require? What is the desired experience at the street/pedestrian level. How will PANYNJ ensure that the project's architectural design creates an inviting/attractive pedestrian experience?
2. How was the height of the new commercial and residential buildings determined? How does the proposed new building heights relate to the broad neighborhood context, not just to the context of a select few newer buildings? What makes the proposed heights appropriate for their context?
3. What is the physical environment at and surrounding the proposed residential building? What makes that environment pedestrian friendly? What makes the location of the proposed residential building appropriate and attractive for a residential building? What consideration was given to decking over the ramp structure to create open space adjacent to the residential building?

4. Unlike the commercial buildings, the residential building will have operable windows. the ramp structure? What will be done to mitigate any adverse impacts on air quality, especially at the What is the air quality at the location of the residential building given the proximity to location of the residential building?
5. Is architectural design excellence a requirement for the new bus terminal? Will waiting areas be spacious, have natural light, and comfortable seating areas? What lessons-learned from its current airport projects can PANYNJ apply to the bus terminal replacement project?

Wayne A. Benjamin, AIA

From: Yangbo Du

To: pabtreplacementnepa

Subject: PABT Replacement NEPA: addendum to commentary on 23 June

Date: Monday, July 19, 2021 5:01:16 PM

Dear sir or madam

In follow-up to my commentary entered into public record as of 23 June during the first of the four virtual hearings, please enter the following addendum shared with the current Deputy Borough President of Queens in charge of infrastructure into the records as well.

"For how much PANYNJ are considering for rehabilitating or replacing PABT (~\$10B) over the coming decade, tunneling LIRR Lower Montauk under 43rd St. into Weehawken (connecting with MNR West of Hudson lines) and extending the proposed Northern Blvd. Line under 57th St. Likewise so the two meet in The Meadowlands could put the Stadium and American Dream Mall lots to year-round intensive use for car/bus-to-rail/subway transfers."

"Stations can be built economically -- two tracks with side platforms or an island platform -- given short-turn capacity at Jamaica.

Hunters Point near Vernon Blvd. (replacing existing LIC terminal, which can then be redeveloped for revenue to MTA) for connection to (and relief of) the Steinway Subway, including a transfer to IND Crosstown at 21st St.-Van Alst.

Midtown East-Grand Central (tracks through "mezzanine" between East Side Access and Lower Concourse) - platform midpoint at 3rd with connections to NYCT Grand Central-42nd St. including any 2nd/3rd Ave. trunk.

Times Square-Bryant Park - platform between 6th and 7th with connections to NYCT Times Square and Bryant Park.

Midtown-West - platform midpoint just east of 10th with connections to future NYCT 10th Ave. (station shell already built) and MNR Penn Station Access (Empire Connection).

Weehawken near Bergenline Ave. to allow for future Bergenline Subway connection (already justified by existing ridership)"

"Transit-oriented development enabled by land value capture, density bonuses, and tradable development rights should be able to fund capital expenditure.

US\$1B to reactivate the existing Lower Montauk Branch, to be turned into a trunk (16 km).

\$5.5B for continuous tunnel from Hunters Point to west of Union City (11 km).

\$2.5B for elevated line across the Meadowlands connecting MNR West of Hudson and NJT Erie branches (10 km).

\$1B max for electrification compatibility.

Total should not exceed \$10B if going by practices in London (lower by Paris practices), including stations designed for future line connections.

TOD spanning blocks within 15-minute walks of the Hunters Point, Midtown East, Midtown Central, and Midtown West stations together may yield up to 40M square feet of leasable space valued at \$250-750 per sq. ft. (averaging \$500/ft²) not including land. Assuming land value to be captured, or "recycled," as half of building value on average, these four TOD districts should be able to cover the maximum \$10B capital costs."

"For operations, the following fare structure -- possible now thanks to OMNY -- may be deemed reasonable and prudent for Five Boroughs plus Hudson County along with Fort Lee, The Meadowlands, and Newark/Elizabeth on all rail, subway, and bus modes:

US\$3.00 for single ride, capped at \$12.00 for a day ticket

\$50 for a weekly pass, capped at \$150 for a monthly pass

Additional monthly supplements of \$150 (2x multiple) for express bus, \$450 (4x) for pooled hired car, and \$1050 (8x) for single occupancy hired car may be justifiable.

Assuming \$0.10/passenger-km operating cost typical for rapid rail transit at 50% average load factor, farebox recovery for the Meadowlands-Jamaica line (32 km from NJ Turnpike at

American Dream Mall to Jamaica Center) can reach 200 percent of operating costs (comparable to top-performing lines in London -- double the London average -- and entire networks in Tokyo, Hong Kong, and Singapore) if the average passenger takes two trips of half the line length daily.

If we account just for the 150K residents-plus-jobs directly attributable to the TOD districts (assuming 50:50 residential-commercial split at 400 ft² per resident and 200 ft² per FTE job), with each holding a monthly pass, the line would yield \$270M in operating revenue annually, with \$150M as operating income as free cash flow. Add in additional TOD in Union City and south-western Queens, induced ridership (net of relief of extant subway and rail), modal shift from cars, and partial "railstitution" of buses otherwise bound for PABT (at least those that can be truncated to The Meadowlands or Union City), free cash flow can reach \$400M annually or more."

Regards

Yangbo Du
Managing Director
Sustainable Development Investment Finance Partnership of New York
Main: [+1 929 379 7284](tel:+19293797284)
WhatsApp: +1 617 401 7881
Signal: +1 516 268 7904

DRAFT

Port Authority Bus Terminal (PABT) Replacement Project Greyhound Lines, Inc. and Adirondack Trailways Final Scoping Comments Submitted July 19, 2021

On behalf of Greyhound Lines and Adirondack Trailways thank you for this opportunity to review the final PABT replacement scoping document and provide comments. Greyhound is one of the largest bus companies in the United States and the only bus company that serves the public with an affordable coast-to-coast network of scheduled service. Adirondack Trailways is a fourth generation New York State based company that provides intercity transit service connecting over 100 communities in the state, more than any other carrier. Adirondack Trailways was one of the Terminal's original tenants and Greyhound is the largest lessee of intercity bus gates at the PABT, which serves as the most essential and important hub to both of our systems. Our customers are from all walks of life, including those who rely on affordable public transportation, such as students, the elderly, the military, those with special needs and others with limited means.

When the PANYNJ last requested scoping comments in 2019 we outlined our reasons for strongly supporting the "Build-In-Place" option. We were very pleased to see after the initial scoping that the Port Authority staff had developed an essential third "fatal flaw" screening criterion. It required an alternative to maintain current levels of connectivity to New York City's subway system and to continue to provide direct pedestrian accessibility to existing passenger origins and destinations.

Had the third "fatal flaw" not been applied and the Perkins-Eastman or Regional Plan Association alternatives been allowed to move forward we believe it would have negatively impacted bus ridership and intermodal connectivity, resulting in more intercity bus riders shifting to private automobiles and more intercity bus companies choosing to move away from a central terminal to curbside locations.

We applaud the Port Authority staff for the incredible work they did in developing the "Enhanced Build-In-Place" terminal complex plan. They've done an amazing job addressing as many community and stakeholder concerns as possible within very tight geographic, environmental and operational constraints. Their plan minimizes local community, environmental and traffic impacts from surface street bus operations and provides bus passengers with direct intermodal connections to and from other intercity buses, commuter buses and underground subway lines. Additionally, moving the Intercity Bus/Storage and staging facility closer to the Main Terminal from where it was originally planned to be built between 10th and 11th Avenue to instead between 9th and 10th Avenue is a major improvement. Creating new capacity to handle intercity buses that have been loading and unloading on the street will also reduce pedestrian and vehicular congestion.

