

Attachment B  
Comments Received



**Comments Received**

**Attachment B: Comments Received**

This document includes copies of all public and agency comments received on the May 2021 Metropolitan Transportation Authority Metro-North Railroad Penn Station Access Project Environmental Assessment (EA) and Draft Section 4(f) Evaluation. See Attachment A for the list of organizations and individuals who commented on the EA and Draft Section 4(f) Evaluation. Attachment A also summarizes and responds to all of the comments included below.

**MTA Metro-North Penn Station Access Project Public Meeting  
Held Virtually via Zoom on Tuesday, June 15, 2021**

MR. TIM RAGAZZO: Hello, everybody. Thank you for having us, having me here tonight. I'm representing State Senator Mario Mattera who is the ranker on the Senate's Corporations Authority and Commissions Committee. As a new state senator, he is here -- we are here tonight to learn from all the speakers and listen to everything that is being said and really appreciate the opportunity to take part in this event tonight. Thank you to the MTA and to all the speakers and we look forward to working with everybody in the future. Thank you.

## **MTA Metro-North Penn Station Access Project Public Meeting Held Virtually via Zoom on Tuesday, June 15, 2021**

MR. MICHAEL PRESS: Good evening. My name is Mike Press. I'm the legislative director for State Senator Shelley Mayer who serves the 37th Senate District representing New Rochelle and other central communities along the New Haven Line including Portchester, Rye City, Harrison, Mamaroneck, and Larchmont. And I'll be delivering comments on Senator Mayer's behalf. Expansion of the MTA services is of critical importance for Senator Mayer's constituents and for neighboring communities. This project will bring need for new options for community and other travel between Westchester and the west side of Manhattan by connecting New Rochelle to Penn Station through the Bronx. Combined with enhancements to existing rail infrastructure including the New Rochelle, this direct access option to the East Bronx on the Westside of Manhattan is a major win for Senator Mayer's constituents who ride the New Haven Line and for the region as a whole.

In addition to reduced travel times and increased transit convenience, benefits of this project include new opportunities for jobs, education and commerce for Westchester residents traveling to the city and the Bronx as well as for those seeking economic opportunity in the suburbs through the increasingly important reverse commute. Also important is encouraging post-COVID return to work through new transportation options with special consideration for making it easier for our essential workers to get to their job particularly with regard to healthcare workers reaching major health centers in the Bronx. The project will additionally enable new intercommunity engagement and connectivity in providing environmental benefits through reduced vehicle miles travel thereby cutting back on

congestion and emissions. To encourage an environmental assessment, states that only limited impact will result and that it proposes measures to address identified expected impacts.

A project of this scale entails a variety of community environmental effects and Senator Mayer urges the MTA and other responsible agencies to take this process very seriously and work hard to ensure that all impacts and concerns are thoroughly addressed through engagement, collaboration, and if necessary, openness to modifications. Many Long Island sound commuters rely on the New Haven Line and expect the MTA to be good and responsible neighbors. Senator Mayer trusts that the remainder of the processes carried out with professionalism and excellence so that this expansion can be properly realized. She is very supportive of the Metro-North service expansion and looks forward to seeing everything in place to make this a success.

Thank you for the opportunity to comment.

**From:** Brian Barnwell <[barnwellb@nyassembly.gov](mailto:barnwellb@nyassembly.gov)>

**Sent:** Monday, June 28, 2021 5:50 PM

**To:** Songhai, Lucille

**Cc:** bonnie mutignani

**Subject:** Fwd: MetroNorth Penn Station access expansion: Increased trains at BG

Hello,

Hope you are doing well. I just wanted to drop you a note as well regarding this.

The residents of the Blvd Gardens, and the Board of such (building manager ccd on this email) are extremely concerned about this project. The train line on 57th street currently rattles the homes that run along this street. An increase in trains would severely impact the frequency obviously.

I believe the Board is currently working on a petition, but I definitely object to a significant increase in trains on this line.

Is there any indication on how many more trains are being proposed to run through this section per day?

Also, how would a formal request for a proper sound barrier be requested for a final plan?

Thank you,

Brian

Sent from my iPhone

**MTA Metro-North Penn Station Access Project Public Meeting  
Held Virtually via Zoom on Tuesday, June 15, 2021**

ASSEMBLYMEMBER JEFFREY DINOWITZ: Good evening, everybody. I'm assemblyman Jeffrey Dinowitz. I represent the Northwest and North Bronx but I'm also chair of the Bronx Assembly Delegation. I'm gonna be very brief. I want to express my strong support for this project particularly the fact that the Bronx is going to be getting four additional Metro-North stops at Hunts Point, at Parkchester, at Morris Park, and at Co-Op City. I believe that will be transformative particularly for the eastern half of the Bronx. It will make an enormous difference in people's ability get to work much more quickly. It will have a positive impact therefore on the environment because many fewer people will need to use their cars because as you know, parts of the Bronx are -- have a very great deal of difficulty in using public transit to get to Manhattan but this will really change things a lot.

So I am extremely supportive and I just also wanted to add my own little pitch for my what I consider an important longterm goal which is to create westside access of Metro-North Hudson Line. We have three stops in my district Marble Hill, Spuyten Duyvil, and Riverdale and having the access eventually will be just as transformative for the people of the West Bronx. So with that, I will end. Thank you all very much for giving me the opportunity.

**MTA Metro-North Penn Station Access Project Public Meeting  
Held Virtually via Zoom on Tuesday, June 15, 2021**

MS. MARIA PARUBI: Hello. Hi, everyone. My name is Maria Parubi and I work for Assemblywoman Nathalia Fernandez's office. Thank you all for having me here this evening and thank you to all the presenters tonight and all involved in this transformative project. Although the Assemblywoman couldn't be here this evening, she has a few words to share. The Bronx has consistently been left behind when it comes to our transportation needs. The East Bronx Metro-North expansion project is a necessary step towards ending transit inequality in our community. For too long, the East Bronx and our borough as a whole has been considered a transit desert.

The completion of these four new ADA accessible stations will be a tremendous step towards making our community more accessible. As previously mentioned, this project will bring a myriad of transformative positives to our borough such as reducing travel times and emissions, bridging communities and increasing opportunities for Bronx sites. As always, our office will continue to monitor this project and keep an open line of communication with our colleagues at the M, at the MTA pending any future updates and concerns. Thank you. Have a good evening..





**THE ASSEMBLY  
STATE OF NEW YORK  
ALBANY**

Steven Otis  
Assembly Member 91st District  
Westchester County

**CHAIR**  
Standing Committee on Science &  
Technology

**COMMITTEES**  
Corporations, Authorities and  
Commissions  
Education  
Environmental Conservation  
Local Governments

**MEMBER**  
Puerto Rican/Hispanic Task Force  
Workgroup on Legislative Process,  
Operations and Public Participation  
Workgroup on Transitioning N.Y.  
Economy Toward Covid-19 Recovery

June 22, 2021

Mr. Janno Lieber, President  
MTA Construction & Development  
Re: Penn Station Access EA  
2 Broadway, D17.140  
New York, NY 10004

Dear Janno,

I am writing to reiterate my long-standing support for MTA's initiative to provide Penn Station Access to Metro-North trains as part of MTA's broader efforts to provide more commuter friendly options throughout the region.

Northern suburb commuters who work or commute to destinations on the West Side of Manhattan have long weighed the choice of either driving or traveling to Grand Central Station and often making multiple connections to their West Side destination. Penn Station access, even with a limited number of trains available for Metro-North, will be of great assistance to those commuters by easing their daily travel routine.

In addition, Penn Station access will provide a direct mass transit connection to those seeking connection to LIRR, NJ TRANSIT and Amtrak routes. It will provide easier mass transit access for employees and patrons to the many cultural, entertainment and restaurant venues on the West Side. Penn Station access will be helpful to businesses and employees from the northern suburbs and the Bronx whose offices are based on the West Side.

All of these benefits will result in fewer cars on the road, better utilization of mass transit and clean air quality in the region.

MTA has been listening to legislators, local elected officials and commuters about the need to modify routes and access points to address changing demands and the need for flexibility. LIRR access to Grand Central Station is one long-term response to this feedback. Metro-North access to Penn Station is of equal importance. Both initiatives are testimony to MTA's responsiveness to what commuters have been requesting.

I look forward to Penn Station access becoming a reality once the final capital projects and logistical details are ironed out. This is an important step in making our regional mass transit system more user friendly to the travelers who are always looking at their options. MTA and mass transit are in competition for riders in a world where choices for work location are expanding. Penn Station access will benefit the economy of New York City and the region.

Warm regards,

A handwritten signature in black ink that reads "Steve". The signature is written in a cursive, slightly slanted style.

Steven Otis  
State Assemblyman

## **MTA Metro-North Penn Station Access Project Public Meeting Held Virtually via Zoom on Tuesday, June 15, 2021**

MS. CATHERINE DRAPER: Thank you very much. My name is Catherine Draper. I'm here tonight speaking on behalf of Assemblywoman Amy Paulin, the chair of the New York State Assembly's Corporations, Authorities, and Commissions Committee. The following is her statement.

Thank you for giving me a few minutes to comment this evening on the Penn Station Access Project. I've had the opportunity over the last several years to follow closely developments of the MTA and I am very excited about the benefits this project will bring to my constituents in South Westchester, to my neighbors in the Eastern Bronx and Connecticut and to Metro-North riders generally.

For many commuters in Westchester County, Connecticut who need to travel regularly to the Westside of Manhattan, but there's trains leaving the Grand Central Station, this project when complete will shave many minutes off their daily commutes. For residents of the Eastern Bronx who do not currently have access to Metro-North service, the addition of four stations will make transportation into Manhattan or north to Westchester or Connecticut much faster and more comfortable.

As more people are able to reduce commuting times or arrive closer to their final destinations by using mass transit, they will choose Metro-North over driving or taking buses. As a result, we will begin to see the environmental benefits of fewer cars, many carrying only one person delivering people to work, school, or medical appointments. At the same time, the additional stations will enable those from Manhattan to the south and Westchester County, Connecticut to the north to travel to medical centers, educational institutions, and other

locations in the Bronx that are currently most easily reached by car. That will provide more employment opportunities for people whose homes are too far away for reasonable commutes using current modalities. And all the new stations very importantly will be ADA accessible.

In addition to the new stations, the access to Penn Station from Metro-North commuters, the project will include the rehabilitation of existing track and the addition of new track which will provide additional flexibility to both Metro-North and Amtrak. This has all been planned to take advantage of the existing Amtrak right of way in order to both to save construction costs and to minimize disruption to the local communities through which the trains travel. By bringing the Hell Gate Line to a state of good repair, this project will increase the reliability of travel on both Metro-North and Amtrak trains. This significant enhancement to regional transportation has my full support and I thank you again for the opportunity to comment this evening.

## **MTA Metro-North Penn Station Access Project Public Meeting Held Virtually via Zoom on Tuesday, June 15, 2021**

MS. JOAN MCDONALD: Yep. I'm Joan McDonald. I'm the director of operations for Westchester County. I'm speaking tonight on behalf of County Executive George Latimer. We enthusiastically support this project. Penn Station Access will significantly revitalize not only Westchester County but our region through its creation of a one seat ride from Westchester County directly to the Westside of Manhattan via Penn Station.

It has been a long time coming as Janno made, you know, presented in the presentation but we are glad it is finally here. Penn Station Access will save significant time and money for commuters and provide flexibility to the thousands who commute from Westchester to West Midtown and the rest of the city every day. Major Westchester employers will also have access to an expanded pool of talent made viable through that new reverse commuting option. Penn Station Access won't help just commuters. We have a growing reserve commute in the off peak and on weekends coming up to enjoy everything that Westchester County has to offer and we are just looking forward to it happening.

As the New York metropolitan region recovers from COVID, we are excited for the rebound and we look forward to working collaboratively with the Bronx, the borough president and his team, the MTA, Janno and, and his team, Cathy Rinaldi, President of Metro-North and her team and seeing a successful project for all New Yorkers. Thank you very much for your time this evening and a great project lies ahead. Thank you.



May 26, 2021

MTA Government & Community Relations  
2 Broadway, D17.140  
New York, NY 10004

Re: Penn Station Access EA

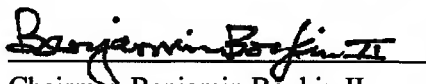
To whom it may concern:

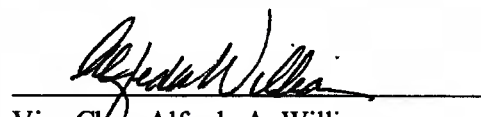
We, the undersigned legislators of Westchester County, are writing to express our support for the Metro-North Penn Station Access Project.

During a time of upheaval, uncertainty, and loss, we are encouraged to see investment in projects that will enhance our connections to one another and contribute to the economic vitality of our region. This project will offer Sound Shore commuters seamless travel to Penn Station and all Westchester residents will have enhanced options to travel more easily to and from areas in the Bronx and the West Side of Manhattan. In addition, Westchester destinations for both work and recreation will be more accessible to our Bronx neighbors, benefitting Westchester employers, restaurants, entertainment and cultural venues.

We endorse repurposing existing rail infrastructure to provide new capacity, connectivity, and resiliency and reduce our reliance on cars.

Sincerely,

  
Chairman Benjamin Boykin II  
Legislator, 5<sup>th</sup> District

  
Vice Chair Alfreda A. Williams  
Legislator, 8<sup>th</sup> District



Mary Jane Shimsky  
Majority Leader MaryJane Shimsky  
Legislator, 12th District

Christopher A. Johnson  
Majority Whip Christopher A. Johnson  
Legislator, 16th District

Margaret A. Cunzio  
Minority Leader Margaret A. Cunzio  
Legislator, 3rd District

Colin D. Smith  
Colin D. Smith  
Legislator, 1st District

Kitley S. Covill  
Kitley S. Covill  
Legislator, 2nd District

Vedat Gashi  
Vedat Gashi  
Legislator, 4th District

Nancy E. Barr  
Nancy E. Barr  
Legislator, 6th District

Catherine F. Parker  
Catherine F. Parker  
Legislator, 7th District

Catherine Borgia  
Catherine Borgia  
Legislator, 9th District

Damon R. Maher  
Damon R. Maher  
Legislator, 10th District

Terry Clements  
Terry Clements  
Legislator, 11th District

Tyrae Woodson-Samuels  
Tyrae Woodson-Samuels  
Legislator, 13th District

David A. Tubiolo  
David Tubiolo  
Legislator, 14th District

Ruth Walter  
Ruth Walter  
Legislator, 15th District

Jose I. Alvarado  
Jose I. Alvarado  
Legislator, 17th District

Noam Bramson  
**Mayor**  
**Office of the Mayor**  
[nbramson@newrochelleny.com](mailto:nbramson@newrochelleny.com)

Tel: 914.654.2150  
Fax: 914.654.2357



City Hall  
515 North Avenue  
New Rochelle, NY 10801

[www.newrochelleny.com](http://www.newrochelleny.com)

June 28, 2021

MTA Government & Community Relations  
Re: Penn Station Access EA  
2 Broadway, D17.140  
New York, NY 10004  
via email: [PSAOutreach@mtacd.org](mailto:PSAOutreach@mtacd.org)

To Whom It May Concern:

On behalf of the City of New Rochelle, I write in strong support of the Penn Station Access project.

Penn Access will provide transformative benefits to our region by facilitating convenient use of mass transit, reducing commute times, fostering economic development, and connecting workers to centers of employment. This is precisely the kind of forward-looking investment that government can and should make in order to promote the environmental and economic health of the New York metropolitan area.

New Rochelle has a particular interest in the success of this project, as the rail lines leading to Penn and Grand Central Stations split within our city. As a consequence, when Penn Access is completed, New Rochelle will have the station closest to Manhattan with direct service to both the East and West Sides – a significant asset for residents, commuters, and businesses, and a boost to our local development efforts, which include the construction of seven thousand housing units, more than a thousand of which will be affordable.

We look forward to working closely with the MTA on both the physical and operational aspects of the project which affect our city and are satisfied that the impacts of this important initiative are being carefully analyzed and addressed through the environmental review and planning processes.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Noam Bramson'. The signature is fluid and cursive, written over a light blue circular stamp.

Noam Bramson  
Mayor



**From:** [Abrams, Jason C](#)  
**To:** [Penn Station Access Outreach](#)  
**Subject:** Comment Submission  
**Date:** Friday, July 2, 2021 3:06:04 PM  
**Attachments:** [image001.png](#)

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Amtrak supports MTA's Penn Station Access project to introduce Metro-North service between the East Bronx and Penn Station New York. The construction of new commuter rail stations and other infrastructure to support the new service will, for the first time, allow Metro-North New Haven Line trains to directly access Penn Station New York via the Northeast Corridor and the East River Tunnel.

Amtrak continues to work closely with our partners at MTA to advance the engineering and design of the Penn Station Access Project. We look forward to forging an agreement on a cost-sharing framework that appropriately supports the project while complying with all federal requirements around intercity and commuter rail cross-subsidization.

The Penn Station Access project aligns with Amtrak's vision of expanding service with new or improved routes in currently underserved areas. By connecting communities in this way, expanded rail service provides access to jobs, cleaner air as a more sustainable way to travel, and other opportunities for economic mobility and combats inequality in transportation.

Best,

Jason  
Jason Abrams  
Public Relations Manager  
Amtrak | 400 West 31<sup>st</sup> Street | New York, NY 10001  
(212) 630-6933 | [@Amtrak](#) | [Amtrak Media Center](#)



**From:** [Squarespace](#)  
**To:** [Penn Station Access Outreach](#)  
**Subject:** Form Submission - New Form  
**Date:** Thursday, June 24, 2021 5:53:09 PM

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Sent via form submission from [Penn Station Access](#)

**Name:** Alizia McMyers

**Email:** Np4i@aol.com

**Phone:** (917) 224-0654

**Company / Organization:** Bronx community Board #9

**Job Title / Position:** Community Board Member

**Street Address:** 34 Metropolitan Oval #7G

**City / Town:** Bronx

**State:** New York

**Zip Code:** 10462

**Join Mailing List:** Yes, add me to the project mailing list

**Message Type:** Comment

**Subject:** NEPA Environmental Assessment / Section 4(f)

**Message:** Concerned board member, getting more info. Thanks

**From:** [Kain, Kevin](#)  
**To:** [Penn Station Access Outreach](#)  
**Subject:** Penn Station Access Submission  
**Date:** Thursday, June 24, 2021 9:11:28 AM  
**Attachments:** [image001.png](#)

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Hello,

In lieu of filling out the online form, can a letter be submitted, and if so, to what address?

Thank you,

Kevin

**Kevin A. Kain, PP, AICP**  
**Director of Planning & Sustainability**

City of New Rochelle  
515 North Avenue  
New Rochelle, NY 10801  
p. (914) 654-2191



## **MTA Metro-North Penn Station Access Project Public Meeting Held Virtually via Zoom on Tuesday, June 15, 2021**

MR. JOSEPH GIULIETTI: Okay. Yeah. For some reason, it's not allowing me to put the camera on and I did wanna weigh in heavily in favor of this project. First off, my name is Joe Giulietti. I'm the commissioner for the Department of Transportation in Connecticut. I was the president of Metro-North and I actually had worked at Metro-North since the 70s when we first started talking about this project. We turned around to remind people that we gave up a yard and we gave up a loop track on the lower level of Grand Central in order to ensure that the Penn -- that the trains coming over from Long Island would be able to come to Grand Central and that we would have access to be able to go over to Penn Station.

So aside from the many things that you've talked about here, we also realized after the fire at 125th Street, this also and can serve as an alternate route to be able to connect into New York in the event that we would ever have a catastrophic failure like that again. I wanna turn around and say that the business people in Connecticut made me aware that they at the same time that we were meeting with the Bronx borough president so were the businesses that see this as an opportunity for the citizens to be able to go back and forth and again not only for people to be able to shoot down to Penn Station but for the people in the Bronx to have job opportunities coming through Connecticut as well.

So the businesses in Connecticut have been looking forward to this as have all of us as this is an opportunity to take a look at what is the future going to be, what are the alternatives that are in front of us. I've actually gone over every one of those stations and been on the tour for every one

of those stations so I wanna wish both Janno Lieber and Kathy Renaldi the best of luck in making this tremendous opportunity come to life. It's been long overdue. Thank you.

July 2, 2021

Linda Corcoran  
New York State Metropolitan Transportation Authority  
2 Broadway  
New York, New York 10004

**Re: MTA Penn Station Access Project – Environmental Assessment and Draft 4(f)  
Evaluation for the MTA Metro-North Railroad Penn Station Access Project**

Dear Ms. Corcoran:

New York City Department of Parks & Recreation (NYC Parks) has reviewed the Environmental Assessment and the Draft Section 4(f) Evaluation of the Metropolitan Transportation Authority (MTA) Metro-North Railroad (Metro-North) Penn Station Access (PSA) Project. NYC Parks understands that the MTA is proposing the PSA Project to provide one-seat passenger rail service to Penn Station New York (PSNY) on Manhattan’s west side for MTA Metro-North New Haven Line (NHL) customers (the “Proposed Project”).

The purpose of the Proposed Project is to provide new commuter rail service from New Haven, Connecticut (CT) to PSNY in Manhattan by utilizing Amtrak’s Hell Gate Line (HGL) through eastern Bronx and western Queens. The MTA has stated that the Proposed Project is needed to substantially reduce travel times to and from Manhattan’s West Side by providing direct service to NHL customers, as well as to introduce convenient and direct rail service to communities in the eastern Bronx that are currently underserved by mass transit.

To undertake the Proposed Project infrastructure improvements are needed on the HGL beginning in southeastern Westchester County, where NHL trains would divert onto the HGL at Shell Interlocking and extending to Harold Interlocking in Queens, joining the MTA Long Island Rail Road (LIRR) Mainline. As part of the Proposed Project, four new Metro-North stations would be constructed in the eastern Bronx at Hunts Point, Parkchester-Van Nest, Morris Park, and Co-op City. The Federal Transit Administration (FTA) is the lead federal agency for the Environmental Assessment and Draft Section 4(f) Evaluation.

NYC Parks has reviewed the Environmental Assessment and Draft 4(f) Evaluation for the MTA Metro-North Railroad Penn Station Access Project as the project is in close proximity to park areas under the jurisdiction of NYC Parks and involves proposed easements at Pelham Bay Park and Starlight Park. Some of the areas of proposed easements qualify for protection under Section 4(f) of the U.S. Department of Transportation Act of 1966, as amended (23 C.F.R. Part § 774, codified in 49 U.S.C. 303 and generally referred to as “Section 4(f)”). NYC Parks discusses the potential impacts from the use of the 4(f) resources in its Section 4(f) Concurrence Letter to be provided to the MTA under a separate cover.

