

Port Authority Midtown Bus Terminal

Existing Operations & Replacement





1950



1963

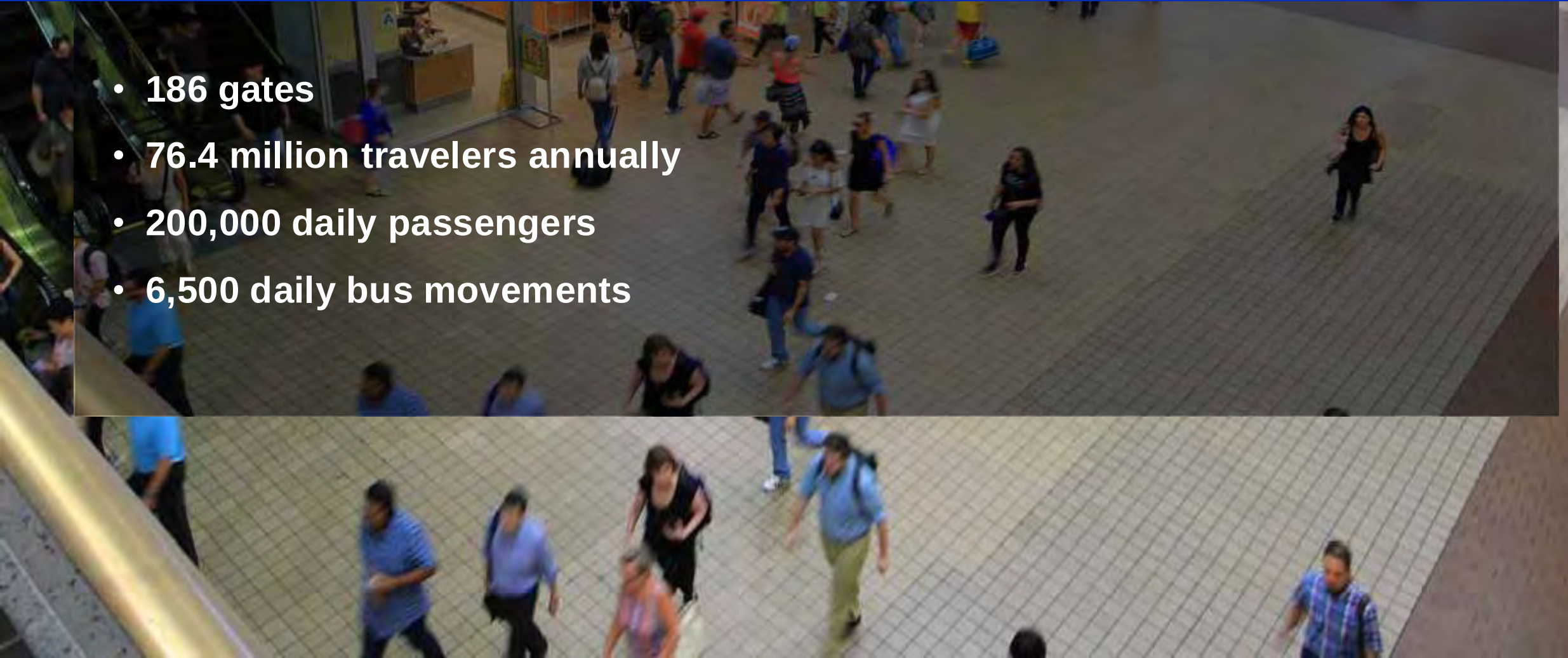


1981 – Present

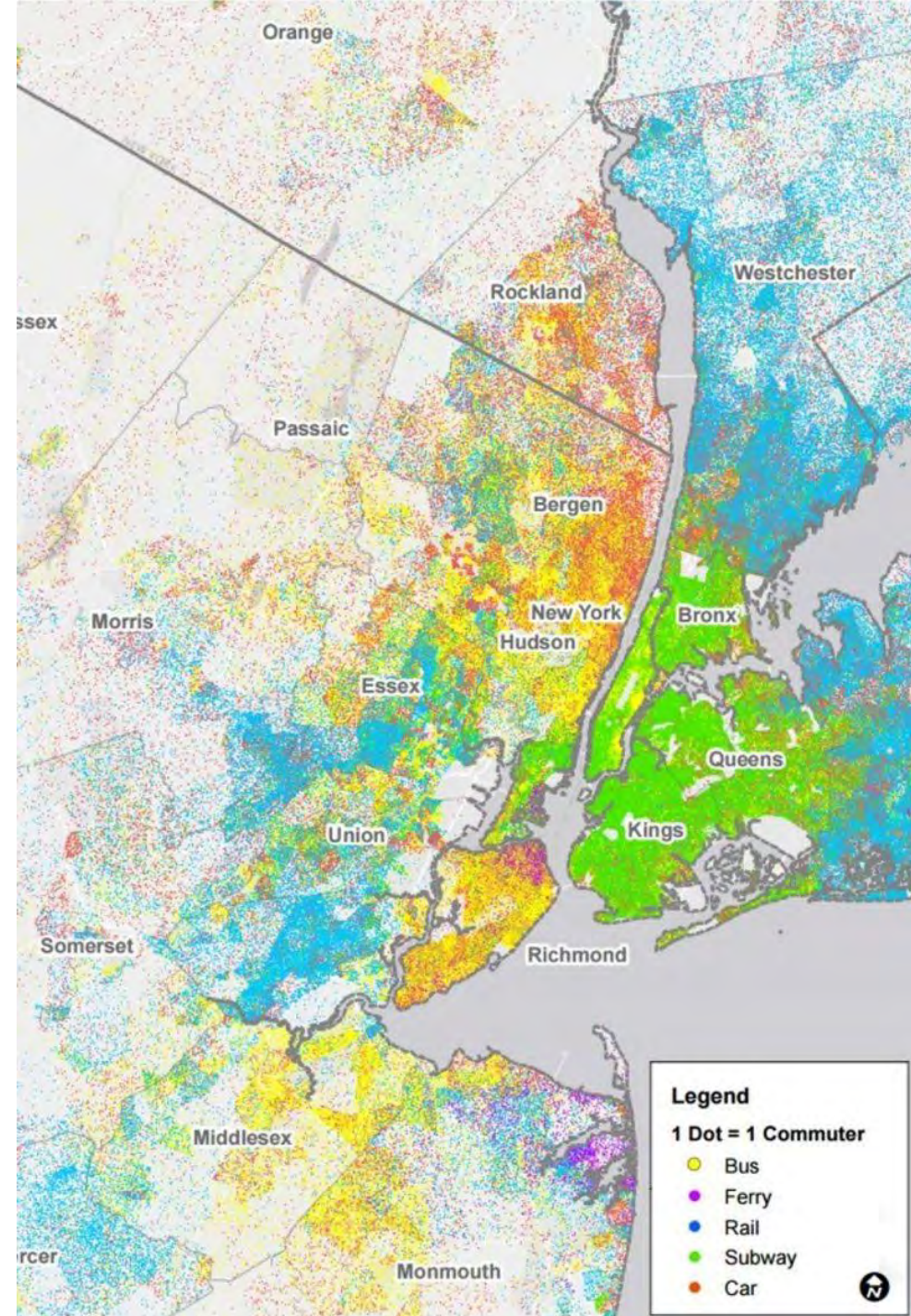


The World's Busiest Bus Terminal

- 186 gates
- 76.4 million travelers annually
- 200,000 daily passengers
- 6,500 daily bus movements



Commuter Modes



Role in the Mass Transit Network

- 3 floors of bus operations, 3 floors of passenger flow
- Terminal is directly connected to MTA Subway (12 lines)
- Ramps directly connect the Bus Terminal to the Lincoln Tunnel
- LT and BT actively manage traffic patterns on all ramps



