

City of Philadelphia



Council of the City of Philadelphia
Office of the Chief Clerk
Room 402, City Hall
Philadelphia

(Resolution No. 250109)

RESOLUTION

Authorizing the Council Committee on Transportation and Public Utilities to hold hearings to investigate the potential locations of new intercity bus terminals in the City of Philadelphia

WHEREAS, Since the 1920s Philadelphia has been a critical hub for intercity bus service to entertainment gateways in South Jersey, most notably Atlantic City and Cape May, as well as other parts of Pennsylvania including the Lehigh Valley. Both national carriers such as Greyhound as well as state transportation authorities such as NJ Transit and DART have operated motorcoaches back and forth between Philadelphia and other destinations in the Mid-Atlantic region; and

WHEREAS, With the closure of the Greyhound Bus Terminal at 13th-Filbert in Chinatown, Philadelphia now lacks a publicly owned, brick-and-mortar intercity bus terminal offering seating, bathrooms, ticket offices and other amenities servicing intercity bus companies like Greyhound and Megabus. Bus service from Greyhound, Peter Pan, and other bus companies have since been rotating to various garages and lots across the city to significant public consternation, with voices in Old City and Northern Liberties being the loudest opponents; and

WHEREAS, Meanwhile, cities along the Northeast Corridor such as Boston, Baltimore, and New York City have multiple bus terminals spread throughout the city providing access to different central business districts, bridges, tunnels, and highways serving different routes to different cities. Manhattan's Port Authority Bus Terminal carries 250,000 daily passengers, while its uptown cousin the George Washington Bridge Bus Station grants 20,000 daily passengers access to connectivity to Bergen County, New Jersey and the Bronx; and

WHEREAS, Intercity bus terminals often serve as commercial and retail hubs for passengers in transit. Were Philadelphia to build and expand more of them in places such as North Philadelphia, University City, Northeast Philadelphia, and Northwest Philadelphia, they could provide jobs to residents in distressed communities as well as function as hubs of connectivity that make it easier for passengers to connect to different modes of transit; and

City of Philadelphia

RESOLUTION NO. 250109 continued

WHEREAS, The city's transit plan, Philadelphia 2045, endorses calls for the construction of an intercity bus terminal at 30th Street Station, which used to have a nearby pickup point for Megabus and which Amtrak utilizes for its Thruway Service. Amtrak has similarly proposed a new bus terminal at 29th-Arch next to 30th Street Station, which sits at the intersection of numerous transit connections; and

WHEREAS, The construction of a network of modern intercity bus terminals would represent a critical investment in Philadelphia's transit-orientation, connecting Philadelphia to the rest of the region and providing working class Philadelphians with accessible transit options; now, therefore, be it

RESOLVED, BY THE COUNCIL OF THE CITY OF PHILADELPHIA, That the Committee on Transportation and Public Utilities is hereby authorized to hold hearings regarding the potential location of new intercity bus terminals in the City of Philadelphia.

City of Philadelphia

RESOLUTION NO. 250109 continued

CERTIFICATION: This is a true and correct copy of the original Resolution, Adopted by the Council of the City of Philadelphia on the thirteenth day of February, 2025.

Kenyatta Johnson
PRESIDENT OF THE COUNCIL

Elizabeth McCollum
CHIEF CLERK OF THE COUNCIL

Introduced by: Councilmember Young

Sponsored by: Councilmember Young, Council President Johnson,
Councilmembers Ahmad, Bass, Brooks, Driscoll, Gauthier,
Gilmore Richardson, Jones, Landau, Lozada, O'Neill,
O'Rourke, Phillips, Squilla and Thomas