The comments below relate to the Environmental Assessment and Draft 4(f) Evaluation chapters we have reviewed for the project. Please note that all relevant comments regarding the project from the Section 4(f) Concurrence Letter from NYC Parks should be incorporated into the relevant chapters of the EA, as appropriate. Our comments on the chapters of the Environmental Assessment are provided in the table below.

| Chapter/Section                        | Page                        | Comment   |
|--|-----------------------------|---|
| ES                                     | ES-7                        | NYSDOT is working on highway on/off ramps at the clover leaf just south of the proposed Co Op City station. Construction is starting fall 2021 and anticipated to end 2023.   |
| 3 - Land Use, Zoning and Public Policy | 3-17, last row of Table 3-1 | Sheridan Boulevard is complete  |
| 3 - Land Use, Zoning and Public Policy | 3-21, first paragraph       | <ul style="list-style-type: none"> <li>o Starlight Park Phase 2 - (last phase) will be complete mid-2022</li> <li>o The project included two bridges. The third bridge was built by NYSDOT as part of the Sheridan Boulevard project and turned over to NYC Parks (completed 12/2019).</li> </ul>   |
| 3 - Land Use, Zoning and Public Policy | 3-21, first row Table 3-2   | <ul style="list-style-type: none"> <li>o Location should state: "along the Bronx River between Westchester Ave. and E. 174th St.;"</li> <li>o Anticipated Year of Completion should state: "2022."</li> </ul>   |
| 7 – Open Space                         | 7-14, last paragraph        | NYC Parks requests the opportunity to review plans for any proposed fencing between the park and the railroad right-of-way.   |
| 8 - Natural Resources                  | Overall                     | The ecological community, wetlands, wildlife, etc. are not described specifically for the area of parkland that will be disturbed as a result of the new bridge construction (i.e., the bridge over the Bronx River). Suggest providing more detail in these areas, including a better understanding of their function and value and how it will be disrupted by the project (e.g., how long, in what way, etc.). |
| 8 - Natural Resources                  | Overall                     | Please clarify if the Penn Station Access project will be rebuilding the undersized culvert adjacent to the golf course parking lot.  |
| 8 - Natural Resources                  | Overall                     | Please clarify if the work along the HGL would result in any additional volume of runoff into Pelham Bay Park.  |
| 8 - Natural Resources                  | Overall                     | Please share the wetland delineation files and report with NYC Parks.   |
| 8 - Natural Resources                  | Overall                     | There are freshwater wetlands adjacent to the Pelham Lane Bridge. If rebuilt, NYC Parks is concerned about impacts to these wetlands and requests the MTA please consult with NYC Parks in a timely manner for potential impacts at this location.  |
| 8 - Natural Resources                  | 8-9                         | Review for typos ( <i>Distichlis spicata</i> , <i>Iva frutescens</i> )  |
| 8 - Natural Resources                  | 8-12                        | Figure 8-4 does not show full extent of existing salt marsh. IM section north of Westchester Ave is larger and recently restored, and there is marsh at the south end of the extent of the map.   |

| Chapter/Section       | Page | Comment  |
|-----------------------|------|--|
| 8 - Natural Resources | 8-17 | "The study area also includes the natural landscape associated with Pelham Bay Park (PBP), which includes rocky shoreline, saltwater wetlands, mud flats, forest, and meadow." These are not Edinger characterizations. The natural area south of the tracks from the Co-Op City Station and the natural area in Segment 4 through PBP should be characterized according to Edinger and the methodology on page 8-3. It should be noted that these natural habitats would not be considered a "terrestrial cultural" community according to guidance provided in the New York City <i>CEQR Technical Manual</i> , as it includes intact habitats and ecosystems with minimal disruption and human influence. |
| 8 - Natural Resources | 8-17 | Please review for typos (The scientific name for violet woodsorrel is <i>Oxalis violacea</i> not 'exalis')   |
| 8 - Natural Resources | 8-19 | The entire stretch of the Bronx River within New York City has been identified as a water with imperiled mussels by NYSDEC. Potential impacts to imperiled mussels resulting from the Proposed Action should be assessed in the EA. Mussel surveys should be conducted in accordance with the April 2021 New York State Freshwater Mussel Survey Guidelines for Waterbody Disturbance Projects. Further consultation with NYSDEC is recommended.   |
| 8 - Natural Resources | 8-19 | Diamondback terrapins have been observed in the saltmarsh in Pelham Bay Park near the Bartow Pell Mansion.   |
| 8 - Natural Resources | 8-27 | Please describe best management practices to avoid and minimize disturbance to ecological communities from tree removals. NYC Parks typically implements seasonal timing restrictions for tree removals on public parkland to protect migratory birds. Tree removal work should not be conducted between April 1 <sup>st</sup> and September 31 <sup>st</sup> to protect migratory birds and breeding birds.   |
| 8 - Natural Resources | 8-27 | NYC Parks recognizes all wetland features regardless of their regulatory status as having conservation value. There is a surface water feature on Randall's Island immediately adjacent to the tracks. There are also emergent wetland features in the Bronx both east (shown on NWI) and west of the Bruckner crossing, south of the tracks. These are less than 500-feet from the tracks and should be mapped and delineated. These are less than 12.4 acres and would not be regulated by NYSDEC but may be considered jurisdictional by USACE.   |



| Chapter/Section       | Page             | Comment   |
|-----------------------|------------------|---|
| 8 - Natural Resources | 8-27             | If wetland delineations have been conducted, please provide map in the EAS.   |
| 8 - Natural Resources | 8-30             | Please clarify work being done at 177 <sup>th</sup> St and Concrete Plant Park resulting in tree removals, as seen in Fig 8-9. There is no mention of 177 <sup>th</sup> St or Concrete Plant Park in the documents other than this map.   |
| 8 - Natural Resources | 8-31             | Please clarify this statement since it seems to contradict an earlier statement about the Proposed Project not having a negative impact on wildlife species: "Because wildlife within the Co-op City Station area and Pelham Bay Park has co-existed with the active rail line for more than 100 years, MTA expects that the additional track and service along the HGL under the Proposed Project <b>would adversely affect such resources.</b> "  |
| 8 - Natural Resources | 8-10 & 8-11      | Figure 8-2 and 8.3 appear outdated and potentially do not reflect existing conditions. At Randall's Island an existing salt marsh and a freshwater marsh appear to be missing. The restored tidal marsh is located nearest Icahn Stadium. The NYSDEC permitted this project and it is managed by NYC Parks. Please note that on the NWIs given through the NYCDEC's Environmental Mapper link it incorrectly remains listed as E1UBL/Estuarine and Marine Deepwater. The restoration includes a mix of low and high marsh. Please contact NYC Parks (Ross Diamond 212-360-3318) for further information, if needed. |
| 8 - Natural Resources | 8-12 & 8-13      | Figure 8-4 and 8-5 appear outdated and potentially not reflect existing conditions. Concrete Plant restored salt marsh in the Bronx appears to be missing. Please contact NYC Parks (Ross Diamond 212-360-3318) for further information, if needed.   |
| 8 - Natural Resources | 8-19 (Table 8.1) | Several species of the secretive salt marsh sparrows have been observed in the Pelham Bay marshes mapped in Figure 8-6 during the migratory season. These species are recognized as <b>rare...</b> And are not included in Table 8-1 nor described in the text for this area that have five other rare birds listed:<br>Excerpt from page 8-18 (bottom)<br><i>within the vicinity of Goose Island, Hutchinson River Hutchinson River Bridge, and the Co-op City Station area is known to have five rare bird species that,</i>  |

| Chapter/Section   | Page                           | Comment  |
|-------------------|--------------------------------|--|
| 11 - Section 4(f) | 11-7, Last paragraph           | <ul style="list-style-type: none"> <li>o Starlight Park is owned by the City of New York and is under jurisdiction of NYC Parks (please make this clarification here and in other sections of the EAS where NYC Parks is cited as the property owner of a park).</li> <li>o Correction: “Phase II of Starlight Park will include the expansion of the existing park to the <del>west</del> east side of the Bronx River”</li> <li>o Please note the following, “The portion of the park under construction will add seating areas overlooking the Bronx River, lawns and plantings, and a dog run”</li> <li>o The “Underutilized portions of Starlight Park” should more accurately be described as “Recently acquired properties that will allow NYC to expand Starlight Park are undergoing construction”</li> <li>o One bridge over the river and one bridge over the railroad are in construction; two other bridges over the river are already built and in use.</li> </ul> |
| 11 - Section 4(f) | 11-13                          | Please clarify if there is an existing access agreement with Amtrak for the access road in Pelham Bay Park (Map ID 12)   |
| 11 - Section 4(f) | Overall                        | The permanent easements sought as part of the Proposed Project would require alienation authorization by the New York State Legislature. This should be discussed in the environmental assessment.   |
| 11 - Section 4(f) | Overall                        | NYC Parks recommends that the MTA continue to coordinate the New York State Department of Park, Recreation and Historic Preservation regarding the Proposed Project’s potential to conflict with past grant obligations and restrictions.  |
| 11 - Section 4(f) | Overall                        | The chapter should include an assessment of the four (4) permanent easements proposed for the area north of the Pelham Lane Pathway Bridge.  |
| 11 - Section 4(f) | Overall                        | The ownership and/or jurisdiction if city-owned for Block 4411 Lot 125 is not certain and requires further research.   |
| 19 - Construction | Overall                        | The chapter should reference the need for a NYC Parks Construction Permit for any activities with the potential to affect City parklands.  |
| 19 - Construction | 19-3                           | Please clarify if the perimeter fence at Starlight Park is included in the construction work, i.e. deteriorated sections of the fence will be repaired or replaced.  |
| 19 - Construction | 19-4, second to last paragraph | The work at Bronx River Bridge should include protection for the new Starlight Park bridge and pedestrians on the bridge during restoration of the bascule bridge and construction of the new parallel bridge structure.   |

| Chapter/Section  | Page                         | Comment   |
|--|------------------------------|---|
| 19 - Construction  | 19-4, last paragraph         | The cardinal directions given in the paragraph are hard to follow, suggest revise for clarity and/or provide a figure to show locations described   |
| 19 - Construction  | 19-5, first paragraph        | The design of the new bridge at this location should provide clearance over the river for boating use, including canoes and kayaks.   |
| 19 - Construction  | 9-6, fourth paragraph        | NYC Parks should be coordinated with if any caissons are proposed near park retaining walls or other park features that would need protection during construction.  |
| 19 - Construction  | 19-8, Table 19-1 (8th Row)   | In-water work should be coordinated with NYC Parks and the Bronx River Alliance to ensure it does not conflict with planned boating events.   |
| 19 - Construction  | 19-10, Table 19-2            | At any city park location, disruption must be kept to a minimum and no staging, storage, or vehicle parking is allowed unless a permit or other agreement is negotiated   |
| 19 - Construction  | 19-16, third paragraph       | NYC Parks notes the text regarding trees near work areas. We look forward to working on a Memorandum of Agreement with the MTA regarding the protection of trees in park areas.   |
| Appendix M - Mitigation, Minimization, and Monitoring Requirements | M-5 (Section 4(f) Resources) | NYC Parks discusses minimization and mitigation measures that are associated with its concurrence of the <i>de minimus</i> impact finding for the project. This section of Appendix M should be updated to reflect NYC Parks Section 4(f) Concurrence Letter provided under separate cover. |

Please contact me at [david.cuff@parks.nyc.gov](mailto:david.cuff@parks.nyc.gov) if any further information is needed or any discussion is needed based on the comments above.

Sincerely,

David Cuff, AICP  
 Director of Environmental Review

- CC:**  
 Colleen Alderson, NYC Parks  
 Ross Diamond, NYC Parks  
 Jessica Einhorn, NYC Parks  
 Ellen Macnow, NYC Parks  
 Antonios Michelakis, NYC Parks  
 Brendan Shera, NYC Parks  
 Nicole Weymouth, WSP



NYC Parks

**David Cerron**  
Assistant Commissioner  
Planning & Development

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**City of New York  
Parks & Recreation**

The Arsenal  
Central Park  
New York, NY 10065  
[www.nyc.gov/parks](http://www.nyc.gov/parks)

September 1, 2021

Linda Corcoran  
New York State Metropolitan Transportation Authority  
2 Broadway  
New York, New York 10004

**Re: MTA Penn Station Access Project - Section 4(f) Concurrence**

Dear Ms. Corcoran:

New York City Department of Parks & Recreation (NYC Parks) understands that the Metropolitan Transportation Authority (MTA) is proposing the Penn Station Access (PSA) Project to provide one-seat passenger rail service to Penn Station New York (PSNY) on Manhattan's west side for MTA Metro-North Railroad's (Metro-North) New Haven Line (NHL) customers (Proposed Project). MTA Construction & Development (MTACD) is responsible for the planning, design, and construction of the Proposed Project and related public outreach, and Metro-North would operate the service. Amtrak, as the owner of the Hell Gate Line (HGL), is fully responsible for all maintenance work on the HGL for the safe operation of trains.

**Project Background**

The purpose of the Proposed Project is to provide new commuter rail service from New Haven, Connecticut (CT) to PSNY in Manhattan by utilizing Amtrak's HGL through eastern Bronx and western Queens. The MTA has stated that the Proposed Project is needed to substantially reduce travel times to and from Manhattan's West Side by providing direct service to NHL customers, as well as to introduce convenient and direct rail service to communities in the eastern Bronx that are currently underserved by mass transit.

To undertake the Proposed Project infrastructure improvements are needed on the HGL beginning in southeastern Westchester County, where NHL trains would divert onto the HGL at Shell Interlocking and extending to Harold Interlocking in Queens, joining the MTA Long Island Rail Road (LIRR) Mainline. As part of the Proposed Project, four new Metro-North stations would be constructed in the eastern Bronx at Hunts Point, Parkchester-Van Nest, Morris Park, and Co-op City. The Federal Transit Administration (FTA) is the lead federal agency for the Environmental Assessment and Draft Section 4(f) Evaluation, which is being prepared in accordance with the National Environmental Policy Act of 1969 (NEPA).

**Proposed Use of Section 4(f) Property**

The Proposed Project proposes a small permanent easement and a non-exclusive easement (for access) within Starlight Park, an open space resource owned by the City of New York and under the jurisdiction of NYC Parks. This resource qualifies for protection under Section 4(f) of the U.S. Department of Transportation Act of 1966, as amended (23 C.F.R. Part § 774, codified in 49 U.S.C. 303 and generally referred to as "Section 4(f)"). The easements for the Proposed Project would be granted to the MTA and would allow Amtrak to occasionally inspect and maintain signal equipment that is located along the boundary of the park and the Amtrak right-of-way. In addition, the Proposed Project proposes a permanent easement for two small areas (2,000 square feet total) within Pelham Bay Park and immediately east and west of the Amtrak right-of-way for the Pelham Lane Pathway Bridge for construction of wing walls for the bridge.

The bridge reconstruction would require realignment of the golf cart and bridle paths underneath the bridge that connects the Pelham Bay and Split Rock Golf Courses, within the existing right-of-way. Finally, due to the realignment of catenary structures along the HGL needed by the Proposed Project, four small areas in Pelham Bay Park and four small areas in Concrete Plant Park would also require permanent easements.

In accordance with Section 4(f), FTA may not approve the use of land from a publicly owned public park, recreation or wildlife and waterfowl refuge, or any historic site unless a determination is made that:

- (i) there is no feasible and prudent alternative to the use of the land from the property;
- (ii) the action includes all possible planning to minimize harm to the property resulting from such use; or
- (iii) the use of the property, including any measure(s) to minimize harm (such as any avoidance, minimization, mitigation, or enhancement measures) committed to by the applicant, will have a *de minimis* impact.

With respect to parks, recreation areas, or wildlife or waterfowl refuges, as summarized from 49 U.S.C. 303(d)(3), FTA may make a finding of *de minimis* impact only if:

- After public notice and opportunity for public review and comment, FTA finds that the transportation program or project will not adversely affect the activities, features, and attributes of the park, recreation area, or wildlife or waterfowl refuge eligible for protection under this section; and
- The finding has received concurrence from the officials with jurisdiction over the park, recreation area, or wildlife or waterfowl refuge.

The MTA is seeking concurrence from NYC Parks that the proposed easements that would result from the Proposed Project would not adversely affect the activities, features, or attributes of Starlight Park, Concrete Plant Park, and Pelham Bay Park and the temporary construction would not rise to the level of a Section 4(f) “use” of the property.

#### **Section 4(f) Use - *De Minimis* Impact**

Starlight Park is a New York City-owned waterfront park located along Sheridan Boulevard and the Bronx River, between East 174th Street and Westchester Avenue. Within Starlight Park, a permanent easement (approximately 4,400 square feet) would be required immediately adjacent to railroad right-of-way (ROW) for signal equipment and a retaining wall (as shown on HNTB Draft Conceptual Documents, 1/6/2021). This easement area is related to drainage and is not a part of planned amenities for Starlight Park; rather, it is part of NYC Parks’ drainage system capturing runoff before it reaches the Bronx River. The Proposed Project would also require a non-exclusive easement to use a shared bicycle-pedestrian path that is planned as part of Starlight Park Phase 2 for limited (monthly) vehicular access for maintenance of the signal equipment along the ROW. Typically, two workers in the vehicle would access the signal equipment to perform routine maintenance and inspect the equipment to ensure it is functioning properly and in working order.

Pelham Bay and Split Rock Golf Courses are located within Pelham Bay Park. These are public golf facilities that each comprise two 18-hole courses. The two golf courses are located north and south of the railroad ROW and the Pelham Lane Pathway Bridge. The Pelham Lane Pathway Bridge carries two railroad tracks over a golf cart path and a bridle path. The Pelham

Lane Pathway Bridge is to be replaced (or rehabilitated) as part of the Proposed Project in order to accommodate the increased operations from the proposed Metro-North service. This construction will require permanent easements for two small areas (approximately 200 square feet and 1,750 square feet) immediately to the east and west of the Amtrak ROW for the Pelham Lane Pathway Bridge to accommodate parts of the proposed wing walls for the bridge (as shown on HNTB Draft Conceptual Documents, 1/6/2021). These areas are part of the golf cart path and bridle path, which will both be realigned underneath the bridge as part of the project. Access under the bridge will be maintained for golfers, pedestrians and horseback riders within the park during construction. In addition, within Pelham Bay Park four permanent easements are needed for the realignment of catenary structures to support the Proposed Project. Specifically, these easements are needed to provide room for the foundations needed for the catenary structures along the Amtrak ROW. These structures will be immediately adjacent to the area of the ROW and would not affect park amenities or disrupt park functions. Any access needed to these structures will be from the ROW and not accessed by an Amtrak vehicle traveling through Pelham Bay Park.

Concrete Plant Park is a New York City-owned waterfront park located near where Sheridan Boulevard meets the Bruckner Expressway along the Bronx River. Within Concrete Plant Park four permanent easements are needed for the realignment of catenary structures to support the Proposed Project. Specifically, these easements are needed to provide room for the foundations needed for the catenary structures along the Amtrak ROW. These structures will be immediately adjacent to the area of the ROW and would not affect park amenities or disrupt park functions. Any access needed to these structures will be from the ROW (e.g., via a gate through the fence along the ROW), and not accessed by an Amtrak vehicle traveling through Concrete Plant Park.

A *de minimis* impact involves the use of Section 4(f) property that is generally minor in nature. A *de minimis* impact is one that, after taking into account avoidance, minimization, mitigation and enhancement measures, results in no adverse effect to the activities, features, or attributes qualifying a park, recreation area, or refuge for protection under Section 4(f). NYC Parks concurs that the use of Section 4 (f) property in Starlight Park, Pelham Bay Park and Concrete Plant Park would represent a *de minimis* impact if the following minimization and mitigation measures are included as part of the Proposed Project:

- The access easement for Starlight Park will contain provisions that will include a requirement that Amtrak or MTA will provide notification to NYC Parks when access is needed and repair or reimburse NYC Parks for any damage caused by Amtrak or MTA vehicles utilizing the easement areas. Further, safety protocols will be implemented to ensure for the protection of pedestrians and park users when park sites are accessed.
- At Starlight Park, MTA will be responsible for all New York State Department of Environmental Conservation approvals to changes to the drainage system and will obtain NYC Parks final approval of the layout and design of the new drainage system and retaining wall. MTA will also take responsibility to remove graffiti from the retaining wall as needed.
- The vehicles used for periodic access are assumed to be less than once a month and will have a maximum gross vehicle weight rating of 10,000 pounds or less.
- At Pelham Bay Park, the Pelham Lane Pathway Bridge at Pelham Park will have a 13-foot minimum vertical clearance, the golf cart path will have a 12-foot minimum width,

the bridle path will have a 12-foot minimum width and there will be a minimum 2-foot buffer between the golf cart and bridle paths. NYC Parks will review, comment, and approve the design as well as the aesthetics of the finish of the bridge and ensure that the clearance for the park users will not diminish park accessibility or safety of users (e.g., horses, pedestrians and golfers) crossing beneath the Pelham Lane Pathway Bridge. Along with design approval, MTA will provide a safety plan for NYC Parks' review, comment and approval that will detail the safety protocols (e.g., flaggers to ensure safe passage of park users during construction) that will be in place while construction activities are occurring at the Pelham Lane Pathway Bridge.

- MTA will ensure that the catenary structures are designed to deter climbing and also discourage any other potentially dangerous misuse of the structures. Parks will review, comment, and approve the design of catenary structures placed in Concrete Plant Park and Pelham Bay Park.

With the above minimization and mitigation measures included as part of the Proposed Project, NYC Parks concurs that the non-exclusive easement at Starlight Park would not adversely change the activities, features, or properties of the resource, since vehicular use is anticipated to be limited and of short duration. Further, the permanent easements at Starlight Park, Concrete Plant Park and Pelham Bay Park would not affect the activities, features, or attributes of the existing or planned publicly accessible portions of these three open space resources.

During construction, MTA's contractor will be responsible for applying for and obtaining relevant NYC Parks permits, including Construction and Tree Work Permits.

#### Temporary Occupancy within Pelham Bay and Split Rock Golf Courses

While the construction of the Pelham Lane Pathway Bridge (as described above) would temporarily affect (approximately 12 months) the pathways under the bridge, within the existing Amtrak ROW, pathways under the Pelham Lane Pathway Bridge will be maintained for use by the public throughout construction. Therefore, golfers, pedestrians, and horseback riders will continue to be able to safely access Split Rock Course throughout the duration of construction and construction activities at this location will be sensitive to and accommodate ongoing equestrian uses.

Section 4(f) approval. 23 C.F.R. § 774.13 provides that one exception is to demonstrate that the project's involvement with the Section 4(f) property would not be considered a "use," but rather a "temporary occupancy." The pertinent text of § 774.13 is provided below.

#### *§ 774.13: Exceptions.*

*(d) Temporary occupancies of land that are so minimal as to not constitute a use within the meaning of Section 4(f). The following conditions must be satisfied:*

- (1) Duration must be temporary, i.e., less than the time needed for construction of the project, and there should be no change in ownership of the land;*
- (2) Scope of the work must be minor, i.e., both the nature and the magnitude of the changes to the Section 4(f) property are minimal;*
- (3) There are no anticipated permanent adverse physical impacts, nor will there be interference with the protected activities, features, or attributes of the property, on either a temporary or permanent basis;*

- (4) The land being used must be fully restored, i.e., the property must be returned to a condition which is at least as good as that which existed prior to the project; and*
- (5) There must be documented agreement of the official(s) with jurisdiction over the Section 4(f) resource regarding the above conditions.*

To satisfy § 774.13(d), during the MTA Penn Station Access Project:

1. MTA would occupy the park area temporarily, for 12 months, less than the 48 to 60 months needed for construction of the project and there would be no change in ownership.
2. The scope of MTA's involvement in the area would be minor, consisting of installing shielding to allow users of the paths (horseback riders, golfers, pedestrians, etc.) and using flaggers to ensure park users can safely pass through the work zone.
3. MTA would return the area to its pre-involvement condition to ensure that there would be no permanent adverse physical impacts on the park.
4. As mentioned above, the area would be fully restored to a condition at least as good as that which existed prior to the project.
5. NYC Parks, via this letter, is providing agreement that MTA involvement with the MTA Penn Station Access Project satisfies the conditions for exception from FHWA Section 4(f) review under § 774.13(d) regarding the temporary occupancy of the area needed for the project.

Based on the information presented above, and with the minimization and mitigation measures included as part of the Proposed Project, NYC Parks concurs that the Section 4(f) use of Starlight Park and Pelham Bay Park would not adversely affect the activities, features, or attributes qualifying these properties for protection under Section 4(f). As discussed previously with the MTA, the permanent easements sought as part of the Proposed Project would require alienation authorization by the New York State Legislature. In addition, NYC Parks recommends that the MTA continue to coordinate the New York State Department of Parks, Recreation and Historic Preservation regarding the Proposed Project's potential to conflict with past grant obligations and restrictions.

Please contact me at [david.cuff@parks.nyc.gov](mailto:david.cuff@parks.nyc.gov) if any further information is needed.

Sincerely,



David Cuff, AICP  
Director of Environmental Review

**CC:**

Colleen Alderson, NYC Parks  
Ellen Macnow, NYC Parks  
Antonios Michelakis, NYC Parks  
Brendan Shera, NYC Parks  
Nicole Weymouth, WSP





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**From:** Li, Shuzuan <[sli@dot.nyc.gov](mailto:sli@dot.nyc.gov)>  
**Sent:** Friday, June 4, 2021 4:53 PM  
**To:** Corcoran, Linda <[Linda.Corcoran@mtacd.org](mailto:Linda.Corcoran@mtacd.org)>  
**Cc:** Ahmed, Shakil <[SAhmed2@dot.nyc.gov](mailto:SAhmed2@dot.nyc.gov)>; Samuelsen, Michele <[msamuelsen@dot.nyc.gov](mailto:msamuelsen@dot.nyc.gov)>;  
Martinez, Nathalie <[nmartinez@dot.nyc.gov](mailto:nmartinez@dot.nyc.gov)>; Lopez, Nivardo <[nlopez1@dot.nyc.gov](mailto:nlopez1@dot.nyc.gov)>  
**Subject:** RE: MTA Metro-North Penn Station Access - Environmental Assessment/Draft 4(f) Evaluation and Public Meeting

Hi Linda,

We're glad to have an opportunity to review the Environmental Assessment (EA) and associated information for the subject project. In order to continue our review, we would like to request the following information:

- Please have the consultant provide backup information for the traffic analysis. (data collection plan, TMC and ATR raw counts and peak hour summary, peak hour factor and heavy vehicle percentage summary, calibration memo, physical inventory and field observations). Please provide the trip distribution and trip incremental percentages for the assignment maps.
- Please have the consultant provide the trip generation backup information for the sources stated under Table 12.5 Penn Station New York and Proposed Bronx Stations' Study Areas: Incremental Trips by Mode by Direction AM Peak Hour .
- Please have the consultant provide backup information for Metro-North's 2016 Origin-Destination Survey.
- Please have the consultant provide backup information for the Regional Transit Forecasting Model (RTFM) to explain how the projected ridership and incremental traffic volume were determined.
- Please have the consultant provide site plans for each of the four new stations.

- Please have the consultant provide the pedestrian counts for existing volumes per pedestrian facility and incremental pedestrian assignment maps surrounding the proposed station area to verify if they would exceed CEQR TM analysis thresholds.
  
- Please have the consultant identify if Synchro or HCS was used for the traffic analysis, and provide the executable files.

Please let me know if you have any question.

Thank you,

**Shuzuan Li**

*City Planner*

*Traffic Engineering and Planning*

*NYC DOT-Division of Transportation Planning & Management*

*55 Water Street, 6<sup>th</sup> Fl, New York, NY 10041*

*~~P:212-839-7778 F:212-839-7777~~ Teleworking*

**From:** [Squarespace](#)  
**To:** [Penn Station Access Outreach](#)  
**Subject:** Form Submission - New Form  
**Date:** Friday, June 11, 2021 3:51:30 PM

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Sent via form submission from [Penn Station Access](#)

**Name:** Ian Benjamin

**Email:** [ian.benjamin@parks.ny.gov](mailto:ian.benjamin@parks.ny.gov)

**Phone:** (518) 227-1886

**Company / Organization:** NYS Office of Parks, Recreation, and Historic Preservation

**Job Title / Position:** LWCF Staff

**Street Address:** 625 Broadway

**City / Town:** Albany

**State:** New York

**Zip Code:** 12238

**Join Mailing List:** No, do not add me to the project mailing list

**Message Type:** Comment

**Subject:** NEPA Environmental Assessment / Section 4(f)

**Message:** Good afternoon,

My name is Ian Benjamin. My office serves as liaison to the federal government for all matters pertaining to the Land and Water Conservation Fund Act of 1965.

My office was notified of this project and have begun reviewing it for impacts to outdoor recreation sites that previously received assistance through LWCF. This project impact outdoor recreation at Pelham Bay Park, which has previously received LWCF assistance. In particular, we would like to set up a time to discuss two permanent easements that are under consideration:

"Two small areas (200 square feet and 1,750 square feet) within the Pelham Bay and Split Rock Golf Courses immediately to the east and west of the railroad right-of way would require a permanent easement for the Pelham Lane Pathway Bridge to accommodate parts of the proposed wing walls for the rehabilitated or replaced bridge. These small areas are part of the golf cart path and bridle path, which MTA would realign underneath the bridge as part of the Proposed Project."

As Pelham Bay park is owned/managed by NYC/DPR, a representative of that agency must be involved in these discussions.

Please forward this request to the appropriate parties.

Thank you,  
Ian Benjamin



# United States Department of the Interior

OFFICE OF THE SECRETARY  
Office of Environmental Policy and Compliance  
5 Post Office Square, Suite 18011  
Boston, Massachusetts 02109

July 9, 2021

9043.1  
ER 21/0202

Stephen Goodman  
Federal Transit Administration  
Region II  
One Bowling Green, Room 428  
New York, NY 10004-1415

**Subject:       Comments**  
**Penn Station Access Project – Draft Section 4(f) Evaluation**  
**New York**

Dear Mr. Goodman:

The U.S. Department of the Interior (Department) has reviewed the draft Section 4(f) evaluation for the Penn Station Access Project in NY. The project would provide one-seat passenger rail service to Penn Station New York (PSNY) on Manhattan's west side for The Metro Transit Authority (MTA) Metro-North Railroad's New Haven Line customers. The project would provide new rail service from New Haven, Connecticut to PSNY in Manhattan by utilizing Amtrak's Hell Gate Line on the Northeast Corridor, through the eastern Bronx and western Queens. The project would also include the construction of four new passenger stations (Hunts Point, Parkchester-Van Nest, Morris Park, and Co-op City). The following comments on this project are offered for your consideration.

