

**U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL TRANSIT ADMINISTRATION**

FINDING OF NO SIGNIFICANT IMPACT

Project: Second Avenue Subway Phase 2
Project Sponsor: Metropolitan Transportation Authority New York City Transit
Project Location: New York City, New York

INTRODUCTION

The Metropolitan Transportation Authority's New York City Transit (MTA NYCT) is proposing to construct Phase 2 of the Second Avenue Subway project, which entails the portion of new subway between 96th Street and 125th Street, located in the borough of Manhattan, New York City, New York. Phase 2 would connect to the recently completed Phase 1, which extended the existing Q subway service from 63rd Street to 96th Street. Phase 2 will extend the Q subway service north to 125th Street.

The Federal Transit Administration (FTA) issued the *Second Avenue Subway Final Environmental Impact Statement and Final Section 4(f) and 6(f) Evaluation* (FEIS) in April 2004 and a Record of Decision (ROD) for the Second Avenue Subway Project (Project) on July 8, 2004. The FEIS and ROD were issued for the Project, which includes four phases. Phase 1 was completed and began operations on January 1, 2017. The FEIS was prepared based on conceptual design. At this time, design for Phase 2 is advancing and has been modified since 2004. The ROD stipulates that before considering a grant for construction of any segment after Phase 1 of the Project, MTA NYCT will conduct a re-evaluation of the FEIS so that FTA can determine whether its conclusions remain valid. MTA NYCT submitted an environmental re-evaluation consultation form for the modified design of Phase 2 ("Modified Design") of the Project. After review of MTA NYCT's re-evaluation, FTA requested that MTA NYCT prepare a Supplemental Environmental Assessment.

In July 2018, FTA and MTA NYCT issued the *Supplemental Environmental Assessment to the Second Avenue Subway Final Environmental Impact Statement: Phase 2* (Supplemental EA), pursuant to the FTA and Federal Highway Administration (FHWA) National Environmental Policy Act (NEPA) implementing regulations at 23 C.F.R. §§ 771.129 and 130, for the Modified Design of Phase 2. In addition, the Supplemental EA was prepared in accordance with NEPA and in accordance with other applicable federal laws including but not limited to Section 4(f) of the Department of Transportation Act of 1966 and its implementing regulations at 23 C.F.R. Part 774, Section 106 of the National Historic Preservation Act of 1966 and its implementing regulations at 36 C.F.R. Part 800, Executive Order 12898 on Environmental Justice, Executive Order 11989 on Floodplain Management, U.S. Department of Transportation Order 5650.02 on Floodplain Management and Protection, and other applicable laws.

The Supplemental EA presents analysis of each of the environmental impact areas considered in the FEIS to determine whether the Modified Design would result in any new significant environmental impacts not disclosed in the FEIS or require mitigation measures not identified in the FEIS. Based on review of the Supplemental EA and consideration of public and agency comments (Attachment A), FTA finds, in accordance with 23 C.F.R § 771.121, that the Modified Design will not result in new significant impacts

on the environment, and no new mitigation measures will be required. Therefore, the conclusions of the FEIS and ROD would remain valid.

Subsequent to the publication of the Supplemental EA, several typographical errors in the Supplemental EA were identified and have been corrected in an Errata Sheet (See Attachment B) for clarification.

PURPOSE AND NEED

Purpose and Need for Project

The purpose and need for the Project, as stated in the 2004 FEIS, is to address the problems and deficiencies in access and mobility associated with an overburdened transit infrastructure that is struggling to accommodate existing customers and the continuing growth on Manhattan's East Side.

Purpose and Need for Design Modifications

The analysis and design presented in the FEIS is almost 15 years old. The purpose and need for design modifications of Phase 2 are as follows: 1) to incorporate changes in background conditions; 2) to advance the design of Phase 2 beyond what was completed in 2004 and develop more detailed design; and 3) to update construction methods to minimize community disruption during construction.

Background Conditions

Since the 2004 FEIS and ROD were completed, some background conditions have changed. Following Hurricane Sandy in 2012, floodplain boundaries were modified, coastal zone boundary maps were revised, and MTA NYCT flood protection design standards were updated. Some sites previously identified for entrances and ancillary facilities have been or are planned to be developed with new or larger buildings that would result in more displacements and complexities in demolition than the previous design anticipated. A rezoning of the 125th Street corridor went into effect in 2008, which encouraged and resulted in large commercial development; an area-wide rezoning of East Harlem was approved in November 2017. There has been substantial new residential and commercial development in East Harlem, and in 2017, the New York State Office of Parks, Recreation and Historic Preservation (State Historic Preservation Officer; SHPO) identified a new East Harlem Historic District. These changes in background conditions, as well as others, were incorporated into the analysis presented in the Supplemental EA.