High Level
Traffic Patterns

NORTH

CENTER

SOUTH

11th Ave

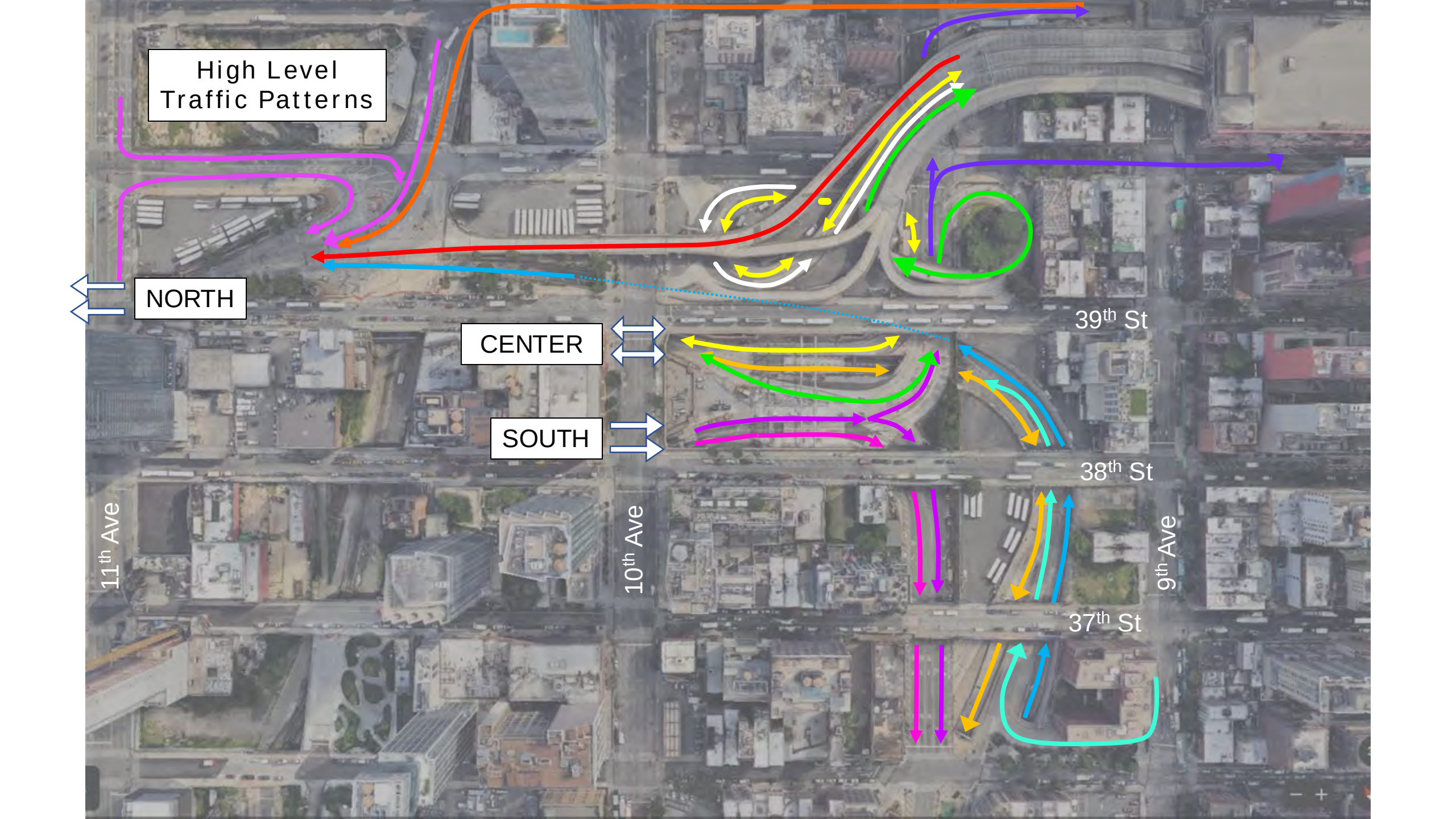
10th Ave

39th St

38th St

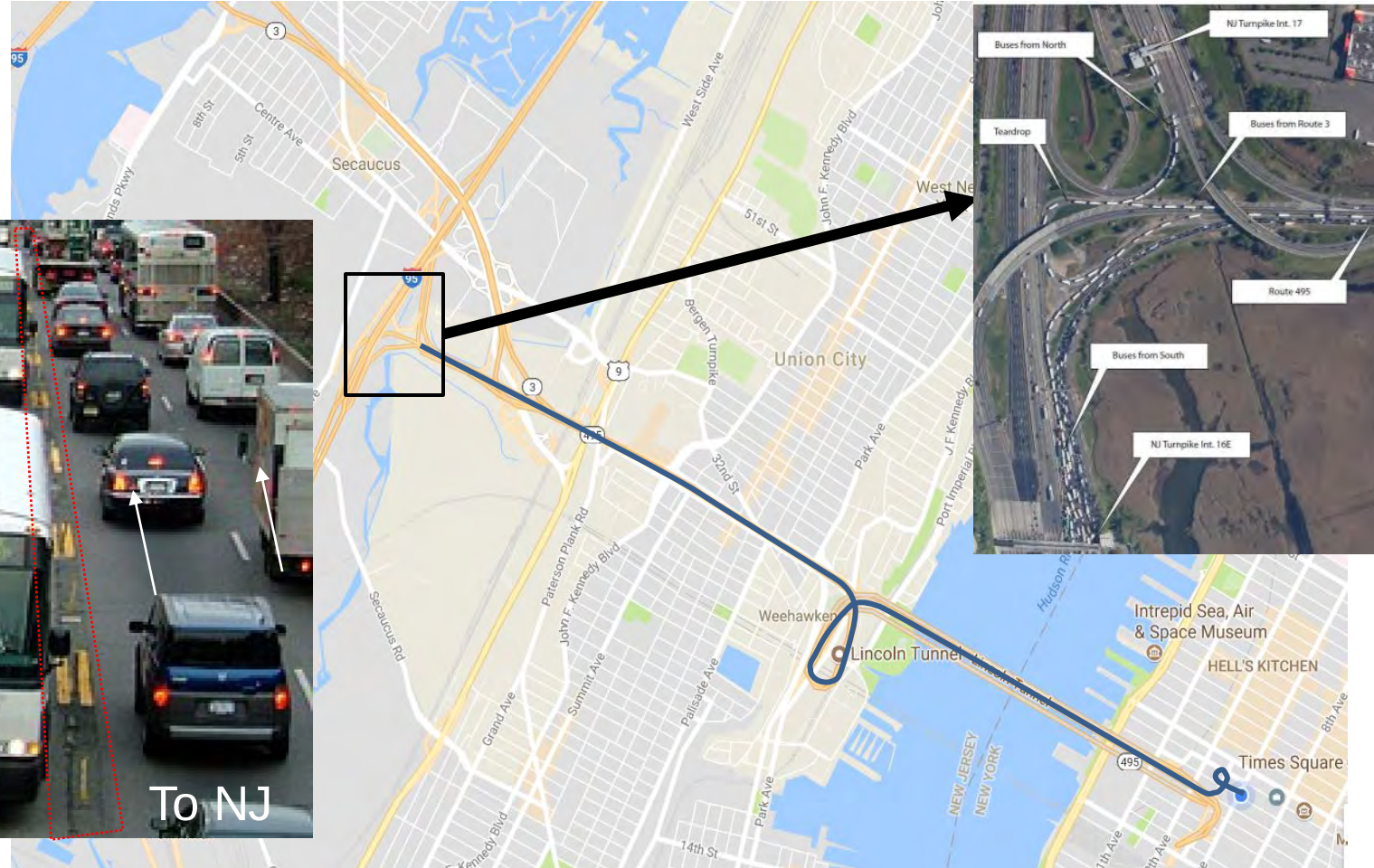
37th St

9th Ave



The XBL

- XBL carries 50% of all commuters traveling through the Lincoln Tunnel between 6-10 AM
- 1,500 buses/day, 400,000 buses/year
- 18.5 million passengers a year



Why It Works...

Efficiency!

A person living in East Brunswick, NJ, 38 miles from Midtown, can get to the city in 45 minutes because of the XBL and its network with the PABT.

For comparison:

It also takes 45 minutes for a person living in Park Slope (Brooklyn) to get to Midtown via Subway, even though they are travelling 9 miles.