## **Section 4(f) Evaluation Comments**

Section 4(f) of the Department of Transportation Act of 1966 protects publicly owned parks, recreation areas, and wildlife and waterfowl refuges of national, state, or local significance and historic sites of national state, or local significance from use by transportation projects. The draft Section 4(f) evaluation determined whether the proposed project's effects to Starlight Park, Pelham Bay Park, and Pelham Bay and Split Rock Golf Courses constitute a "use" or a de minimis use.

The Department concurs that there is no prudent and feasible alternative to the proposed use of 4(f) lands. The proposed action will have an adverse effect on the Pelham Lane Pathway Bridge

(part of the Pelham Bay Golf Course) which constitutes a 4(f) use and will result in the physical use of this 4(f) resource. The Pelham Lane Pathway Bridge currently carries two railroad tracks over a golf cart path and a bridle path.

The Department also concurs with the Federal Transit Administration's (FTA) proposed de minimis finding for the proposed permanent and temporary easements within Starlight Park and the permanent easements within the Pelham Bay and Split Rock Golf Course, given that the easements would not adversely change the activities, features, or properties of the Section 4(f) protected resources.

In addition, the Department notes that the assessment of adverse effects has been made in consultation with the New York State Historic Preservation Office (SHPO) and New York City (NYC) Parks. It is our understanding a Draft Programmatic Agreement is being developed between MTA, FTA, SHPO and NYC Parks, which will include minimization and mitigation measures for the Pelham Lane Pathway Bridge.

### **Section 6(f) Evaluation Comments**

Based on the current project designs, permanent easements are planned for Pelham Bay Park which could trigger Land and Water Conservation Fund (LWCF) parkland conversions. Additional coordination is needed to make a determination about the easements and any other potential LWCF compliance concerns. The National Park Service (NPS) is currently working on this determination with the New York State Office of Parks, Recreation and Historic Preservation (OPRHP) and NYC Parks.

Pelham Bay Park received LWCF funding in 1976 for the Orchard Beach Rehabilitation project. Section 6(f) of the LWCF Act (now codified at 54 U.S.C. §200305(f)(3)) provides, in part, that:

*...no property acquired or developed with assistance under this section shall, without the approval of the Secretary, be converted to other than public outdoor recreation uses. The Secretary shall approve such conversion only if he finds it to be in accord with the then existing comprehensive statewide outdoor recreation plan and only upon such conditions as they deem necessary to assure the substitution of other recreation properties of at least equal fair market value and reasonable equivalent usefulness and location.*

The Department has no objection to the Section 4(f) approval, provided that all measures to minimize harm are included in the final Section 4(f) evaluation, including an acceptable LWCF conversion request package submitted to the NPS by OPRHP on behalf of NYC Parks, if it is determined that the project triggers a conversion(s).

Thank you for the opportunity to review and comment on this project. If you have questions regarding these comments, please contact Mark Eberle, National Park Service, at (215) 597-1258, or [mark\\_eberle@nps.gov](mailto:mark_eberle@nps.gov). Please contact me at 617-223-8565 if I can be of further assistance.

Sincerely,

Andrew L. Raddant  
Regional Environmental Officer

cc: SHPO-NY ([daniel.mackay@parks.ny.gov](mailto:daniel.mackay@parks.ny.gov))  
NYS Office of Parks, Recreation and Historic Preservation ([Diana.Carter@parks.ny.gov](mailto:Diana.Carter@parks.ny.gov))



July 1, 2021

Eve Michel, Senior Vice President  
PSA Program Executive  
MTA Construction & Development  
2 Broadway, 8<sup>th</sup> Floor  
New York, New York 10004-2207

RE: MTA Metro-North Penn Station Access – Environmental Assessment/Draft 4(f) Evaluation

Dear Eve Michel,

The U.S. Environmental Protection Agency (EPA) has reviewed the information presented in the May 18, 2021 Metropolitan Transportation Authority's (MTA) Environmental Assessment (EA) and Draft Section 4(f) Evaluation for the proposed Metro North Railroad Penn Station Access Project. MTA proposes significant railroad infrastructure improvements to introduce Metro-North service into and out of Penn Station New York. The project would also improve accessibility for underserved areas by constructing four ADA-accessible stations in the eastern Bronx at Hunt's Point, Parkchester/Van Nest, Morris Park, and Co-op City.

If all project and permit conditions described in the EA are met, EPA concurs that the EA supports the finding of no significant impact.

In addition, EPA offers the following comments on the draft EA:

- EPA agrees with the conclusion of the Greenhouse Gas (GHG) Analysis (Section 15), that the Proposed Project would likely decrease GHG emissions compared with the No Action Alternative. In general, the analysis would be better supported by clarifying references and inputs to the models used to calculate GHG emissions. For example, the source of the total emissions from the new employee welfare station presented in 15.6 is unclear.
- The EA includes an adequate Environmental Justice (EJ) Analysis (Section 20). Use of an environmental compliance plan during construction is expected to mitigate the temporary adverse impacts on communities located near the Proposed Project, and any property acquisitions would not require residential or business relocations. Overall, the Proposed Project is anticipated to benefit residents of the study area, including minority and low-income populations, by improving regional accessibility.
- The EA should include a list of references for the sources that are not detailed in footnotes.

EPA appreciates the opportunity to comment as a participating agency in the NEPA process. If you have any questions, please contact Abbey States at (212) 637-4350 or [states.abbey@epa.gov](mailto:states.abbey@epa.gov).

Sincerely,

*Mark Austin*

Mark Austin, Team Leader  
Environmental Review Team

**From:** [Squarespace](#)  
**To:** [Penn Station Access Outreach](#)  
**Subject:** Form Submission - New Form  
**Date:** Tuesday, June 15, 2021 7:11:00 PM

---

Sent via form submission from [Penn Station Access](#)

**Name:** Arthur Breedy

**Email:** templrkt@aol.com

**Phone:** (347) 642-0328

**Company / Organization:** Boulevard Gardens

**Job Title / Position:** VP Board of Directors

**Street Address:** 5142 30th Avenue Apt 4 O

**City / Town:** Woodside

**State:** New York

**Zip Code:** 11377

**Join Mailing List:** Yes, add me to the project mailing list

**Message Type:** Comment

**Subject:** General Comment

**Message:** I would like a meeting to be held here in Boulevard Gardens. We are over 900 apartments and as Shareholders we are VERY concerned how this will affect us. More people are just focusing on how it benefits the Bronx. But part of the project passes through Queens.

**MTA Metro-North Penn Station Access Project Public Meeting  
Held Virtually via Zoom on Tuesday, June 15, 2021**

MR. ARTHUR BREEDY: Hi. Good evening. My name is Arthur Breedy. I currently reside at Boulevard Gardens. I lived at Boulevard Gardens for over 25 years. And I have also had some run ins with Amtrak during that time. I don't hear anything so far this evening on the impact that it's going to have here in Queens but I feel like it will. Looking at your map where you're running this line, it seems to come through as you said Hells Gate Bridge so I feel like it's going to affect Queens and so I'm here to say I think we need to leave Queens out of the equation.

You have a line that runs down the East River. I think that will be a little more befitting so it doesn't encroach on our community out here. There's a lot of talk on the fact that it's going to reduce greenhouse effects or things like people using their cars and vehicles but yet in the plan, it's, it's specifying that there will be 300 to 500 trees removed, four historic resources affected, archeological resources affected, so I, I'm not really seeing the benefit.

I understand these commuters in the Bronx congratulations to them that it may make life easier for them but again, I'm, I'm really opposed to any part of this coming through Queens. We already have our headache with the current Amtrak and I think this will just add to the exasperation. Thank you for giving me the opportunity to speak my peace.

**From:** [ARTHUR BREEDY](#)  
**To:** [Penn Station Access Outreach](#)  
**Subject:** Flash drive  
**Date:** Wednesday, June 16, 2021 3:27:47 PM

---

Good Afternoon,

I attended the meeting last night and wish to get one of the Free Flash Drives of the EA that is being offered.

My name: Arthur Breedy  
Address: 5142 30th Avenue Apt 4 O  
Woodside, NY 11377

Please advise.

Arthur Breedy

Sent from my iPhone

**From:** [Squarespace](#)  
**To:** [Penn Station Access Outreach](#)  
**Subject:** Form Submission - New Form  
**Date:** Monday, June 21, 2021 9:34:26 PM

---

Sent via form submission from [Penn Station Access](#)

**Name:** Arthur Breedy

**Email:** templrkt@aol.com

**Phone:** (347) 642-0328

**Company / Organization:** Boulevard Gardens Owners Corp.

**Job Title / Position:** VP Board of Directors

**Street Address:** 5142 30th Avenue Apt 4 O

**City / Town:** Woodside

**State:** New York

**Zip Code:** 11377

**Join Mailing List:** Yes, add me to the project mailing list

**Message Type:** Comment

**Subject:** NEPA Environmental Assessment / Section 4(f)

**Message:** There are people who live in our Co-Op community that were unable to attend the Virtual Meeting on June 15th. What if their comments and concerns reach you AFTER July 3rd? Many went on vacation with their children and won't be back until that week.

From: [Arthur Deedy](#)  
To: [Carmelina Lopez-Correa](#)  
Subject: A better use of funds  
Date: Saturday, July 10, 2021 9:24 PM

---

Good Evening,

Please see the link below and view the video.

This situation would be a better use of funds as opposed to the Penn Access Project.

It's ridiculous that people must wade through the disgusting water just to get on/off a train.

What if there was a child?  
What if there was an impaired individual?

What if this was a family member of yours?

[https://go02.afeflinks.protection.outlook.com?url=http%3A%2F%2Ftwitter.com%2FPaulleeWR%2Fstatus%2F141323441337561338%3Fref\\_src=twsrc%255Etfw%257Ctwcamp%255Etfw%257Ctwterm%255E141323441337561338%257Ctwgr%255Etfw%257Ctwcc%255E1\\_0%26ref\\_url%3Dhttps%252F%252Fwww.insider.com%252Fvideos-subway-stations-flood-new-york-city-amid-heavy-rain-2021-7&amp;data=04%7C01%7CPSAOutreach%40ntad.com%7C366ce5d134324411beca08943c4bd40%7C79a07380ce9841b408680e9255886697c9fa7c1%7C637615484282385%7CUnkown%7CTWpMIZ6A86jJW3paMC44JAaMDAALCQ8jvZuM6hLCBT68KhaWwL.CXVC36M6P%3D%7C2000&amp;data=jg4OP%26B5X/Rz7Z6S64WqR6Kj1G68F65%2FUNYKPF%3D&amp;reserved=0](https://go02.afeflinks.protection.outlook.com?url=http%3A%2F%2Ftwitter.com%2FPaulleeWR%2Fstatus%2F141323441337561338%3Fref_src=twsrc%255Etfw%257Ctwcamp%255Etfw%257Ctwterm%255E141323441337561338%257Ctwgr%255Etfw%257Ctwcc%255E1_0%26ref_url%3Dhttps%252F%252Fwww.insider.com%252Fvideos-subway-stations-flood-new-york-city-amid-heavy-rain-2021-7&amp;data=04%7C01%7CPSAOutreach%40ntad.com%7C366ce5d134324411beca08943c4bd40%7C79a07380ce9841b408680e9255886697c9fa7c1%7C637615484282385%7CUnkown%7CTWpMIZ6A86jJW3paMC44JAaMDAALCQ8jvZuM6hLCBT68KhaWwL.CXVC36M6P%3D%7C2000&amp;data=jg4OP%26B5X/Rz7Z6S64WqR6Kj1G68F65%2FUNYKPF%3D&amp;reserved=0)

A VERY concerned citizen and tax payer.

Arthur Deedy

Sent from my iPhone

July 1, 2021

MTA Government & Community Relations  
Re: Penn Station Access EA  
2 Broadway, D17.140  
New York, NY 10004

To Whom It May Concern:

We are the residents of Astoria, Woodside, Jackson Heights, Sunnyside, and Long Island City.

Please find attached our enclosed petitions. As stated in the petition we adamantly oppose the use of the Hell Gate Line to bring commuters from the Bronx, on an unnecessary route through our neighborhoods to Manhattan. The excess noise, vibration, added debris and garbage will lower our property value and impair our quality of life.

Please help us save our community and reconsider a more direct route to Manhattan.

Thank you in advance for your consideration and cooperation with this matter.

Residents of Astoria, Woodside, Jackson Heights, Sunnyside, and Long Island City.



## FROM 43 TO 164 TRAINS DOWN THE HELL GATE LINE

### Penn Station Access via the Hell Gate Line Project

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There are many adverse conditions that this Project will pose to the residents of Boulevard Gardens, with ABSOLUTELY NO BENEFITS. For these reasons we adamantly oppose the use of the Hell Gate Line to bring commuters from the Bronx, on an UNNECESSARY ROUTE through our neighborhood to Manhattan.

| PRINT NAME       | SIGNATURE               | ADDRESS               | EMAIL                     |
|------------------|-------------------------|-----------------------|---------------------------|
| MARIE SHAW       | <i>Marie Shaw</i>       | 51-34 30 Ave          |                           |
| LEONARDO BULLARO | <i>Leonardo Bullaro</i> | 51-34 30th Ave        |                           |
| MARY WALKER      | <i>Mary Walker</i>      | 51-34 30th Ave        |                           |
| ADAM FERSTENDIG  | <i>Adam Ferstendig</i>  | 51-34 30th Ave        | adam.ferstendig@gmail.com |
| DANIELA VELIĆIĆ  | <i>Daniela Velicic</i>  | 51-34 30th Ave        |                           |
| RITA JOSEPH      | <i>Rita Joseph</i>      | 51-34 30th Ave        |                           |
| EDIL J. CORTÉS   | <i>Edil Jose Cortes</i> | 51-34 30th Ave 6B     | cortesevil@gmail.com      |
| ALEXEY NEFEDOV   | <i>Alexey Nefedov</i>   | 51-34 30th Ave E3I    |                           |
| PAT BERNI        | <i>Pat Berni</i>        | 51-34 30th Ave        |                           |
| ANA GRIJALVA     | <i>Ana Grijalva</i>     | 51-34 30th Ave Apt 20 | om719@aol.com             |





## FROM 43 TO 164 TRAINS DOWN THE HELL GATE LINE

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| PRINT NAME       | SIGNATURE   | ADDRESS                      | EMAIL |
|------------------|-------------|------------------------------|-------|
| HARRIET BENDER   | [Signature] | 51-36 30 <sup>th</sup> AVE   |       |
| Natalia Kushul   | [Signature] | "                            |       |
| MATHEW LABANA    | [Signature] | 51-36 30 <sup>th</sup> Ave   | :     |
| SAMUEL STRASFELD | [Signature] | 51 36 30 <sup>th</sup> AVE   |       |
| Carlos Morris    | [Signature] | 51-36 30 <sup>th</sup> Ave   |       |
| ALEXANDAR BANJAC | [Signature] | 51-36 30 AVE                 |       |
| Joseph Vella     | [Signature] | 51 36 30 <sup>th</sup> Ave   |       |
| MARTINA MOLLOY   | [Signature] | 5136 30 <sup>th</sup> AVE #3 |       |
| BELKACEM LAACHIR | [Signature] | 5136 30 <sup>th</sup> AVE #3 |       |
| NICHOLAS BONELLO | [Signature] | 5136 30 <sup>th</sup> Ave    |       |
| Ana Bonello      | [Signature] | 51-36 30 <sup>th</sup> Ave   |       |
| Neal Hemphill    | [Signature] | 51-36 30 <sup>th</sup> Ave   |       |
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# FROM 43 TO 164 TRAINS DOWN THE HELL GATE LINE

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| PRINT NAME          | SIGNATURE   | ADDRESS             | EMAIL                       |
|---------------------|-------------|---------------------|-----------------------------|
| ANGJELA NASE        | [Signature] | 51-10 30th Ave # 31 | angjela_nase@hotmail.com    |
| William Tlozkowski  | [Signature] | 5110 31st Ave 60    | WilliamTlozkowski@aol.com   |
| Luciana Romanini    | [Signature] | 51-10 30th Ave # 2M | luromanini@msn.com          |
| Miriam Rivera       | [Signature] | 51-10 30th Ave # 4K | miriamrivera@msn.com        |
| A. Vitale           | [Signature] | 5110 30th Ave 5M    | vitalkie0910@hotmail.com    |
| Walter Oro Agredano | [Signature] | 5110 30th Ave 6M    | WalterOroAgredano@gmail.com |
| WITOLD LORENC       | [Signature] | 51-10 30th Ave 5L   | WITOLDLORENC@YAHOO.COM      |
| Joseph Banulick     | [Signature] | 51-10 30th Ave 6P   |                             |
| Peter McAuliffe     | [Signature] | 51-10 30th Ave      | 798765@hotmail.com          |
| PURNIPA PURNIP      | [Signature] | 51-10 30th Ave # 11 | PURNIPA@msn.com             |
| NAA HANG            | [Signature] | 5110 30th Ave 2M    | NAAHANG360@GMAIL.COM        |

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| PRINT NAME          | SIGNATURE | ADDRESS            | EMAIL                         |
|---------------------|-----------|--------------------|-------------------------------|
| Treana Thibodeau    |           | 5128 30th Ave 1A   | Thibodeau.Treana@gmail.com    |
| Manish Sharma       |           | 5128 30th Ave 2E   | manishsharma@hotmail.com      |
| Matt Burgis         |           | 5128 30th Ave      | mattburgis@road.com           |
| Sandra Elie         |           | 5128 30th Ave      | Sandyp511@rcn.com             |
| Eileen McKeown      |           | 51-28 30th Ave     |                               |
| Catherine Besley    |           | 51-28 30th Ave     | besleywood@aol.com            |
| Marianthi Karavisis |           | 51-28 30th Ave     | marianthi.karavisis@gmail.com |
| Malika Boucheha     |           | 51-28-30 Ave 2F    |                               |
| Maria Cerretani     |           | 51-28 30th Ave #6E | mcerr55@gmail.com             |
| William Brovelli    |           | 51-28 30th Ave 6B  | williambrovelli@gmail.com     |
| Mohan Kalanagar     |           | 51-28 30th Ave     | kalanagar@att.net             |
| Jens Lee            |           | 3C                 |                               |
|                     |           |                    |                               |
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| PRINT NAME        | SIGNATURE | ADDRESS           | EMAIL                    |
|-------------------|-----------|-------------------|--------------------------|
| Lina Tagliaferri  |           | 51-28 30th Avenue | linato730@gmail          |
| John Voetsch      |           | 51-28 30th Avenue | voetschjohn@yahoo        |
| ARABEEL AKWAH     |           | 11                | nabeel233@gmail.com      |
| Sandy Gilbert     |           | 51-28 30th Avenue | sandra.gilbert@gmail.com |
| JACOBS AGIS       |           | 51-28 30th AV.    | Soinakelc@aol.com        |
| SPIND RAJIVAN     |           | 51-28 30th        | -                        |
| John Tagliaferri  |           | 51-28 30th Avenue | Alatri1900@aol.com       |
| Deborah Steingard |           | 51-28 30th Ave SD | d.steingard.jenk@aol.com |
| MARC CURLEY       |           | 51-28 30th AVE    | MARCUS1@aol.com          |
| George Stratos    |           | 51-28 30th Ave    | george.stratos@gmail.com |
| Kristen Hanson    |           | 51-28 30th Ave 6B | -                        |
| ED BARRY          |           | 51-28 30th AVE 3B | N/A                      |
|                   |           |                   |                          |
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| PRINT NAME           | SIGNATURE          | ADDRESS  | EMAIL                         |
|----------------------|--------------------|--|-------------------------------|
| <i>Steven Ferris</i> | <i>[Signature]</i> | <i>51-10 30th Ave G1<br/>Woodside NY 11377</i> | <i>deadrin92692@gmail.com</i> |
| <i>BLANCA BRAVO</i>  | <i>[Signature]</i> | <i>5110 30th Ave 1P</i>                        | <i>brablan@aol.com</i>        |
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| PRINT NAME       | SIGNATURE   | ADDRESS                                   | EMAIL                    |
|------------------|-------------|---|--------------------------|
| MARY NASH        | M.C. Nash   | 30-15 HOBART, 4B                          | mnash1180@gmail.com      |
| TARA FORD        | [Signature] | 30-15 #5A Hobart                          | tara.ford@yahoo.com      |
| CAROLINE ELITE   | [Signature] | 30-15 #1 SE Hobart                        | caroline.elite@gmail.com |
| Stan Barkleat    | [Signature] | 30-15 #16 Hobart                          |                          |
| JOSHUA MEANDER   | [Signature] | 30-15 Hobart St F <sup>4th</sup> Woodside | jmo4hc@gmail.com         |
| Christin Varajas | [Signature] | 30-15 Hobart St 5 <sup>D</sup> 13-71      | cvarajas@gmail.com       |
| Mei-Chun Chen    | [Signature] | 30-15 Hobart 3E                           |                          |
| MICHAEL RIDGE    | [Signature] | 30-15 HOBART 6E                           |                          |
| Yevgeny Sorokin  | [Signature] | 30-15 Hobart 3E                           | ORENGOY@gmail.com        |
| Erika Hauschmid  | [Signature] | 30-15 Hobart St 13-5B                     |                          |
| Geraldine McKeon | [Signature] | 30-15 Hobart St 13-5B                     | gmckeon@kw.com           |
| ANNE GUILLEMOI   | [Signature] | 30-15 HOBART ST 2F                        | ANNEGG31@gmail.com       |
| P. Mooney        | [Signature] | 30-15 HOBART ST.                          |                          |
| L. Keenan        | [Signature] | 30-15 Hobart St, Apt 1B                   | Lawenkeenan@gmail.com    |
| AGNES CARRODY    | [Signature] | 30-15 HOBART ST APT 5F                    |                          |
| MONIKA BARRO     | [Signature] | 30-15 HOBART ST 3B                        |                          |

# FROM 43 TO 164 TRAINS DOWN THE HELL GATE LINE

## Penn Station Access via the Hell Gate Line Project

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| PRINT NAME             | SIGNATURE | ADDRESS                | EMAIL                     |
|------------------------|-----------|------------------------|---------------------------|
| <del>XXXXXXXXXX</del>  |           |                        |                           |
| Candice                |           |                        |                           |
| PATRICK REYES          |           | 5140 30th AVE-1F       | CRABBYPATIS2002@YAHOO.COM |
| NURSCA TIRON           |           | 5140 30th Ave          | tedlithecat@gmail.com     |
| ROHINTON D. SACHINWALA |           | 5140, 30 AVE, APT H-2E | rotsachinwala@gmail.com   |
| Bocco Muzzone          |           | 5140 30th Ave          |                           |
| Margarita Bertola      |           | 5140                   |                           |
| Julio Pico             |           | 51-40 30th Ave-6C      | juliopico16@gmail.com     |
| FRAN FRANCO            |           | 51-40 30th Ave-2H      |                           |
| Ernie Ramona           |           | 51-40 30th Ave-6A      |                           |
| Mary K Gallagher       |           | 51-40 30th Ave 4A      | Athena402@yahoo.com       |
| Selma O. Balle         |           |                        |                           |
| Catherine Labitte      |           | 51-40 30th AVE #3F     | clabitte@qdot.com         |
| ANTHONY VITELLI        |           | 51-40 30th AVE 4B      | ITENSMITH                 |
| FRAN RAPP              |           | 51-40 30th Ave 2F      |                           |
| DONALD FLUGGER         |           | 51-40 30th AVE 2A      |                           |

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|---------------------|--------------------|----------------|--------------------------|
| Karen Marder        | <i>[Signature]</i> | 51-40 30th Ave | karenmarder@verizon.net  |
| Lucas Ayala         | <i>[Signature]</i> | " "            | ovostandable19@gmail.com |
| Kana Detz           | <i>[Signature]</i> | 51-40 30th Ave | swini514013@gmail.com    |
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| FIONA BIONDI        | <i>[Signature]</i> | 51-40 30th Ave | biondiana@icloud.com     |
| Vaessa Soto         | <i>[Signature]</i> | 51-40 30th Ave |                          |
| KATHLEEN McGRADY    | <i>[Signature]</i> | 51-40 30th Ave |                          |
| Jeremy Fulcer       | <i>[Signature]</i> | 51-40 30th Ave |                          |
| Marta Marek         | <i>[Signature]</i> | 51-40 30th Ave | Apt 6F                   |
| Ayushi Ouelin       | <i>[Signature]</i> | 51-40 30th Ave | Apt 5H                   |
| Wilma               |                    |                |                          |
| Gabriel Cortes      | <i>[Signature]</i> | 51-40 30th Ave |                          |
| Marcos Doanozizigua | <i>[Signature]</i> | 51-40 30th Ave |                          |
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| PRINT NAME        | SIGNATURE | ADDRESS                        | EMAIL                    |
|-------------------|-----------|--------------------------------|--------------------------|
| Justin Marchesi   |           | 5142 30th Ave #5P, Woodside NY | justinmarchesi@gmail.com |
| Michael Quira     |           | 5142 30th Ave, #6N             | m.h.c.r.1139@gmail.com   |
| Mario Di Giuseppe |           | 5142 30th Ave                  | :                        |
| JUAN LOPEZ        |           | 5142 30th Ave                  |                          |
| Frankie Poterank  |           | 5142 30th Ave WDS              | 11377 1-2                |
| Gabriel Poterank  |           | 5142 30th Ave WDS              | 11377 -T                 |
| T. SNAHO WOODS    |           | 51-42 30th Ave                 | 570                      |
| Mary Mundy        |           | 51-42 30th Ave                 | McMALLA                  |
| Ryan Falson       |           | 51-42 30th Ave                 | ryan                     |
| Maria Luisa Ann   |           | 51-42 30th Ave                 | m.luisa@me.com           |
| Hassan Moutaqhali |           | 51-42 30th Ave H2M             | h.hassan01@hotmail.com   |
| FERNANDO MARQUEZ  |           | 5142 30 3L                     |                          |
| Andrew Sayers     |           | 51-42 30th Ave #4F             |                          |
| Refika Isukic     |           | 51-42 30th Ave 4N              |                          |
| Maria Pagan       |           | 51-42 30th Ave 5J              | mpaganphd@gmail.com      |
| Niara Adeboye     |           | 51-42 30th Ave 10              |                          |