Advanced Design

Subsequent to the 2004 FEIS, site-specific reconnaissance, further design and engineering, and advanced operations planning (including updated ridership modeling and pedestrian flow studies) have been conducted for Phase 2. The advanced preliminary engineering also incorporates experience gained from other MTA NYCT major capital projects, including Phase 1 of the Project.

Updated Construction Methods

MTA NYCT has identified updated construction methods for Phase 2 design and has incorporated measures to minimize community disruption during construction. For example, the 2004 FEIS design of cut-and-cover construction for 125th Street would have had substantial impacts to the busy commercial and transportation corridor. The Modified Design involves mining the full 125th Street corridor (except for the above-ground elements, such as entrances and ancillary facilities) to reduce construction impacts. Updated construction methods will help to minimize surface impacts.

PROJECT BACKGROUND

In 2004, an FEIS and ROD were issued in accordance with NEPA for the proposed full-length Second Avenue Subway. The full-length Project will extend about 8.5 miles on Manhattan's East Side from Hanover Square in Lower Manhattan to 125th Street in Harlem. The full Project will include 16 new stations and will expand and tie into the existing MTA NYCT system. The Project will be constructed in four phases: Phase 1, which opened in January 2017, extends existing Broadway (Q) subway service along Second Avenue Subway from 63rd Street to 96th Street. Phase 2, the subject of the Supplemental EA and this FONSI, will extend the Q subway service north to 125th Street. Future Phases 3 and 4 will extend the Second Avenue Subway south to Lower Manhattan and implement a new "T" subway service. Advancement of Phases 3 and 4 will depend upon availability of funding, and these phases will be the subject of future environmental reviews.

After Phase 1 opened, MTA NYCT advanced design of Phase 2 beyond preliminary design that was completed for the 2004 FEIS (the "2004 FEIS Design"). Although the general alignment, general location of stations, and connections to existing transit lines are consistent with the 2004 FEIS, some modifications have been proposed.

A brief summary of the general elements of the Modified Design that are consistent with the 2004 FEIS design are provided below:

General phase 2 alignment: Phase 2 alignment extends north from 105th Street, which is the terminus of Phase 1's storage tracks, and curves west along 125th Street to near Lenox Avenue. It includes construction of new tunnels and use of a tunnel segment along Second Avenue between 110th Street and 120th Streets that was constructed in the 1970's in anticipation of the Project;

Three new stations: Phase 2 includes construction of three new stations at 106th Street and Second Avenue, 116th Street and Second Avenue, and 125th Street between Lexington and Park Avenues; and construction of ancillary facilities. Each new station would include at least two new entrances and two ancillary facilities that house ventilation, electrical, and mechanical equipment.

Connections to existing transit: The new 125th Street Station would provide direct passenger connections to the existing Lexington Avenue subway (4/5/6) line and provide convenient transfers to Metro-North Railroad at the Metro-North Harlem-125th Street Station at Park Avenue.

Construction methods: The 106th Street Station and 116th Street Station would be constructed with cut-and-cover construction techniques. The 125th Street curve would be constructed using a Tunnel Boring Machine (TBM) and mining techniques. Regarding the 125th Street tunnel, the 2004 FEIS Design planned for a combination of TBM and mining and cut-and-cover construction; this is consistent with the Modified Design, except for a modification in construction method from Third Avenue to Park Avenue, including at the 125th Street Station. This is described in more detail below.

PHASE 2 MODIFIED DESIGN

Based on the purpose and need discussed above, MTA NYCT proposes modifications to the Phase 2 alignment, location and size of ancillary facilities and entrances, and construction methods and activities, as summarized below.