Specific issues that we look forward to continuing to work through with the Port Authority staff are:

- **Develop maintenance-of-traffic plans for all phases of construction.**

Under the current plan a 900,000 square foot Intercity Bus/Storage and staging facility will begin being built in 2024 and will open in 2028. When it opens it will initially serve as the temporary bus terminal for all operators. The existing terminal will be raised and the new two million square foot Main Terminal will open in 2032. During the four year period that we're operating out of the temporary terminal we'll have a third less space than the current overcrowded terminal. We need to ensure the temporary terminal can comfortably accommodate the passenger volumes and bus movements before the existing terminal is closed.

- **Deliver excellent passenger experience in both the temporary and new Main Terminals.**

We must guarantee passengers receive a quality experience during every aspect of their time in the terminals including at the gates and queuing areas, ticketing areas, retail shops, restaurants and restrooms. They need covered climate controlled pedestrian walkways from the 10th Avenue Terminal to their New York City transit and other travel connections in the new Main Terminal. We also must ensure that there are adequate bus driver facilities for layover and rest in both terminals.

- **Allow existing terminal intercity carrier lessees, including Greyhound and Adirondack Trailways, to reestablish their operations within the new Main Terminal.**

The plan calls for a two million square foot Main Terminal with more than five floors and more than 160 gates, which can handle 30 percent more buses than the current terminal. The new terminal's capacity is based on pre COVID-19 pandemic passenger projections. This analysis has the existing terminal serving an estimated 260,000 passenger trips (8,000 bus movements) on weekdays, or 23 percent of trans-Hudson trips entering or exiting Manhattan's central business district. Based on pre-pandemic ridership trends, demand through 2040 is expected to increase by 30 percent with estimates of up to 337,000 weekday passenger trips.

When the Main Terminal opens in 2032, assuming the passenger growth projections hold, it will still have significant long term excess capacity. Greyhound and Adirondack Trailways have been lessees in the Port Authority's Bus terminals for over half a century. It makes good sense for both our passengers and the Port Authority to continue to allow our companies to have our full operations out of the Main Terminal.

DRAFT

Toward this end, we want to draw special attention to the Port Authority's consideration of environmental justice, particularly when reviewing plans that affect intercity bus riders. For example, choosing to separate intercity bus riders from commuter bus riders by relocating intercity riders away to a terminal farther from transit service would have a disproportionate impact on minority and disadvantaged populations.

Also, as the Port Authority considers socio-economic impacts, we note that intercity bus service at the PABT provides important revenue to the Port Authority and the many businesses that lease space inside the terminal. For example, without the intercity bus passengers, the new Main Terminal would be largely empty outside the morning and evening peak commuter travel times, resulting in losses to terminal businesses and the restaurants, hotels and entertainment venues in the neighborhoods near the terminal.

- **Guarantee that the new terminals can accommodate more than diesel and electric buses.**

We also applaud the Port Authority's plan to minimize transportation, climate, and greenhouse gas impacts. Including outfitting the new terminals for electric buses. We suggest that other accommodations also be considered including supporting hydrogen buses and other technologies available to long haul carriers. Studies, such as "*Getting There Greener*" by the Union of Concerned Scientists, have shown that motorcoaches are the most energy efficient and environmentally beneficial transportation mode. Emerging emissions-reduction technologies on buses will dramatically further reduce and/or neutralize certain criteria pollutants from bus tailpipes.

Thank you again for the opportunity to comment. Greyhound and Adirondack Trailways greatly appreciate the opportunity to be involved in this process.

Bill Blankenship
Chief Operating Officer
Greyhound Lines, Inc

Eugene Berardi
President/Chief Operating Officer
New York/Adirondack/Pine Hills
Trailways

From: bruce hain
To: PABTreplacementNEPA@panynj.gov
Subject: Comment
Date: Monday, July 19, 2021 4:59:48 PM

COMMENT

ON PORT AUTHORITY'S BUS TERMINAL REPLACEMENT PROJECT

by: Bruce Hain July 19, 2020

To Whom it May Concern:

This drawing, of a Lincoln Tunnel 4th tube running to 34th Street this time, was begun after my oral comments made June 24. The drawing, and picture taking of it, were just finished moments ago, it being 4:10 pm. This comment will be upgraded, and an explanatory video added ASAP, which will be available at the following URL - <https://www.rail-nyc-access.com/bus-city-access>.

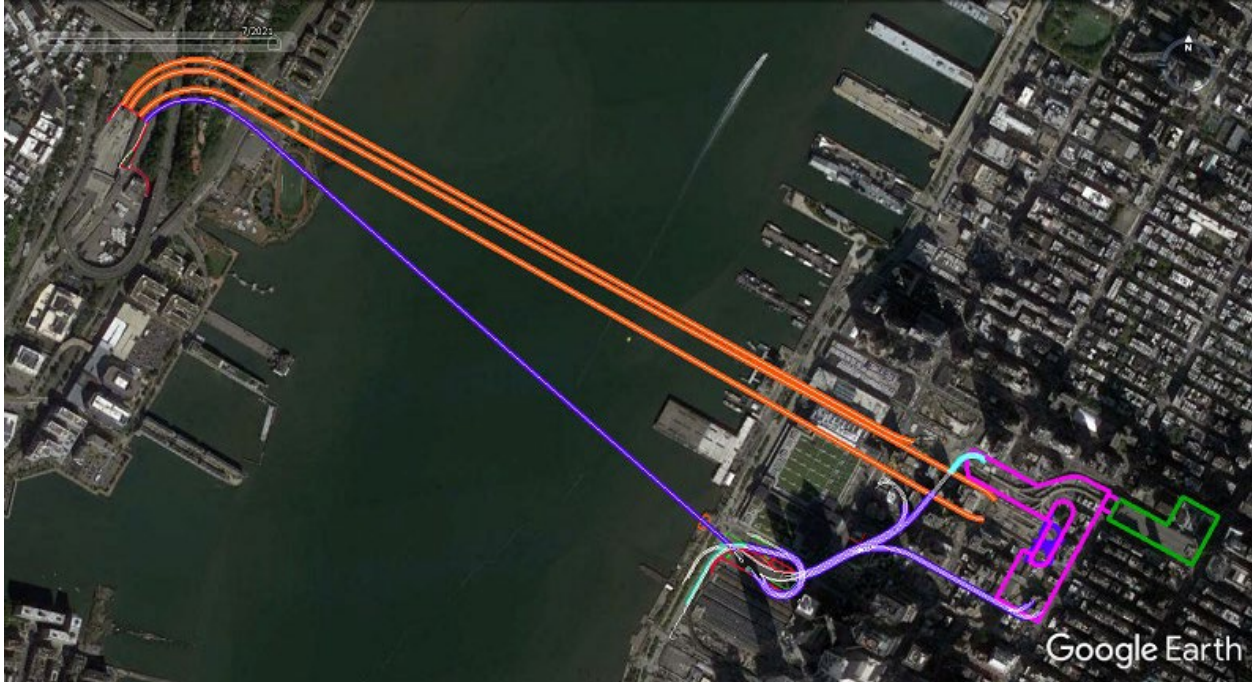
Concerning the Bus Terminal, it bears repeating - *and as I said several times in my live comments June 24* - in order to locate a new bus terminal intended to serve for fifty or a hundred years, it is necessary to locate the 4th Tube first.