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| PRINT NAME          | SIGNATURE | ADDRESS                        | EMAIL                 |
|---------------------|-----------|--------------------------------|-----------------------|
| Stefani Goglia      |           | 51-42 30 <sup>th</sup> Ave, 20 | snkg14@gmail          |
| Catherine Vasquez   |           | 5142 30 <sup>th</sup> Ave      | CCVAS@yahoo.com       |
| IVAN MUTAUDZIC      |           | 5142 30 <sup>th</sup> AVE 3E   | imutavdzic@gmail.com  |
| Karin Bentley-Owinn |           | 5142 30 <sup>th</sup> Ave #10N | KB@writas@gmail       |
| Jaime Hinds         |           | 5142 30 <sup>th</sup> Ave #3E  | Jamitezool@aol.com    |
| Suzanne Agace       |           | 51-42 30 <sup>th</sup> Ave     |                       |
| Sekai adebanke      |           | 51-42 30 <sup>th</sup> Ave #10 | sekai46@live.com      |
| Tammy Miles         |           | 51-42 30 <sup>th</sup> Ave     | Tammy.miles@aol.com   |
| Laurel Raso         |           | 5142 30 <sup>th</sup> Ave 3J   | laurel.raso@gmail.com |
| James Raso          |           | 5142 30 <sup>th</sup> Ave 3J   | jlraso@aol.com        |
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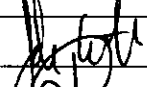
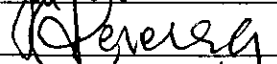
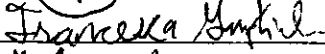
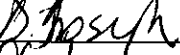
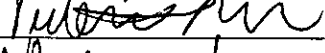
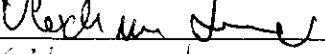
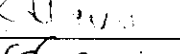
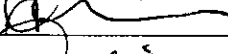
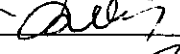

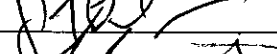
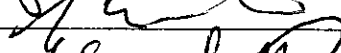
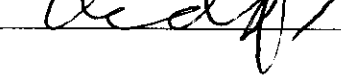
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| PRINT NAME            | SIGNATURE   | ADDRESS  | EMAIL                 |
|-----------------------|---|--|-----------------------|
| John Costello         |  | 56-07 31 <sup>st</sup> Ave <sup>Woodside</sup> 2711377 |                       |
| Sapphire Percera      |  | 56-07 31 <sup>st</sup> Ave Wood'                       |                       |
| Francesca Guglielmini |  | 56-07 31 <sup>st</sup> Ave                             | :                     |
| Tamir Joseph          |  | 56-07 31 <sup>st</sup> Ave                             |                       |
| Victoria Eric         |  | 56-07 31 <sup>st</sup> Ave                             |                       |
| VLADIMIR LENA         |  | 56-07-31 AV.   |                       |
| ETLEVA LENA           |  |  |                       |
| Antonio Ciccone       |  | 56-07 31 AVE   |                       |
| TERINA PHUMSK         |  | 5607 31 AVE  | TERINA.SUNDEL@comcast |
| KONSTANTINA KIOPOSSA  |  | 56-07 31 AVE   |                       |
| ANGILO PALERMO        |  | 56-07 31 AVE 36  |                       |
| S. MASCIOPINTO        |  | <del>56-07 31 AVE</del> 5607 31 <sup>st</sup> AVE      | 54                    |
| LUCKY                 |  | 56-07 31 AV AI   |                       |
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|----------------------|-------------------|---------------------------------------|--------------------------------|
| Heather Briere       |                   | 5605 31st Ave #105 Woodside, NY 11377 | hmb249@nyu.edu                 |
| Mersina Nikolic      |                   | 1603 31st Ave #22 Woodside            | nikolic@chelsea.com            |
| Soma Henkonda        |                   | #110                                  | .                              |
| FRANCIS CUTIGNOLA    | FRANCIS CUTIGNOLA | 56 05 31 ave                          | cutignola@aol.com              |
| angelo cutignola     | angelo cutignola  | 11                                    | 1)                             |
| Mahjabeen Kayi       | Mahjabeen Kayi    | 56-05 31st Ave                        |                                |
| ERIC PFEIFER         |                   | 56-05 31st AVE                        | epfeifer@mac.com               |
| Solangea Ramos       |                   | 56-05 31 AVE                          | Solangea.Ramos@gmail.com       |
| Christian Almendaraz |                   | 5605 31st Ave                         | Christian.Almendaraz@gmail.com |
| VALENTINOS MIKALIC   |                   | 56-05 31 AVE 5k                       | valentinos.mikalic@hotmail.com |
| Olga Usenko          |                   | 5605 31 AVE 4P                        | olgasusenko@yahoo.com          |
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|--------------------------------|-----------|-----------------------------------|----------------------------|
| Maja Pozderac                  |           | 5523 31 <sup>st</sup> Avenue      | ependic@gmail.com          |
| Amir Pozderac                  |           | 5523 31 <sup>st</sup> Ave, Apt 6D | dampir@zohar.com           |
| Neene Jenkins                  |           | 5523 31 <sup>st</sup> Ave 1C      | neene112@gmail.com         |
| Diana Konicke                  |           | 55-23 31 <sup>st</sup>            | KONICKEB@gmail.com         |
| CRESCIMANNO                    |           | 5523 31 <sup>st</sup> Ave 2G      | VANITAP@ATTN.W.COM         |
| Steve Becker                   |           | 55-23 31 <sup>st</sup> Ave 2E     | Si Becker@me.com           |
| Maria Bayder                   |           | 5523 31 <sup>st</sup> Ave 2E      | maribayderh@gmail.com      |
| Timothy Shughnessy             |           | 55-23 31 <sup>st</sup> Ave        | Timshugh22@AOL.com         |
| Tom MURPHY                     |           | 55-23 31 <sup>st</sup> Ave        | TIM@WORKUPDE.COM           |
| Lilian Lacasagna               |           | 5523 31 <sup>st</sup> Ave 6F      | lilian.lacasagna@gmail.com |
| ACRON V. V. V.<br>OSWALD IRBIA |           | 55-23 31 <sup>st</sup> Ave        | OZZIEOVIRBIA@gmail.com     |
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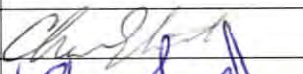
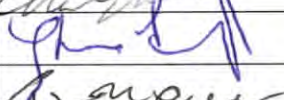
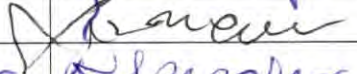
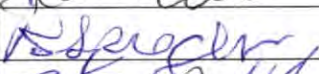



| PRINT NAME          | SIGNATURE | ADDRESS                                  | EMAIL                 |
|---------------------|-----------|--|-----------------------|
| Diane Schwab        |           | 55-25 31 Ave, NY 11377 Woodside          |                       |
| James Lustberg      |           | 55-25 31 Ave, NY, 11377 Woodside, Apt 10 |                       |
| Karen Tendras       |           | 55-25 31st Ave 30 Woodside NY 11377      |                       |
| Maria Cardona       |           | 55-25 31st Ave 5P NY 11377               |                       |
| Patricia Arauz      |           | 55-25 31st Ave 4g                        |                       |
| Donna NELSON        |           | 55-25 31st Ave                           |                       |
| Geraldyn May        |           | 55-25 31 Ave                             |                       |
| J. MARSHALL         |           | 55-25 31 Ave                             |                       |
| Thomas Callaghan    |           | 55-25 31 Ave                             |                       |
| Maria ...           |           | 55-25 31 Ave # 5N                        |                       |
| ARON Karki          |           | 55-25 31 Ave # 2L                        |                       |
| John Elliott Harrod |           | 55-25 31st Ave 4K                        |                       |
| Bertha Gonzalez     |           | 55-25 31st Ave 8E                        |                       |
| F. Fidelity         |           | 55-25-31st 6L                            | Jaysemai1@comcast.net |
| Jason Urton         |           | 55-25 31st 4L                            |                       |
| Quenado Carlos      |           | 55-25 31st 4L                            |                       |
| CEL URTON           |           | 55-25 31st Ave 6L                        |                       |
| Joseph Youssef      |           | 55-25 31st Ave 4g                        |                       |
| Kenn ...            |           | 55-25 31st Ave 2M                        |                       |

**FROM 43 TO 164 TRAINS DOWN THE HELL GATE LINE**  
**Penn Station Access via the Hell Gate Line Project**

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| PRINT NAME        | SIGNATURE   | ADDRESS                            | EMAIL              |
|-------------------|---|------------------------------------|--------------------|
| Chris Efstratiou  |  | 54-17 31st Ave 5R                  | Chris678@gmail.com |
| Steven Spiegel    |  | 54-17 31st Ave                     |                    |
| C. IANUCCI        |  | Woodside, NY 11377                 |                    |
| Barbara Spiegler  |  | 54-17 31st Ave, 3-D                |                    |
| HARON GROFFEL     |  | 5417 31 AVE 11377                  |                    |
| Marypat Stojmessy |  | 51-17 31st Ave, Woodside, NY 11377 |                    |
| A. GEMTA          |  | 5417 31st AVE                      |                    |
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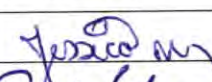
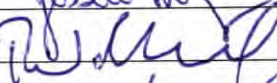
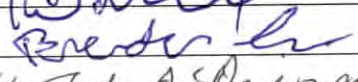
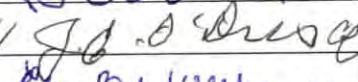
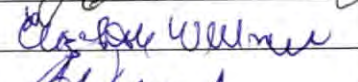
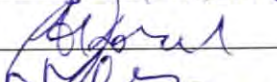


| PRINT NAME             | SIGNATURE          | ADDRESS            | EMAIL                        |
|------------------------|--------------------|--------------------|------------------------------|
| MICHAEL FITZPATRICK    | <i>[Signature]</i> | 54-17 31st Ave 4J  | mikefitz@gnm.com             |
| Ben McCarthy           | <i>[Signature]</i> | 54-17 31st Ave 2N  | benjmc@gnm.com               |
| Aliza Ma               | <i>[Signature]</i> | 54-17 31st Ave 2N  |                              |
| MELITA A. TICOT        | <i>[Signature]</i> | 54-17 31st Ave 3J  | meant09@aol.com              |
| Andrew Hill            | <i>[Signature]</i> | 54-17 31st Ave 5K  | andrewcharleshill@gmail.com  |
| Christina Lipinski     | <i>[Signature]</i> | 54-17 31st Ave 1N  | christina.lipinski@gmail.com |
| Michael Butler         | <i>[Signature]</i> | 54-17 31st Ave 1N  |                              |
| Nellie Sobino          | <i>[Signature]</i> | 54-17 31st Ave 2E  |                              |
| Dolores Dolores Sobino | <i>[Signature]</i> | 54-17 31st Ave 2E  |                              |
| Lori Barnwell          | <i>[Signature]</i> | 54-17 31st Ave 5N  |                              |
| Minerva Osorio         | <i>[Signature]</i> | 54-17 31st Ave 5P  | Minerva.Osorio21@yahoo.com   |
| FRANCESCO LEATELLI     | <i>[Signature]</i> | 54-17 31st Ave #1R |                              |
| LUCA FERRARI           | <i>[Signature]</i> | 54-17 31st Ave #1P |                              |
| Jana Djace             | <i>[Signature]</i> | 54-17 31st Ave     |                              |
| JEFF LAGRECA           | <i>[Signature]</i> | 54-17 31st Ave     |                              |
| Sabrina SINGH          | <i>[Signature]</i> | 54-17 31st Ave 5I  |                              |
| Sebastian Lagos        | <i>[Signature]</i> | 54-17 31st Ave 3L  | sebastian.b.lagos@gmail.com  |
| S. Jaber Saadieh       | <i>[Signature]</i> | 54-17 31st Ave 5O  |                              |
| Noha Abdelrahman       | <i>[Signature]</i> | 54-17 31st Ave 12L | abdulrahman.noha@gmail.com   |
| KAFAL PIOTROWSKI       | <i>[Signature]</i> | 54-17 31st Ave 3P  |                              |
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## FROM 43 TO 164 TRAINS DOWN THE HELL GATE LINE Penn Station Access via the Hell Gate Line Project

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|-------------------|---|--|-------------------|
| Jessica Maerz     |  | 30-81 54th St Apt 4A<br>Woodside, NY 11377 | jmaerz2@gmail.com |
| ROBBIE VOLKEL     |  | 30-81 54th St. 6B<br>WOODSIDE NY 11377     | RVOLKEL@gmail.com |
| BRENDAN LEE       |  | 30-81 54th St                              |                   |
| JEANNE O'DRISCOLL |  | 30-81 54th St                              |                   |
| Elizabeth WILLNER |  | 30-81 54th St                              |                   |
| Aleksandra CRANK  |  | 30-81 54th St                              |                   |
| ALINA RUBIN       |  | 30-81 54th St                              |                   |
| Marek Dyczkowski  |  | 30-81 54th St                              |                   |
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|-------------------|-----------|--|-------------------------|
| OMAR SERRANO      |           | 30-81 54 <sup>th</sup> St Woodside NY  | OMAR_SERRANO@ICLOUD.COM |
| Martin Laconi     |           | 30-81 54 <sup>th</sup> St. Woodside NY | MKLACONI@ICLOUD.COM     |
| Amida Jee Korechi |           | 30-81 54 <sup>th</sup> St Woodside NY  |                         |
| Thomas Tobin      |           | 3081 54 <sup>th</sup> ST Woodside      | jencasejo1@gmail.com    |
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|-------------------|-----------|-------------------------|--------------------------------|
| JAMES FITZPATRICK |           | 30-31 Hobart St         | speciedition@yahoo.com         |
| ANNE FITZPATRICK  |           | 30-31 Hobart St 6N      | J.AFITZPATRICK@YAHOO.COM       |
| DAVID RUSKO       |           | 30-31 HOBART ST 1K      | DAVID RUSKO@GMAIL.COM          |
| CARLOS PONCE      |           | 30-31 HOBART ST         | CARLOS PONCE@GMAIL.COM         |
| MOURAO APOLINA    |           | 30-31 Hobart St         | +1 JCARAVACA29407@AOL.COM      |
| Jane Kenney       |           | 30-31 Hobart St 1K      | <del>jane.kenney@att.net</del> |
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| Thierry DUSSEAU   |           | 30-31 Hobart St #3K     | Thierry@DUSSEAU.CO             |
| Flavio Aoun       |           | 30-31 Hobart St         | flavioaoun12@gmail.com         |
| Douglas Cajigas   |           | 30-31 Hobart St. Apt 6P | cajasdouglase@yahoo.com        |
| Sekai Asedianke   |           | 51-42 30th Ave #31      | SEKAI16@HOTMAIL.COM            |
| Maggie Castro     |           | 30-31 Hobart St         |                                |
| D. PEDREIRA       |           | 30-31 HOBART ST.        |                                |
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|----------------------|-----------|-----------------|--------------------|
| SUSAN LICHTER        |           | 3069 Hobart Gk  | slichter@rcn.com   |
| OKSANA ROSINA        |           | 3069 Hobart     |                    |
| DJEVANHIRA HERALICA  |           | 30-69           |                    |
| JARUWAN PUVIWIAT     |           | 3069 Hobart     | jaruwan@gmail.com  |
| CAROLIN BRUCKER-CABE |           | 3069 Hobart St. |                    |
| MICHAEL CABE         |           | 3069 Hobart St. |                    |
| KATE PROSTKO         |           | 30-69 Hobart St | kprostko@gmail.com |
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| PRINT NAME          | SIGNATURE                      | ADDRESS          | EMAIL                 |
|---------------------|--------------------------------|------------------|-----------------------|
| Cathy Berino        | <i>[Handwritten Signature]</i> | 30-69 Hobart St  |                       |
| Ogi Schovic         | <i>[Handwritten Signature]</i> | 30 69 Hobart St  |                       |
| MAGDALENA J. Pineck | <i>[Handwritten Signature]</i> | 3069 Hobart St   |                       |
| VICTOR Vinuya       | <i>[Handwritten Signature]</i> | 30-69 Hobart St. | <del>XXXXXXXXXX</del> |
| CELA Vinuya         | <i>[Handwritten Signature]</i> | 30-69 Hobart St  |                       |
| Tom Finnegan        | <i>[Handwritten Signature]</i> | 30-69 Hobart St  |                       |
| Ramona Finnegan     | <i>[Handwritten Signature]</i> | 30-69 Hobart St  |                       |
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## FROM 43 TO 164 TRAINS DOWN THE HELL GATE LINE

### Penn Station Access via the Hell Gate Line Project

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| PRINT NAME       | SIGNATURE               | ADDRESS                          | EMAIL               |
|------------------|-------------------------|----------------------------------|---------------------|
| Teresa Macchio   | <i>Teresa Macchio</i>   | 5501 31 <sup>st</sup> Ave Apt 4C | teresamacchio@gmail |
| GERARD Remy      | <i>Gerard Remy</i>      | 55-01 31st AVE                   |                     |
| Manuel Velez     | <i>Manuel Velez</i>     | 55-01 31st Ave                   |                     |
| Jeanette Velez   | <i>Jeanette Velez</i>   | 55-01 31st Ave                   |                     |
| Luis Rodriguez   | <i>Luis Rodriguez</i>   | 55-01 31 AVE 6A                  |                     |
| ARLEN GONZALEZ   | <i>Arleen Gonzalez</i>  | 55-01 31st AVE #4A               |                     |
| Kristen Duong    | <i>Kristen Duong</i>    | 55-01 31st Ave 36                |                     |
| FRANCIS KANG     | <i>Francis Kang</i>     | 55-01 31 AVE                     |                     |
| Z. MASTEROVIC    | <i>Z. Mastrovic</i>     | 55-01 31st Ave 2A                |                     |
| Elizabeth HENRY  | <i>Elizabeth Henry</i>  | 55-01 31 Ave 3E                  |                     |
| STAN GERBA       | <i>Stan Gerba</i>       | 55-01 31st Ave                   |                     |
| MORSHAW BUTLOW   | <i>Morshaw Butlow</i>   | 55-01 31st Avenue #6A            |                     |
| RAMANUJAM        | <i>Ramanujam</i>        | 5501 31st Ave #5A                |                     |
| Priscilla Samuel | <i>Priscilla Samuel</i> | 55-01 31 AVE 2F                  |                     |
| YOKO DUNN        | <i>Yoko Dunn</i>        | 55-01 31st Ave 2G                |                     |
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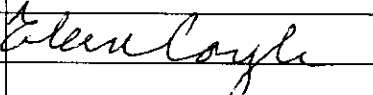
**FROM 43 TO 164 TRAINS DOWN THE HELL GATE LINE**

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| PRINT NAME   | SIGNATURE   | ADDRESS      | EMAIL |
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| EILEEN COYKE |  | 55-01 31 Ave |       |
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| PRINT NAME     | SIGNATURE   | ADDRESS     | EMAIL                    |
|----------------|---|-------------|--------------------------|
| Paul Arango    |  | 5503 31 AVE | paul.arango4@gmail.com   |
| Terry Walsh    |  | 5503 31 AVE | Terry Walsh              |
| Michael D'Armi |  | 5503 31 AVE | Michaeldarmini@gmail.com |
| NADIRE AZIZU   |  | 5503 31 AVE | alijunadire@gmail.com    |
| HAJIDAR AZIDU  |  | 5503 31 AVE | IM                       |
| ALIUM MAYEIND  |  | 5503 31 AVE |                          |
| Alijuna BESANT |  | 5503 31 AVE |                          |
| YUKI KATAYAMA  |  | 5503 31 AVE | Yuki.katayama@gmail.com  |
| MICHAEL POOLE  |  | 5503 31 AVE | POOLEAPPLY@gmail.com     |
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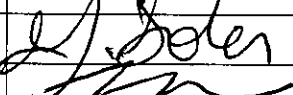
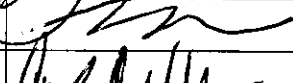
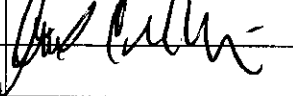
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| PRINT NAME        | SIGNATURE   | ADDRESS         | EMAIL |
|-------------------|---|-----------------|-------|
| Gina Soler        |  | 3047 Hobart St  |       |
| JEN V. ...        |  | 3047 Hobart St  |       |
| Angela Cebalenski |  | 3047 Hobart St. |       |
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| PRINT NAME          | SIGNATURE             | ADDRESS                | EMAIL |
|---------------------|-----------------------|------------------------|-------|
| KATHLEEN A. MORAN   | <i>Kathleen Moran</i> | 30-45 Hobart St 5B Wld |       |
| Louise Michaud      | <i>Louise Michaud</i> | 30-45 Hobart St 5F     |       |
| TANYA DAJCIC        | <i>Tanya Dajcic</i>   | 30-45 HOBART ST 5E     |       |
| Lorraine Datta      | <i>Lorraine Datta</i> | 30-45 Hobart St        |       |
| SCOTT DEMAROST      | <i>Scott Demarost</i> | 30-45 HOBART ST 3C     |       |
| Patricia Pennasilio | <i>Pat Pennasilio</i> | 30-45 Hobart St 6C     |       |
| MARC G, ZILG        | <i>Marcus ZA</i>      | 30-45 Hobart St        |       |
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| PRINT NAME          | SIGNATURE                  | ADDRESS                        | EMAIL    |
|---------------------|----------------------------|--------------------------------|----------|
| JOHN SALAK          | <i>John Salak</i>          | 56-07 31 <sup>ST</sup> AVE.    |          |
| Michalina Kupcymura | <i>Michalina Kupcymura</i> | 51-42 30 <sup>TH</sup> Ave.    |          |
| VLADIMIR LIENIA     | <i>Vladimir Lienia</i>     | 56-07 31 <sup>AV</sup> . 41D   |          |
| ETLIVIA LIENIA      | <i>Etlevia Lienia</i>      | -11- -11-                      |          |
| ANA Centeno         | <i>Ana Centeno</i>         | 3047 Hobart St #42             |          |
| Kevin Evangelista   | <i>Kevin Evangelista</i>   | 3047 Hobart                    |          |
| KEVIN EVERDELL      | <i>Kevin Everdell</i>      | 56-07 31 <sup>AVE</sup>        |          |
| Robbie Hussa        | <i>Robbie Hussa</i>        | 55-25 31 <sup>AVE</sup> .      |          |
| Gemma Palermo       | <i>Gemma Palermo</i>       | 56-07 31 <sup>ave</sup>        |          |
| Angela Palermo      | <i>Angela Palermo</i>      | 5607 31 <sup>ave</sup>         |          |
| Cleenna Palermo     | <i>Cleenna Palermo</i>     | 5607 31 <sup>ave</sup>         |          |
| Mary Diaristo       | <i>Mary Diaristo</i>       | 30-47 Hobart                   |          |
| Paul Diaristo       | <i>Paul Diaristo</i>       | 30-47 Hobart                   |          |
| Wilfrido Franco     | <i>Wilfrido Franco</i>     | 56-07 31 <sup>ST</sup> AVE #5B |          |
| Josefina Franco     | <i>Josefina Franco</i>     | 56-07 31 <sup>AVE</sup>        |          |
| KOSTANTIN TILICH    | <i>Kostantin Tilich</i>    | 56-07 31 <sup>AVE</sup>        |          |
| IRYNA MALACZESKI    | <i>Iryna Malaczski</i>     | 56-07 31 <sup>ST</sup> AVE, 6H |          |
| Marie Sovuli        | <i>Marie Sovuli</i>        | 56-07 31 <sup>ST</sup> AVE, SC |          |
| COREY CIAPPI        | <i>Corey Ciappi</i>        | 56-07 31 <sup>ST</sup> AVE #1E |          |
| Victoria Dule       | <i>Victoria Dule</i>       |                                |          |
| Ante Novakovic      | <i>Ante Novakovic</i>      |                                |          |
| JOSEPH VOSILLA      | <i>Joseph Vosilla</i>      | 56-07 31 <sup>AVE</sup> 2E     | WVPOEIS@ |
| KARL SCHWABAUER     | <i>Karl Schwabauer</i>     | 56 07 31 <sup>ST</sup> AVE 2F  |          |
| Gerard Mortensen    | <i>Gerard Mortensen</i>    | 56-07 31 <sup>st</sup> Ave 3F  |          |
| LISSETTE GUERRERO   | <i>Lissette Guerrero</i>   | 5607 31 <sup>AVE</sup> 1G      |          |
| Johany Guerrero     | <i>Johany Guerrero</i>     | 5607 31 <sup>AVE</sup> 1G      |          |

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|-----------------------|------------------------------|-----------------------------------|-------|
| Ellen McLaughlin      | <i>Ellen McLaughlin</i>      | 51-36 30th Ave                    |       |
| Alejandra Palomino    | <i>Alejandra Palomino</i>    | 55-25 31 <sup>st</sup> Ave        |       |
| Joseph Youssef        | <i>Joseph Youssef</i>        | 55-25 31 <sup>st</sup> Ave        |       |
| Victor Amanilla       | <i>Victor Amanilla</i>       | 51-36 30 <sup>th</sup> Ave        |       |
| Ana Lopez             | <i>Ana Lopez</i>             | 51-36 30 <sup>th</sup> Ave        |       |
| Edyta Marie Javien    | <i>Edyta Marie Javien</i>    | 5607 31st Ave                     |       |
| Agustina Marie Javien | <i>Agustina Marie Javien</i> | 5607 31st Ave                     |       |
| John Boukis           | <i>John Boukis</i>           | 5607 31 <sup>st</sup> Ave         |       |
| Debra Carrig          | <i>Debra Carrig</i>          | 56-07 31 Ave                      |       |
| Joseph Daly           | <i>Joseph Daly</i>           | 56-07 31 Ave                      |       |
| NATALIA POLOUKAROVA   | <i>Natalia Poloukarova</i>   | 30-69 Hobart St                   |       |
| David Tien            | <i>David Tien</i>            | 55-25 31 <sup>st</sup> Ave. SM    |       |
| WILFRIDO FRANCO       | <i>Wilfrido Franco</i>       | 56-07-31 <sup>st</sup> AVE        |       |
| ERNA SELNER           | <i>Erna Selner</i>           | 56-07 31 <sup>st</sup> Ave Apt 3E |       |
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## **MTA Metro-North Penn Station Access Project Public Meeting Held Virtually via Zoom on Tuesday, June 15, 2021**

MR. JOSEPH KELLEHER: Thank you. Thanks for the invite. So, you know, there's so much has been said tonight with the presentation which I thought was phenomenal and I can remember the first meeting being at the borough president's office when at its inception and being part of this working committee has been just an amazing time. City Planning and MTA have done a wonderful job, you know, with sharing this with the community and, and being very forthright and informative about this whole process. Now most of all, besides being the chairman of the Bronx Chamber of Commerce, I represent all of the businesses in the Bronx who are extremely excited about the prospects of these new train stations.

