



CITY OF NEW YORK
MANHATTAN COMMUNITY BOARD FOUR

630 9th Avenue, Suite 208
New York, NY 10036

tel: 212-736-4536
www.nyc.gov/mcb4

LESLIE BOGHOSIAN MURPHY
Chair

JESSE R. BODINE
District Manager

April 7, 2026

Kathryn Garcia
CEO
Port Authority of New York & New Jersey
4 World Trade Center
150 Greenwich Street
New York, NY 10007

Lisa Garcia
Commissioner
NYC Department of Environmental Protection
59-17 Junction Boulevard
Flushing, NY 11373

Re: Midtown Bus Terminal Replacement Construction Impacts and Mitigation Strategies

Dear CEO Garcia & Commissioner Garcia,

Congratulations on your recent appointment as CEO of the Port Authority of New York and New Jersey (PANYNJ). Manhattan Community Board 4 (MCB4) looks forward to collaborating with you.

MCB4, being a consulting agency on the Port Authority Bus Terminal Replacement Project (PABTR), has a great working relationship with the PABTR team. Through biweekly working group discussions, our strong engagement with your team has produced numerous excellent results and served as a model for other significant projects in New York City.

Unfortunately, with Phase I of the project started (building of the decks over Dyer Avenue and the demolishing of the ramps), one issue that has become a priority is the noise and hours of construction. The current construction schedule is five days a week, including overnight, from 11:30 PM to 5:00 AM.

As you may know, one month ago PANYNJ held a community meeting that many residents attended to complain about the noise and hours of construction. While the noise related to demolition has somewhat abated, today, one month after this meeting, the noise situation related to drilling remains unresolved with no improvements or changes in operations. The number of tenants complaining is increasing. More recently, numerous tenants attended the MCB4 Transportation Planning Committee on March 18th to report on excessive vibration and noise in their homes. As reported by some residents, they have begun using social media to complain about the noise, while others are requesting that their landlords terminate their leases.

The Final Environmental Impact Statement

The Final Environmental Impact Statement states that this type of loud work (foundation and demolition) will stretch approximately seven years: 13 months for the deck overs, 22 months for the ramps, 23 months for the SSF, and 28 months for the main terminal.

In Appendix B7 of the FEIS, PANYNJ lays out a number of commitments regarding the mitigation of construction noise and hours.

“PANYNJ does not request approval from DEP for night or weekend work but instead develops its plans consistent with DEP noise codes. Appropriate consultation with DEP and notifications to proximate residents or businesses with respect to necessary work outside of normal construction hours would be undertaken. The numbers of workers and pieces of equipment in operation for evening and weekend work would be limited as practicable. Therefore, the level and intensity of activity for evening and weekend work would typically be less than a normal workday.”

The construction schedule assumes five workdays per week with two 8-hour shifts (the day shift from 7:00 a.m. to 3:00 p.m. and the night shift from 3:00 p.m. to 11:00 p.m.) and one eight-hour overnight shift (from 11:00 p.m. to 7:00 a.m.) on an as-needed basis. The overnight shift work would be to complete activities that require lane closures of streets, including Tenth Avenue, Dyer Avenue, and West 40th Street. Specifically, due to the proximity of the existing ramp alignments over these roadways, the proposed demolition of the existing ramp and the installation of steel infrastructure for the new ramp would require lane closures for excavation, crane positioning, and concreting activities. Appropriate consultation with NYC DOT and NYC DEP would occur for any nighttime work.”

During construction of the Dyer Deck-Overs, shoulder lanes would be closed on Dyer Avenue South and the Lincoln Tunnel Expressway for installation of drilled foundation elements on both sides of the southbound and northbound approaches on Dyer Avenue. While construction of the foundation would avoid lane closures, installation of steel girders would require full closures of these affected roadways listed above during overnight hours. Construction would be coordinated to ensure that Dyer Avenue South and the Lincoln Tunnel Expressway would not be closed at the same time.

The activity has been very different, which is to be expected but not to such an extent.

Unfortunately, with the current operation, the activity at night is much more intense than day activity since 100% of the activities that require lane closure of the Lincoln Tunnel are performed overnight. Further, the Lincoln Tunnel shoulders have not been closed during the day to allow more daytime activity. And, as reported, the adjacent community was not notified of the extent of the overnight work.

Recommendations

MCB4 recognizes that the PABTR project is special since it calls for the construction of significant infrastructure over three lengthy blocks of the city, in close proximity to a residential area with thousands of people living in both new high-rises and old homes and tenements. In several instances, the work is just six feet from the windows of homes and businesses.

MCB4 does not advocate for the project to be postponed or extended past the 10-year timeframe; however, MCB4 believes the negative impact the current method of operation will have on the residential community will be excessive, unhealthy, and detrimental to both quality of life in the neighborhood and the future of this project.

MCB4 has experience with large-scale projects. Two of the most recent are the Manhattan West Project and the Eastern Rail Yard. Both of these projects had overwhelming complaints about construction-related noise and hours of operation. After working with the community and the city agencies, a myriad of solutions was operationalized. Including, but not limited to, cocooning the construction site, funding noise-dampening windows for nearby residents, limiting hours of operation, and additional enhanced noise mitigation measures.

Similarly, MCB4 at its March 31st Full Board meeting, by a vote of 37 in favor, 0 opposed, 0 abstaining, and 0 present but not eligible, requests the following of PANYNJ:

- PANYNJ explores any and all construction mitigation measures that have been successful for other PANYNJ projects, even those that might have an impact on project

budgets and facilities operations. Utilize the contingencies and mitigation funds that were included in the budget of this project as soon as possible.

- PANYNJ adheres to the Final Environmental Impact Statement (FEIS) plan and drastically cuts back on the frequency and length of overnight construction activity and lowers noise and vibration levels in accordance with DEP and NYC noise rules.
- PANYNJ reviews and revises the placement of sound-measuring devices: there are none in front of noise-sensitive residential buildings like the Mayberry and Covenant Houses.
- Provide the community with all project-related exceedance measurements to date and the noise mitigation plan compliance that you shared with DEP.
- Finally, once a plan is created, meet with MCB4 and the elected offices to inform us of the progress and how this issue is being mitigated.

This can be resolved. We look forward to working with you and your team.

Respectfully,



Leslie Boghosian-Murphy
Chair
Manhattan
Community Board 4



Christine Berthet
Co-Chair
Transportation Planning
Committee



Jesse Greenwald
Co-Chair
Transportation Planning
Committee

cc: Hon. Erik Bottcher, NYS Senator
Hon. Julie Menin, Speaker, NYC Council
Hon. Brad Hoylman-Sigal, Manhattan Borough President