

Governor Phil Murphy

ICYMI: Project to Build a New Midtown Bus Terminal Takes Major Step Forward with Publication of Draft Environmental Impact Statement and Release of Revised Project Plan

02/2/2024

Publication of Draft Federal Environmental Review Triggers 45-Day Public Comment Period

Enhanced Plan for Midtown Bus Terminal Replacement Project Includes Permanent Closure of Portion of 41st Street between Eighth and Ninth Avenues to Create an Iconic Atrium Entrance

Revised Proposal Widely Supported by Local Elected Officials and Community Leaders

Meets Projected 2040-2050 Future Bus Passenger Demand; Includes New Facility for Bus Storage and Staging, Abundant Electric Bus Charging Stations, Community-Friendly Outwardly Facing Retail and New Ramps Between 10th and 11th Avenues

Replaces Outdated, Legacy Infrastructure with 21st Century Terminal with Two New and Additional Support Structures to Reduce Bus Congestion on Neighborhood Streets and Create New Publicly Accessible Open Space in Community

Project Will Create 6,000 Union Construction Jobs

Renderings and Photos are Available [Here](#)

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NEW YORK CITY – The Port Authority of New York and New Jersey on Thursday announced the publication by the Federal Transit Administration (FTA) of the draft environmental impact statement for the proposed Midtown Bus Terminal replacement and released revised project plans in response to feedback from key stakeholders, including commuters and the surrounding community.

The new Midtown Bus Terminal will replace the existing 73-year-old, functionally obsolete and rundown terminal with a long overdue world-class facility. Reliable and efficient bus service between New York and New Jersey is critical to the interconnected economies of both states, as hundreds of thousands of New Jersey residents work in New York City. The new terminal is designed to meet projected 2040-2050 commuter growth, provide a best-in-class customer experience that serves the region's 21st century public transportation needs, and enhance the surrounding community.

The \$10 billion world-class facility will include a new 2.1 million square foot main terminal, a separate storage and staging building and new ramps leading directly into and out of the Lincoln Tunnel. The revised project plan – including a proposal for the permanent closure of a portion of 41st Street between Eighth and Ninth avenues, a central main entrance, more street-level retail, and a multi-story indoor atrium and new public open space – will enhance both the commuter and community experience at the world's busiest bus terminal. The project is expected to create approximately 6,000 good-paying union construction jobs.

"Today marks an important milestone in our work to modernize our region's transportation infrastructure. The Midtown Bus Terminal is a fixture in many New Jerseyans' daily lives, helping them get into or out of New York City," **said New Jersey Gov. Phil Murphy**. "This project will ensure New Jersey commuters have access to safe, reliable public transit in a cutting-edge facility that balances our transportation needs with our environmental concerns."

"Millions of New Yorkers rely on the Midtown Bus Terminal every year, and this plan reflects a bold vision to make this facility a world-class transit hub," **said New York Gov. Kathy Hochul**. "Today we are advancing the revised project plan, which will create a more spacious and welcoming environment for passengers throughout the terminal."

"A magnificent new Midtown Bus Terminal cuts to the core of the Port Authority's mission by knitting together New Jersey and New York to create an even stronger, more economically vital and easily accessible region," **said Port Authority Chairman Kevin O'Toole**. "We are replacing what's been a commuters' nightmare for decades with what will be a beautiful, efficient new bus terminal that will be the world-class gateway our region deserves."

"Today we're taking a major step forward to transform what is the worst infrastructure eyesore in the nation and replace it with a best-in-class facility. The Port Authority's goal is to bring to the project the same perspective we have brought to our airport transformation projects. Transportation hubs are gateways; they symbolize the region to visitors and residents alike. The new bus terminal will be an inspiring gateway to the city that commuters will actually look forward to using, and that will serve also as an attractive asset to the surrounding community," **said Port Authority Executive Director Rick Cotton**. "We appreciate the hard work on the part of the Federal Transit Administration in carrying out the environmental review. And we look forward to completing our ongoing discussions to reach agreement with the city of New York on the contribution of the PILOT payments related to our commercial development as we work to secure funding for this critical project that will serve as an economic engine for decades to come."