I will include some text from a comment from 2017, about your 10-year Budget:

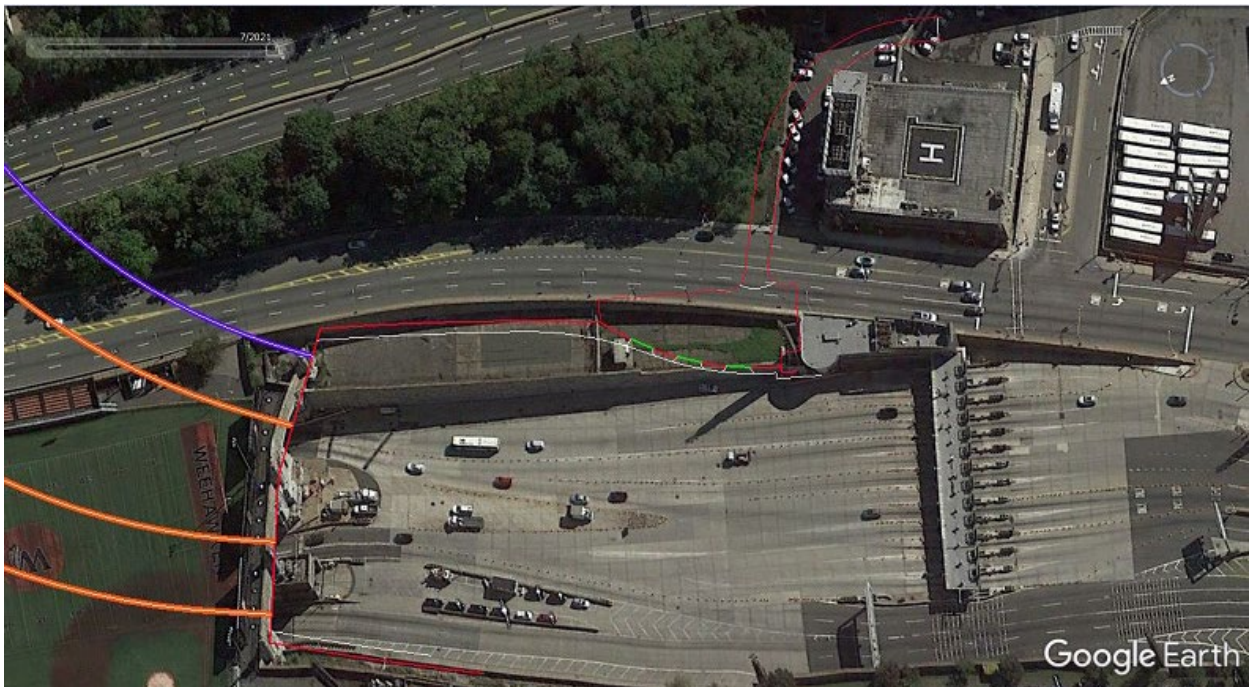
HOW CAN IT BE that in all these years of bus terminal studies no one has suggested a fourth tube? How much have they spent on this? The same consultants and contractors the Port Authority engages as a matter of course are busy worldwide building transportation and tunnels that make us look like idiots. When are they going to fix the ceiling? The plan to cover and build on top of the existing tunnel approaches in Manhattan seems especially mischievous. The 10-lane "Knotenpunkt" at the entrance of the two southern tubes, where traffic can be found standing for hours at a time, is exactly the type of situation where this definitely shouldn't happen. Any new tunnel entrance or terminal building (insofar as it's within sight and directly related) should reflect and complement the existing tunnel approaches, including the fancy brickwork and masonry, and the iconic tower lighting which, notably, has been removed at the Manhattan approach to the two southern tubes. (if it was ever there) The 1937 portal of the Middle Tube there was particularly elegant. The operating mode of incessantly running exposed conduits and other destructive "improvements" everywhere - without any concern for preserving the property - can be brought to a halt, and remedied concurrently with construction of a new terminal and fourth tube as here described."

Concerning Portals, I am now convinced the NY Portal of the North Tube may be the most sumptuous such tunnel portal ever devised. It is going to wrack and ruin, and the big plunge seems to have occurred concurrent with the billion dollar "rebuild" sometime in the '90s, if I remember correctly. I expect we will be engaging further, and more fulsomely, on this topic in the future.

Here are some pictures from this round of Tunnel/BusTerminal speculation:



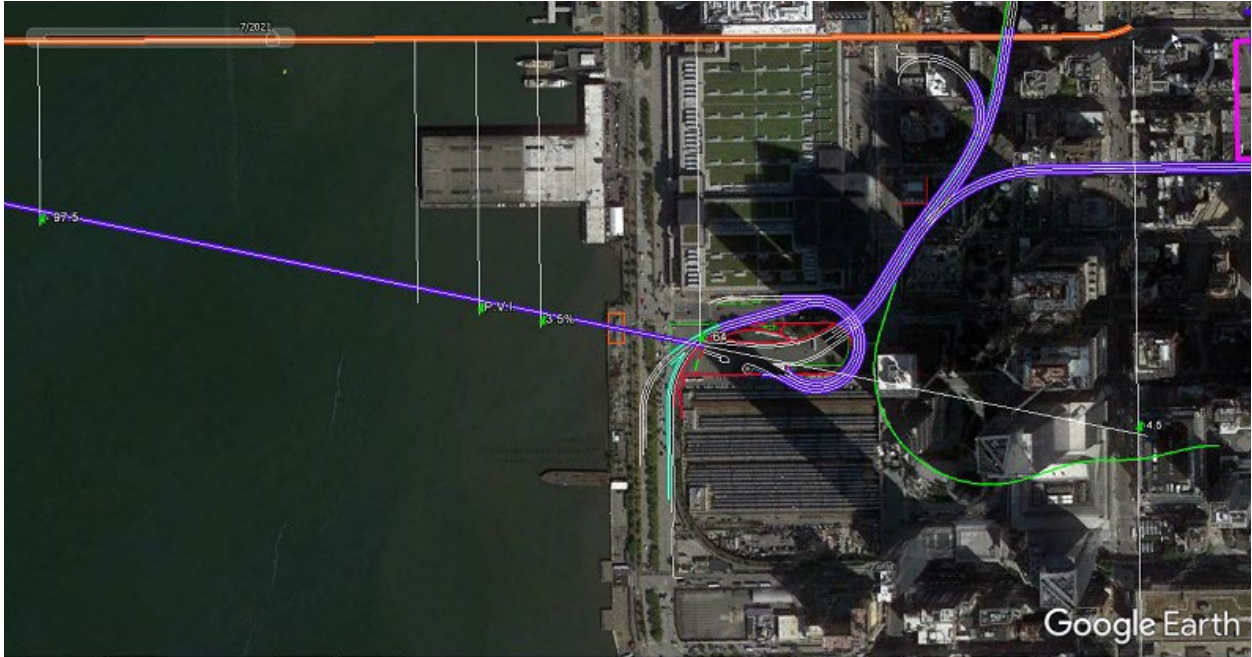
UNLIKE THE ONE IN THE 2017 COMMENT, THIS ONE RUNS TO 34TH STREET



VIEWING IT CAREFULLY THIS TIME, IT IS CLEAR FROM THE CONFIGURATION OF THE JERSEY PORTAL THAT A 4TH TUBE WAS ANTICIPATED



NO DOUBT THIS IS THE CONFIGURATION THAT WAS ANTICIPATED FOR THE
.MANHATTAN SIDE



I HAVE EXTRAPOLATED THE TUNNEL ELEVATIONS FROM THE 3RD TUBE
LOCATED 1200' TO THE NORTH.
THE PRECIPITOUSNESS AT 34TH STREET WITH THESE ELEVATION IS VERY

SIMILAR TO THAT WITH THE WEEHAWKEN INDIANS' FOOTBALL FIELD ON THE
JERSEY SIDE, THOUGH THINK IT MIGHT BE POSSIBLE TO GET AND EXTRA TEN
FEET OF ELEVATION AT THE 34TH STREET PORTAL

Sincerely,

Bruce W. Hain
Queens, New York
646-710-0869

From: [Sacha-Rose Phillips](#)
To: PABTRplacementNEPA@panynj.gov
Cc: [Mary Barber](#)
Subject: Re: Environmental Defense Fund: Comments on the PABT Replacement Project
Date: Monday, July 19, 2021 6:07:45 PM
Attachments: [Outlook-hyrxs23q.png](#)
[image.png](#)
[EDF Comments- PANYNJ Midtown Terminal Replacement_encrypted_\(2\).pdf](#)

Good afternoon,
Kindly see the Environmental Defense Fund's comments regarding the Port Authority's Bus Terminal Replacement Project attached.