A Flexible System

NEW YORK POST

Record number of buses carrying migrants rolls into NYC's Port Authority

By Haley Brown and David Propper

September 18, 2022 | 4:47pm | Updated

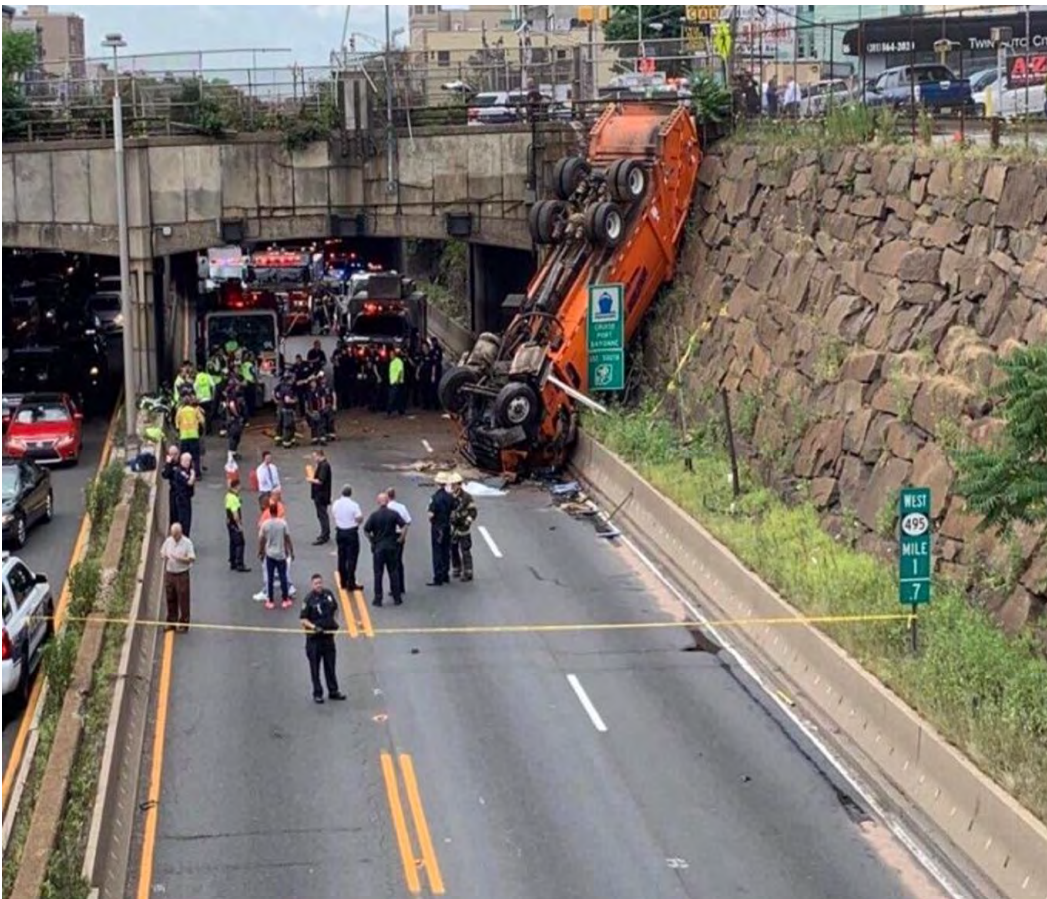


Asylum seekers arrived to New York City's Port Authority station by the busload last month.



A Fragile System

- The system processes ~850 buses/hour (pre-COVID)
- That number is forecasted to grow to ~1000 buses/hour in 2040
- Even small disruptions create significant bus delays, a crowded Terminal, and can easily add congestion on the city street network



Existing Conditions Limitations

- **Terminal Deficiencies**
 - Structural slabs, ADA accessibility, capacity constraints
- **Ramp Limitations**
 - Inadequate ramp length and bypass capability
- **On-street bus parking**
 - Increases congestion and limits efficiency



Planning for Replacement

2013 - 2018

2019

2020

2021

30 Proposals

13 Alternatives

Fatal Flaw
Screen

Meet Future
Demand

No Private
Property

Maintain Subway
Connectivity

3 Alternatives

Preferred
Alternative

\$11B MIDTOWN BUS TERMINAL REPLACEMENT

Project Timeline & Phasing

Phase 1
Construction begins



Phase 1
Temporary Facility Open



Phase 2
Permanent Facility Open



2025

2026

2027

2028

2029

2030

2031

2032

2033

2034

2035

42nd St

41st St

40th St

Javits Center

39th St

38th St

11th Ave

10th Ave

9th Ave

8th Ave

RAMPS

STAGING / STORAGE
"INTERIM TERMINAL"