On behalf of Simone Development which I am the president of the Hutchinson Metro Center, we're extremely excited about the Morris Park Station as we are the other three and as people said reserve commuting, bringing the workforce to the Bronx, attracting new companies to the Bronx well now we'll have a transportation hub directly to the City of New York and to all points north. It's a very exciting time. Economic development in the Bronx is something that was happening a very healthy way prior to COVID. We've gotten through this, this time period together and we're really looking forward to the great things that are about to come with development in the Bronx.

So these train stations will again they will create jobs, they will promote business which is badly needed throughout the city and especially here in the Bronx and for those people who live here in this borough I'm certain they're gonna be very excited to be able to take a train, you know, into Manhattan directly in, in probably less than a half hour rather than a

long commute that they have today. So thank you all very much and we look forward to the train stations.

**From:** [Squarespace](#)  
**To:** [Penn Station Access Outreach](#)  
**Subject:** Form Submission - New Form  
**Date:** Monday, May 24, 2021 12:23:46 AM

---

Sent via form submission from [Penn Station Access](#)

**Name:** Leslie Peterson

**Email:** [keniyah@aol.com](mailto:keniyah@aol.com)

**Phone:** (718) 320-1370

**Company / Organization:** Building 13 Association Inc.

**Job Title / Position:** President

**Street Address:** 100 Casals Pl, Apt 4H

**City / Town:** Bronx

**State:** New York

**Zip Code:** 10475-3004

**Join Mailing List:** Yes, add me to the project mailing list

**Message Type:** Comment

**Subject:** General Comment

**Message:** I want to know where I would find the information to sign up to attend the virtual public meeting scheduled for June 15th

**From:** [Leslie Peterson](#)  
**To:** [Penn Station Access Outreach](#)  
**Subject:** Metro North-Penn Station Access  
**Date:** Saturday, July 3, 2021 2:43:10 AM  
**Attachments:** [Metro-North comment letter to penn-station access.docx](#)

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**To whom it may concern:**

**Thank you very much for the opportunity to discuss suggestions and concerns regarding the long awaited Metro North Stop in Co-op City, Bronx.**

**In contrast to the *current* plan (found at <https://pennstationaccess.info/public-meeting> I would like to suggest a suggestion shared by a fellow shareholder and move or extend the platform closer to I-95. The location of the Metro-North Co-op City Station is: “at street level along Erskine Place, with station access at De Reimer Avenue.” Currently there is no mention of a vital additional entrance to the station.**

**Two (2) entrances, one on Erskine to accommodate passenger drop-off/pickup by passenger vehicles, taxis, and the Bx23, and a second entrance on the other side of the tracks to accommodate the same transports from outside the Co-op City area is a more advisable means of drop off and pick up. It will reduce future problematic situations and ultimately will be less disruptive to the current community layout.**

**A service vehicle road already exists at that second location and is an ideal drop off and pickup area. Just east of I-95, there is currently heavy equipment parked in the “circle,” so environmental concerns should not be an issue.**

**A second concern is noise pollution that may be experience by the close proximity of the tracks to the Building and homes directly across the street. The padding of the tracks will provide some comfort but the lighting and announcements are a concern. Listening to the Queens residents, watching videos of other station locations and the complaints when repairs have to be made. I would like to know has consideration been made regarding the installation of a sound wall and more sound resistant windows.**

**With that being said we are anxiously awaiting the Metro-North and hope that all will be done to alleviate any potential issues.**

**Regards,  
Leslie Peterson**



800 Westchester Avenue  
Suite S-310  
Ryebrook, NY 10573

P:914.948.2110  
F:914.948.0122

June 11, 2021

Mr. Janno Lieber, President  
MTA Construction & Development  
Re: Penn Station Access EA  
2 Broadway, D17.140  
New York, NY 10004

Dear President Janno:

On behalf of the Business Council of Westchester (BCW), the county's only business membership organization focusing on economic development and advocacy with over 1000 members, I am writing to voice our strong support for the MTA's Penn Station Access Project.

This project will introduce direct Metro-North service from the Bronx, Westchester, and Connecticut to Penn Station, construct four new ADA-accessible Metro-North stations in the eastern Bronx, make significant improvements to railroad infrastructure, and will do much to support and stimulate economic development in the region. It will increase accessibility to underserved areas, cut current commute times, and introduce reverse commuting opportunities.

As New York State and Westchester County look to rebound from the impact of the pandemic, this project will serve as a driving force to help stimulate the region's economy. Particularly in Westchester, the Penn Access Project will help to both foster and support the dramatic growth underway in its urban centers, such as New Rochelle, which will have the closest station to New York City with direct service to the east and west sides of Manhattan. The new rail service will benefit local educational campuses, medical institutions, commercial centers, and retail corridors by improving access. This project will also provide new mobility and commuting options for employees, which is especially important for the development of the regional economy.

The economic benefits of this project simply cannot be overstated. This long-awaited project will help stimulate Westchester County's economy for generations to come.

Thank you in advance for your support.

Sincerely,

Dr. Marsha Gordon  
President/CEO

## **MTA Metro-North Penn Station Access Project Public Meeting Held Virtually via Zoom on Tuesday, June 15, 2021**

MR. JOHN RAVITZ: Good evening. My name is John Ravitz and I am the executive vice president and chief operating officer for the Business Council of Westchester, the county's only business membership organization focused on an economic development and advocacy with over 1,000 members. And tonight, I'm here to let you know our strong support for the MTA Penn Station Access Project.

This project will introduce direct Metro-North service from the Bronx, Westchester, Connecticut to Penn Station, construct four new ADA accessible Metro-North stations in the Eastern Bronx, and make significant improvements to railroad infrastructure. It will do much to support and stimulate economic development in the region. It will increase accessibility to underserved areas, cut car commute time, and introduce reverse commute opportunities.

As New York State and Westchester County looks to rebound from the impact of this pandemic, this project will serve as a driving force to help stimulate the region's economy particularly in Westchester. The Penn Access Project will help to both foster and support the dramatic growth underway in its urban centers such as New Rochelle which will have the closest station to New York City with direct service to east and west sides of Manhattan. The new rail service will benefit local educational campuses, medical institutions, commercial centers, and retail corridors by improving access and this project will also provide new mobility and commuting options for employees which is especially important for the development of the regional economy. The economic benefits of this project simply cannot be overstated and this long-awaited project will help

stimulate Westchester's economy for generations to come. Thank you very much.

**From:** [straussnyc@verizon.net](mailto:straussnyc@verizon.net)  
**To:** [Penn Station Access Outreach](#)  
**Subject:** MNR PSA Questions  
**Date:** Thursday, June 17, 2021 5:51:06 PM

---

Dear MTA Construction and Development:

I had two questions which I hope that you can answer before I submit formal comments on the EA:

1. Does the project assume continued use of an at-grade interlocking at Shell for southbound/westbound NH line trains bound for the Hells Gate Bridge? Is this discussed anywhere in the Transportation section or other parts of the EA?
2. How come this project does not appear on the FTA's Environmental Dashboard? Don't they have a role in approving or rejecting the EA?

Thanks,

Steve Strauss





June 30, 2021

MTA Government & Community Relations

**Re: Penn Station Access EA**

2 Broadway, D17.140

New York, NY 10004

Dear MTA Government Relations:

The Empire State Passengers Association would like to join the many other organizations and individuals in supporting Metro-North New Haven line access into Penn Station. The project will not only create four new commuter rail stations in an area of the Bronx that lacks good rail transit options, it will also bring Amtrak's Hell Gate line into a state of good repair and add redundancy to the region's intercity and commuter rail network. The Penn Station Access project will increase reverse commuting opportunities for Bronx and Manhattan residents and promote regional modal shifts from driving to transit.

To enable regional decision makers, business and community groups and Metro-North and Amtrak riders to make fully informed decisions on our transportation investments, ESPA believes the final Environmental Assessment must address a few topics that were either insufficiently discussed or omitted.

**1. New Rochelle Flyover from South/Westbound New Haven Line to Hell Gate Bridge**

The Environmental Assessment notes that there are currently approximately 400 daily Metro-North trains on the New Haven line along with approximately 42 Amtrak trains. The Amtrak trains will increase to 63 with the full introduction of the Acela replacement fleet. Currently 21 Amtrak trains cross three New Haven mainline tracks at grade every day and this number will increase to about 31 or 32 trains in a few years. Metro-North proposes to add 3 New Haven line trains per hour crossing southbound at grade (two are diversions of existing GCT-bound trains).

The EA references train simulations primarily associated with track configurations but does not discuss the flyover option. ESPA acknowledges that a flyover option would create serious negative impacts in the area of downtown New Rochelle but we believe those impacts, along with the positive safety and operational reliability impacts of a flyover should be fully disclosed in the EA. Will MTA's planned Shell interlocking improvements be adequate for desired additions to MNR and Amtrak service further in the future?

## **2. Further Discussion of the Positive Impacts of the Project to the Region's Freight Network**

The project provides significant ancillary improvements to freight rail access to the region and ESPA encourages the MTA to more fully disclose this investment and the potential benefits. The opportunity to shift more goods movement from diesel trucks to rail would be environmentally positive for the region.

## **3. Impact on Northeast Bronx Express Bus Ridership**

ESPA found no discussion of the impact of MNR Penn Station Access on the extensive and expensive Express Bus service which the MTA operates between the Northeast Bronx and Midtown Manhattan. The EA should discuss the expected impact on express bus ridership and how this could either reduce the fare recovery ratio for these routes or result in changes in service frequency.

## **4. More discussion of the regional environmental benefits**

One of the shortcomings of EAs such as this one is the failure to more fully document the positive environmental impact of improving commuter and intercity passenger rail service in the New York City /southwest Connecticut region. Moving people by rail has a much lower impact on the environment than moving people in automobiles and projects such as Metro-North Access to Penn Station can move the needle on modal choice.

While the EA makes references to the positive environmental benefits of improving rail service in the Northeast Bronx, these benefits receive too little attention compared with the highly detailed micro traffic analysis around the planned stations. This weakness is a general shortcoming of the NEPA process as commonly executed.

ESPA looks forward to the approval of this project and the benefits it will provide for Metro-North and Amtrak customers and the region as a whole.

Sincerely,



Steve Strauss  
Executive Director  
Empire State Passengers Association  
[www.esparail.org](http://www.esparail.org)

## **MTA Metro-North Penn Station Access Project Public Meeting Held Virtually via Zoom on Tuesday, June 15, 2021**

MR. RICK CHANDLER: Good evening. My name is Rick Chandler, Senior Vice President of Strategic Development for the Montefiore Health System. I'm here this evening to express our support of the Penn Station Access Project and the associated environmental assessment and draft 4(f) evaluation. Montefiore Health System is one of the nation's largest consisting of ten hospitals, a primary and specialty care network of more than 200 locations across Westchester County, the lower Hudson Valley and the Bronx, an extended care facility, the Montefiore School of Nursing and our Albert Einstein College of Medicine here in Morris Park adjacent to the proposed Morris Park Station.

Beginning in 2013, Montefiore entered Westchester County by opening Montefiore New Rochelle, Montefiore Mount Vernon, Schaffer Extended Care Center, and Montefiore School of Nursing. It was a transformative moment just as the new commuter rail stations are transformative for Westchester and the East Bronx. Montefiore and Einstein embraced the diversity of our workforce and community knowing that it's an intrinsic part of who we are. Montefiore is proud of its heritage serving residents of the Bronx and the surrounding New York metropolitan area as well as patients from across the nation and around the globe. We know the different backgrounds bring new contributions to patient care and medical advancements.

We're committed to offering access to vital programs and exceptional care to all patients regardless of social or economic status, ethnicity, creed, gender, and sexual orientation. RPA also advocates for government policies that ensure equitable access to all care both primary and advanced

specialty care. So we believe this new portal to the East Bronx and Manhattan, Westchester and Connecticut will advance collaboration, improve equity among centers of academic research and commerce, expand job opportunities, and seed new businesses for this area. Thank you.

## **MTA Metro-North Penn Station Access Project Public Meeting Held Virtually via Zoom on Tuesday, June 15, 2021**

MS. CAMELIA TEPELUS: Good evening. My name is Camelia Tepelus. I'm the executive director for the Morris Park Business Improvement District in the Central East Bronx. I'm here to strongly state support for this project that will be transformative for economic development in Central and East Bronx. On behalf of 300 small businesses lining up Morris Park Avenue, we couldn't be more excited about this project and literally people are counting the months until they will be able to buy the first ticket leading taking Metro-North into Penn Station.

We have been actively reaching out to the community through our local organizations and stakeholders informing them about the supports needed to engage with the community engagement process. We have been [unintelligible] [01:05:33] one hour social media in the Bronx Times, pictures of the forthcoming designs of the stations, and we look forward to keep receiving this information from all the partners building of this project so that we ensure that our members are informed about the course of the project.

One thing I wanted to bring to your attention is challenges that we are currently having with MTA properties, stations, overpasses, structures along the elevated trainlines that are littered with graffiti. We keep cleaning them month after month after month so we just wanted to bring this to your attention the long-term planning of the stations that funds for maintenance of the, of the street escape around them the plazas, the pedestrian exits, are being there considered so that graffiti is no longer an issue associated with MTA structures that provides so badly needed really lunch lines for the

community to access jobs both in Manhattan along with Westchester and Connecticut.

Again, on behalf of the Morris Park Business Improvement District, we thank all of you putting time and effort and communication and, and patience into bringing this project forward and we are here to support you with everything we can in reaching out to the grassroots of the communities that will be impacted by, by this project. Thank you very much for the opportunity to testify.

**From:** [Doyle, John C.](#)  
**To:** [Penn Station Access Outreach](#)  
**Subject:** Tonight's meeting  
**Date:** Tuesday, June 15, 2021 3:36:38 PM  
**Attachments:** [image001.png](#)

---

Greetings,

I presume tonight's meeting will be recorded for review after the fact?

Thanks,

JD

--

**John C. Doyle**

Associate Director

Department of Marketing, Public and Community Relations

p-(718) 918-4055, f- (718) 918-7212, c- (917) 553-4642

[john.doyle@nychhc.org](mailto:john.doyle@nychhc.org)

**NYC Health + Hospitals/Jacobi**

**NYC Health + Hospitals/North Central Bronx**

1400 Pelham Parkway South, Bldg 4- Room 7N21,  
Bronx NY 10461



Visit [www.nychealthandhospitals.org](http://www.nychealthandhospitals.org)

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**From:** [Sonia Lalwani](#)  
**To:** [Penn Station Access Outreach](#)  
**Subject:** Fwd: Consider our Media options  
**Date:** Thursday, June 10, 2021 8:38:23 AM  
**Attachments:** [Media Kit 2020.pdf](#)  
[MediaKitOnline2020 Layout 1.pdf](#)  
[MediaKit\\_ITVGOLD.pdf](#)

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Our flagship publication, News India-Times, a nationally subscribed newspaper, is one of the oldest and one of the largest Indian American publications in the U.S. (founded in 1975).

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Gujarat Times a Gujarati language newspaper is nationally subscribed weekly founded in 1999 targeting the Gujarati speaking Indians living in the US.

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Thanks & Regards,

**Sonia Lalwani**

Senior Sales and Marketing Manager

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**From:** [R Pizarro](#)  
**To:** [Penn Station Access Outreach](#)  
**Cc:** [O'Donnell, Joseph](#)  
**Subject:** Penn Station Access Project  
**Date:** Tuesday, June 15, 2021 3:12:36 PM

---

Good Afternoon Mr. O'Donnell,

I want to take this moment to share with you our support for the Penn Station Access Project. This project is vitally important to New York City as a whole, and especially for our residents here in the Bronx who will benefit from these new stations, one specifically located right in the Parkchester Community.

The creation of a 'one seat ride' from the Bronx to Penn Station and Manhattan's west, will create direct transit options for a historically underserved area of the city. In addition, by seamlessly connecting the Bronx community with Manhattan, through the Penn Station Access Project, residents will benefit from direct access to the city's employment, education and cultural opportunities.

For far too long, residents of Parkchester and the Bronx have had limited access through mass transit to these vital stations – so the Penn Station Access Project will create much-needed transit options for our community.

PPM, fully support the Penn Station Access Project for all the above reasons.

Thank you,

Ricky Pizarro, CEO  
Parkchester Preservation Management

**Ricky Pizarro**

Chief Executive Officer  
Parkchester Preservation Management LLC  
2000 East Tremont Avenue  
Bronx, NY 10462  
Direct Dial: 718-536-2010

COMPANY WEBSITE | [WWW.PARKCHESTERNYC.COM](http://WWW.PARKCHESTERNYC.COM)

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**From:** [R. Pizarro](#)  
**To:** [Penn Station Access Outreach](#)  
**Subject:** Penn Station Access Project  
**Date:** Thursday, June 17, 2021 10:58:06 PM

---

To Joseph O'Donnell,

The Penn Station Access Project is vitally important to New York City as a whole, and especially for our residents here in the Bronx who will benefit from these new stations, one specifically located right in the Parkchester Community.

The creation of a 'one seat ride' from the Bronx to Penn Station and Manhattan's west will create direct transit options for a historically underserved area of the city. In addition, by seamlessly connecting the Bronx community with Manhattan through the Penn Station Access Project, residents will benefit from direct access to the city's employment, education and cultural opportunities.

For far too long, residents of Parkchester and the Bronx have had limited access through mass transit to these vital stations – so the Penn Station Access Project will create much-needed transit options for our community.

PPM, fully support the Penn Station Access Project for all the above reasons.

Thank you,

Ricky Pizarro, CEO  
Parkchester Preservation Management

Sent from [Mail](#) for Windows 10

## **MTA Metro-North Penn Station Access Project Public Meeting Held Virtually via Zoom on Tuesday, June 15, 2021**

MS. LISA DAGLIAN: Hi, good evening. My name is Lisa Daglian. I'm the executive director of the Permanent Citizens Advisory Committee to the MTA, PCAC. Thank you for the opportunity to testify. Penn Station Access is a long time coming and we're thrilled it's coming to fruition. It involves the construction of four new ADA accessible Metro-North stations in the Eastern Bronx at Hunts Point, Parkchester/Van Nest, Morris Park, and Co-Op City including infrastructure improvements along the route and, and will add new rail service on the New Haven Line to Penn Station. It is scheduled to open after eastside access also a long time coming.

Penn Access offers a chance to equitably expand transit options to underserved areas and populations. In the case of Co-Op City riders, it will shave an hour each way off their commutes. That's substantial enough to change your life. Commuter rail will finally be in the reach of East Bronx riders, many of whom don't live anywhere near a subway. It's important to ensure that it's financially within their reach too.

To truly make this new transit option equitable and move people out of the express buses and cars, it is critical the MTA embrace expanding and implementing freedom ticket. City commuter rail they are discounts with transfers to subways and buses. PSA when coupled with their discounts will support local and regional economic growth and expand access to job centers, local educational and medical institutions, and de-commercial and de-commercial and retail centers along with opportunities for reverse commuting.

Well not in this, in this scope, we also support consideration of a stop in Queens to further expand the reach of

new service. Penn Access will also increase our transit network's redundancy and connectivity allowing people to transfer more easily and get around to region from Penn Station hub. We're pleased to support this project, to call for implementation of city commuter rail fare discounts with transfers to subways and buses and to encourage, to encourage further review of a future Queens stop. Thank you.

## **MTA Metro-North Penn Station Access Project Public Meeting Held Virtually via Zoom on Tuesday, June 15, 2021**

MR. BRIAN FRITSCH: Hi. Thank you for the opportunity to testify this evening. My name is Brian Fritsch and I'm the manager of Advocacy Campaigns for Regional Plan Association. For well over two decades, RPA has voiced strong support for the Penn Access Project. Penn Station Access closely reflects RPA's core values of great equity, prosperity, health, and sustainability for the New York City region.

By repurposing existing rail infrastructure to provide new capacity, connectivity and resiliency, the Penn Station Access Project will most importantly provide critical transit accessibility to historically underserved communities in the Bronx. The project will significantly reduce travel times for Bronx residents, provide new employment opportunities, increase economic development in the Bronx, Westchester and Connecticut and improve the health and environment by markedly reducing pollution and vehicle miles traveled.

We urge the MTA to set fares that will allow its new ridership base in the East Bronx to take full advantage of this vital new transportation option. RPA also believes the project benefits will extend across the New York City region including to all commuters and travelers at New York City Penn Station who will be able to take advantage of a much better integrated regional rail network. Penn Station Access also carries a very reasonable cost by taking advantage of the existing right of way.

We encourage the MTA to continue to look at other opportunities to do this such as RPA's proposed Triborough Line. We look forward to continuing to work with the MTA and other stakeholders to help make this proposal a reality in the near

future and offer our continued assistance in this effort. Thank you for time and consideration.



June 30, 2021

**BY MAIL AND EMAIL (PSAOUTREACH@MTACD.ORG)**

MTA Government & Community Relations  
Re: Penn Station Access EA  
2 Broadway, D17.140  
New York, NY 10004

Re: Comments to Proposed Penn Station Access Project

Dear Penn Station Access Team:

We represent 30-30 60<sup>th</sup> Street LLC, the owner of 30-30 60th Street a/k/a 57-07 31st Street/BBL: 4011137501 (Block 1113, Lot 43). On May 26, 2021 our client received notice regarding a proposed condemnation by the New York State Metropolitan Transportation Authority (“MTA”) of a street and access way adjacent to our client’s property. The street is presently under private ownership with a shared access pursuant to a recorded agreement (Liber 7173, page 347). Copies of the proposed permanent easements that we received are attached hereto as Exhibit A. Exhibit B hereto is a copy of the Right of Way Agreement.

While MTA claims to need the aforesaid permanent easements for the construction and subsequent maintenance of a Substation for its Penn Station Access Project, the extent and proposed terms of the two permanent easements reflected in Exhibit A raise some considerable concerns which not only have an impact on our client and its tenants, but could also have a significant environmental impact on the surrounding area if our client’s concerns are not appropriately addressed.

First, access through the private road is essential to the operation of the tenants’ businesses at our client’s property, as the private street is used for access to the respective premises, deliveries, garbage pickup and for designated parking spaces for the tenants. In fact, the parking is specifically provided for in the tenants’ leases and our client’s inability to provide such parking would undoubtedly present problems with respect to those tenants and those leases. Further, there are environmental concerns, as there are garbage containers and regular pickups of trash from the street which must necessarily continue during any construction by MTA. Even a temporary relocation of these services would have a detrimental impact on the surrounding area. Further, there is no place to relocate.

It is unclear from the submissions that our client received from MTA and annexed hereto as Exhibit A what the impact of construction on the ability to get into and out of the street from both

MTA Government & Community Relations  
June 30, 2021  
Page 2

sides will be, and the duration of any anticipated construction is unspecified. Attached hereto, collectively, as Exhibit C are pictures of the street taken during business hours, showing the great amount of traffic, normal commercial activity including deliveries from large trucks and the parking areas designated for the various tenants. Any impact on the ability to use the street for these purposes would be extremely detrimental to our client and its tenants and would also impact the surrounding area in terms of alternate locations for parking, deliveries and trash pickup.

It is also stated specifically in the MTA submissions included as Exhibit A hereto that MTA “will not be responsible for maintaining and repairing the easement in conjunction with the usage rights nor paying the costs of all construction, maintenance, and repair of the easement area.” This is simply not acceptable, and our client would expect MTA to pay a regular easement fee (in addition to the award for the taking) to cover the costs of snow removal, maintenance, etc. In fact, with respect to the other easement, MTA states that it will be responsible “for maintaining the DC Substation and all physical elements that its Contractor installs within the permanent easement area,” These installations include “a 12 feet wide gravel access road to the DC Substation.” The same obligations should attach to MTA for both easements.

Obviously, all of the foregoing are important concerns and all of the foregoing would have an impact on the appropriate compensation to be made to our client by MTA. While it may be premature to address these concerns prior to the formal initiation of condemnation proceedings or our client’s receipt of an offer of compensation, our client and our firm remain ready, willing and able to discuss these issues and others in an attempt to amicably work out terms of a temporary easement during the course of construction and a permanent easement thereafter. In this regard, our client will continue to speak to the MTA representatives directly as it has been, and our firm is also willing to facilitate such discussions or have them directly as the MTA or its counsel may prefer.

Best regards,

*Norman Flitt*

Norman Flitt  
Member

# Exhibit

A

2 Broadway  
New York, NY 10004  
212 878-7000 Tel



## Metropolitan Transportation Authority

State of New York

May 26, 2021

30-30 60th Street, LLC  
1536 3rd Avenue, 3rd Floor  
New York, NY 10028

Re: **Penn Station Access**  
30-30 60th Street a/k/a 57-07 31st Street / BBL: 4011137501

Dear Sir or Madam:

Pursuant to the letter sent to you on May 5, 2021, your property has been identified as a “property of interest” for the Penn Station Access project to bring four new Metro-North Railroad stations to the Bronx, creating new transportation options for an underserved community in the East Bronx.

The project’s Environmental Assessment delves deeper into the need and nature of the potential property acquisition. It is now public and available for review and comment.

Please see the attached notice of availability for the Environmental Assessment (EA) and Draft Section 4(f) Evaluation for the Metropolitan Transportation Authority (MTA) Metro-North Railroad Penn Station Access Project. Electronic copies can be found at [www.pennstationaccess.info](http://www.pennstationaccess.info). Hard copies are available upon request.

Please submit any comments to [PSAOutreach@mtacd.org](mailto:PSAOutreach@mtacd.org) no later than July 3, 2021. MTA is hosting a public meeting on June 15, 2021 from 6-8PM to receive comments related to the EA and the Draft Section 4(f) Evaluation for the Project. Due to the COVID-19 pandemic and restrictions on public gatherings (Executive Order 202.94), the public meeting will be conducted as a virtual public meeting.