Please let us know if you have any questions or concerns. We appreciate the invitation to participate.

Regards,

Sacha-Rose Phillips
Medium and Heavy-Duty Vehicles Associate, Energy Program

Environmental Defense Fund
C 202.751.7542
sphillips@edf.org
She/her/hers



July 19, 2021

EDF Comments on the Midtown Bus Terminal

Via electronic Mail to PABTRplacementNEPA@panynj.gov

Environmental Defense Fund (EDF) is pleased to offer comments on the proposed redesign and replacement of the Port Authority Bus Terminal (PABT) and its associated facilities. Our organization is dedicated to solving the most critical global environmental challenges, particularly those related to the clean energy transition and the development of sustainable transportation systems. Using rigorous scientific and economic analyses, we endeavor to create pragmatic solutions that are nonpartisan, cost-effective and equitable. We commend the Port Authority of New York and New Jersey (PANYNJ) and the Federal Transit Administration's (FTA) goal to "reduce the impacts of bus services on the built and natural environment" through this project and its aim to rectify longstanding public health and environmental issues associated with the use of the terminal.

Since its opening in 1950, the communities in closest proximity to the Midtown Terminal have been exposed to dangerous levels of air pollution and have grappled with the negative effects of idling and severe traffic congestion. According to the results of the 2019 New York City Community Air Survey, Midtown's annual average level of PM_{2.5} (10.92 µg/m³) exceeds the World Health Organization's recommended threshold.^{1,2} The same study showed that the neighborhoods of Chelsea and Hell's Kitchen have the third highest annual average of PM_{2.5} in the city; and nitrogen dioxide levels that were 69% higher and sulfur dioxide levels that were 92% higher than other city communities assessed.³ Consistent exposure to these contaminants continues to have severe impacts on human health. In New York City (NYC) alone, exposure to this pollution contributes to an estimated 3,000 deaths, 200 hospitalizations and approximately 6,000 emergency department visits for asthma in children and adults each year. ⁴

The city also continues to grapple with traffic congestion, idling and the resulting emissions. A 2016 inventory of the city's greenhouse gas emissions found that NYC's transportation sector generated 30% of GHG emissions or 15.5 MtCO_{2e} and buses generated over 500,000 tCO_{2e} of this amount. ⁵ A 2018 paper by the Partnership for New York City found that the increase in work-related travel time, fuel costs and vehicle operating costs due to traffic congestion generates \$20 billion in losses per annum. ^{6,7} Given this, our organization supports the PANYNJ's plans to accommodate public and private electric buses through the installation of electric vehicle supply equipment (EVSEs) at the terminal as a pathway to addressing these challenges. It will be particularly beneficial for communities that have been disproportionately exposed to the negative environmental impacts of the terminal.

While considering the incorporation of zero-emissions technologies into the terminal's design **we urge the PANYNJ and the FTA to keep the rapidly changing landscape for transportation policy in mind and to use a regional lens when assessing the suitability of the terminal's design.** New York State's (NYS) ambitious goals under the Climate Leadership and Community Protection Act (CLCPA) aims to achieve a net-zero carbon economy by 2050 while New Jersey is committed to reducing statewide greenhouse gas emissions by 80% below 2006 levels in that same year.

These bold targets are not limited to New York and New Jersey but are also being pursued by other jurisdictions served by the terminal including Connecticut and Pennsylvania. In June of this year, those two states joined several across the northeast and mid-Atlantic regions in signing the Multi-State Zero Medium and Heavy-Duty Memorandum of Understanding, which aims to have 30% of new truck and bus sales be zero-emissions by 2030 and 100% zero-emissions by 2050. ⁸ These changes suggest that by 2040 and in the decades to follow we will have high and sustained regional demand for electric buses. This fact, coupled with the projected number of commuters, makes it clear that the terminal should be equipped to primarily service zero-emissions vehicles (ZEVs). It also suggests that over time, accommodations for ICE vehicles in the PABT should be phased out in a manner that parallels the larger regional effort to take emitting buses off the streets by 2040. The scope of PANYNJ and FTA's proposed technical studies on air quality, greenhouse gases and climate change could potentially be expanded to assess the impacts of this proposed phase-out.

Expanding the stakeholder consultation process will also be essential to ensure the successful integration of ZEVs and related infrastructure. Early discourse and coordination among PANYNJ, the utilities and other stakeholders responsible for maintenance and upkeep of the terminal is critical, given that how the vehicles used at the terminal and associated facilities are integrated into the grid will largely determine the extent to which the PANYNJ maximizes grid and environmental benefits from electric vehicles. Typically, the infrastructure and interconnection planning required for EVSEs can take years to finalize and may significantly impact the intended design of this facility. Determining pricing and other terms governing the provision of electric service and identifying systems and processes for successful fleet management will also require in-depth studies, pilots and extensive discussions with future charging customers at the terminal (which may include a variety of public and private fleet operators). These steps will help PANYNJ and the FTA to ensure that bus owners can fully capture the total cost of ownership benefits from their electric buses.

During its technical review of the new terminal's anticipated energy use, EDF also encourages the PANYNJ to explore other innovative clean energy technologies including the potential impact of renewable energy generation and energy storage. These technologies would not only be able support EVSEs within the main terminal, but other parts of the PANYNJ's proposed development including three commercial and one mixed-use residential buildings that will be constructed nearby. Furthermore, it may ensure that the PANYNJ adheres to NYC's Local Law 97 which requires that all buildings larger than 25,000 square feet meet specific energy efficiency and GHG emissions limits. ⁹ Given concerns about the project's financial feasibility, the use of distributed energy resources may also provide a path to additional cost savings over a long-term period.

The deployment of electric vehicle charging infrastructure at the Midtown Bus Terminal will help to advance bus electrification thereby reducing air pollution from the facility. Prioritizing ZEVs during this replacement project aligns with the PANYNJ's values around sound environmental stewardship and its desire to improve the quality of life in communities most burdened by emissions from the PABT. As the responsible parties for the nation's largest and the world's busiest bus terminal, the PANYNJ and FTA have the opportunity to become a global vanguard for the strategic development and deployment of zero-emissions technologies and supporting infrastructure. 10

Thank you for your invitation and consideration of our comments.

¹ *WHO Air Quality Guidelines For Particulate Matter, Ozone, Nitrogen Dioxide And Sulfur Dioxide: Summary Risk Assessment*. 2006. Ebook. Geneva.

http://apps.who.int/iris/bitstream/handle/10665/69477/WHO_SDE_PHE_OEH_06.02_eng.pdf;jsessionid=0965C800577B63657627F2F2514564EE?sequence=1.

² "Neighborhood Air Quality Reports". 2019. *NYC Health*. <https://nyccas.cityofnewyork.us/nyccas2021/web/report>.

³ Clinton/Chelsea/ Hell's Kitchen Coalition for Pedestrian Safety. 2020. "Air Quality Study". New York: CHEKPEDS. https://chekped.com/wp-content/uploads/AIR-Quality-REPORTFinal-3-18-20_compressed.pdf

⁴ Kass, Daniel, Grant Pezeshki, Sarah Walters, Katherine Wheeler, and Iyad Kheirbek. 2011. *Air Pollution And The Health Of New Yorkers: The Impact Of Fine Particles And Ozone*. Ebook.

<https://www1.nyc.gov/assets/doh/downloads/pdf/eode/eode-air-quality-impact.pdf>.

⁵ "Inventory Of New York City Greenhouse Gas Emissions In 2016". 2016. *NYC.gov*.

<https://www1.nyc.gov/assets/sustainability/downloads/pdf/publications/GHG%20Inventory%20Report%20Emission%20Year%202016.pdf>.

⁶ *\$100 Billion Cost Of Traffic Congestion In Metro New York*. 2018. PDF. New York. <https://pfnyc.org/wp-content/uploads/2018/01/2018-01-Congestion-Pricing.pdf>.