Phase 2 Alignment

- Minor shifts in alignment have been made along Second Avenue to reduce impacts to the existing Empire City Subway duct bank utility line that runs along the west side of Second Avenue near the 106th Street Station.
- The 106th Street and 116th Street station platforms were also shifted to better align with shifts in location of ancillary facilities and entrances. This is described further below.
- 125th Street Curve and Station: Several alignment modifications have occurred where the subway curves from Second Avenue to 125th Street.
 - The bellmouth structure that was presented in the 2004 FEIS design to allow a potential future extension north to the Bronx has been shifted in the Modified Design from its original location at 120th to 122nd Streets to 118th to 120th Streets to make it continuous with the 116th Street Station structure.
 - The potential storage tracks beneath Second Avenue to 129th Street have been eliminated, as well as an associated ancillary facility that was proposed along Second Avenue near 127th Street. MTA NYCT concluded that the location of these storage tracks is not compatible with the efficient dispatching of trains from storage into revenue service and, therefore, these tracks are not needed.
 - At the curve, the tunnel would be approximately 20 feet deeper than in the 2004 FEIS Design. The deeper tunnel allows the 125th Street Station to be constructed in bedrock using mining techniques, which reduces the surface level disruption as compared to the 2004 FEIS Design of cut-and-cover construction methods.
 - In order for the 125th Street Station to be constructed in bedrock, the station has to be shifted approximately 115 feet west of the location presented in the 2004 FEIS Design.
 - The 125th Street Station has also been changed from a three-track configuration to a two-track configuration. MTA NYCT's experience from previous projects has demonstrated that two-track terminal stations are sufficient.

Ancillary Facilities and Station Entrances

The following changes are needed for ancillary facilities and station entrances:

- The ancillary facilities and entrances proposed under the Modified Design would be larger than those shown in the 2004 FEIS Design based on design development and assessment of changes in background conditions, engineering standards, and constructability considerations identified during Phase 1.
- Some ancillary facilities and entrances would be on different sites than those shown in the 2004 FEIS Design because the sites are no longer appropriate, due to constructability considerations or because the sites are occupied by new, larger private development that was not present when the 2004 FEIS was prepared.

Consistent with the 2004 FEIS, MTA NYCT is using site selection criteria for ancillary facilities that aims to limit the need for displacement of residents and businesses where possible. As design advances, MTA NYCT will identify opportunities to reduce property acquisitions, if practicable, or to sell property no longer needed once construction staging needs are complete, if applicable. In the event excess property

is identified, the property would be sold in accordance with MTA real estate procedures and any pertinent federal regulations.

Construction Methods and Activities

The 2004 FEIS Design included cut-and-cover construction for the segment of 125th Street from about Third Avenue to Park Avenue, including the 125th Street Station. The Modified Design will use TBM and mining techniques, instead of cut-and-cover, for the entire 125th Street alignment, which requires less surface work and reduces surface-level impacts. This is possible due to the deeper tunnel and the shift of the proposed 125th Street Station farther west to be located within bedrock. Some cut-and-cover construction will still be required for the ancillary facilities and station entrances along 125th Street since they are surface elements.

Construction duration for Phase 2 is estimated at about nine years. MTA will continually seek opportunities to reduce the construction schedule, if feasible and if it can be done without compromising safety. The Supplemental EA assumed a construction completion year of 2029 to provide a conservative (i.e., worst-case) time frame, so as not to underestimate the period during which the community would experience construction-related effects. MTA is investigating alternative project delivery and other methods to expedite an opening date potentially as early as 2027. In addition, as described in the Supplemental EA, MTA is implementing measures, such as an early utility relocation program before the onset of project construction, to help reduce schedule risk. Identifying unanticipated utility conflicts early in the process will reduce the potential for construction delays.

AGENCY COORDINATION AND PUBLIC OPPORTUNITY TO COMMENT

Agency Coordination

Preparation of the Supplemental EA required coordination with the SHPO for consultation with respect to review under Section 106 of the National Historic Preservation Act, and coordination with the New York State Department of State (NYSDOS) for coastal zone consistency consultation. As with Phase 1 of the Project, MTA NYCT will work with the City of New York upon commencement of heavy construction to re-establish the Second Avenue Subway Interagency Taskforce. During construction, the taskforce will meet quarterly to review upcoming work and take the appropriate actions in their jurisdiction. MTA will invite all relevant agencies to participate, potentially including the New York City Department of Transportation, New York City Department of Health, New York City Department of Environmental Protection, New York City Small Business Services, New York City Department of Sanitation, New York City Department of Education, New York City Department of Buildings, the Fire Department of New York, and the New York City Police Department.

Public Outreach

In September 2017, MTA NYCT opened a Community Information Center (CIC) at 69 East 125th Street specifically for SAS Phase 2 to conduct meetings, presentations, and “pop-up” outreach activities in the community. The CIC will remain open and outreach activities will continue throughout construction of Phase 2. In addition, prior to the publication of the Supplemental EA, MTA NYCT engaged in early public outreach meetings on the following dates to update the local community boards on the Modified Design:

- Manhattan Community Board 11: April 18, 2018 and June 6, 2018; and
- Manhattan Community Board 10: April 30, 2018 and June 13, 2018.