Sincerely,

The Penn Station Access Project Team

*The agencies of the MTA*

MTA New York City Transit  
MTA Long Island Rail Road

MTA Metro-North Railroad  
MTA Bridges and Tunnels

MTA Capital Construction  
MTA Bus Company

# Penn Station Access

Four new stations in the East Bronx with direct Metro-North service to Penn Station, Westchester and Connecticut



## Notice of Virtual Public Meeting and Availability of the Environmental Assessment and Draft Section 4(f) Evaluation for the Metropolitan Transportation Authority Metro-North Railroad Penn Station Access Project

We are pleased to invite you to review the Environmental Assessment (EA) and the Draft Section 4(f) Evaluation for the Metropolitan Transportation Authority (MTA) Metro-North Railroad Penn Station Access Project. The MTA is proposing the Penn Station Access Project to introduce Metro-North passenger rail service into and out of Penn Station New York. Four new ADA-accessible Metro-North stations will be constructed in the eastern Bronx at Hunts Point, Parkchester/Van Nest, Morris Park, and Co-op City. With these four new passenger rail stations and significant improvements to railroad infrastructure, Penn Station Access will spur the local economy and attract regional talent by increasing accessibility to underserved areas. It will bring Amtrak's Hell Gate Line into a state of good repair and improve reliability and on-time performance for intercity passengers. By improving reliability for our riders and equitably expanding transit options, we are transforming our regional transportation system.

MTA and the Federal Transit Administration (FTA) have prepared the EA and Draft Section 4(f) Evaluation in accordance with the National Environmental Policy Act (NEPA) of 1969; the FTA, Federal Railroad Administration (FRA), and FHWA's Environmental Impact and Related Procedures (23 C.F.R. Part 771); 6 NYCRR Part 617 SEQRA requirements; the CEQ regulations implementing NEPA (40 C.F.R. 1500); Section 106 of the National Historic Preservation Act of 1966; Section 4(f) of the U.S. DOT Act of 1966; Executive Order 12898 - Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations, and other applicable federal rules and regulations. MTA is the Proposed Project sponsor. FTA is the lead federal agency. FRA is a NEPA Cooperating Agency. The scope of the EA includes improvements to the Hell Gate Line catenary system, which is the subject of a Fiscal Year 2019 Federal-State Partnership State of Good Repair Grant Program being administered by FRA. FRA may rely on the EA in reaching its NEPA decision for the catenary project.

The EA and the Draft Section 4(f) Evaluation are available on the project website ([PennStationAccess.info](http://PennStationAccess.info)). Flash drives of the entire EA and/or a paper copy of the Executive Summary (English or Spanish) are available at no charge upon request. Hard copies of the EA (with appendices on flash drive) are available for purchase by emailing [PSAOutreach@mtacd.org](mailto:PSAOutreach@mtacd.org).

Hard copies of the EA are available for public inspection by appointment only at the following locations. Appointments can be requested by calling 718-560-3268.

**Bronx Jewish Community Council,**  
2157 Holland Ave, Bronx, NY 10467

**Morris Park Community Association,**  
1824 Bronxdale Ave, Bronx, NY 10462

Written comments are welcome and may be submitted by mail (address provided below), email ([PSAOutreach@mtacd.org](mailto:PSAOutreach@mtacd.org)) or via the project website listed above. **Comments must be received by July 3, 2021.**

**Mail written comments to:**

MTA Government & Community Relations  
Re: Penn Station Access EA  
2 Broadway, D17.140  
New York, NY 10004



[PennStationAccess.info](http://PennStationAccess.info)



Construction & Development



[PSAOutreach@mtacd.org](mailto:PSAOutreach@mtacd.org)

# Penn Station Access

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## Instructions for Joining the Public Meeting

MTA is hosting a public meeting to receive comments related to the EA and the Draft Section 4(f) Evaluation for the Project. Due to the COVID-19 pandemic and restrictions on public gatherings (Executive Order 202.94), the public meeting will be conducted as a virtual meeting utilizing Zoom Webinar.

Oral comments will be accepted at the public meeting. Spanish translations, CART Captioning, and American Sign Language services will be available. If additional language assistance or any other accommodations are required, please submit a request at least three business days before the public meeting at [PSAOutreach@mtacd.org](mailto:PSAOutreach@mtacd.org) or by calling the Public Meeting Hotline at 646-252-6777 from 6 a.m. to 10 p.m. Si necesita una traducción, por favor comuníquese con [PSAOutreach@mtacd.org](mailto:PSAOutreach@mtacd.org) o 646-252-6777.

**Meeting Date and Time:** June 15, 2021, 6:00 – 8:00 P.M.

### Meeting Information:

*Zoom Webinar Link:*

<https://mta.zoom.us/j/86180485626>

Webinar ID: 861 8048 5626

*Dial-in Information:*

+1 877 853 5247 Meeting ID: 861 8048 5626

*Speaker Registration Link:*

[https://mta-nyc.custhelp.com/app/hearings/register/h\\_id/64](https://mta-nyc.custhelp.com/app/hearings/register/h_id/64)

**Speaker Registration Closes:** June 15, 2021, 6:30 P.M.

To register to speak at the virtual public meeting, follow the link above or call the Public Meeting Hotline at 646-252-6777 from 6 a.m. to 10 p.m. Verbal comments will be limited to two minutes. You may present verbal testimony or submit written statements in lieu of or to supplement oral testimony concerning the proposed project.

For assistance participating, please direct questions to the Public Meeting Hotline at 646-252-6777.



# Penn Station Access

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## **Aviso de audiencia pública virtual y disponibilidad de la Evaluación ambiental y del borrador de la Evaluación de la sección 4(f) para el Proyecto Metro-North Railroad Penn Station Access de la Autoridad Metropolitana de Transporte**

Nos complace invitarle a revisar la Evaluación ambiental (Environmental Assessment, EA) y el borrador de la Evaluación de la sección 4(f) para el Proyecto Metro-North Railroad Penn Station Access de la Autoridad Metropolitana de Transporte (Metropolitan Transportation Authority, MTA).

La MTA propone que el Proyecto Penn Station Access ofrezca el servicio de trenes para pasajeros Metro-North dentro y fuera de la estación Pensilvania de Nueva York. Cuatro nuevas estaciones del Metro-North con acceso para dar cumplimiento a lo ordenado por Ley para Estadounidenses con Discapacidades (Americans with Disabilities Act, ADA) se construirían en el este del Bronx en Hunts Point, Parkchester/Van Nest, Morris Park y Co-op City. Con estas cuatro nuevas estaciones de trenes de pasajeros y mejoras significativas a la infraestructura ferroviaria, Penn Station Access estimulará la economía local y atraerá talento regional al aumentar la accesibilidad a áreas marginadas. Pondrá en buen estado la línea Hell Gate de Amtrak y mejorará la fiabilidad y el cumplimiento para los pasajeros interurbanos. Al mejorar la confiabilidad para nuestros pasajeros y expandir equitativamente las opciones de tránsito, estamos transformando nuestro sistema de transporte regional.

La EA y el borrador de la Evaluación de la sección 4(f) se han preparado de acuerdo con la Ley Nacional de Política Ambiental (National Environmental Policy Act, NEPA) de 1969; la Administración Federal de Transporte (Federal Transit Administration, FTA) y los Procedimientos de impacto ambiental y relacionados de la Administración Federal de Carreteras (Federal Highway Administration, FHWA) (23 C.F.R. Parte 771); 6 requisitos de la Ley de Revisión de la Calidad Ambiental del Estado de Nueva York (New York's State Environmental Quality Review Act, SEQRA) de la Parte 617 de los Códigos, Reglas y Regulaciones del Estado de Nueva York (New York Codes, Rules and Regulations, NYCRR); las reglamentaciones del Consejo de Calidad Ambiental (Council on Environmental Quality, CEQ) que implementan la NEPA (40 C.F.R. Parte 1500); sección 106, de la Ley de Preservación Histórica Nacional (National Historic Preservation Act, NHPA) de 1966; sección 4(f) de la Ley del Departamento de Transporte de los Estados Unidos de 1966; la Orden Ejecutiva 12898; y otras normas y regulaciones federales aplicables. La MTA es el patrocinador del proyecto propuesto. La FTA es la agencia federal líder.

La EA y el borrador de la Evaluación de la sección 4(f) están disponibles en el sitio web del proyecto ([PennStationAccess.info](http://PennStationAccess.info)). Las unidades flash de todo la EA y/o una copia impresa del resumen ejecutivo (en inglés o en español) están disponibles sin costo a solicitud. Pueden comprarse las copias impresas de la EA (con apéndices en la unidad flash) enviando un correo electrónico a [PSAOutreach@mtacd.org](mailto:PSAOutreach@mtacd.org).

Las copias impresas de la EA están disponibles para inspección pública con cita previa solo en las siguientes ubicaciones. Las citas se pueden solicitar llamando al 718-560-3268.

### **Bronx Jewish Community Council**

2157 Holland Ave  
Bronx, Nueva York 10467

### **Morris Park Community Association**

1824 Bronxdale Ave  
Bronx, Nueva York 10462



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Los comentarios por escrito son bienvenidos y pueden enviarse por correo postal (dirección proporcionada a continuación), correo electrónico ([PSAOutreach@mtacd.org](mailto:PSAOutreach@mtacd.org)) o a través del sitio web del proyecto mencionado anteriormente. **Los comentarios se deben recibir a más tardar el 3 de julio de 2021.**

## Envíe los comentarios por escrito a:

MTA Government & Community Relations  
Re: EA de Penn Station Access  
2 Broadway, D17.140  
Nueva York, NY 10004

## Instrucciones para unirse a la audiencia pública

La MTA está organizando una audiencia pública para recibir comentarios relacionados con la EA y el borrador de la Evaluación de la sección 4(f) para el Proyecto. Debido a la pandemia de COVID-19 y a las restricciones en las audiencias públicas (Orden ejecutiva 202.94), la audiencia pública se llevará a cabo como una audiencia virtual utilizando el seminario web de Zoom.

Se aceptarán comentarios verbales en la audiencia pública. Habrá disponibles traducciones al español, subtítulos de traducción de comunicaciones en tiempo real (CART) y servicios de lenguaje de señas estadounidense. Si se requiere asistencia adicional en otros idiomas o cualquier otra adaptación, envíe una solicitud al menos tres días hábiles antes de la audiencia pública a [PSAOutreach@mtacd.org](mailto:PSAOutreach@mtacd.org) o llame a la línea directa de la audiencia pública al 646-252-6777 de 6 a. m. a 10 p. m. Si necesita una traducción, comuníquese con [PSAOutreach@mtacd.org](mailto:PSAOutreach@mtacd.org) o llame al 646-252-6777.

**Fecha y hora de la audiencia:** 15 de junio de 2021, de 6:00 a 8:00 p. m.

## Información de la audiencia:

*Enlace del seminario web en Zoom:*

<https://mta.zoom.us/j/86180485626>

ID del seminario web: 861 8048 5626

*Información de marcación:*

+1 877 853 5247 ID de la audiencia: 861 8048 5626

*Enlace de registro de oradores:*

[https://mta-nyc.custhelp.com/app/hearings/register/h\\_id/64](https://mta-nyc.custhelp.com/app/hearings/register/h_id/64)

**Enlace de registro de oradores:** 15 de junio de 2021, 6:30 p. m.

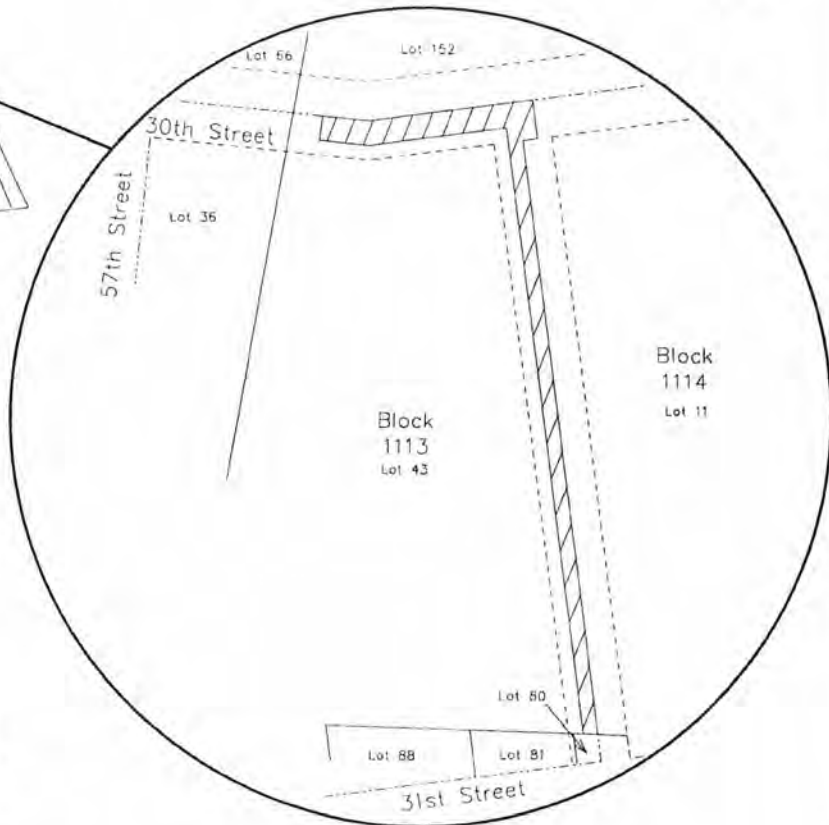
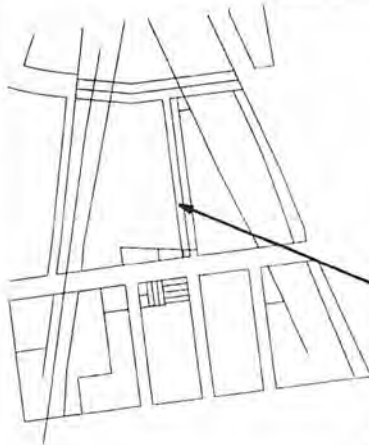
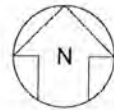
Para registrarse para hablar en la audiencia pública virtual, siga el enlace anterior o llame a la línea directa de la audiencia pública al 646-252-6777 de 6 a. m. a 10 p. m. Los comentarios verbales se limitarán a dos minutos. Puede presentar testimonio verbal o presentar declaraciones escritas en lugar de o para complementar el testimonio oral relacionado con el proyecto propuesto.

Para obtener ayuda con la participación, dirija sus preguntas a la Línea Directa de Audiencias Públicas al 646-252-6777.





# KEY PLAN



### Notes & References

1. Block 1113 Lot 43, depicted as per CRFN 200600011587 and 2010000412602, as recorded in Register's Office of the City of New York, Borough of Queens.
2. Boundary of Lot 43 shown as per CRFN 200600011587 and 2010000412602, as recorded in Register's Office of the City of New York, Borough of Queens.
3. Bearings and Distances are based on the New York State Plane Coordinate System, Long Island Zone, NAD83 (2011), EPOCH 2010.00. All units expressed in US Survey Feet.
4. Elevations given on this drawing and description are based on NAVD88 and Geoid 12B. All units expressed in US Survey Feet.
5. Absence of utility information does not deny existence of some. Test pits may be required in areas of construction.
6. This survey was prepared in accordance with the existing Code of Practice for land surveys adopted by the NY Association of Professional Land Surveyors.
7. Copies from the "Original" of this survey map, not bearing an "Original" of the Land Surveyors "inked" or "Embossed" seal shall not be considered a true valid copy.
8. Unauthorized alteration or addition to a survey map bearing a Professional Land Surveyor's seal is a violation of Section 7209, Sub-Section 2, of the NY State Education Law.
9. It is hereby certified that this is an accurate description and map made from an accurate field & office survey.

**DETAIL**  
**BLOCK 1113, PART OF LOT 43**  
**30-30 60th Street, LLC, AND ASN, LLC**  
**(REPUTED OWNER)**  
**15,300 Sq. Ft (0.351 Ac.) more or less**

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| DATE      | ISSUE                                       | NO. |

### Legend

- Permanent Easement
- Block Line
- Lot Line
- Easement Line

**NOT TO SCALE**  
**Sheet 1 of 4**



**METROPOLITAN TRANSPORTATION AUTHORITY**  
**STATE OF NEW YORK**  
**MAP SHOWING ACQUISITION OF**  
**PERMANENT EASEMENT**  
**FOR THE MTA**  
**PENN STATION ACCESS PROJECT**  
**BLOCK 1113, PART OF LOT 43**  
**BOROUGH AND COUNTY OF QUEENS, CITY AND STATE OF NEW YORK**

LICENSED LAND SURVEYOR  
 N.Y. LIC. NO. 059580



Block 1024



Block 1113, Part of Lot 43  
30-30 60th Street, LLC and ASN, LLC  
(Reputed Owner)  
AREA PERMANENT EASEMENT  
15,300 Sq. Ft. (0.351 Ac.) More or Less

Notes & References

1. Block 1113 Lot 43, depicted as per CRFN 200600011587 and 2010000412602, as recorded in Register's Office of the City of New York, Borough of Queens.
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9. It is hereby certified that this is an accurate description and map made from an accurate field & office survey.

15,300 Sq. Ft.  
(0.351 Ac.)  
more or less

Block 1113

Lot 43  
30-30 60th Street, LLC, & ASN LLC  
(Reputed Owner)  
CRFN 200600011587 & CRFN 2010000412602

Tangent Table

|    |               |        |
|----|---------------|--------|
| T1 | S 84°48'39" E | 30.08' |
| T2 | S 07°58'06" E | 40.00' |
| T3 | S 82°02'56" W | 15.00' |
| T4 | N 88°43'18" W | 15.20' |
| T5 | N 07°16'28" E | 25.02' |

Scale In Feet



| NO. | DATE       | REVISION                                   |
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| 1   | 04/12/2013 | DRAFT PER REVISED CONCEPT DESIGN 6-12-2012 |

Legend

- Permanent Easement
- Block Line
- Lot Line
- Easement Line

31st STREET  
80' WIDE

SURVEY PLAT  
Sheet 2 of 4



METROPOLITAN TRANSPORTATION AUTHORITY  
STATE OF NEW YORK  
MAP SHOWING ACQUISITION OF  
PERMANENT EASEMENT  
FOR THE MTA  
PENN STATION ACCESS PROJECT  
BLOCK 1113, PART OF LOT 43  
BOROUGH AND COUNTY OF QUEENS, CITY AND STATE OF NEW YORK

LICENSED LAND SURVEYOR  
N.Y. LIC. NO. 050580

BLOCK 1113, PART OF LOT 43  
PERMANENT EASEMENT

ALL THAT CERTAIN LOT, PIECE OR PARCEL OF LAND SITUATED, LYING AND BEING IN THE BOROUGH & COUNTY QUEENS, CITY AND STATE OF NEW YORK BOUNDED AND DESCRIBED AS FOLLOWS:

AREA G2-A: (PERMANENT EASEMENT)

HORIZONTAL LIMITS

Beginning at a point being in the north line of Block 1113 Lot 43, as depicted to 30-30 60th Street, LLC and ASN, LLC (Reputed Owner), as per CRFN 200600011587 and 2010000412602, as recorded in the Register's Office of the City of New York, County of Queens, same being the south line of Block 1024, Lot 152, said point being S 5°10'48" W, distant 60.00 feet south from the intersection of the north line of 30th Avenue (100 feet wide) and the east line of 57th Street (36 feet wide), to a point being the northeast corner of said Block 1113, being southwest corner of Block 1024, S 84°48'39" E, distant 144.95 feet along the north line of said Block 1113, being the south line of said Block 1024 to the northwest corner of said Lot 43, being southwest corner of said Lot 152, S 84°48'39" E, distant 30.08 feet along the north line of said Lot 43, being the south line of said Lot 152 to said point of beginning having coordinates N 215,964.2131 E 1,010,879.4037 and running thence;

Southeasterly, continuing along said common line, S 84°48'39"E, a distance of 48.49 feet to an angle point on said common Block line, thence;

Northeasterly, continuing along said common line N 82°02'56"E, a distance of 169.77 feet to a point, thence;

Southeasterly, leaving said common line and crossing said Lot 43, S 07°58'06"E, a distance of 40.00 feet to a point on the south line of said Lot 43, being the north line of Block 1114 Lot 11, thence;

Southwesterly, along south line of said Lot 43, being the north line of said Lot 11, S 82°02'56"W, a distance of 15.00 feet to a point, being a northeast corner of said Lot 43, same being a northwest corner of said Lot 11, thence;

Southeasterly, along the east line of said Lot 43, being the west line said Lot 11, S 07°58'06"E, a distance of 621.85 feet to a point, being a southeast corner of said Lot 43, being a southwest corner of said Lot 11, and being the northeast corner of Block 1113, Lot 80, thence;

Westerly, along the south line of said Lot 43, being the north line of said Lot 80, N 88°43'18"W, a distance of 15.20 feet to a point,

Northwesterly, leaving said common line and crossing said Lot 43, N 07°58'06"W, a distance 634.42 feet to a point, thence;

Southwesterly, continuing across said Lot 43, S 82°02'56"W, a distance of 142.66 feet to a point, thence;

Northwesterly, continuing across said Lot 43, N 84°48'39"W, a distance of 52.27 feet to a point, thence;

Northeasterly, continuing across said Lot 43, N 07°16'28"E, a distance of 25.02 feet to the Point or Place of Beginning and containing 15,300 square feet (0.351 acres) of land more or less.

Notes & References

1. Block 1113, Lot 43 depicted as per CRFN 2006000115871, as recorded in Register's Office of the City of New York, Borough of Queens.
2. Boundary of Lot 43 shown as per CRFN 2006000115871 and 2010000412602, as recorded in Register's Office of the City of New York, Borough of Queens.
3. Bearings and Distances are based on the New York State Plane Coordinate System, Long Island Zone, NAD83 (2011), EPOCH 2010.00. All units expressed in US Survey Feet.
4. Elevations given on this drawing and description are based on NAVD88 and Geoid 12B. All units expressed in US Survey Feet.

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| DATE:   | ISSUE                                      | NO. |

Sheet 3 of 4



METROPOLITAN TRANSPORTATION AUTHORITY  
STATE OF NEW YORK  
MAP SHOWING ACQUISITION OF  
PERMANENT EASEMENT  
FOR THE MTA  
PENN STATION ACCESS PROJECT  
BLOCK 1113, PART OF LOT 43  
BOROUGH AND COUNTY OF QUEENS, CITY AND STATE OF NEW YORK

LICENSED LAND SURVEYOR  
N.Y. LIC. NO. 050580

Notes & References Continued

5. (TR B5) Terms, covenants, conditions, easements, restrictions and leases as contained in the following documents record:
- a. Easement Grant in Reel 738, Page 600, affects westerly one half of 60th Street (egress/ingress).
  - b. Lease Agreement dated as December 11, 1991 made by and between Allomatic Industries, Inc, Metropolitan Opera Association, Inc. and New York Opera, Inc., as Landlord and Airborne Freight Corporation, as Tenant as evidenced by Agreement dated December 11, 1990 made by and among dated as of November 15, 1994 made by and among Board of Managers of the 60-31 Woodside Condominium, West Mill Clothes, Inc., Allomatic Industries, Inc., Metropolitan Opera Association, Inc., New York City Opera, Inc., as Landlord and Airborne Freight Corporation recorded January 10, 1992 in Office of the City Register of the City of New York in Reel 3255, page 2455. (No affect to parcel)
  - c. Lease Agreement dated as December 11, 1991 made by and between Allomatic Industries, Inc, Metropolitan Opera Association, Inc. and New York Opera, Inc., as Landlord and The Weck Corporation, as Tenant as evidenced by agreement dated November 14, 1994 by and among Board of Managers of the 60-31 Woodside Condominium, West Mill Clothes, Inc., Allomatic Industries, Inc., Metropolitan Opera Association, Inc., New York City Opera, Inc., as Landlord and The Weck Corporation, as Tenant recorded January 5, 1995 in the Office of the City Register of the City of New York in Reel 4046, page 2490. (No affect to parcel).
- (TR B6) Rights of Utility Companies to maintain and service wires and conduits in connection with premises. (Allows Utility Companies right to ingress/egress in order to maintain existing utilities servicing parcel).
- (TR B9) The Final Section Map of Topographical Map of the City of New York shows that 60th Street is laid out as 80 feet wide of right of way. The Legal description in schedule A does not include the easterly half of 60th Street, however the current tax map shows the easterly half of 60th Street as part of tax Lot 11 (which shows on the tax map as easement). Therefore company excepts the Right of the City of New York as provided under section 35 of the General City Law.

This survey provides the following correction:

There is no such document as "The Final Section Map of the Topographical Map of the City of New York", there are "Final Section Maps of the Borough of Queens", available from the City of New York, Borough of Queens Topographical Bureau.

- 6. Absence of utility information does not deny existence of same. Test pits may be required in areas of construction.
- 7. This survey was prepared in accordance with the existing "Code of Practice" for land surveys adopted by the "NY Association of Professional Land Surveyors".
- 8. Copies from the "Original" of this survey map, not bearing an "Original" of the Land Surveyors "Inked" or "Embossed" seal shall not be considered to a true valid copy.
- 9. Unauthorized alteration or addition to a survey map bearing a Professional Land Surveyor's seal is a violation of Section 7209, Sub-Section 2, of the NY State Education Law.
- 10. It is hereby certified that this is an accurate description and map made from an accurate field & office survey.

