

public to comment on the scope of the EIS. Representatives of the PANYNJ will be available during the poster session for informal comments and questions. Those wishing to speak are required to register at the meeting location before 2:30 p.m. or 6:30 p.m. Additional speakers will be invited until there are no more requesting to be heard. Subsequent opportunities will be announced on the Internet, by mail, and through other appropriate means, and will be conducted throughout the study area. Additional information may be obtained from the project's Web site: www.panynj.gov/PATHRestoration. Written comments on the scope of the EIS should be sent to the PANYNJ Project Manager by 5 p.m. eastern daylight time on October 29, 2003, at the address given under **ADDRESSES** below.

ADDRESSES: The public scoping meeting in New York will be held at Alexander Hamilton Custom House, One Bowling Green, New York, New York. The New Jersey Scoping Meeting will be held at Hudson County Administration Annex Freeholder's Chambers, Jersey City, New Jersey. Both locations are accessible by persons with disabilities. If language translation or signing is needed, please notify PANYNJ at (212) 435-5599 at least one week in advance of the meeting. Written comments will be accepted at the meeting or may be sent to the following address at any time during the scoping period: Mr. Anthony Cracchiolo, PANYNJ Priority Capital Programs, 115 Broadway, 5th Floor, New York, NY 10006. The scoping document may also be requested by writing to this address or by calling (212) 435-5599. Requests to be placed on the project's mailing list may also be made by calling this number or writing to the project address above.

FOR FURTHER INFORMATION CONTACT: Ms. Susan E. Schruth, Director, Lower Manhattan Recovery Office, Federal Transit Administration, One Bowling Green, Room 436, New York, NY 10004; Telephone: (212) 668-1770.

SUPPLEMENTARY INFORMATION:

I. Scoping

FTA and PANYNJ invite interested individuals, organizations, Federal, State, and local agencies to provide comments on the scope of the Permanent WTC PATH Terminal EIS. During the scoping process, comments should focus on specific social, economic, and/or environmental issues to be evaluated, and on suggesting reasonable alternatives that may be less costly or have fewer environmental impacts while addressing the purpose

and need for the project. To assist interested parties in formulating their comments, a scoping document has been prepared and is available on the PANYNJ Web site address noted above, or upon request from the PANYNJ representative identified above. The scoping information document includes the project's purpose and need, goals and objectives, a preliminary list of alternatives and a description of each, and environmental areas that will be addressed during the course of the study. An outline of the ongoing public participation effort is also contained in the information document and on the Internet site given above.

II. Description of the Project Area

PATH is a heavy-rail system that serves a total of 13 stations in New York and New Jersey. The terrorist attacks of September 11, 2001 (9/11), resulted in the destruction of the PATH Terminal at the World Trade Center. Prior to 9/11, PATH operated four routes, two of which terminated at the World Trade Center (WTC): Newark-WTC and Hoboken-WTC. In addition to providing direct service to Lower Manhattan from Newark, Jersey City, and Hoboken, intermodal connections along these routes allowed for transfers between PATH and New Jersey Transit (NJT) commuter rail, Newark city subway, New York City subways, trans-Hudson ferries, and the Hudson-Bergen Light Rail. Prior to 9/11, Lower Manhattan was the nation's third largest Central Business District with approximately 120 million square feet of office space. More than 388,000 employees worked in Lower Manhattan, 16 percent of whom commuted from New Jersey and other points west of the Hudson River. PATH served as the principal mode of travel for New Jersey's commuters to Lower Manhattan.

The WTC PATH Terminal was located within and beneath the WTC retail concourse on the western portion of the site. It provided a weatherproof connection to the WTC office towers and the World Financial Center. Street-level access served commuters traveling north, east, and south of the WTC site. Within the retail concourse, WTC PATH patrons could connect with subway stations on NYCT's 1/9, E, and N/R routes.

The WTC and its PATH Terminal were a major downtown destination for commuters and visitors. Patrons of the PATH system could easily access the WTC, World Financial Center, the Financial District, and the Civic Center. PATH served not only as the principal connection to Lower Manhattan for New Jersey's commuters but also as an

important link between Lower Manhattan and office centers in Jersey City, Newark, and Hoboken.

III. Problem Identification

Prior to 9/11, the WTC PATH Terminal provided the primary transit link to Lower Manhattan from New Jersey, serving local markets in Hudson and Essex counties and providing a key linkage for New Jersey Transit rail commuters on routes at major transit hubs at Penn Station Newark and Hoboken Terminal. The WTC PATH Terminal served over 67,000 PATH passengers daily and was operating near capacity during peak hours. This Terminal was destroyed during the 9/11 terrorist attacks.

Since 9/11, PANYNJ has undertaken projects to temporarily restore PATH service to Lower Manhattan and to stabilize below-grade portions of the WTC site. PANYNJ is currently constructing a temporary PATH station with Federal Emergency Management Agency (FEMA) funding. Scheduled to open in November 2003, the temporary station is located in the southeast portion of the WTC site and will provide four tracks and three platforms in a configuration to accommodate 8-car PATH trains. The station will provide pedestrian access through the eastern portion of the WTC site to Church Street. Although the temporary WTC PATH station will allow restoration of service, it will not fully restore the pedestrian connections or the capacity that previously existed at the WTC PATH Terminal. Moreover, the temporary station was designed and constructed to have only a short-term service life to serve the transportation need while more lasting decisions about the WTC site are being made. Without a permanent Terminal, there will not be an adequate transit link between Lower Manhattan and New Jersey when the temporary PATH station must be retired in several years.

IV. Purpose and Need for the Proposed Action

The Permanent WTC PATH Terminal is proposed to be a full service, regional transportation hub that will be integrated with the existing and future transportation infrastructure, WTC site development, and the surrounding area. The project is needed to reestablish and enhance transportation facilities and infrastructure that existed at the WTC complex prior to September 11, 2001, and to ensure the long-term accessibility and economic vitality of Lower Manhattan.