The Supplemental EA was published on July 12, 2018 with notices in six local news publications. The advertisement included a notice for a public meeting to accept comments on the Supplemental EA. The

Supplemental EA was also posted to the MTA website (http://web.mta.info/capital/phase_2_docs.html), and copies were delivered to four public viewing locations. A notification of the availability of the Supplemental EA was e-mailed to the Project's mailing list.

A public meeting was held on July 31, 2018 in East Harlem where the public was invited to provide oral or written comments at the meeting and to submit written comments during the 30-day comment period, which extended from July 12, 2018 to August 13, 2018. In addition to the 22 oral comments provided during the public meeting, 23 written comments were submitted during the comment period. Attachment A provides a summary of comments and responses to agency and public comments.

SUMMARY ANALYSIS

The Supplemental EA presented analysis on each of the environmental topic areas¹ considered in the 2004 FEIS to determine whether the Modified Design of Phase 2 would result in any new significant environmental impacts not disclosed in the 2004 FEIS or require mitigation measures not identified in the 2004 FEIS. The 2004 FEIS presented analysis and conclusions for the Project, which includes all four phases. The Supplemental EA presented analysis specific only to potential impacts for Phase 2.

Potential impacts of the Modified Design of Phase 2 are the same or very similar with the 2004 FEIS Design for all environmental areas, except for the following: Displacement and Relocation, Section 106, and Section 4(f). The differences in impacts for those areas do not change the conclusions of the FEIS and ROD. More information is provided below. Therefore, the Modified Design will not change any conclusion for Project impacts presented in the 2004 FEIS or ROD.

The 2004 FEIS and Supplemental EA presented potential adverse impacts and associated mitigation measures and potential significant adverse impacts and associated mitigation measures. The summary below reflects conclusions on potential significant adverse environmental impacts.

1. Transportation

During construction: The Modified Design will result in significant transportation impacts during construction. This is consistent with the 2004 FEIS and ROD. Therefore, the mitigation measures identified in the 2004 FEIS and ROD remain the same.

During operation: The Modified Design will not result in significant permanent transportation impacts. This is consistent with the 2004 FEIS and ROD.

2. Social and Economic Conditions

During construction: The Modified Design will result in significant impacts to neighborhood and visual character and economic conditions during construction. This is consistent with the 2004 FEIS and ROD. The mitigation measures identified in the 2004 FEIS and ROD remain the same.

During operation: The Modified Design will not result in significant permanent impacts related to social and economic conditions. This is consistent with the 2004 FEIS and ROD.

¹ Visual and Aesthetic resources, previously analyzed in the 2004 FEIS under Social and Economic Conditions, was analyzed as a separate environmental topic for the Supplemental EA.

3. Public Open Spaces

During construction: The Modified Design will result in significant impacts to public open spaces, including parks close to construction sites, during construction. This is consistent with the 2004 FEIS and ROD. Therefore, the mitigation measures identified in the 2004 FEIS and ROD remain the same.

During operation: Although the Modified Design will not result in permanent significant impact to public open spaces in Phase 2, other phases of the Project will result in significant impact to public open spaces. This is consistent with the 2004 FEIS and ROD. Therefore, the mitigation measures identified in the 2004 FEIS and ROD remain the same.

4. Displacement and Relocation

During construction: The 2004 FEIS concluded that there will be significant impacts related to temporary displacement and relocations. However, the temporary, but long-term displacements at nine residential buildings at the corner of 125th Street and Second Avenue at Phase 2 during construction that were presented in the 2004 FEIS may be reduced or avoided with the Modified Design, pending further engineering analysis. Although the temporary impacts may be reduced or avoided in Phase 2, the Project conclusion for temporary displacement and relocation remains valid, and the mitigation measures identified in the 2004 FEIS and ROD remain the same.

During operation: The 2004 FEIS concluded that there will be significant permanent impacts related to permanent property acquisitions. Compared to the 2004 FEIS, the Modified Design will result in additional permanent property acquisitions and displacements to construct station entrances and ancillary facilities than was presented in the 2004 FEIS. Some entrance and ancillary facilities have also been relocated to better accommodate station designs and due to changes in conditions of previously identified sites. The 2004 FEIS noted that sites for ancillary facilities and station entrances may change as design advances or site conditions change. Although the number of permanent property acquisitions and displacements will be greater with the Modified Design, the nature and extent of impacts will be similar to the 2004 FEIS Design. Therefore, the 2004 FEIS conclusion remains valid, and the mitigation measures identified in the 2004 FEIS and ROD remain the same.