⁷ "C40 Greenhouse Gas Emissions". 2021. *C40knowledgehub.org*. https://www.c40knowledgehub.org/s/article/C40-cities-greenhouse-gas-emissions-interactive-dashboard?language=en_US.

⁸ *Multi-State Medium- And Heavy-Duty Zero Emission Vehicle Memorandum Of Understanding*. 2021. PDF. NESCAUM. <https://www.nescaum.org/documents/multistate-truck-zev-governors-mou-20200714.pdf>.

⁹ "Local Law 97 - Sustainable Buildings". 2019. *www1.nyc.gov*.

<https://www1.nyc.gov/site/sustainablebuildings/ll97/local-law-97.page>

¹⁰ "Port Authority Development Team To Build 1.3 Million-square-foot Office Tower Above Bus Terminal". 2007. *Panynj.Gov*. https://old.panynj.gov/press-room/press-item.cfm?headLine_id=932.

BUS TERMINAL REPLACEMENT PROJECT

FINAL NEPA SCOPING INFORMATION PACKET

**ATTACHMENT 3:
ON-LINE COMMENT FORMS**

Name: Sarah Elso

Date: June 8, 2021

Submission Type: Online Comment Form

More clearer signs with locations.

Lounge area.

More people to assist.

More booths to buy tickets.

Sanitize it more since the homeless congregate there.

Name: Todd Pagel

Email: tpage134@gmail.com

Date: June 8, 2021

Submission Type: Online Comment Form

Very excited for this renovation. Please include ample secure, covered bike parking at the terminal. I really enjoy biking to and from the station and having this would make me more likely to take the bus!

Name: Megan Rosa

Date: June 8, 2021

Submission Type: Online Comment Form

There should be more interactive ways that people with disabilities can navigate the terminal for example, there should be interactive kiosks or regular personnel stations where they can ask for updated bus schedules.

Name: Mark Smith

Date: June 12, 2021

Submission Type: Online Comment Form

In any plans for improving the Port Authority Bus Terminal, it is vital that buses receive priority on the Lincoln Tunnel Expressway and in the tunnel at all times in both directions. This is particularly an issue for reverse commuters returning to the city in the afternoons. Delays are frequent and excessive and it does not make any sense why buses cannot have priority over private cars at all times to access the terminal.

Name: Benjamin Nichols

Organization/Affiliation: EDG

Email: bnichols@edgny.com

Date: June 15, 2021

Submission Type: Online Comment Form

Have you looked at building the bus terminal in NJ near the Meadowlands?

Add new tunnels into NYC utilizing the low cost of the Boring Company (starting at \$10M/mile). I worked on the bus terminal replacement feasibility studies back in 2014, and I saw the proposals range from \$3.5B to \$15B, with a construction timeline of up to 10 years. Building in NJ could be done for under \$2B, with a construction time under 3 years. I expect that new tunnels were ruled out before because tunneling costs in 2014 were ~\$1B/mile. I think this option should be seriously considered again now that tunneling at ~\$10M/mile is an option.

Name: Art White

Email: rtea21@yahoo.com

Date: June 16, 2021

Submission Type: Online Comment Form

I envision a great hall where all of the departing and arriving gates are located. There could be some compartmentalization (NJ Transit, regional commuters, intercity travelers). I picture something like Boston's South Station Bus Terminal.

I also think that some long-distance carriers should be encouraged to use the GW Bridge Bus Station.

Name: Clarence White

Email: whclte292@gmail.com

Date: June 18, 2021

Submission Type: Online Comment Form

I think the PABT is decently adequate because of the shops and other facilities needed for the commuter/traveler. The restrooms are throughout the terminal when they are needed or, are open. The port authority is a major point of travel to and from New York City. The resources and corporations in the city of New York is a major reason as well as jobs that people commute to and from the port authority bus terminal.

Name: Donald Huie

Email: don2don@yahoo.com

Date: June 19, 2021

Submission Type: Online Comment Form

A proposal to create a future bus terminal on the NJ side of the Hudson River has merit for it reduces bus traffic into and out of Manhattan.

This would require creating a rail system to connect the NJ bus terminal to PABT in NY, with the possibility of connecting the new rail system directly to the NYC Subway system. Terminating commuter bus service at a NJ bus terminal and transferring passengers to an electrified system would significantly reduce air pollution as well as rush hour congestion.

Name: Edward Mc Glynn Jr.

Email: emcglynnjr@yahoo.com

Date: June 21, 2021

Submission Type: Online Comment Form

Graphics: I'm sure you have good plans in place for signage, but you want to be sure that it's user-friendly and not industrial. This is, in many cases, lots of people's first impression of New York City and New York State.

Exits/Entrances: The more you can make the doors automatic the better. But you also need to protect people from the elements, i.e., cold weather, slippery surfaces and frigid winds

Weather Issues: Better be prepared for dealing with heavy rains and snow that regrettably piles-up.

Traffic: I'm sure you have special traffic lanes planned for arrivals/pick-ups/taxis. It better to anticipate heavy flows and should be block able, when conditions warrant it. It's already down at the WTC.

Electrical outlets: Better plan on lots for those times when the terminal backs-up with people.

Name: Calista McRae

Organization/ Affiliation: New Jersey Institute of Technology

Email: mcrae@njit.edu

Date: June 21, 2021

Submission Type: Online Comment Form

I'm writing specifically about the glass walls as depicted in the current images. According to Local Law 15 of 2020, which relates to bird-safe materials, the glass must not be normal transparent/reflective glass; it needs to meet a certain maximum "threat factor" which purely transparent/reflective glass does not meet.

(Reference:

https://www1.nyc.gov/assets/buildings/bldgs_bulletins/bird_friendly_guidance_document.pdf.)

Name: L M
Email: fewnotmuch@yahoo.com
Date: June 21, 2021
Submission Type: Online Comment Form

June 21, 2021

To PANYNJ, Project Sponsor, Committee:

Original PABT should be re-purposed not destroyed. Though I can agree that the original Port Authority Bus Terminal has problems, the fact is that it has a certain landmark status however unofficial and I think it should not be demolished but instead preserved and upgraded in certain ways.

I heard over radio that a "Temporary Bus terminal" will be built a certain amount of blocks away from the original PABT and it should take at least 3 years to build, and the purpose is so that commuters or travelers may use the new terminal while an even bigger and better terminal is built, but then the "Temporary terminal" will eventually be destroyed and afterward so will the original Port Authority Bus Terminal. It seems a few steps too many. Not necessary really.

The old PABT has historic significance. When the new permanent PABT is finished (which I heard may take ten years) it seems to me that the old terminal can still remain even though it may no longer be used for out-of-town buses. The space within it could be used as a shopping mall or food court and an access to the MTA trains and perhaps a passageway to get to the new improved permanent PABT.

Homeless loiterers are a problem. The real problem overall is that there is an excess of homeless, and street people in the area which results in an unsanitary and degraded and very dangerous atmosphere. Travelers and commuters have to worry about everything from bedbugs, to being harassed by aggressive beggars, to possibly being attacked by mentally ill people or by persons who have had criminal histories. There is also litter and the smell of urine and feces and often even the smell of illegal smoking substances which are major reasons why PABT has been on the decline for decades.

It would be good if the original PABT were re-purposed than destroyed, but it seems that whatever other edifice may be built in its place, it would still have to deal with the problems inherent to the neighborhood.

Thus, it seems that when the new PABT is finally erected there may very well be the exact same problem with drunken, drug addicted homeless persons making a home in front of doorways or inner hallways or vestibules or storing their belongings within certain areas of the terminal.

It is important that plans are made along with architectural ones regarding the completely new PABT so that there are systems or procedures in place to prevent the terminal from becoming another place where homeless or transient people just loiter in.