The Port Authority's plan for the Midtown Bus Terminal replacement project outlined in the draft environmental impact statement reflects public feedback from extensive community outreach, including input from New York City, commuters, local community boards and elected officials in both states. The draft environmental impact statement has been prepared to permit construction of a full three-part building plan, which includes a main terminal, a storage and staging facility and new ramps directly into the Lincoln Tunnel that bring a wide array of community benefits, including:

[Back to top](#)

- Added capacity to allow curbside inter-city buses that currently pick up and drop off on city streets surrounding the bus terminal to move their operations inside the bus terminal and off the streets.
- The creation at the end of construction of 3.5 acres of publicly accessible green spaces on Port Authority property by decking over the currently below-grade Dyer Avenue “cut” and building open space on top of the new deck-overs.
- New concessions and retail amenities that will be accessible from the streets in the community as well as from inside the bus terminal.
- The construction of significantly improved and attractive facades, enhancing the visual quality of the new bus terminal to become an asset rather than an eyesore to the surrounding neighborhoods. This design includes an iconic atrium entrance on 41st Street and Eighth Avenue.

To deliver these enhancements (which have added to the cost of the project), the Port Authority is engaged in ongoing discussions with the city of New York to use a financing vehicle associated with plans for commercial development above the new terminal via contribution of payments in lieu of taxes (PILOTs), similar to what was done successfully in the building of the Moynihan Train Hall in Penn Station. The Port Authority is also well along in the application process of a federal Transportation Infrastructure Finance and Innovation Act (TIFIA) loan to support the project. The updated proposal and the Port Authority’s efforts to secure the needed funding have received overwhelming support from elected officials whose districts include the bus terminal, as well as from community leaders.

The new bus terminal will be built for the future and designed to be net-zero emissions, serving all-electric bus fleets and implementing 21st century technology at every turn. For instance, a world-class traffic management system — including sensor-based monitoring systems — will enable quicker, smoother movement of buses into and out of the new terminal and provide remote monitoring of bus engines to reduce breakdowns in express bus lanes. The building will also include visionary sustainability and resiliency measures, from LEED certification and clean construction to onsite renewable energy, zoned heating and cooling systems, and heat recovery and reuse technology. Community-friendly outward-facing local retail will benefit commuters and the community alike.

The Port Authority’s construction plan for the new bus terminal is being developed with input from carriers, customers, the local community, world-renowned engineering and construction experts, and innovative architectural and design firms. Current plans provide for a phased construction approach with the staging and bus storage facility to be built first, so that it can serve as a temporary terminal while the existing terminal is demolished and rebuilt. The proposal has eliminated the taking of private property as it would be built on existing Port Authority property stretching as far west as 11th Avenue.

The issuance of the draft environmental impact statement by the FTA, as part of the federal environmental review required under the National Environmental Policy Act, will be followed by a 45-day public comment period and public hearings. Following receipt of public comments, a final environmental impact statement will be prepared and published by the FTA. A decision on the proposal would follow in the form of a federal record of decision, which is targeted for later this year. The project is expected to be constructed in phases, with a temporary terminal and new ramps completed in 2028 and the new main terminal completed in 2032.

“We are one step closer to modernizing the world’s busiest bus terminal, to the benefit of the thousands of New Jersey commuters who rely on it every day,” said **U.S. Senator Cory Booker (New Jersey)**. “The Midtown Bus Terminal project is about rebuilding decades-old infrastructure to significantly improve commuter safety and reliability, as well as strengthen our regional economy and our public health.”

“Today marks a critical milestone in the Midtown Port Authority Bus Terminal replacement project to ensure any and all social, economic, and environmental impacts are assessed and communicated to commuters and communities in New Jersey and New York,” said **U.S. Sen. Robert Menendez (New Jersey)**. “New Jersey communities deserve state-of-the-art, 21st century infrastructure that provides safe and efficient access to their jobs and allows them to spend less time on the road and more time with their families. Modernization projects like this secure dependable infrastructure that supports large numbers of commuters and increases connectivity between economies on both sides of the river.”