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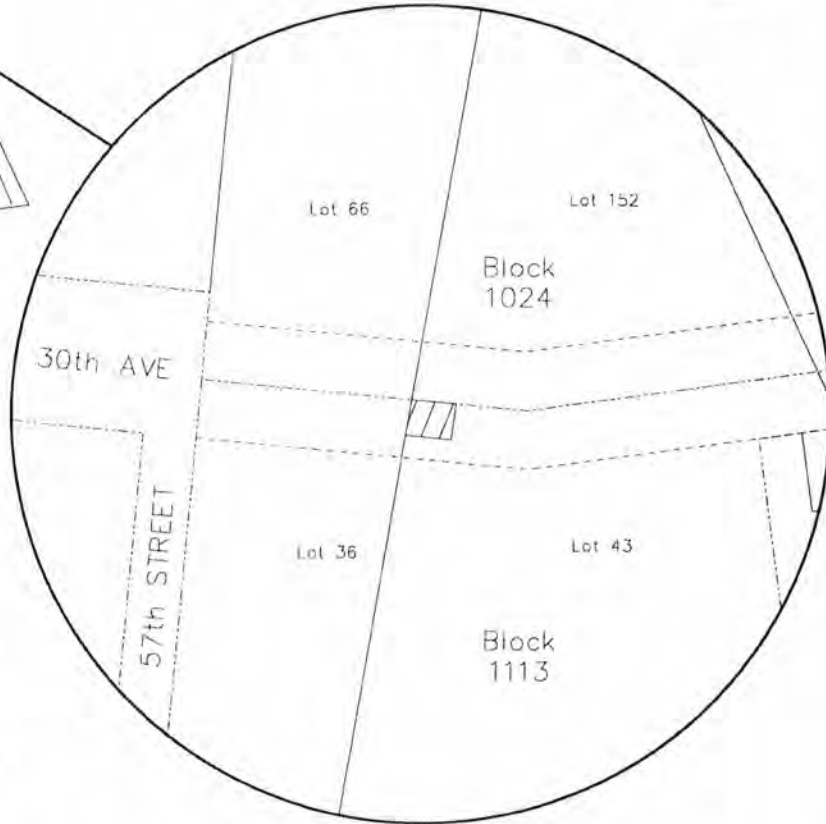
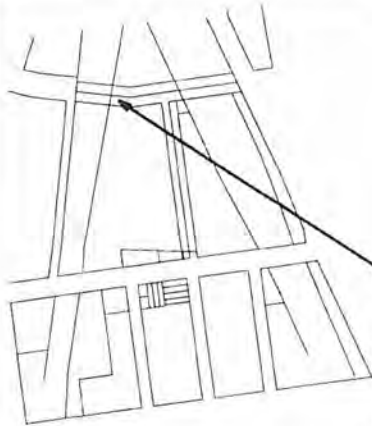
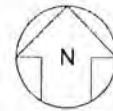
Sheet 4 of 4



METROPOLITAN TRANSPORTATION AUTHORITY  
 STATE OF NEW YORK  
 MAP SHOWING ACQUISITION OF  
 PERMANENT EASEMENT  
 FOR THE MTA  
 PENN STATION ACCESS PROJECT  
 BLOCK 1113, PART OF LOT 43  
 BOROUGH AND COUNTY OF QUEENS, CITY AND STATE OF NEW YORK

LICENSED LAND SURVEYOR  
 N.Y. LIC NO. 050680

# KEY PLAN



### Notes & References

1. Block 1113 Lot 43, depicted as per CRFN 200600011587 and 2010000412602, as recorded in Register's Office of the City of New York, Borough of Queens.
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**DETAIL**  
**BLOCK 1113, PART OF LOT 43**  
**30-30 60th Street, LLC, AND ASN, LLC**  
**(REPUTED OWNER)**  
**765 Sq. Ft (0.018 Ac.) more or less**

| NO. | DATE       | ISSUE                                     |
|-----|------------|---|
| 1   | 04/12/2020 | DMVT FOR REVISED CONCEPT DESIGN 6-12-2020 |
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### Legend

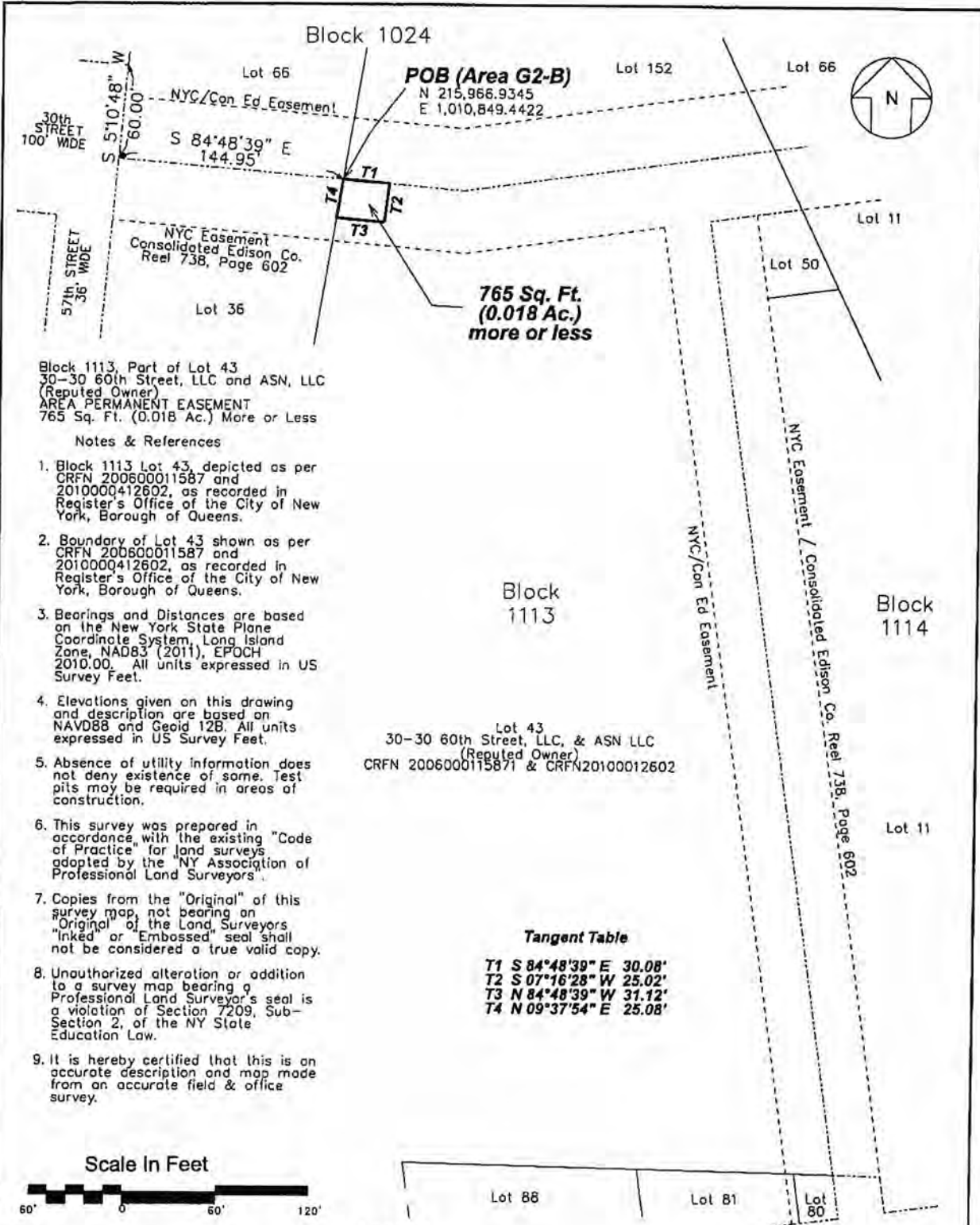
- Permanent Easement
- Block Line
- Lot Line
- Easement Line

**NOT TO SCALE**  
**Sheet 1 of 4**



**METROPOLITAN TRANSPORTATION AUTHORITY**  
**STATE OF NEW YORK**  
**MAP SHOWING ACQUISITION OF**  
**PERMANENT EASEMENT**  
**FOR THE MTA**  
**PENN STATION ACCESS PROJECT**  
**BLOCK 1113, PART OF LOT 43**  
**BOROUGH AND COUNTY OF QUEENS, CITY AND STATE OF NEW YORK**

LICENSED LAND SURVEYOR  
 N.Y. LIC. NO. 059580



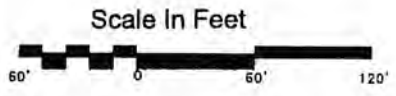
Block 1113, Part of Lot 43  
 30-30 60th Street, LLC and ASN, LLC  
 (Reputed Owner)  
**AREA PERMANENT EASEMENT**  
 765 Sq. Ft. (0.018 Ac.) More or Less

- Notes & References
- Block 1113 Lot 43, depicted as per CRFN 200600011587 and 2010000412602, as recorded in Register's Office of the City of New York, Borough of Queens.
  - Boundary of Lot 43 shown as per CRFN 200600011587 and 2010000412602, as recorded in Register's Office of the City of New York, Borough of Queens.
  - Bearings and Distances are based on the New York State Plane Coordinate System, Long Island Zone, NAD83 (2011), EPOCH 2010.00. All units expressed in US Survey Feet.
  - Elevations given on this drawing and description are based on NAVD88 and Geoid 12B. All units expressed in US Survey Feet.
  - Absence of utility information does not deny existence of same. Test pits may be required in areas of construction.
  - This survey was prepared in accordance with the existing "Code of Practice" for land surveys adopted by the "NY Association of Professional Land Surveyors".
  - Copies from the "Original" of this survey map, not bearing an "Original" of the Land Surveyors "Inked" or "Embossed" seal shall not be considered a true valid copy.
  - Unauthorized alteration or addition to a survey map bearing a Professional Land Surveyor's seal is a violation of Section 7209, Sub-Section 2, of the NY State Education Law.
  - It is hereby certified that this is an accurate description and map made from an accurate field & office survey.

Lot 43  
 30-30 60th Street, LLC, & ASN LLC  
 (Reputed Owner)  
 CRFN 200600011587 & CRFN20100012602

**Tangent Table**

|    |               |        |
|----|---------------|--------|
| T1 | S 84°48'39" E | 30.08' |
| T2 | S 07°16'28" W | 25.02' |
| T3 | N 84°48'39" W | 31.12' |
| T4 | N 09°37'54" E | 25.08' |



| DATE      | ISSUE                                      | NO. |
|-----------|--|-----|
| 8/13/2020 | DRAFT FOR REVISED CONCEPT DESIGN 8-13-2020 | 1   |
|           |  |     |
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|           |  |     |

**Legend**

|  |                    |
|--|--------------------|
|  | Permanent Easement |
|  | Block Line         |
|  | Lot Line           |
|  | Easement Line      |

31st AVENUE  
 80' WIDE

**SURVEY PLAT**  
 Sheet 2 of 4

|  |  |   |
|--|--|---|
|  | METROPOLITAN TRANSPORTATION AUTHORITY<br>STATE OF NEW YORK<br>MAP SHOWING ACQUISITION OF<br>PERMANENT EASEMENT<br>FOR THE MTA<br>PENN STATION ACCESS PROJECT<br>BLOCK 1113, PART OF LOT 43<br>BOROUGH AND COUNTY OF QUEENS, CITY AND STATE OF NEW YORK | LICENSED LAND SURVEYOR<br>N.Y. LIC NO. 050580 |
|  | B-117  |   |

BLOCK 1113, PART OF LOT 43  
PERMANENT EASEMENT

ALL THAT CERTAIN LOT, PIECE OR PARCEL OF LAND SITUATED, LYING AND BEING IN THE  
BOROUGH & COUNTY QUEENS, CITY AND STATE OF NEW YORK BOUNDED AND DESCRIBED AS  
FOLLOWS:

AREA G2-B: (PERMANENT EASEMENT)

HORIZONTAL LIMITS

Beginning at the northwest corner of Block 1113 Lot 43, as depicted to 30-30 60th  
Street, LLC and ASN, LLC (Reputed Owner), as per CRFN 200600011587 and  
2010000412602, as recorded in the Register's Office of the City of New York, County of  
Queens, same being the common corner of Block 1024, Lot 152, Block 1024, Lot 66, and  
Block 1113, Lot 36, said point being S 5'10'48" W, distant 60.00 feet south from the  
intersection of the north line of 30th Avenue (100 feet wide) and the east line of 57th  
Street (36 feet wide), to a point being the northeast corner of said Lot 36, being  
southwest corner of said Lot 66, S 84°48'39" E, distant 144.95 feet along the north line  
of said Lot 36, being the south line of said Lot 66 to the said point of beginning having  
coordinates N 215,966.9345 E 1,010,849.4422 and running thence;

Southeasterly, continuing along the north line of said Lot 43, being the south line of said  
Lot 152, S 84°48'39" E, a distance of 30.08 feet to a point, thence;

Southerly, leaving said common line and crossing said Lot 143, S 07°16'28" E, a distance  
of 25.02 feet to a point, thence;

Westerly, continuing across said Lot 43, N 84°48'39"W, a distance of 31.12 feet to a point,  
thence;

Northerly, continuing across said Lot 43, N 09°37'54" E, a distance of 25.08 feet to the  
Point or Place of Beginning and containing 765 square feet (0.018 acres) of land more or  
less.

Notes & References

1. Block 1113, Lot 43 depicted as per CRFN 2006000115871, as recorded in Register's  
Office of the City of New York, Borough of Queens.
2. Boundary of Lot 43 shown as per CRFN 2006000115871 and 2010000412602, as recorded in  
Register's Office of the City of New York, Borough of Queens.
3. Bearings and Distances are based on the New York State Plane Coordinate System, Long Island  
Zone, NAD83 (2011), EPOCH 2010.00. All units expressed in US Survey Feet.
4. Elevations given on this drawing and description are based on NAVD88 and Geoid 12B. All units  
expressed in US Survey Feet.
5. (TR B5) Terms, covenants, conditions, easements, restrictions and leases as contained in the  
following documents record:
  - a. Easement Grant in Reel 738, Page 600, affects westerly one half of 60th Street  
(egress/ingress).
  - b. Lease Agreement dated as December 11, 1991 made by and between Allomatic  
Industries, Inc., Metropolitan Opera Association, Inc. and New York Opera, Inc., as  
Landlord and Airborne Freight Corporation, as Tenant as evidenced by Agreement  
dated December 11, 1990 made by and among dated as of November 15, 1994  
made by and among Board of Managers of the 60-31 Woodside Condominium,  
West Mill Clothes, Inc., Allomatic Industries, Inc., Metropolitan Opera  
Association, Inc., New York City Opera, Inc., as Landlord and Airborne Freight Corporation  
recorded January 10, 1992 in Office of the City Register of the City of New York  
in Reel 3255, page 2455. (No affect to parcel).
  - c. Lease Agreement dated as December 11, 1991 made by and between Allomatic  
Industries, Inc., Metropolitan Opera Association, Inc. and New York Opera, Inc., as  
Landlord and The Weck Corporation, as Tenant as evidenced by agreement dated  
November 14, 1994 by and among Board of Managers of the 60-31 Woodside  
Condominium, West Mill Clothes, Inc., Allomatic Industries, Inc., Metropolitan  
Opera Association, Inc., New York City Opera, Inc., as Landlord and The Weck  
Corporation, as Tenant recorded January 5, 1995 in the Office of the City  
Register of the City of New York in Reel 4046, page 2490. (No affect to parcel).

| DATE      | ISSUE                                      | NO. |
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|           |  |     |
| 11/1/2022 | DRAFT PER REVERED CONCEPT DESIGN 6-12-2022 | 1   |

Sheet 3 of 4



METROPOLITAN TRANSPORTATION AUTHORITY  
STATE OF NEW YORK  
MAP SHOWING ACQUISITION OF  
PERMANENT EASEMENT  
FOR THE MTA  
PENN STATION ACCESS PROJECT  
BLOCK 1113, PART OF LOT 43  
BOROUGH AND COUNTY OF QUEENS, CITY AND STATE OF NEW YORK

LICENSED LAND SURVEYOR  
N.Y. LIC NO. 050580

Notes & References Continued

5. (TR B6) Rights of Utility Companies to maintain and service wires and conduits in connection with premises. (Allows Utility Companies right to ingress/egress in order to maintain existing utilities servicing parcel).
- (TR B9) The Final Section Map of Topographical Map of the City of New York shows that 60th Street is laid out as 80 feet wide of right of way. The Legal description in schedule A does not include the easterly half of 60th Street, however the current tax map shows the easterly half of 60th Street as part of tax Lot 11 (which shows on the tax map as easement). Therefore company excepts the Right of the City of New York as provided under section 35 of the General City Law.

This survey provides the following corrections:

- \* There is no such document as "The Final Section Map of the Topographical Map of the City of New York", there are "Final Section Maps of the Borough of Queens," available from the City of New York, Borough of Queens Topographical Bureau.
6. Absence of utility information does not deny existence of same. Test pits may be required in areas of construction.
  7. This survey was prepared in accordance with the existing "Code of Practice" for land surveys adopted by the "NY Association of Professional Land Surveyors".
  8. Copies from the "Original" of this survey map, not bearing an "Original" of the Land Surveyors "Inked" or "Embossed" seal shall not be considered to a true valid copy.
  9. Unauthorized alteration or addition to a survey map bearing a Professional Land Surveyor's seal is a violation of Section 7209, Sub-Section 2, of the NY State Education Law.
  10. It is hereby certified that this is an accurate description and map made from an accurate field & office survey.

|       |       |     |
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|       |       |     |
|       |       |     |
|       |       |     |
| DATE: | ISSUE | NO. |

Sheet 4 of 4



METROPOLITAN TRANSPORTATION AUTHORITY  
 STATE OF NEW YORK  
 MAP SHOWING ACQUISITION OF  
 PERMANENT EASEMENT  
 FOR THE MTA  
 PENN STATION ACCESS PROJECT  
 BLOCK 1113, PART OF LOT 43  
 BOROUGH AND COUNTY OF QUEENS, CITY AND STATE OF NEW YORK

LICENSED LAND SURVEYOR  
 N.Y. LIC NO. 050580



**Metropolitan Transportation Authority (MTA)  
Penn Station Access Project**

**Supplemental Information for Permanent Easements**

| <b>Reference</b>           |                                |
|----------------------------|--------------------------------|
| <b>Penn Station Access</b> | <b>Metes and Bounds Survey</b> |
| Gate DC Substation         | Block 1113, Lot 43             |

**Supplemental Information:**

This document supplements the Acquisition Maps, with Metes and Bounds Surveys, for Permanent Easements required for the Gate DC Substation. The supplemental information provided herein concerns all permanent easements shown on MTA’s Acquisition Maps for the Gate DC Substation, i.e., Permanent Easement Areas G2-A and G2-B.

***Easement Limits***

- 1. Horizontal extents of permanent easement:** The horizontal limits of the permanent easements are as shown in each referenced Metes and Bounds Survey.

**G2-A (PE Non-Exclusive)** (30-30 60<sup>th</sup> Street, LLC, and ASN, LLC)

Area G2-A is a permanent easement at the street level which extends for the distances shown on the referenced Metes and Bounds Survey. It is a permanent easement for MTA’s non-exclusive access to the new gate DC substation. There is no new work and modification work required within this permanent easement. MTA’s use of the permanent easement includes the following requirements:

### ***Ingress and Egress Rights***

1. Neither the owner, nor its successors, heirs, assigns, or tenants, will be permitted to place any obstructions over the permanent easement area without MTA's knowledge.

### ***Maintenance and Repair***

1. MTA will not be responsible for maintaining and repairing the easement in conjunction with the usage rights nor paying the costs of all construction, maintenance, and repair of the easement area.

### **G2-B (PE) (30-30 60<sup>th</sup> Street, LLC, and ASN, LLC)**

Area G2-B is a permanent easement at the street level which extends for the distances shown on the referenced Metes and Bounds Survey. MTA's Contractor will work within this permanent easement area to construct an access road to the DC substation. These constructions and requirements within the easement include but are not limited to the following:

#### ***Maintenance***

1. **Maintenance of MTA Facilities:** MTA will be responsible for maintaining the DC Substation and all physical elements that its Contractor installs within the permanent easement area.

#### ***Construction by MTA's Contractor***

1. **Site Clearing:** MTA's Contractor will clear and prepare the site for the construction of a new access road to the DC Substation. Contractor will remove and dispose of all existing elements within the easement include but are not limited to the following: concrete barrier, chain link fence, pavement, vegetation.
2. **Access Road:** MTA's Contractor will construct a 12 feet wide gravel access road to the DC Substation.
3. **Perimeter Fence and Fence Gate:** MTA's Contractor will install new fence and fence gate.

**4. Site Grading:** MTA's Contractor will regrade existing site.



# Exhibit

# B

L 7173 P 347

DELO 7173 P 347

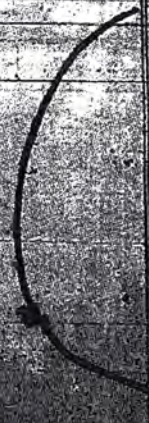
A G R E E M E N T

Made and entered into this 24th day of June, Nineteen Hundred and fifty-nine, by and between IDEAL ROLLER & MANUFACTURING COMPANY, -INC., an Illinois corporation having its principal office at 2512 West 24th Street, Chicago, Illinois, party of the first part; JACK B. STINSON, residing at 48-18 23rd Street, Woodside 77, New York, party of the second part and SUN OIL COMPANY, a <sup>New Jersey</sup> ~~Illinois~~ corporation having its principal office at 1608 Walnut Street, Philadelphia, Pennsylvania, party of the third part.

WHEREAS, the party of the first part is the owner in fee of premises situated on the northeast corner of 31st Avenue, formerly Patterson Avenue (as said Avenue is legally opened, 80 feet wide) and 60th Street (as said street is laid out on the Final Topographical Map of the City of New York, Borough of Queens, 60 feet wide) which said premises extend along said easterly side of 60th Street from the northerly side of 31st Avenue (80 feet wide) to the southerly side of 30th Avenue, formerly Grand Avenue (as said Avenue is laid out on the Final Topographical Map of the City of New York, Borough of Queens, 80 feet wide) and

WHEREAS, the party of the second part is the owner in fee of premises on the westerly side of said 60th Street immediately adjoining premises owned by the party of the third part on the north and extending along said side of 60th Street northerly to and beyond the southerly side of 30th Avenue, and

WHEREAS, the party of the third part is the owner in fee of premises on the northwesterly corner of said 31st Avenue and 60th Street and extending northerly along said westerly side of 60th Street a distance of 33.02 feet, and



SEE NEXT PG. FOR LEGIBLE COPY OF BOTTOM

Duplicate  
For Bottom.

DEED 7173 PAGE 347

AGREEMENT

Made and entered into this 14th day of June, Nineteen Hundred and Fifty-nine, by and between IDEAL LOLLERS MANUFACTURING COMPANY, INC., an Illinois corporation having its principal office at 2412 West 40th Street, Oak Park, Illinois, party of the first part, JACK W. STINSON, residing at 42-15 34th Street, Woodside, New York, party of the second part and SUN OIL COMPANY, a <sup>New Jersey</sup> ~~Delaware~~ corporation having its principal office at 1007 Walnut Street, Philadelphia, Pennsylvania, party of the third part.

WHEREAS, the party of the first part is the owner in fee of premises situated on the northeast corner of 31st Avenue, formerly Madison Avenue (as said Avenue is laid out and opened, 80 feet wide) on 60th Street (as said Street is laid out on the Final Topographical Map of the City of New York, Borough of Queens, on that side of said street) and extending along said westerly side of said Street from the northerly side of 31st Avenue (80 feet wide) to the southerly side of 30th Avenue, formerly Grand Avenue (as said Avenue is laid out on the Final Topographical Map of the City of New York, Borough of Queens, 70 feet wide) and

WHEREAS, the party of the second part is the owner in fee of premises on the westerly side of said 60th Street immediately adjoining premises owned by the party of the third part on the north and extending along said side of 60th Street northerly to and beyond the southerly side of 30th Avenue, and

WHEREAS, the party of the third part is the owner in fee of premises on the northwesterly corner of said 31st Avenue and 60th Street and extending northerly along said westerly side of 60th Street a distance of 33.02 feet, and

DEED 7173

PAGE 348

WHEREAS, said party of the third part may have some easement or claim thereto, over that portion of the bed of said 60th Street abutting upon its property for passage over upon or through said Street for ingress and egress to and from said 31st Avenue, and

WHEREAS, it is the intent and desire of the parties of the first and second parts to establish, create, define and set forth easements over the bed of said 60th Street as laid out as aforesaid, as the same adjoins or abuts upon their respective properties,

NOW, THEREFORE, in consideration of the sum of One Dollar by each of the parties hereto to the others in hand paid, the receipt and sufficiency of which is hereby acknowledged, and in further consideration of the mutual promises, covenants and agreements hereinafter contained, the parties hereto do hereby agree as follows:

1. The party of the first part does hereby give and grant unto the party of the second part an easement or right of way for passage over, upon and through the easterly one-half of said 60th Street up to the southerly line of 30th Avenue, formerly Grand Avenue, for ingress and egress by vehicles and pedestrians to and from said 31st Avenue and along, upon, over and through said easterly one-half of said 60th Street as aforesaid, and for the installation of all necessary utilities thereon or therein.

2. The party of the second part does hereby give and grant unto the party of the first part a similar easement or right of way for passage over, upon and through the westerly one-half of said 60th Street or so much thereof as abuts upon or adjoins the property owned by said party of the second part, for ingress and egress to and from said 31st Avenue by vehicles and pedestrians to the said southerly side or line of

7173 145819

30th Avenue, and for the installation of all necessary utilities thereon and therein.

3. Said right of way or easement shall endure to the benefit of, and shall be used in common by, the said parties of the first and second parts and their respective heirs, legal representatives, successors in interest and assigns.

4. The party of the third part does hereby consent to the use of said 60th Street or portion of said street for the purposes herein mentioned and set forth, and has no objection to the creation and use of the said easement between the said parties of the first and second parts hereto and their respective heirs, legal representatives, successors in interest or assigns.

IN WITNESS WHEREOF, the parties hereto have executed these presents the day and year first above written.

IDEAL ROLLER & MANUFACTURING COMPANY, INC.



By *Norman S. Rowe* V.P.

By *John P. Kinison*

SUN OIL COMPANY

By *M. H. H.*  
VICE PRESIDENT



DEED 7178 PAGE 350

STATE OF NEW YORK, }  
COUNTY OF QUEENS } ss.1.

On the 26<sup>th</sup> day of June, nineteenth hundred and  
Fifty-nine, before me personally came *Norman A. Rowe*  
to me known, who being by me duly sworn did depose and say  
that he resides in *155 HORN ROAD*  
*CLERMONT, MASSACHUSETTS*  
that he is the *President* of IDEAL ROLLER & MANU-  
FACTURING COMPANY, INC., the corporation described in, and  
which executed the foregoing instrument; that he knows the  
seal of said corporation; that the seal affixed to the said  
instrument is *such* corporate seal; that it was so affixed by  
order of the Board of Directors of said corporation; and that  
he signed his name thereto by like order.

*Norman A. Rowe*  
.....  
NOTARY PUBLIC  
STATE OF NEW YORK  
My Comm. Expires *January 1960*  
JAMES H. HARRIS  
Notary Public  
New York State  
Notary Public No. 1234

STATE OF NEW YORK, }  
COUNTY OF QUEENS. } ss.1.