Phase 1: 2025 – 2030
Contracts Awarded
Construction Underway

DECKOVERS /
NEW
GREEN SPACE

DECKOVERS /
NEW
GREEN SPACE

MAIN TERMINAL

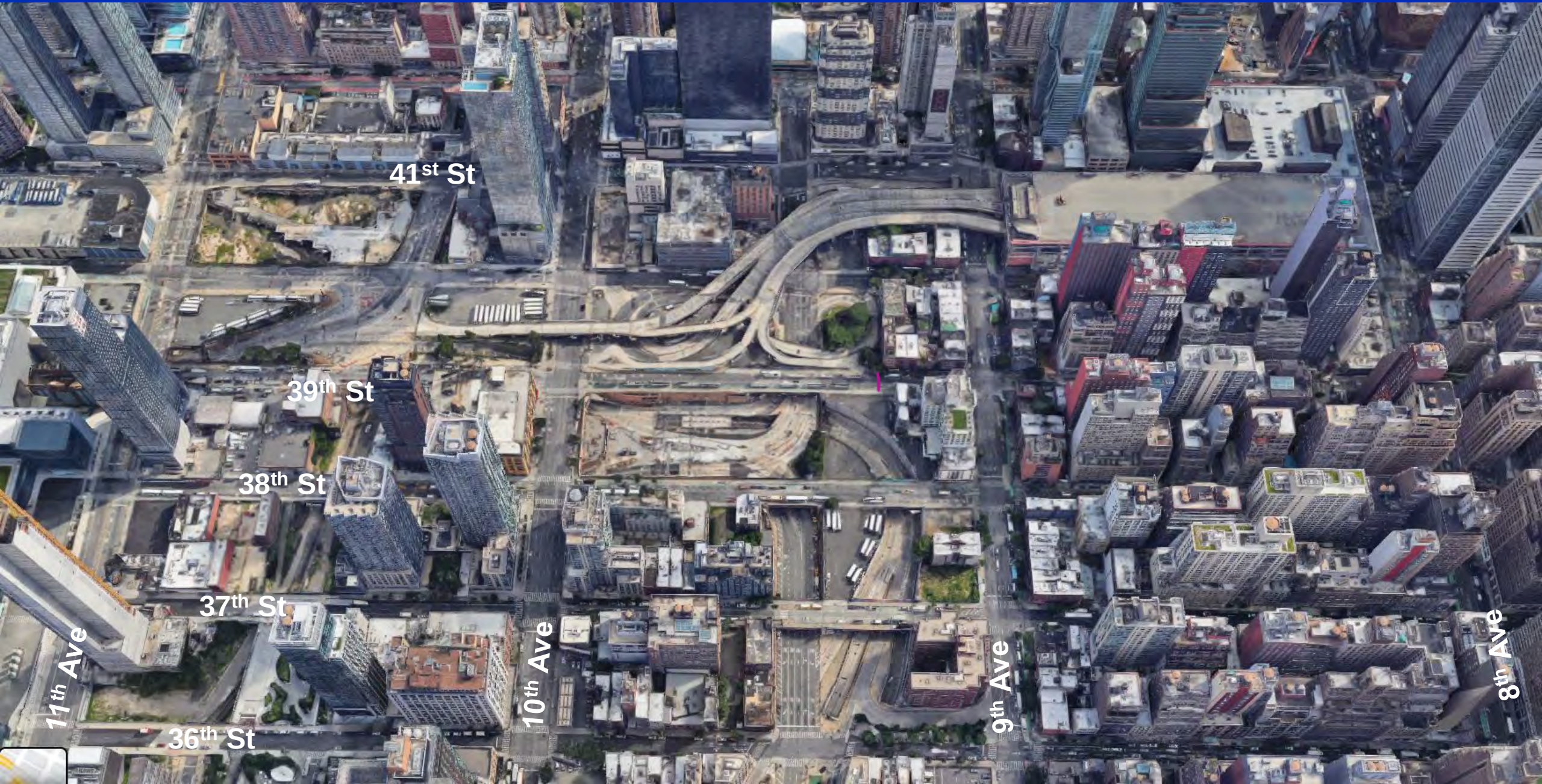
TOWER 1

TOWER 2

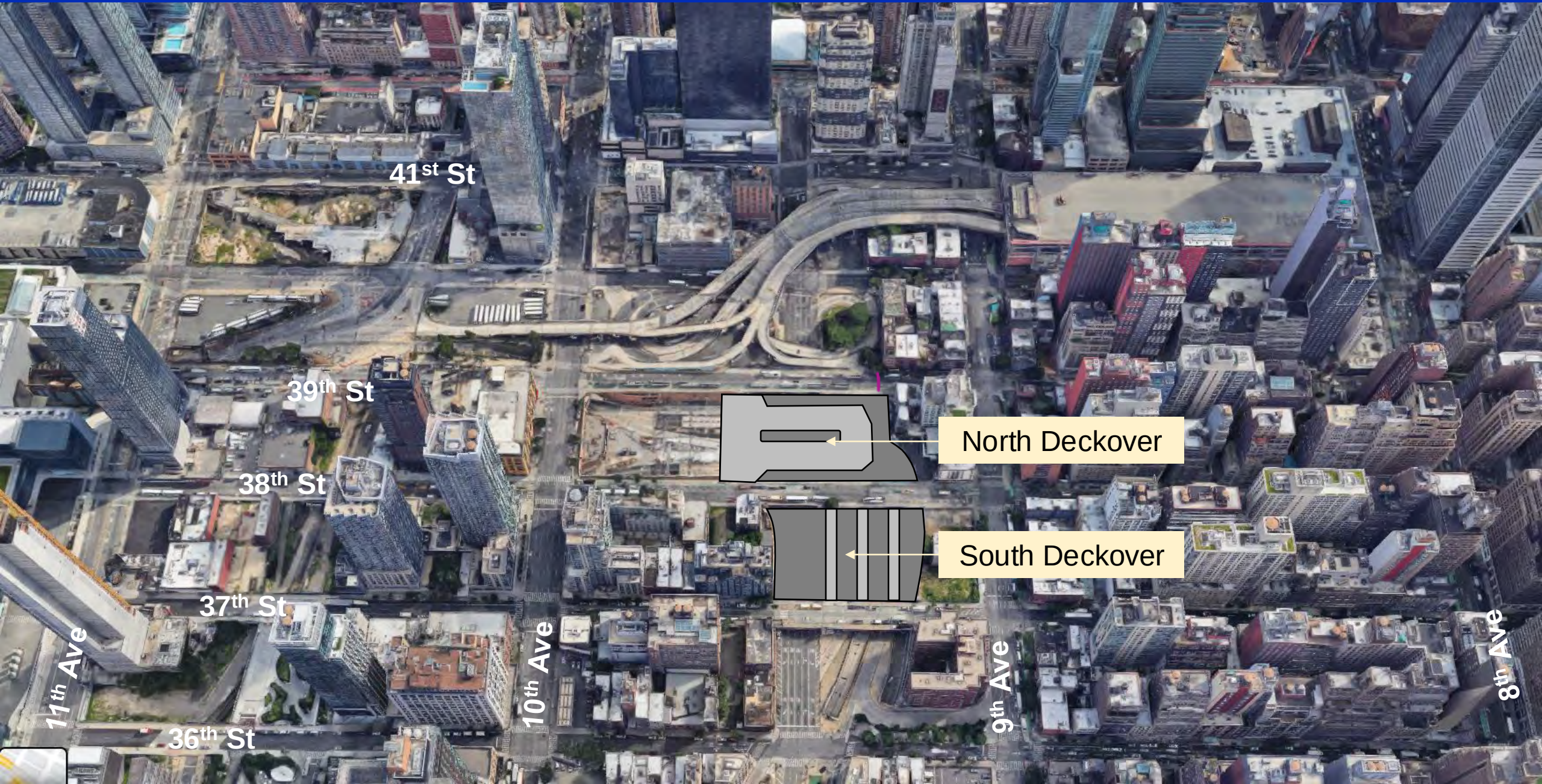
NY Times Building

Phase 2
2030 - 2035

Pre-Construction



Deckover Construction



Deckover Work Completed

4/14/2025



9/8/2026