“It has been a long, winding road to get today’s announcement. With the release of the draft environmental impact statement and revised project plan, we are taking a major step toward making the new Port Authority Bus Terminal a reality,” said **U.S. Rep. Jerrold Nadler (New York)**. “In the past, I have been critical of proposals that failed to consider community engagement. However, to its credit, the current leadership of the Port Authority listened to, engaged with, and heard from the Hell’s Kitchen community to revise their plans, incorporating their feedback. Gone is any proposal for the use of eminent domain. In its place is a thoughtful proposal to totally reimagine the bus terminal site and build a bus facility that removes all commuter and inter-city buses from Hell’s Kitchen’s streets. Not only will traffic and air quality improve, but the neighborhood will replace the eyesore of an outdated and deteriorating bus terminal with a modern, efficient transportation hub that meets the needs of both commuters and residents while contributing to the continued growth and success of New York City.”

“The Midtown Bus Terminal is a lifeblood artery for millions in New Jersey, middle- and working-class people who need to take the bus to and from work and to visit the Big Apple for a little fun,” said **U.S. Rep. Bill Pascrell Jr. (New Jersey)**. “The crumbling Midtown Bus Terminal is a living relic of the all-too-often disregarded interests of the commuters who rely on it. Making mass transit convenient and pleasurable is critical to mobility throughout our region. This announcement today is an important step towards the culmination to a shining new terminal in New York that all our neighbors can use with ease and pride. We’ve sure all waited long enough.”

“I am excited about the progress being made by the Port Authority in their \$10 billion project to improve commuter experiences across New York and New Jersey,” said **U.S. Rep. Bonnie Watson Coleman (New Jersey)**. “Thoughtful and efficient transit systems foster robust economic activity that helps families across our states prosper. The announcement of the draft environmental impact statement is an important step moving this project forward in a manner that is equitable and environmentally friendly.”

“After helping craft and pass the Bipartisan Infrastructure Bill, there’s nothing better than seeing the Midtown Bus Terminal move one step closer to clawing back federal investments and improving public transportation for commuters in New Jersey and across the region,” said **U.S. Rep. Josh Gottheimer (New Jersey)**. “These investments will help residents spend more time with their families by commuting on faster, more reliable infrastructure, create new jobs, and ensure Jersey’s economy is stronger and safer.”

“I am constantly working to improve quality of life and bring costs down for New Jersey families. Today’s announcement represents a major step towards reducing travel times and growing economic opportunities for New Jersey families by expanding capacity and efficiency at the Midtown Bus Terminal,” said **U.S. Rep. Mikie Sherrill (New Jersey)**. “Tens of thousands of New Jerseyans take commuter buses to get to work in New York City every day, but the existing terminal is now functionally obsolete and doesn’t have enough capacity to meet demand – causing congestion and delays for my constituents. I applaud the Port Authority’s efforts to expand access in and out of the city through this proposed Midtown Bus Terminal project while also prioritizing environmental impact and feedback from the community.”

“New Jersey commuters deserve a new Midtown Bus Terminal,” said **U.S. Rep. Rob Menendez (New Jersey)**. “This project was a priority of mine when I

served as a Port Authority commissioner, and it remains a major priority of mine in Congress. The release of the draft environmental impact statement for the new Midtown Bus Terminal is a major step towards improving the commuting experience and delivering a world-class facility for the more than 190,000 passengers who utilize the existing bus terminal on a daily basis."

"This is an important step forward for a project that will be an enormous benefit for New Jersey commuters and the state's economy," said **New Jersey State Senate President Nick Scutari**. "A new, world-class bus terminal that supports reliable service will be a key part of a transportation system that connects the economies of New York City and the Garden State. This is a modern facility that will help serve the transportation needs of the bi-state region well into the 21st century."

"This will be transformative for commuters and our economy," said **New Jersey State General Assembly Speaker Craig Coughlin**. "I applaud the PANYNJ for prioritizing this project for the thousands of north and central Jersey commuters who rely on this facility every day. Investments in our transportation infrastructure will pay dividends for generations to come."