It is surprising that as of yet, a politically motivated person has not yet thought of disguising as a homeless person with filthy belongings in which there is an incendiary device since homeless persons are so legally protected from being ousted from public places. This is something to think about.

There should be a homeless outreach department within the new and improved terminal with an active purpose of making sure that homeless individuals do not make a home out of the property but are referred to social services. Of course, you can see how the purpose of constructing a completely new bus terminal is sidetracked because of the issue of homeless loiterers.

Nevertheless, safety for the public should be an important consideration with the construction of the new terminal and it will be important to have surveillance cameras and security guards.

In the recent past I have submitted suggestions when there were other meetings for plans for a new PABT. I suggested that there should be wide, spacious ramps with the right amount of slant which lead to and from

each floor for commuters and their luggage and/or if they are using wheelchairs or other mobility devices. This would be a better idea than only having stairways and/or elevators and/or escalators especially should there be power-outage problems, or equipment failures or electrical/mechanical failures.

A design which is ready for any technological problem would be best.

Ironically, I also I suggested that the public bathrooms be designed so that hand driers have designs that do not blow air into the inner atmosphere of the bathroom since that can circulate germs. This was before the 2020 Covid epidemic issue. Some design may have to be made so that hand driers can blow air away from the inner bathroom area. Extremely hard to do of course, but it should be considered by those in charge of conceptualizing the new PABT.

Thank you for listening to my input.

I may still take part in the Virtual meeting if it is possible.

Name: Janine Zerres

Email: jezerres1116@gmail.com

Date: June 21, 2021

Submission Type: Online Comment Form

In case I cannot attend:

What will be done regarding the homeless population and persistent panhandling that exists in the current facility? Is there any way to have additional resources for them so that they are not approaching individuals waiting for buses etc.?

Will the new facility be more handicap accessible? The current facility is challenging to navigate for those with motility issues. There are few elevators. Many of the gates are not handicap accessible.

Name: Michelle Li

Date: June 23, 2021

Submission Type: Online Comment Form

I used to live in this area and think that renovating the Port Authority Bus Terminal is much needed. The bus terminal is a vital part of the commuting ecosystem in Manhattan; however, its crumbling infrastructure is not only an eye sore, but also attracts ruffians to the area. I loved living in this area for the convenience it afforded but nowadays, especially after the beginning of COVID-19, the area seems swarming with unruly characters.

Thousands of New Yorkers rely on the bus terminal every day for their commuting needs. Those of us who live outside of Manhattan deserve the convenience of being able to access the 8th Ave subway lines, NJ-bound busses, etc. in a single destination that is clean and kept up to date.

Please save the bus terminal by giving it the much-needed face lift it deserves.

Name: Lawrence W. Scheyer

Organization/ Affiliation: Manhattan Community Board 6 (Comments in Personal Capacity)

Email: lscheyer6@gmail.com

Date: June 23, 2021

Submission Type: Online Comment Form

STATEMENT OF LAWRENCE W. SCHEYER IN FAVOR OF NEW PORT AUTHORITY BUS TERMINAL

June 23, 2021

My name is Lawrence W. Scheyer, an attorney in private practice in Manhattan, where I also reside. I was, earlier in my career, employed as an attorney in the Law Department of The Port Authority of New York and New Jersey in what was then called the Real Estate and Environmental Law Division. I am a member of the New York City Bar, currently an adjunct member of the Committee on Transportation. For over a decade, I have served as a member of Manhattan Community Board 6, both on the Transportation and the Land Use committees. That Board has, in resolutions, raised concerns about the proliferation of on-street inter-city bus stops, ostensibly due to a lack of capacity at the Port Authority Bus Terminal (PABT). (However, I am speaking today in my personal capacity.)

Support for All-Electric Buses in New Terminal

The year is 2021, and electric-powered buses are gaining world-wide acceptance as the preferred powertrain for newly acquired buses. Electric motors are less complicated than diesel engines, and far easier, and cheaper, to maintain. Also, the current Administration in Washington has stated that it is committed to building-out a nationwide electric vehicle support infrastructure.

Regarding scoping this proposed bus terminal's environmental impact, all-electric buses are the ideal replacement for dirty and noisy internal combustion diesel bus engines – which benefits the Port Authority's dense urban Manhattan neighborhood. Battery-powered buses eliminate point-source air pollution – a scourge of the present bus terminal -- and they are quiet. What could be better?

So, the time is ripe to approve the concept, and to begin designing for construction the PABT's replacement with all-electric buses in mind.

That said, electric bus charging technology is not common to all vehicles (and it may never be), so the design of this new bus terminal must be flexible enough to accommodate and adapt to a variety of different battery charging technologies, including rapid plug-in charging, induction charging, and even the possibility of swapping-out spent battery components for freshly-charged ones at the Terminal. (This list is meant to be illustrative, only.)

For scoping purposes, there should also be mention of natural gas-powered buses and hydrogen fuel cell-powered buses. I will not discuss them further because each of them requires a different, specialized fueling support infrastructure. More importantly, natural gas (like diesel) is a polluting fossil-fuel, and hydrogen for fuel cells (created as a non-polluting power source via solar or wind energy) has not yet sufficiently proved itself.

Mid-day bus lay-up and staging facility

The Port Authority puts up this alert far too often: “The Port Authority Bus Terminal Departures/Arrivals is experiencing a delay due to the general volume of traffic in the Lincoln Tunnel (NY-bound).”

For the PABT replacement to be useful, it must be able, consistently and reliably, to tee-up on-time afternoon/evening bus departures. Therefore, the Port Authority must create a Manhattan-side bus storage area, invoking the example of the Long Island Rail Road’s Hudson Yards train storage facility. Given the strained capacity of the Lincoln Tunnel, it makes zero sense to run empty buses through that tunnel, twice daily, to store them or stage them on the New Jersey side of the Hudson River for evening runs out of Manhattan.

Support for Automated Guideways

There may come a day when buses operating in and out of PABT are un-manned autonomous vehicles. But, before that happens, electronic guidance systems to assist drivers can (and should) be installed at the new bus terminal to help drivers navigate the turns, while safely operating buses closer together – without hitting anything -- thus improving the peak transportation capacity of the terminal.

A Bus Terminal is a Transportation Facility; It is Not a Public Dormitory

The New Bus Terminal must be restored to its primary transportation-related use, with its halls and passageways, stairways, escalators, and elevators, waiting areas, and restrooms being adequately patrolled by PAPD and kept safe, clean, and sanitary. Following such a huge expenditure of money on a new, and better, facility, commuters and long-distance travelers are entitled to enjoy a pleasant, non-threatening passenger environment -- free from molestation and interference. Therefore, several on-site spaces ought to be included in the design of the new terminal and outfitted to support – separately from each other -- anti-crime and social service engagement activities. These troubling, but necessary, functions should, as much as practicable, be designed and organized to be conducted out of the public’s sight – because it is not helpful for anyone to make a spectacle out of it.

Name: Matt Yablonsly

Email: Yablonsky.m@gmail.com

Date: June 23, 2021

Submission Type: Online Comment Form

Drop off- right now the busses get backed up just trying to drop people off, and it adds unnecessary time to the commute, then most drivers drop off half the bus, stop and move the bus up a few feet and then continue discharging passengers, thus delaying the bus line further.

Then all the passengers are funneled into narrow walkways, and cramped exit doors.

While nothing can be done to fix the tunnel traffic, this would make a huge difference.

Name: Anonymous

Email: rmz30@aol.com

Date: June 24, 2021

Submission Type: Online Comment Form

More places to sit while waiting for the bus would be appreciated.

Also, the new facility should have voice and information board alerts about the status of specific buses/routes.

There's nothing more frustrating than standing and waiting long periods of time for a bus with no information as to why it's late or how long it will be before it arrives.

Thank you.

Name: Ivy Diaz

Email: ivydvilla@gmail.com

Date: June 24, 2021

Submission Type: Online Comment Form

I am reaching out because I always sent numerous Feedback, shared concerns, gave the problems that excited.

