

NEW YORK METROPOLITAN TRANSPORTATION COUNCIL

Adam S. Levine, P.E., AICP
Executive Director

PROGRAM, FINANCE, AND ADMINISTRATION COMMITTEE (PFAC)

RESOLUTION #576

AMENDMENT TO THE FEDERAL FISCAL YEARS (FFYs) 2022-2050 REGIONAL TRANSPORTATION PLAN TO ADD THE MIDTOWN BUS TERMINAL REPLACEMENT PROJECT AS A MAJOR METROPOLITAN TRANSPORTATION INVESTMENT

WHEREAS, the New York Metropolitan Transportation Council (NYMTC) is the metropolitan planning organization for New York City, Long Island and the lower Hudson Valley; and

WHEREAS, pursuant to 23 CFR 450.324, NYMTC is responsible for the development of a Regional Transportation Plan for New York City, Long Island and the lower Hudson Valley; and

WHEREAS, NYMTC's current FFYs 2022-2050 Plan, entitled *Moving Forward*, was adopted by the Council on September 9, 2021, having addressed all federal planning requirements set forth in 23 CFR 450.324; and

WHEREAS the Plan's fiscally constrained element includes all projects and strategies proposed for funding under Title 23 U.S.C., Title 49 U.S.C. Chapter 53 or with other Federal funds; State Assistance; local sources; and private participation; and

WHEREAS per 23 CFR 450.324 (f)(11)(v), *Moving Forward* includes additional projects that would be included in the adopted transportation plan if additional resources beyond those identified in the financial plan were to become available (i.e., vision element); and

WHEREAS the vision element includes, for illustrative purposes, additional projects, programs, concepts, strategies, as well as future study areas and emphasis areas; and

WHEREAS, following interagency consultations, the Midtown Bus Terminal Replacement Project is to be moved from the Plan's vision element to its fiscally constrained element as a major metropolitan transportation investment; and

WHEREAS the Statement of Approach for the Midtown Bus Terminal Replacement Project, as shown in Attachment 1, describes the project and its proposed cost and financing; and

WHEREAS, given the nature of the proposed financing, the Plan's fiscal constraint will be maintained as required to establish project eligibility for federal funding.

NOW, THEREFORE, BE IT RESOLVED, that PFAC amends the FFYs 2022-2050 Plan to include the Midtown Bus Terminal Replacement Project as a major metropolitan transportation investment in its fiscally constrained element.

This resolution shall take effect on the eighteenth day of April, two thousand and twenty-four.

ADOPTION: April 18, 2024

"I hereby certify that the above is a true copy of Resolution #576, Amendments to Federal Fiscal Years 2022-2050 Regional Transportation Plan to Add the Midtown Bus Terminal Replacement Project as a Major Metropolitan Transportation Investment, and was motioned by Craig Lader, representing the Mid-Hudson South Transportation Coordinating Committee, and seconded by Christopher Chatterton, representing the Nassau/Suffolk Transportation Coordinating Committee. This Resolution was adopted and passed unanimously."


Debra Nelson, PFAC Chair

Attachment #1
Resolution #576

Project Name: Midtown Bus Terminal Replacement	
Sponsoring Agency: Port Authority of New York and New Jersey (PANYNJ)	
Purpose & Need: 1. Address the future of an aging and obsolete facility; 2. Meet forecasted year 2040 bus ridership for trans-Hudson commuters and intercity bus passengers for services projected to be operating within the PABT; 3. Improve bus storage and staging to reduce bus idling, relieve on-street congestion, and improve bus network reliability; 4. Update the technology and equipment of the PABT and modernize services and amenities for bus passengers using the facility.	
Project Description: PANYNJ proposes to replace the existing PABT in Manhattan, New York, with a new Main Terminal, SSF (also referred to as the West Adjunct in the Final NEPA Scoping Information Packet), and associated ramp infrastructure (the ‘Replacement Facility’), accompanied by private development to assist in funding the project. To accommodate the new Main Terminal, a portion of West 41st Street between Eighth and Ninth Avenues would be permanently closed. Two decks over below-grade portions of Dyer Avenue and the Lincoln Tunnel Expressway would be constructed to facilitate construction-period bus operations. These “Dyer Deck-Overs” would be converted to publicly accessible open space following completion of the Replacement Facility. The Replacement Facility, private development, and conversion of the Dyer Deck-Overs to publicly accessible open space are collectively referred to as the “Proposed Project”	
Alternatives Considered: 13 alternatives for a potential redevelopment / replacement facility were considered, as listed below; a modified version of Alternative #3 (Build-in-Place) was selected.	
1.	Arcadis D&D Ninth Avenue (midblock to Dyer)
2.	Archillier D&D Ninth Avenue (midblock to Dyer)
3.	Build-in-Place Eighth Avenue
4.	Combined Galvin & Dyer MBMP Concept 3
5.	Galvin Only MBMP Concept 5
6.	HTC D&D Below grade at Eighth Avenue
7.	NJ Terminal w/ Bus Shuttle Terminal at Ninth Avenue
8.	Pelli Clarke Pelli D&D Ninth Avenue
9.	Perkins Eastman D&D Eleventh Avenue (Javits Center)
10.	RPA Split Operations Eleventh Avenue (Javits)/Eighth Avenue
11.	Westward Expansion from South Wing MBMP Concept 1

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Resolution #576**

12.	Westward Expansion of Shifted South Wing with Dyer Storage MBMP Concept 4	
13.	Westward Expansion of Shifted South Wing with Galvin Storage MBMP Concept 2	
EJ-Environmental-Historic Preservation Implications: The Proposed Project is not anticipated to have a disparate outcome with negative / adverse impacts or effects to environmental justice populations. The Proposed Project is anticipated to have adverse effects on five (5) historic properties:		
Historic Resource		Effects
Lincoln Tunnel North Tube Entry Portal: Light Tower & Masonry Walls		Direct Effect from Removal
McGraw-Hill Building		Direct Effect from Shadows & Terminal Obstruction
Paddy's Market Historic District (Metro Baptist Church)		Direct Effect from Shadows
Holy Cross Roman Catholic Church Complex		Direct Effect from Shadows
St. Raphael Roman Catholic Church & Rectory		Direct Effect from Shadows
Other Information:		
Total Projected Cost (\$M): \$10,000 Anticipated Fund Sources: PANYNJ Capital Plan, federal loan(s) (TIFIA), revenue generate by sale of development rights / payment in lieu of taxes (PILOT) payments. Projected Completion Year: Phase 1: Ramps, Storage & Staging Facility, Dyer deck-overs (for interim bus operations) – 2028 Phase 2: Demolition of existing PABT, construction of new Main Terminal – 2032 Phase 3: Construction of private development and conversion of Dyer deck-overs into publicly accessible space – est. by 2040		