5. Visual and Aesthetic Resources

During construction: The Modified Design will result in significant impacts to visual and aesthetic resources during construction. This is consistent with the 2004 FEIS and ROD. Therefore, the mitigation measures identified in the 2004 FEIS and ROD remain the same.

During operation: The Modified Design will not result in significant permanent impacts to visual and aesthetic resources. This is consistent with the 2004 FEIS and ROD.

6. Section 106-Historic and Archaeological Resources

During construction: The 2004 FEIS concluded that there would be potential for temporary visual effects and potential construction-related impacts to Section 106 resources during construction. It also concluded there would be direct construction impacts to one historic resource, the Metro-North Harlem-125th Street Station and Comfort Station, but the Modified Design eliminates the direct construction impact to that resource. The Section 106 Programmatic Agreement (PA) executed in 2004 and the Amendment to the Programmatic Agreement executed in 2012 for the Project, describes procedures to be followed to document and protect Section 106 resources to avoid or minimize adverse impacts during construction. The PA acknowledged that the Project would evolve over time,

and therefore, set forth measures for future Areas of Potential Effect (APEs). Consistent with the PA, the APEs were modified as a result of the Modified Design. Consistent with the 2004 FEIS and PA, MTA NYCT and FTA will consult with SHPO to ensure that the 125th Street Station elements that would occur in proximity to the Metro-North Harlem-125th Street Station and Comfort Station and the historic Park Avenue Viaduct, which is located above a Project element, are compatible with the historic and architectural qualities of these historic structures to avoid or minimize adverse contextual effects. This is also consistent with the 2004 FEIS and ROD. Therefore, the mitigation measures, as described in the 2004 FEIS, ROD and PA, remain in effect for Phase 2.

During operation: The Modified Design will result in potential permanent impacts to Section 106 resources. However, the Modified Design eliminates the permanent impact to the historic Metro-North Railroad Harlem-125th Street Station and Comfort Station historic resource identified in the 2004 FEIS because it avoids the need to physically connect to the resource. As noted above, the PA will still be in place for any temporary visual effects and construction-related impacts.

The elimination of the direct impact to the Metro-North Railroad Harlem-125th Street Station and Comfort Station would not change the conclusion of the FEIS and ROD because the potential for adverse impacts for construction-related proximity impacts to that resource and others remains, and the PA would still be in place for potential impacts. Therefore, the mitigation measures, as described in the 2004 FEIS, ROD and PA, remain in effect for Phase 2.

7. Air Quality

During construction: The Modified Design will not result in significant impacts to air quality during construction. This is consistent with the 2004 FEIS and ROD.

During operation: The Modified Design will not result in significant permanent impacts to air quality. This is consistent with the 2004 FEIS and ROD.

8. Greenhouse Gas Emissions (GHG)

The 2004 FEIS did not include analysis of GHG. The Modified Design will not result in any significant impacts related to GHG emissions.

9. Noise and Vibration

During construction: The Modified Design will result in significant noise and vibration impacts during construction. This is consistent with the 2004 FEIS and ROD. Therefore, the mitigation measures identified in the 2004 FEIS and ROD remain the same.

During operation: The Modified Design will not result in significant permanent noise and vibration impacts. This is consistent with the 2004 FEIS and ROD.

10. Infrastructure and Energy

During construction: The Modified Design will not result in significant impacts related to infrastructure and energy during construction. This is consistent with the 2004 FEIS and ROD.

During operation: The Modified Design will not result in significant permanent impacts. This is consistent with the 2004 FEIS and ROD.

11. Contaminated Materials

During construction: The Modified Design will not result in significant impacts related to contaminated materials during construction. This is consistent with the 2004 FEIS and ROD.

During operation: The Modified Design will not result in significant permanent impacts related to contaminated materials. This is consistent with the 2004 FEIS and ROD.

12. Natural Resources

During construction: The Modified Design will not result in significant impacts to natural resources during construction. This is consistent with the 2004 FEIS and ROD.

During operation: The Modified Design will not result in significant permanent impacts to natural resources. This is consistent with the 2004 FEIS and ROD.