"The latest announcement of the new Midtown Bus Terminal is great news for New Jerseyans and another step in the right direction for our vital transit system," said **New Jersey State Sen. Kristin Corrado**. "As many of my constituents in the 40th District commute to New York City using the bus terminal, I am happy to see this project moving along to provide a better experience for everyone involved."

"Over 200,000 people travel through the Midtown Bus Terminal every weekday, yet it has not undergone a major expansion in over 40 years," said **New York State Sen. Brad Hoylman-Sigal**. "It's time for New York City officials to come to an agreement with The Port Authority of New York and New Jersey so we can finally move forward on the much-needed renovations to the terminal. The new bus terminal will not only enhance the commuting experience, it will improve the entire area surrounding the terminal by creating separate waiting areas for buses, safer streets for pedestrians, and more green space for all to enjoy. After tomorrow's draft of environmental impact statement is released, there will be a 45-day period where members of the public can comment. I encourage any of my constituents who regularly frequent the Port Authority and have opinions on this project to make your voices heard."

"This is one of the most important Port Authority projects for the people of my district and I am glad to see it continue to move forward," said **New Jersey State Sen. Gordon M. Johnson**. "Governmental steps like this may make the project feel sluggish, but environmental impact studies and public comment are crucial to ensuring the finished project will be something we can all be proud of. I look forward to seeing how the coming months will shape the future of the new, desperately needed bus terminal."

"This announcement is a momentous action for the shared economies of New York and New Jersey, and a win for commuters," said **New Jersey State Sen. John McKeon**. "It is essential that we encourage the use of buses to travel with a modern, top-notch facility that is both functional and inviting. Our commuters deserve a pleasant experience, and I commend the Port Authority for taking this step."

"The Midtown Bus Terminal is a vital link between New Jersey and New York City, and its replacement is long overdue," said **New Jersey State Sen. Angela McKnight**. "These enhancements will not only improve the commuter experience but will expand our mass transit capabilities, helping to secure our economic and energy efficient future."

"This marks a crucial milestone that will propel the project into the next phase of modernizing its facility and enhancing reliability for riders," said **New Jersey State Senate Majority Leader M. Teresa Ruiz**. "New Jersey commuters deserve a top-tier bus terminal, reflective of one of the biggest economic centers in the world."

"Our public transit system is a lifeblood for our economy, and I am excited to see this next step in the development of the new Midtown Bus Terminal," said **New Jersey State Sen. Holly Schepisi**. "I look forward to this much needed upgrade and the improvement it will have on the commuting lives of Bergen County residents as well as all New Jerseyans."

"The Midtown Bus Terminal has been an eyesore for years. On top of its appearance, it also doesn't function well; it is difficult to navigate for passengers while simultaneously clogging the streets with bus traffic," said **New York State Assemblymember Tony Simone**. "We need a new bus terminal in Manhattan, and the Port Authority has taken into account the needs of the community in Midtown when designing this plan that will get minimize congestion from buses, improve the streetscape, and elevate the passenger experience. I am glad to see the plan move forward with such strong support from the community."

"The new Midtown Bus Terminal is a long-awaited and much-needed upgrade to our outdated facility," said **New Jersey State Sen. Brian P. Stack**. "With reliable and efficient bus service between New York and New Jersey being crucial to our interconnected economies, this world-class terminal will not only meet the projected commuter growth but also provide a top-notch customer experience for the 21st century. Additionally, it will greatly benefit the surrounding community. With a \$10 billion investment, the facility will feature a new main terminal, separate storage and staging areas, as well as enhanced amenities such as street-level retail, a multi-story indoor atrium, and new public open space. This project will truly transform the world's busiest bus terminal and improve the lives of countless commuters and residents alike."

"Today's announcement marks an exciting new phase in the redevelopment of the Midtown Bus Terminal, thanks to the combined efforts of the Port Authority, elected officials, Community Board 4, and other community leaders," said **Manhattan Borough President Mark Levine**. "The release of the draft environmental impact statement and the beginning of scoping brings the opportunity for further community engagement and moves the project forward in a way that is responsive to the community's concerns about congestion, air quality and the neighborhood's streetscapes. I look forward to ultimately having a new bus terminal in Manhattan that will improve the experience of commuters and local residents, bring new retail opportunities to the area and alleviate bus congestion on the streets."

