

SECOND AVENUE SUBWAY
IN THE
BOROUGH OF MANHATTAN
NEW YORK COUNTY, NEW YORK

FINAL ENVIRONMENTAL IMPACT STATEMENT

AND

FINAL SECTION 4(f) AND SECTION 6(f) EVALUATION

PREPARED PURSUANT TO:

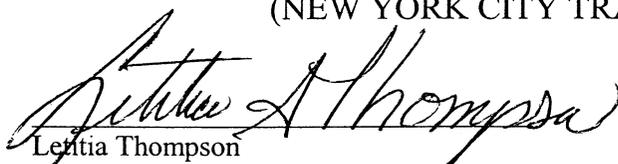
National Environmental Policy Act of 1969, §102 (42 U.S.C. §4332); Federal Transit Law (49 U.S.C. §5301(e), §5323(b) and §5324(b)); 49 U.S.C. §303 (formerly Department of Transportation Act of 1966, §4(f)); National Historic Preservation Act of 1966, §106 (16 U.S.C. §470f); Executive Order 11990 (Protection of Wetlands); Land & Water Conservation Fund Act (16 U.S.C. §§ 4601-4 to 4601-11, formerly Section 6(f)(3) of Public Law 88-578 of 1962); Executive Order 11988 (Floodplain Management); Executive Order 12898 (Environmental Justice); and all applicable laws, regulations, orders, and guidelines.

by the

FEDERAL TRANSIT ADMINISTRATION
U.S. DEPARTMENT OF TRANSPORTATION

and the

MTA NEW YORK CITY TRANSIT
(NEW YORK CITY TRANSIT AUTHORITY)



Leitia Thompson
Regional Administrator, Region 2
Federal Transit Administration

4-8-04
Date of Approval



Lawrence G. Reuter
President
MTA New York City Transit

4-6-04
Date of Approval

ABSTRACT

The Federal Transit Administration (FTA) and the Metropolitan Transportation Authority (MTA), in cooperation with MTA New York City Transit (NYCT), have completed a Final Environmental Impact Statement (FEIS) and Section 4(f) Evaluation and Section 6(f) Evaluation for the Second Avenue Subway. The project is proposed to provide much-needed transit access to residents, workers, and visitors, on Manhattan's East Side, to reduce excess crowding on the Lexington Avenue subway, and to improve mobility for all New Yorkers. The proposed project analyzed in the FEIS is a new, two-track, 8.5-mile subway extending from Lexington Avenue at 125th Street in Harlem at the north end of Manhattan, to Water Street at Hanover Square in Lower Manhattan. The subway would operate on two routes: the full-length Second Avenue route operating between 125th Street and Hanover Square, and a second route operating along Second Avenue from 125th Street to 63rd Street, and then continuing west along the existing 63rd Street Line and south down the Broadway Line, making express stops. The Second Avenue Subway would improve access to East Side neighborhoods and improve service for passengers traveling into and through the East Side corridor on the new service as well as for passengers on the existing Lexington Avenue Line. With a new connection at 125th Street, the project would also improve regional access to the East Side from the Metro-North Railroad. From 42nd Street, it would also serve Long Island commuters.

The FEIS has been prepared pursuant to the National Environmental Policy Act (NEPA) and is also consistent with New York's State Environmental Quality Review Act (SEQRA) and its implementing regulations. The alternatives considered in the FEIS include a No Action Alternative and the Preferred Alternative. The Preferred Alternative is the locally preferred alternative, recommended after careful consideration of a full range of alternatives in the Major Investment Study and Draft Environmental Impact Statement prepared for the Manhattan East Side Transit Alternatives Study in August 1999. The analyses and impact assessments in the FEIS consider potential effects on transit service and transportation, ridership, accessibility, roadway congestion, social and economic conditions, displacement and relocation, public open spaces, historic and archaeological resources, air quality, noise and vibration, infrastructure and energy, contaminated materials, natural resources, and environmental justice. Mitigation measures to reduce localized impacts are described in the document.

For additional information concerning this document, contact:

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