13. Safety and Security

During construction: The Modified Design will not result in significant impacts to safety and security during construction. This is consistent with the 2004 FEIS and ROD.

During operation: The Modified Design will not result in significant permanent impacts to safety and security. This is consistent with the 2004 FEIS and ROD.

14. Environmental Justice

During construction: The Modified Design will not result in disproportionate adverse effects to low-income or minority populations during construction. This is consistent with the 2004 FEIS and ROD.

During operation: The Modified Design will not result in permanent disproportionate adverse effect to low-income or minority populations. This is consistent with the 2004 FEIS and ROD.

15. Section 4(f)

During construction: The 2004 FEIS concluded that the Project would result in temporary use of Section 4(f) resources, which include public parks, recreational areas and historic resources. At Phase 2, the 2004 FEIS Design required the use of one Section 4(f) historic resource, the Metro-North Railroad Harlem-125th Street Station and Comfort Station, during construction. However, the Modified Design minimizes this impact because it avoids the need to physically connect to the historic resource. As noted above, consistent with the 2004 FEIS and PA, MTA NYCT and FTA will consult with SHPO to ensure that the 125th Street Station elements that would occur in proximity to the Metro-North Harlem-125th Street Station and Comfort Station and the historic Park Avenue Viaduct, which is located above a Project element, are compatible with the historic and architectural qualities of these historic structures to avoid or minimize adverse contextual effects. Potential construction impacts to Section 4(f) resources in Phase 2, and direct impacts to other Section 4(f) resources in other phases remain; therefore, the Modified Design does not change the conclusions of the FEIS and ROD for impacts to Section 4(f) resources during construction, and the mitigation measure identified in the FEIS, ROD, and PA remain valid.

During operation: The 2004 FEIS concluded that the Project would result in permanent use of Section 4(f) resources. Although, the Modified Design will eliminate the permanent impact to historic resources located at Phase 2, other phases of Project would still result in permanent use of Section

Second Avenue Subway Phase 2
Finding of No Significant Impact

4(f) resources. Therefore, the Modified Design does not change the conclusions of the FEIS and ROD for permanent impacts to Section 4(f) resources, and the mitigation measures identified in the FEIS, ROD, and PA remain valid.

16. Coastal Zone Consistency

During construction: The Modified Design will not result in significant impacts to coastal zone consistency during construction. This is consistent with the 2004 FEIS and ROD.

During operation: The Modified Design will not result in significant permanent impacts to coastal zone consistency. This is consistent with the 2004 FEIS and ROD.

CONCLUSION

The Phase 2 Modified Design will not result in new significant environmental impacts not already disclosed in the 2004 FEIS, and therefore, no new mitigation measures, other than those already identified in the 2004 FEIS, are required.

Attachment A: Summary of Comments and Responses

Attachment B: Errata Sheet

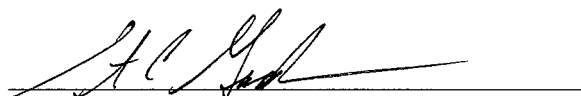
**U.S. DEPARTMENT OF TRANSPORTATION
FINDING OF NO SIGNIFICANT IMPACT
(FONSI)**

**SECOND AVENUE SUBWAY PHASE 2
NEW YORK, NY**

**METROPOLITAN TRANSPORTATION AUTHORITY
NEW YORK CITY TRANSIT**

NATIONAL ENVIRONMENTAL POLICY ACT FINDING

Based on the Federal Transit Administration's (FTA) review of the analysis presented in this Finding of No Significant Impact (FONSI); the accompanying *Supplemental Environmental Assessment to the Second Avenue Subway Final Environmental Impact Statement: Phase 2*, dated July 2018; agency and public comments received on the Supplemental Environmental Assessment and responses to comments (Attachment A); and corrections of typographical errors made to the Supplemental Environmental Assessment (Attachment B), FTA finds pursuant to 23 C.F.R. § 771.121 that the Second Avenue Subway Phase 2 Modified Design will not result in significant environmental impacts that were not already evaluated in the *Second Avenue Subway Final Environmental Impact Statement and Final Section 4(f) and 6(f) Evaluation* (FEIS), dated April 2004 and no new mitigation measures are required. Therefore, the conclusions of the 2004 FEIS and Record of Decision issued for the Second Avenue Subway Project on July 8, 2004, remain valid.



Stephen Goodman, P.E.
Regional Administrator, Region 2
Federal Transit Administration

11/15/18

Date