"New York City's transportation network relies on the Midtown Bus Terminal, but its outdated infrastructure cannot keep up with growing demand," said **New York City Councilman Erik Bottcher**. "A new community-driven terminal presents a tremendous opportunity to enhance our vital transportation hub, boost the economy, and improve environmental health on the West Side. I want to thank the leadership at the Port Authority and CB4 for their close partnership as well as my colleagues in government for their continued advocacy for a new 21st century bus terminal."

"Our neighborhood has been overwhelmed by commuter and long-distance buses for decades. For too long, the bus terminal and its roads have been dividing lines in Hell's Kitchen, separating communities and making life difficult for residents. It is encouraging that the Port Authority is making an investment to this important mass transit hub and taking steps to begin to restitch Hell's Kitchen back together," said **Jessica Chait, chair of Manhattan Community Board 4**. "We join you all in commemorating this milestone. To be clear, there remain many issues that must still be worked out. MCB4 looks forward to lifting up the voices and experiences of residents as well as local businesses and community stakeholders to resolve those issues which have long plagued our streets and our air. It's an exciting and transformative opportunity that we must get right. We look forward to working with the Port Authority and the community to further refine and improve the proposed plan."

"The Midtown Bus Terminal Replacement Plan represents yet another critical, large-scale infrastructure project that will fuel New York's economy, all while creating thousands of family-sustaining union careers for hardworking people," said **Gary LaBarbera, president of the Building and Construction Trades Council of Greater New York**. "Moving forward with this project will contribute to a new era of fully modernized transportation hubs in New York and help enable our tradesmen and tradeswomen to pursue an accessible pathway to the middle class. We look forward to seeing this initiative progress and achieve its full potential."

"RPA is thrilled to see the advancement of the Midtown Bus Terminal overhaul, having engaged with the Port Authority on potential alternatives for the project for many years," said **Tom Wright, president & CEO of the Regional Plan Association (RPA)**. "More than just transporting people, the bus terminal serves as an engine that can boost the economic vitality and competitiveness of the entire region, and we are pleased to see a vision for the project that will create a civic destination that also serves as an urban hub. Congratulations to Governor Murphy, Governor Hochul, Mayor Adams, and the Port Authority for reaching today's crucial milestone. We look forward to advocating for this project's completion for years to come."

"The Midtown Bus Terminal Replacement Program is an essential investment to ensure that New York has the infrastructure New Yorkers can rely on, and making sure it is modern, resilient, accessible and safe," said **Carlo A. Scissura, president and CEO of the NY Building Congress**. "Today's release of the draft environmental impact statement and the revised project plan marks a major milestone in building the Midtown Bus Terminal that New Yorkers and visitors deserve, helping improve the community's quality of life and meet future passenger demand. These are the kinds of investments that help our city keep moving toward our goal of a more equitable and better-connected New York."

"Investing in our transit infrastructure means investing in the long-term economic health of our City and region," said **James Whelan, president of the Real Estate Board of New York (REBNY)**. "We are pleased to see continued progress on the path to a new Midtown Bus Terminal and look forward to supporting this important project every step of the way."

"The new Midtown Bus Terminal is long overdue," said **Robert J. Benfatto, president of the Hudson Yards Hell's Kitchen Alliance (HYHK)**. "We at the Hudson Yards Hell's Kitchen Alliance anxiously await the improved ramping system and the ability to get buses off our local streets. The new street-facing retail and public spaces will significantly improve the immediate area. We applaud the Port Authority for its engagement with community stakeholders and look forward to a new facility that meets the transit needs of midtown with careful consideration for its neighbors in Hell's Kitchen."