Ramps & Temp Terminal Construction



Ramp Deconstruction Work Completed

3/19/2026



9/8/2026



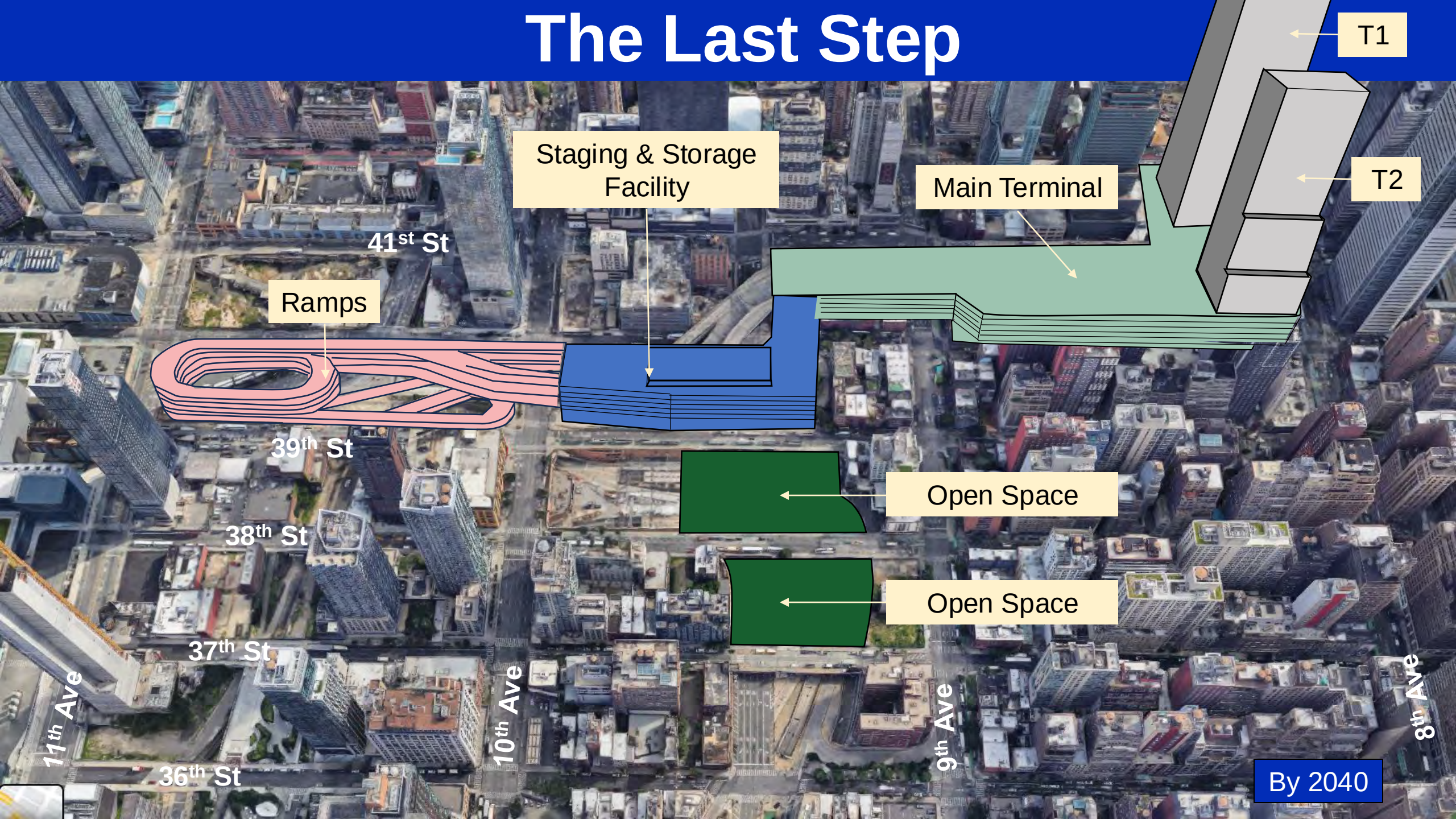
Interim Operations



Permanent Operation



The Last Step



T1

T2

Staging & Storage
Facility

Main Terminal

Ramps

Open Space

Open Space

By 2040

Thank you!

Questions?

8th Avenue & 41st Street - Today



8th Avenue & 41st Street - Tomorrow



8th Avenue & 40th Street - Tomorrow



40th Street - Today



40th Street - Tomorrow Community Facing Retail Street Activation



Dyer Plaza - Today



Staging & Storage Facility, Deck Overs at End State - Tomorrow





39th Street Looking West - Tomorrow



10th Avenue & 39th Street Looking North - Today



10th Avenue & 39th Street Looking North - Tomorrow