Questions still are:

- 1) Why can't staircases be shut down during periods of rush hours to prevent people from coming up and jumping the lines. Then they argue when we say nicely to go back down.
- 2) Why can't you have a PA-Rep stand there to stop people from coming up?
- 3) If the doors are open for you to fill up the buses, then have someone do crowd control because then as we wait to get on, the people behind us move up to the 1st door then we are told the bus is full and now no one wants to let us go back on the line!

These are Consistent problems and need to be addressed because our Gate 212 has that major challenge. Of course, since COVID, many have been working from home.

Thank you

Name: Edwin Huero

Organization/ Affiliation: Workforce 1

Email: Edwin.eddyhero101@aol.com

Date: June 24, 2021

Submission Type: Online Comment Form

I sometimes use the Port Authority Bus Terminal for going on a trip to and from NYC, but once I got to and from NYC, buses got in a heavy traffic from Lincoln Tunnel.

The bus terminal is outdated, and they need to rebuild it. I would hope to see it rebuilt and I would forward to see you soon.

Name: Christopher Morel

Email: chrismorel163@gmail.com

Date: June 24, 2021

Submission Type: Online Comment Form

The proposed 3 towers should become Affordable Co-ops/ apartments for working class people through the NY State Mitchell Lama program. We don't need the office spaces.

Also, what about getting the Megabus off the streets near the Javits Center and putting their departures/arrivals in the new terminal as well as the intercity buses.

Name: Jordan

Email: jordanou178@gmail.com

Date: June 25, 2021

Submission Type: Online Comment Form

I'm writing to express excitement for the project and am supportive of development initiatives in my neighborhood.

However, I am concerned about the size and height of the four towers, particularly the three most western towers. These are among blocks with low buildings and would cast huge shadows over the neighborhood as well as stick out like sore thumbs. I request that these towers be scaled down significantly.

Thank you,

Jordan

Name: Peter Kortright

Organization/ Affiliation: Bergen County Planning and Engineering

Email: peterkortright3@gmail.com

Date: June 25, 2021

Submission Type: Online Comment Form

6-25-21 The New Port Authority Bus Terminal

Here are my comments and input into the New Proposed Facility:

(1) The new bus terminal should be able to accommodate jitney and other local bus services to provide services to all riders and connectivity to the region.

(2) To provide improve regional service, the MTA and NJ Transit should establish a regional fare card system as done in other metropolitan areas.

(3) To service and provide improve services to all riders as well as reduce carbon footprint, the terminal should be able to accommodate micro-transportation riders and options such as standup electric scooters and bicycles.

(4) The planned open space areas should be connected or linked to the terminal to provide a more diverse and interesting landscape environment along with the four proposed tower buildings. It shouldn't be just a transportation main center but also a designation to visit. You may want to encourage a private and non-profit groups to manage and operate the park areas so they will be more sustainable in the long term.

(5) Lastly, the conceptual maps shown should provide far more details in terms of the terminal, buildings and especially the ramp areas which will be a significant addition to the overall plan.

Name: Sabine Morrow

Email: sm12897@gmail.com

Date: June 25, 2021

Submission Type: Online Comment Form

The PABT has been renovated and in short order, it proved to not be enough space and without efficient workflows for passengers and buses. This new renovation is in the existing footprint. We need an efficient way for buses to get into the building, disembark passengers and move on. It takes 30 minutes to get from my bus stop in NJ to the entry to the PABT. Then we sit for 40 minutes. That's just not acceptable. Buses should not sit in a line waiting. The work is longer than the commute. Please make the flow work better. It will be a mess while construction is happening and lots of delays. Please make it worthwhile with a better, more efficient flow in this new building. All the buses should not be waiting to drop people off in one place. There are multiple doors and levels. Let buses come into the building and find a door and let the passengers out. This sitting for 40 minutes to move up to one set of exists is ridiculous and not fair to commuters. Please do better. Thank you.

Name: C N

Email: northamerica@pm.me

Date: June 25, 2021

Submission Type: Online Comment Form

There needs to be a Para Transit Access-A-Ride bus pick up and drop off gate, inside the new bus terminal. Along with bus terminal employees who can meet and guide people with disabilities to and from their bus boarding gate, like at the NYC Airports.

Name: Matt Yablonsky

Date: June 30, 2021

Submission Type: Online Comment Form

Inset public roads around the new terminal, such as 8th Avenue and/or 40th and 42nd Streets

Everyone that arrives at the PABT and doesn't then get on a subway will ultimately cross 8th Avenue, 40th, and/or 42nd Street or wait for a cab. Everyone that arrives at the PABT comes down an escalator or stairs from above. If an agreement were reached with the city to shift the public roads in, then all the pedestrians would no longer have to cross all those lanes of traffic every time. It would have virtually no effect on traffic but serve tremendous benefit to all the pedestrians whether it be convenience or safety from vehicular collisions. It would also make the entire structure much more visually appealing.

Name: Raj D

Date: July 5, 2021

Submission Type: Online Comment Form

I don't have a lot to say, quick question bus moderators who ensure bus arrival and departure think they are doing a favor on commuters, they yelled and curse at commuters

This is a way you plan to help commuters?

Name: Andrew Herrera

Date: July 13, 2021

Submission Type: Online Comment Form

I've heard from people that the PABT is a hotspot for human trafficking. It makes sense, since buses come in and go all across the country. But that disturbs me, and I want the Port Authority to look into some measure of improving security.

I would appreciate if it was easier to locate bus lines. When I was commuting, my bus was a local company, not NJ Transit. You usually had to check the bus line's website to get accurate information on which gate the bus would be entering. It would be nice if the PABT had more accurate, up to date information on where buses would be coming in.

I also think climate change sustainability is critical. Buses emit a lot of air pollution. Electric buses are promising, and I hope the Port Authority outfits the new terminal with charging stations and other infrastructure for electric buses.

A few elevators might be nice too, since I sometimes had to run from the subway station to the 4th floor.

Name: Lois Goldman

Date: July 14, 2021

Submission Type: Online Comment Form

I would like to see the PABT as a multi-use community resource. I would like to see indoor and outdoor performance space (maybe a small amphitheater), and space for a farmer's market.

I also think that the PABT is a place that unhoused people gather, so it makes sense to have more services for them there. This could be space for medical and mental health services, food services, showers, and connections to housing and job services.

The PABT could also house some maker space; that is, places where people could use technology such as 3D printers on a short-term basis.

I am glad that the PABT will remain where it is and not split between 42nd St and the Javits Center.

The park is also going to be an asset. Maybe that's where an amphitheater could go?

And finally, good architecture is critical, something beautiful and interesting to see, easy to use. And, integrating natural elements such as plantings and natural materials would also be great.

Thank you.

Name: Keith Broemmer

Date: July 15, 2021

Submission Type: Online Comment Form

Facility should include interior design features to move people faster. Commute east in the morning and west in the evening can be enhanced by faster escalators (similar to London's) and moving sidewalks similar to those found in airports.

Name: Ethan Diamond

Date: July 15, 2021

Submission Type: Online Comment Form

My name is Ethan Diamond and I will keep this brief.

I would like to congratulate the Port Authority and associated members in putting together such a clear and well thought out plan for the replacement of the Port Authority bus terminal.

My only question is if the existing bus storage at 30th Street and Dyer Avenue will be eliminated and if the bus ramps from the Lincoln Tunnel will be covered to prevent snow accumulation and associated delays?

Thank you,

Ethan Diamond

Name: Liz Young

Date: July 16, 2021

Submission Type: Online Comment Form

As a former editor of a peer-reviewed nutrition journal, licensed tour guide, and neighbor, my comments address Health, Tourism, and Community. Incidentally, some of you may know me since I managed Foxhounds in the World Financial Center until 9/11, where we fed many a PA employee.