"STA commends the Port Authority in reaching this monumental next phase in the project to replace the Midtown Bus Terminal," said **Felice Farber, executive director of the Subcontractors Trade Association (STA)**. "This project will be transformational for the hundreds of thousands of daily riders by improving pedestrian access and safety, increasing connectivity and walkability in the central business district, improving air quality, and reducing bus congestion in the neighboring streets."

About the Midtown Bus Terminal:

The world's busiest bus terminal opened in 1950, after the mayor of New York City requested the Port Authority to consolidate eight separate, smaller bus terminals throughout Midtown Manhattan in order to relieve street congestion. As the regional population grew and expanded geographically, the Port Authority expanded the terminal's capacity in 1963 by converting previous parking space to a fourth level of bus operations and adding three new levels of public parking for 1,000 cars. By 1966, the terminal served nearly 69 million passengers, once again requiring increased bus capacity. In 1970, the Port Authority constructed a 2-mile exclusive bus lane (XBL) on the New Jersey route 495 approach to the Lincoln Tunnel, giving buses faster access directly to the bus terminal and saving commuters up to 20 minutes. In 1981, the Port Authority expanded the bus terminal's capacity by 50 percent with a new North Wing extension to 42nd Street and the diagonal girder façade now familiar to bus riders. The current facility spans 1.9 million square feet as the nation's largest bus terminal and the world's busiest. Individual carriers, the largest of which is NJ Transit, serve routes for daily commuters throughout New Jersey, eastern Pennsylvania, and the lower Hudson Valley, as well as provide intercity services to and from locations such as upstate New York, New England, the Mid-Atlantic and Canada. Prior to the COVID-19 pandemic, the bus terminal served an estimated 125,000 departing passenger trips on an average weekday. As of 2023, the terminal served approximately 98,000 average weekday passengers. For more information on the replacement project, including the FTA draft environmental impact statement, visit: <http://www.PABTreplacement.com> ([https://urldefense.com/v3/https://t.e2ma.net/click/zw1g1k/nrddit/nvs3n7_!!J30X0ZrnC1oQtbA!0oijtSWsNAfgP71uUm7veX0pEp7TGdaqesWbxk8qvzdzqlyu-wpG4_IRI9dPD2-dKctyMhuawJVrDTCbku3qk4ukNGRTM\\$](https://urldefense.com/v3/https://t.e2ma.net/click/zw1g1k/nrddit/nvs3n7_!!J30X0ZrnC1oQtbA!0oijtSWsNAfgP71uUm7veX0pEp7TGdaqesWbxk8qvzdzqlyu-wpG4_IRI9dPD2-dKctyMhuawJVrDTCbku3qk4ukNGRTM$)).

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[Home \(/governor/\)](#)

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[Economy & Jobs \(/governor/initiatives/#Economy\)](/governor/initiatives/#Economy)

[Education \(/governor/initiatives/#Education\)](/governor/initiatives/#Education)

[Environment \(/governor/initiatives/#Environment\)](/governor/initiatives/#Environment)

[Health \(/governor/initiatives/#Health\)](/governor/initiatives/#Health)

[Law & Justice \(/governor/initiatives/#Justice\)](/governor/initiatives/#Justice)

[Transportation \(/governor/initiatives/#Transportation\)](/governor/initiatives/#Transportation)

News & Events

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[Executive Orders \(/infobank/eo/056murphy/approved/eo_archive.html\)](/infobank/eo/056murphy/approved/eo_archive.html)

[Administrative Orders \(/governor/news/ao/approved/ao_archive.shtml\)](/governor/news/ao/approved/ao_archive.shtml)

[Direct Appointments \(/governor/news/appointments\)](/governor/news/appointments)

[Advice and Consent Appointments \(/governor/news/acappointments\)](/governor/news/acappointments)

[Statements on Legislation \(/governor/news/statements/approved/statements_archive.shtml\)](/governor/news/statements/approved/statements_archive.shtml)

[Administration Reports \(/governor/news/adminreports/approved/archive.shtml\)](/governor/news/adminreports/approved/archive.shtml)

[Transition Reports \(/governor/news/reports/approved/reports_archive.shtml\)](/governor/news/reports/approved/reports_archive.shtml)

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