For Health:

Integrate travel with living, childcare, elder care, mental healthcare, offices, a job center, services for unhoused residents, cultural opportunities, and food production/distribution (empty cargo holds are available for food transport to a terminal market in off-hours).

Consider light, air, and noise pollution, and our migrating birds. Institute a green roof program. Address storm water mitigation (doubling as underground parking a la The Netherlands).

For Tourism: We need a tourist center, parking for inbound tourist buses, a money exchange, and integration of the new historical districts (pending?). Please integrate public trans in the area-- cruise ships, ferries, 7 subway line, shuttles, underground passageways.

For Community:

Please remember, many thousands of neighbors live with your decisions. We keep the area businesses open, populate the streets, and make NYC. As we plan for generations to come, please invest in this historically neglected community. We now rely on you to prioritize our needs, our environment, and the success of our families.

Thank you, in anticipation of your answering the call to build our community, focus on health-friendly decisions, and accommodate growing tourism along with this PA project planning.

Name: Kevin Vesely

Date: July 19, 2021

Submission Type: Online Comment Form

Port Authority should partner with Tesla or other electric vehicle MFG's to produce electric double decker busses that will double capacity without increasing the number of buses or pollution.

Thought should be given to increase passenger leg room in larger busses to use the buses themselves as staging areas for commuters to sit while waiting at the terminal.

Thought should also go into providing sky bridges into future parcels to expand bus parking and charging stations in garages. Much more can be done to increase capacity without adding additional space.

Name: Kevin Vesely

Date: July 19, 2021

Submission Type: Online Comment Form

Please keep the current connections to the Subway close to gates.

Utilize double electric decker buses and docking stations to keep buses from idling.

BUS TERMINAL REPLACEMENT PROJECT

FINAL NEPA SCOPING INFORMATION PACKET

**ATTACHMENT 4:
TELEPHONE VOICEMAIL COMMENTS**

Name: Terrence Jackson
Date: June 8, 2021
Submission Type: Telephone

Yes, my name is Terrence Jackson and I'm calling in to schedule an appointment meeting for the Port Authority bus terminal as employment for a maintenance position. If there's someone I can speak to, I would like to have someone to speak to please. This is Terrence Jackson. Thank you, bye-bye.

Name: Linda Katchor

Date: June 8, 2021

Submission Type: Telephone

Hi, good afternoon. How are you today? This is Linda calling from Fox Promotions. We have very good prices on all our imprinted merchandise for your organization, clothing, giveaways, anything you'd like. Let's see. I have a name here. Elizabeth Rogak. I don't know if that's the person I need to speak to, but if there's anything we can help you with, 201-692-8600. 201-692-8600, just ask for Linda. 201-692-8600. Thank you.

Name: Ann Gold

Date: June 13, 2021

Submission Type: Telephone

Hello, this is Mrs. Gold. My number is 609-409-0668.

Until the pandemic I used the Port Authority bus terminal from New Jersey to come into the city for a day of fun. I have an issue with security rather than the concrete. At midnight, the bathroom on the third floor on the far end is not open. I would appreciate that both sides of the floor have open bathrooms for us to use. And that there be security. I go from the mezzanine on that long escalator up to the 4th floor to catch my bus and it's empty and quiet. And to know that somebody was patrolling would be very helpful. Thank you for repairing it when you do.

Name: Nadia Hack

Organization/ Affiliation: Queens Public Media

Date: June 16, 2021

Submission Type: Telephone

Hi, this is Nadia from Queens Public Media, your Brooklyn media, my number is 516-325-6787 and I am calling regarding the scoping meetings for June 23rd. I wanted to see if you guys might want to run that in one of our publications. Call me at 516-325-6787 if you're interested. It's the Brooklyn Daily Eagle, the only daily paper for the Brooklyn Market and Queen's 516-325-6787. Thank you. Have a great day. Bye bye.

Name: Maria Penn

Date: June 21, 2021

Submission Type: Telephone

Oi igreja não em inglês por favor. Na Espanha. Boa noite gripe espanhola mãe deparou-se as bainhas não compreendo. OK. Senhor.

(Message in Spanish that she did not speak English)

Name: Louise Haberman

Date: June 23, 2021

Submission Type: Telephone

Hi, I emailed yesterday but I'm not sure that through. My name is Louise Haberman. I live in Woodland Park, New Jersey.

I just wanted to make sure that when the new terminal revisions come in that they provide more space between places where people stand to get up to a gate. I was traveling every single day on Bus 192 and we were up at gate 2, 3, 4, and it was shoulder to shoulder up there and this really was terrible, and so now that we're trying to come out of COVID, the whole idea that you that you have to be concerned that you may get not if a cold as well as COVID, I mean, were people were just coughing on one another, just so close together and whatever they design – but hopefully in the future there'll more space than allotted for people and especially when this got so congested that they were going down the escalator in front of the Dunkin' Donuts, and then when you would get up towards the gate you were shoulder to shoulder with the people who are waiting for another bus. So, I sincerely hope they do something about this. Thank you.

Name: Brian Weber

Date: July 19, 2021

Submission Type: Telephone

Hello, this is Brian Weber. I've been asked to re-record my message which was unfortunately cut off when I attempted to leave a prior recording. As I mentioned, I'm Brian Weber. I am a resident of the 300 block of West 36th Street, so I'm four blocks South of the Port Authority Bus Terminal. I'm also a public member on Community Board 4, I participated in the Hell's Kitchen South Coalition Steering Committee, and volunteer in a number of community organizations. I'm here today to comment on behalf of myself as a resident, none of these organizations, is to provide context to speak to how familiar I am with neighborhood concerns.

First, I want to express my enthusiasm for Port Authority Bus Terminal Replacement Project, and appreciation for the Port's cooperation with numerous community stakeholders. I'm enthusiastic about this plan and the potential it has to make improvements not only to the commuter experience, but to the neighborhood at large, and the pedestrian experience around the bus terminal, which has a massive footprint within our community.

The new plans for the Port Authority Bus Terminal will span three avenues and traverse two cross streets from 8th Avenue to 11th Avenue, 39th Street to 42nd Street. Any plan must take into consideration its impact on the surrounding neighborhood and how pedestrians interact with the expansive structure. To that end, I would like to say that the design must activate the street level of all of the structures, not just the main terminal, but the intercity bus storage and staging facility, as well as the ramp structure. By activate the street, I mean that there should be pedestrian access to those structures from all sides. At street level, there should be retail and potential community spaces, but the concern is that these structures don't just become monolithic walls at street level, and that there is accessibility from the North, South, East and West sides of them to activate the street life there.

Furthermore, the structures should all be covered in enclosed, non-porous to contend with air quality issues within the neighborhood. As such, the ramps traversing both the avenues and the cross streets should also be covered, and what that would provide is a mammoth roof structure that extends from Eighth Avenue to Eleventh Avenue, thirty-nine to forty-second Street. And what I would propose is that the Port Authority look into activating that roof as a park, much like San Francisco did for the Salesforce Transit Center. I think it's a great opportunity for Port Authority to provide a massive amenity to the entire city of New York, not just for commuters, but for neighbors as well, and turn this terminal into an actual destination for the city, and I'm in favor of this being realized through a private and public partnership.

The third major point that I'd like to comment on is Dyer Ave and the opportunity to deck over Dyer Avenue. I fully support plans for what I believe are listed as Lot 10 and Lot 9, with a caveat on Lot 10, which I believe is situated between 38th and 39th Street, Dyer to 10th Avenue. I would recommend that the Port Authority consider continuing the deck over Lot 10, extending it to 10th Avenue, and covering Dyer Avenue. I would also like the Port to consider the possibility of other opportunities to deck over Dyer Ave trenches south of Lot 9 where physically feasible, and continuing the green space, the open green space, down to 33rd Street at the entrance of Dyer Avenue. This would create a pedestrian corridor and also provide the neighborhood with much needed green space.