On the 24th day of June, nineteen hundred and  
fifty-nine, before me personally came *Jack B. Spinkas*, to me  
known and known to me to be the individual described in and  
who executed the foregoing instrument, and he duly acknowl-  
edged to me that he had executed the same.

*Jack B. Spinkas*  
.....  
NOTARY PUBLIC  
STATE OF NEW YORK  
My Comm. Expires *January 1960*  
JAMES H. HARRIS  
Notary Public  
New York State  
Notary Public No. 1234

DEEN 7173 44331

PENNSYLVANIA  
STATE OF NEW YORK }  
COURTY OF PHILADELPHIA

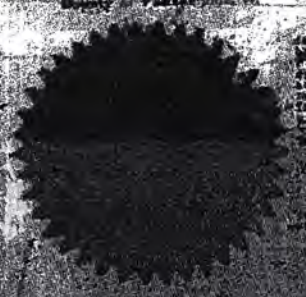
On the 10<sup>th</sup> day of June, Nineteen Hundred and  
Fifty-Nine, before me personally came MR. W. WRIGHT  
to me known, who being by me duly sworn, in deposes and says  
that he resides in ...  
that he is the VICE PRESIDENT of SUN OIL COMPANY, the  
corporation described in and which executed the foregoing  
instrument; that he knows the seal of said corporation; that  
the seal affixed to the said instrument is such corporate  
seal; that it was so affixed by order of the Board of Direct-  
ors of said corporation; and that he signed his name thereto  
by like order.

*Benjamin F. Toland*

BENJAMIN F. TOLAND, Notary Public  
P.O. Box 1000, Philadelphia, PA  
My Commission Expires July 3, 1963



**In the Courts of Common Pleas of Philadelphia County**  
**State of Pennsylvania**



J. D. Barlow Burke, Prothonotary of the Courts of Common  
Pleas of said county, which are Courts of Record having a common seal,  
being the only Court authorized by the laws of the State of Pennsylvania to  
make the following Certificate:  
*Benjamin F. Toland*  
as being the person who executed the instrument described in the foregoing  
instrument, and who being by me duly sworn, in deposes and says that he  
knows the seal of said corporation, and that the seal affixed to the said  
instrument is such corporate seal, and that it was so affixed by order of  
the Board of Directors of said corporation, and that he signed his name  
thereto by like order.  
Witness my hand and the seal of said Court at Philadelphia, this 10<sup>th</sup> day of  
June, 1959.

Q-78943

D15917

IDEAL ROLLER & MANUFACTURING COMPANY, INC.

*B10-5*

with  
JACK B. STINSON  
and  
SUN OIL COMPANY.

*100*

EASEMENT AGREEMENT  
and  
CONSENT.

The land affected by the within instrument lies in Section 5, Block 121 on the Land Map of the County of Queens.

~~...~~  
~~...~~  
~~...~~

*11/10/04*  
*by* *...* *Co.*  
*...*  
*...*  
*...*

*155-00-20*  
*44-10-24*

*30th*  
*NET*

*1211*

*152*  
*109*

*1210-20*  
*...*  
*...*  
*...*

# Exhibit

C





PRIVATE STREET NO THRU TRAFFIC

PRIVATE STREET NO THRU TRAFFIC

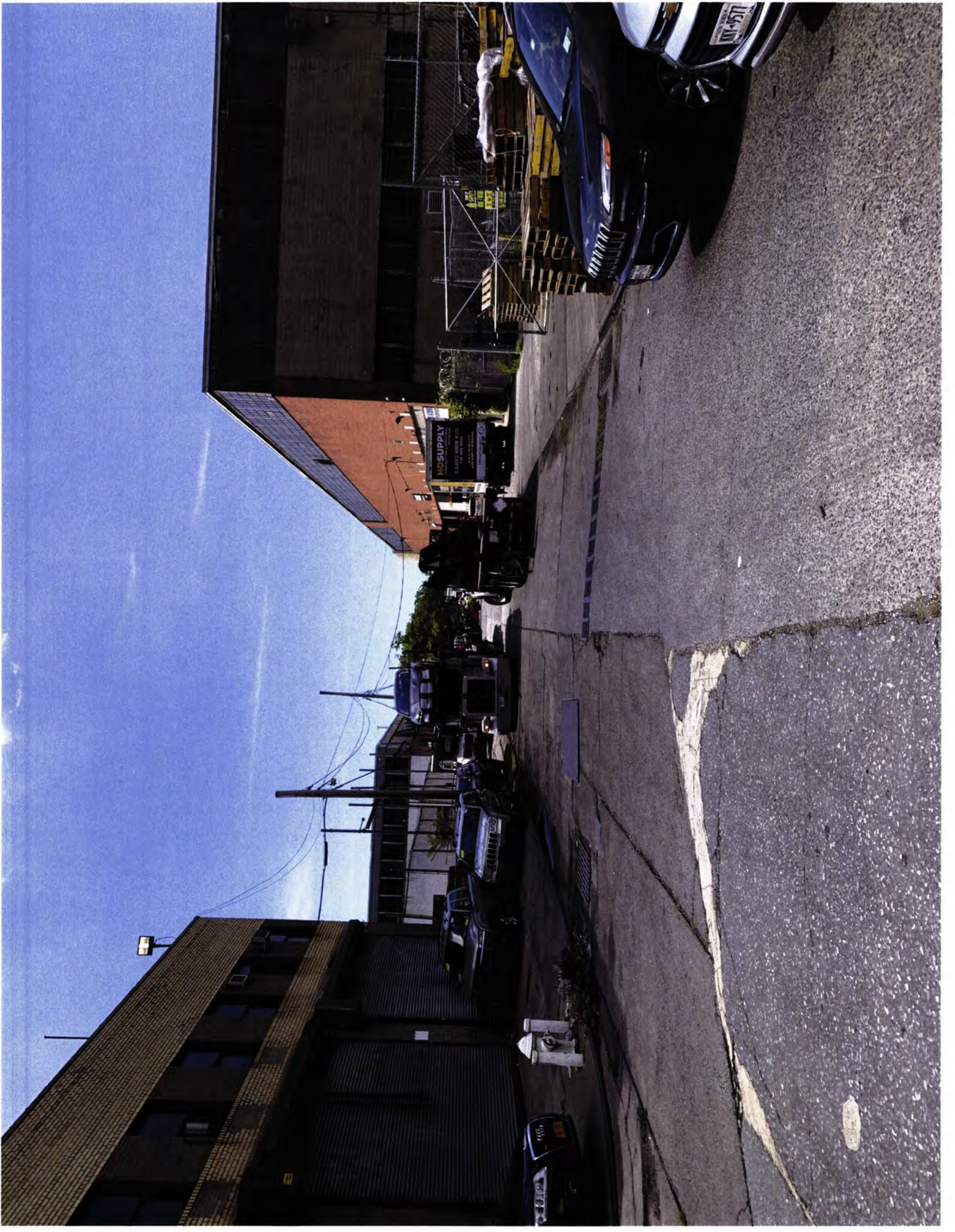
DOORS  
BROOK, NEW YORK

B-133













BC EXPRESS

BC EXPRESS LINES  
147-19 SPRINGFIELD AVE  
JAMAICA, NY 11432  
US DOT - 9015

6W25150







**From:** [Andrew Schueller](#)  
**To:** [Penn Station Access Outreach](#)  
**Cc:** [Muhammad Izhar](#); [Raim Izhar](#)  
**Subject:** Penn Access SOQ  
**Date:** Friday, June 18, 2021 8:56:04 AM  
**Attachments:** [image001.png](#)  
[image002.png](#)  
[CBX001sol.pdf](#)

---

Good morning,

SI Engineering is a DBE firm looking to work with one of the short-listed Design-Build teams. We offer the services of Quality Control Inspections, in addition to other services, but specifically wanted to know if there were clauses in a detailed RFQ provided the proposers, other than the attached document, that specified need for Quality Control Inspections.

Please confirm a need for Quality Control Inspections in the Design-Build work scope, or if we can obtain a copy of the complete RFQ document issued to the Design-Builders to conduct our own internal review.

Thank you.

**Andrew W. Schueller, P.E.**  
Vice President



**SI Engineering, P.C.**

*Engineers, Planners & Construction Managers*

39 Broadway, Suite 650 • New York, NY 10006

Tel: (212) 354-5939 Ext. 100

Cell: (347) 702-2323

Fax: (212) 354-8521

Email: [aschueller@siengineering.com](mailto:aschueller@siengineering.com)

## **MTA Metro-North Penn Station Access Project Public Meeting Held Virtually via Zoom on Tuesday, June 15, 2021**

MR. JOHN WINKLE: I cannot begin to express in two minutes what this would mean for our city, region, and both of our states. Shared benefits that extend from Penn Station to Union Station to New Haven are numerous, are impactful, but most importantly are necessary to connect our regions, our people, and lift people up in the process.

I come to you before today as the CEO of Stamford Connecticut Partnership and we represent the City of Stamford as an economic and community development nonprofit and the region with Stamford as a hub in it and there are global considerations and economic competitiveness and quality of life that this project will help to fuel. This helps foster greater Fintech corridor between Connecticut, Manhattan, and Lower Manhattan and prepares us for new ways of working that we cannot even estimate at this time. This includes different hybrid offices, right sized companies, different commuting patterns, and the idea that companies could have a headquarters, a co-working space, a nearby home office and an inside home office and in order for us to be- become nationally and globally more competitive this, this project has ability to fuel all of that.

This also as an education corridor includes UConn Stamford, NYU, CUNY, Cornell, Fairfield University, Sacred Heart University, Yale, and many other universities and creates an innovation corridor as well. With the resources, infrastructure and [unintelligible] [01:26:48] like this will regionally compete for corporate and private investment at a much higher scale and especially as a region here partnered with Westchester I know this will help us tremendously on an economic, economic competitive perspective and projects like this signal to our



riders at both her and across the system and to our residents of the future that Metro-North is bright and that personal and family decisions can be made looking at the future of this system as it's invested in and as it grows. We strongly support this. Thank you very much.

**From:** [Felicia Park-Rogers](#)  
**To:** [Penn Station Access Outreach](#)  
**Subject:** Penn Station Access comments  
**Date:** Tuesday, June 15, 2021 6:57:53 PM

---

I'm Felicia Park-Rogers, the Director of Regional Infrastructure Projects for Tri-State Transportation Campaign, a nonprofit organization fighting for sustainable mobility in New York, New Jersey, and Connecticut.

We're thrilled that Phase I of Penn Station Access is moving forward, providing thousands of underserved east Bronx residents with better transit options and greater access to Midtown Manhattan, the region's primary business district.

This project will add greatly needed redundancy to New York's commuter rail network, expanding regional connectivity to transit deserts with large numbers of people of color who have typically faced transit difficulties getting to work and school, while, at the same time, providing an alternative route in case of emergency along the Park Avenue viaduct, which connects Metro-North trains to Grand Central Terminal.

On more than one occasion in the last few years, Metro-North service was temporarily paralyzed due to fires and gas leaks adjacent to the viaduct. Penn Access will reduce pressure on this critical bottleneck by redirecting some Metro-North service along the Hell Gate line, therefore reducing the risk of significant disruption to the regional economy.

Building new rail hubs in the Bronx and bringing Metro-North trains into Penn Station is a big step toward unifying and expanding the region's rail network. We strongly support this project.

We are concerned, however, that the scope of this project does not go far enough because it does not consider the option of building new rail hubs along the Northeast Corridor in western Queens, particularly in Astoria and the Sunnyside Rail Yard.

Is there a reason this plan does not include access points in Queens? Looking at the train routes there appear to be opportunities to serve transit deserts and connect to the city's subway network in Queens as well. Doing so would lay the foundation for future through-running regional rail service, which we believe is critical for growing the region's economy, especially for historically economically disadvantaged populations, for reducing congestion, and for cutting greenhouse gas emissions. If that is not possible at this time, is the project being built with future Queens connections in mind?

Now is the time to get the most utility out of our infrastructure investments. New

York's commuter rail systems were and continue to be designed primarily for the most privileged of our populations: 9-to-5 white collar suburbanites commuting to downtown, which is inherently inequitable and does not well serve today's workforce. Covid-19 exposed who absolutely requires transit. This project is a great leap forward to serving our city's essential workforce. The future is diverse, will have different travel patterns and be multi-core instead of purely centered around the Central Business districts, we believe this project can be part of serving that future.

Thank you.

## **MTA Metro-North Penn Station Access Project Public Meeting Held Virtually via Zoom on Tuesday, June 15, 2021**

MS. FELICIA PARK-ROGERS: Good evening. I'm the director of regional infrastructure projects for Tristate Transportation Campaign, a nonprofit organization fighting for sustainable mobility in New York, New Jersey, and Connecticut. We're thrilled that phase one of Penn Station Access is moving forward providing thousands of underserved East Bronx residents with better transit options and greater access to Midtown Manhattan, the region's primary business district.

This project will add greatly needed redundancy to New York's commuter rail network, expanding regional connectivity to transit deserts with large numbers of people of color who have typically faced transit difficulties while getting to work and school while at the same time providing an alternative route in case of emergency along the Park Avenue viaduct which connects Metro-North trains to Grand Central Terminal.

On more than one occasion in the last few years, Metro-North service was temporary paralyzed due to fires and gas leaks adjacent to the viaduct. Penn Station Penn Access will reduce pressure on this critical bottleneck by redirecting some Metro-North service along the Hell Gate Line therefore reducing the risk of significant disruption to the regional economy. Building new rail hubs in the Bronx and bringing Metro-North trains into Penn Station is a big step toward unifying and expanding the region's rail network. We strongly support this project.

We are concerned, however, that the scope of this project does not go far enough because it does not consider the option of building new rail hubs along the northeast corridor and Western Queens particularly in Astoria and [unintelligible]

[01:20:58] railyard. As their recentness plan does not include access points in Queens. Looking at the train rigs, there appear to be opportunities to serve transit, transit deserts and connect the city's subway network in Queens as well.

Doing so would lay the foundation for future through running regional rail service which we believe is critical for growing the region's economy especially for historically economically disadvantaged populations for reducing congestion and for cutting greenhouse gas emissions. If that is not possible at this time, is the project being built with the future of Queens connections in mind? Thank you very much and we do support this project.

**From:** [Squarespace](#)  
**To:** [Penn Station Access Outreach](#)  
**Subject:** Form Submission - New Form2  
**Date:** Thursday, June 3, 2021 10:28:26 AM

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Sent via form submission from [Penn Station Access](#)

**Name:** Andrew Chirico

**Email:** waterburylasalle@yahoo.com

**Phone:**

**Company / Organization:** Waterbury LaSalle community & Homeowners Association

**Job Title / Position:** Vice President

**Street Address:** 1145 Hobart Avenue

**City / Town:** Bronx

**State:** New York

**Zip Code:** 10461

**Join Mailing List:** Yes, add me to the project mailing list

**Message Type:** Comment

**Subject:** NEPA Environmental Assessment / Section 4(f)

**Message:** Parking is the biggest issue. Each of the new stations in the Bronx MUST have parking. Or you are wasting your time building a new station. You can not over burden the neighborhood near the stations with additional cars.

**MTA Metro-North Penn Station Access Project Public Meeting  
Held Virtually via Zoom on Tuesday, June 15, 2021**

MR. ADAM FERSTENDIG: Hi, I live at Boulevard Gardens as well in Woodside Queens. The train track is a stone's throw from my building. It's constant noise, constant loud, constant shaking of the buildings and I believe that adding more trains would exacerbate the problem as well. There are constantly MTA, Amtrak, I don't know who crews showing up 1:00 in the morning, chainsaws in hand, bright lights. They start work at 1:00 in the morning. I don't know why they don't tell anybody and it is ruining my life. You need to stop. Okay? You need to stop this project. Let them go on the east side please. Go on the east side tracks. Don't disturb our environment here in Queens. Thank you.

**From:** [Adrian Untermyer](#)  
**To:** [Penn Station Access Outreach](#)  
**Subject:** Public Comment on EA  
**Date:** Thursday, May 20, 2021 1:49:13 PM

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[SUBMITTED BY EMAIL AND PUBLIC COMMENT FORM]

Thank you for your commitment to bringing Metro North service to the Bronx, which will restore a full complement of rail service to an area that will doubtlessly welcome it and further thrive because of it.

I write (in my individual capacity only) to point out and comment upon two substantial omissions from Section 9 of the Environmental Assessment and Section 4(f) Evaluation:

FIRST, Section 9 does not address the historic Westchester Avenue Station of the New York, Westchester and Boston Railway, which is a masterpiece of early 20th Century design. Architect Cass Gilbert -- of Woolworth Building and Supreme Courthouse of the United States fame, among many others -- created this station, which straddles the right-of-way at Westchester Avenue.

In addition to the station's auspicious pedigree, it is a subject of widespread public adoration. There are a number of community-driven preservation proposals now circulating, with research universities and media outlets now involved. I have also personally researched and led tours of this beloved structure over the years, all of which attracted a range of devotees from across the five boroughs and beyond.

The Westchester Avenue station is sadly deteriorating, and will need to be stabilized and protected if this project is undertaken. In a perfect world, where funds were no object, this project would also restore and adaptively reuse that long-suffering structure, perhaps under the Arts for Transit program's auspices.

But at the very least, this project must account for the historic Westchester Avenue station and ensure that it does not further crumble as a result of your proposed activities. Simply stated, the Bronx cannot afford to lose another landmark -- and this project



cannot afford to incur community opposition by threatening the old Westchester Avenue station's structural integrity.

SECOND, Section 9 does not adequately address the New Haven Railroad's distinctive and pioneering catenary bridges running across the entirety of the project area. "Catenary" is the system of overhead wires that powers electric trains, and "catenary bridges" are the metal structures that support these wires.

Along most of the right-of-way, the New Haven Railroad installed its trademark tapered-leg latticework catenary bridges, which survive to this day. And on the Hell Gate Bridge portion, the New Haven Railroad utilized a design not found anywhere else on its network, or indeed in America or the rest of the world: a hybrid Pennsylvania Railroad-New Haven catenary bridge design, which echoes architectural elements of both railroads' innovative systems and visually reflects their partnership in building the line together.

Both varieties of catenary bridges are important. With respect to the tapered-leg latticework bridges, every effort must be made to preserve them throughout the life of this project. They are crucial pieces of America's industrial heritage and should continue their duties into the next century. An appropriate coat of black paint also would not hurt.

And with respect to the Hell Gate Bridge's hybrid catenary bridges, this project must not, in any respect, insert additional new bridges between them or materially alter the current bridges, as their unique status in engineering history would be blurred by any incursion or alteration. These hybrid bridges are a design element of the original Hell Gate Bridge, and contribute to its overall look and feel. It would be careless to vandalize these hybrid bridges by removing them, altering them, or adding "modern" catenary structures in-between.

I appreciate your commitment to delivering this project, and sincerely wish that these comments help bring it to fruition in a way that protects and honors our past. It is not lost upon me that the

proposal would bring back elements of the joint New Haven-New York, Westchester and Boston service that was lost many decades ago.

We owe it to those noble precursors to protect their legacy as we now seek to build upon it.

With appreciation,

Adrian I. Untermyer, Esq.

**From:** [Squarespace](#)  
**To:** [Penn Station Access Outreach](#)  
**Subject:** Form Submission - New Form  
**Date:** Saturday, July 3, 2021 12:09:07 PM

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Sent via form submission from [Penn Station Access](#)

**Name:** A. G.

**Email:** ahir.gopaldas@gmail.com

**Phone:**

**Company / Organization:**

**Job Title / Position:**

**Street Address:** 5134 30th Ave 6N

**City / Town:** Woodside

**State:** New York

**Zip Code:** 11377

**Join Mailing List:** No, do not add me to the project mailing list

**Message Type:** Comment

**Subject:** NEPA Environmental Assessment / Section 4(f)

**Message:** We are strongly opposed to the Hells Gate project through Woodside.

We bought a home at Boulevard Gardens in Woodside because use of these tracks was bearable.

However, when trains do run, they cause:

1. Loud noise
2. Physical vibration of the whole building complex
3. Occasional train honking

If any changes are to be made, these three environmental issues must be mitigated.

## **MTA Metro-North Penn Station Access Project Public Meeting Held Virtually via Zoom on Tuesday, June 15, 2021**

MR. ALEXANDER WOOD: I have a few comments. As a citizen of Connecticut, I'm a big fan of this project. I'm a big fan of expanding electrified commuter rail and transit. This can be the first of many steps to offer more terminals and stations for a number of the railroads in the New York area.

I have a couple concerns that are technical and planning in nature. One is the use the M8s and expanding the PRR third rail system versus getting electric locomotives that can run directly. The electric locomotives would allow for through running to New Jersey eventually when that could be set up with New Jersey transit and they also wouldn't require the additional substations to be built. The M8s are great for what they do at Grand Central but they're really built for one single purpose and that's not for Penn Station.

I also have a concern about system level planning for the Triborough RX project and the Cross Harbor Freight Tunnel both of which may or will share parts of the corridor and the right of way with the Penn Access Projects. The route for Triborough is not completely the same on different proposals. Some have it going towards Co-Op City and others send it over towards Yankee Stadium. The service levels on this project have expanded greatly since the original proposal which is excellent. So that may also affect what the need is for transit in the Bronx and how those different systems connect together and that's something that I think needs to be looked at at a system level before these plans are finalized because the right of way, maybe some of the right same right of ways need to be used for one or the other or small changes made so they could connect to each other.

Also, the Cross Harbor Tunnel Freight Rail would have to share some of the right of way overnight or midday in order to get freight through which is very important to reduce truck traffic and I also would like to say the Northern Boulevard idea is a very good idea. I think there's also possibility for Amtrak to hit either Queens or the Bronx for an additional station in New York City. Thank you.

**From:** [Squarespace](#)  
**To:** [Penn Station Access Outreach](#)  
**Subject:** Form Submission - New Form  
**Date:** Wednesday, June 16, 2021 12:19:16 PM

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Sent via form submission from [Penn Station Access](#)

**Name:** Alexander Wood

**Email:** woodalexander@gmail.com

**Phone:** (203) 214-1322

**Company / Organization:**

**Job Title / Position:**

**Street Address:** 77 High Hill Cir

**City / Town:** Madison

**State:** Connecticut

**Zip Code:** 06443

**Join Mailing List:** Yes, add me to the project mailing list

**Message Type:** Comment

**Subject:** NEPA Environmental Assessment / Section 4(f)

**Message:** Hi,

I am writing in part to express my support for the Penn Access project, and in part to express my concerns about technical aspects and the system-level planning for this and other future transportation projects in the area.

I think Penn Access is a worthwhile project to expand access to commuter rail, both within NYC and for Connecticut. I am particularly encouraged to see a project that is mostly or entirely electrified, reducing CO2 emissions and moving towards more sustainable transportation. I hope that this serves as the first step to re-balance the flow of commuter rail traffic in NYC, which will hopefully also include Penn Access from the Hudson Line, as well as increased use and connectivity to Hoboken, Atlantic Terminal, and Long Island City from their respective railroads, along with the infrastructure and connecting subway and ferry services required to do so.

One technical concern that I have with this project is that CDOT seems determined to fit a square peg into a round hole by using M-8 EMUs as opposed to locomotives with coaches or EMUs designed to operate on the PRR 25hz AC electrical system. The construction of additional PRR third rail substations appears to be a waste of money and effort, although they could provide some redundancy in the system if the M-8 fleet is able to operate seamlessly

between NYC and PRR third rail systems in the case of a disruption on the Harlem Line south of Woodlawn. The M-8 is arguably the most complicated commuter railcar in the world, and is a very good but bespoke solution to allow access from the MN 60hz AC power system to the NYC third rail system in Grand Central that doesn't make sense in any other application. The use of 25hz capable equipment would allow for through-running with NJT to any electrified NJT line, or even beyond with ALP-45DPs. The installation of substations for the PRR third rail system does not preclude the future use of equipment compatible with the PRR 25hz AC system, but the substations would no longer be needed.

Through-running has been long discussed, but technically near impossible due to LIRR using only PRR third rail, and NJT using only PRR 25hz AC between Newark and Penn. Penn Access provides a perfect opportunity to have tri-state through-running, making Penn Station more efficient, and combining with capacity improvements to the station and tracks at Penn to further increase capacity and reliability.

The Penn Access project has grown significantly in scope since proposals began to circulate for such a service, which is both a good thing for the project itself, but also concerning due to the apparent lack of system-level planning for two other major transportation projects in the NYC area, particularly TriBoroRX, and the Cross-Harbor rail tunnel. We've seen similar projects completed in Mineola and Elmont, where massive projects have been done that now significantly complicate future plans to expand LIRR operations or couple be rendered mostly redundant due to a lack of system-level planning and evaluation.

While there is extensive project-specific planning to analyze the effects to the New Haven Line and Penn Station, down to the track arrangements and traffic flow at SHELL Interlocking, and many other elements to this project, there does not appear to be any system-level planning being done for how this project would interoperate with, co-exist with, or connect to TriBoroRX, and to a lesser extent, the Cross-Harbor freight rail tunnel.

There are several different proposals for TriBoroRX, and several of them use part of the ROW that the Penn Access project is going to use to reach Co-Op City, potentially blocking the path for separate TriBoroRX tracks to operate as an FRA heavy rail rapid transit line, or create the need for planning for an interlocking or interlockings that would allow for them to operate together on the same trackage as an FRA heavy rail commuter rail line. Other proposals go partially up the Port Morris Branch, or tunnel underneath parts of the Bronx, either of which should have connectivity to Penn Access as some sort of transfer station.

TriBoroRX needs to be factored into the planning of Penn Access, so that where there are conflicts between the ROW space that each wants to use, an informed trade-off can be made to favor one or the other or provisions can be made to combine, interoperate, or provide for transfers between elements of these projects, as opposed to the current process, which appears to be flying completely blind in regards to the rest of the system.

Although not nearly as impactful to the Penn Access plans, the effects of the Cross-Harbor Freight Tunnel should also be considered. This would likely drive a massive percentage increase in freight traffic going north through Oak Point to Cedar Hill, originating from CSAO at Oak Island, but this is still a relatively small absolute traffic volume, likely 3 or fewer trains per day in each direction, operating mid-day or in the overnight hours. This should, however, be factored into leaving space for interlocking and power upgrades, as well as how CSAO or CSX freight operations would switch from the TriBoroRX system over to the Amtrak HGL

and snake through Oak Point and up to SHELL. Most of the impact of the tunnel would be on the Bay Ridge Branch and TriBoroRX, which would host several dozen freights per day serving Bay Ridge, Fresh Pond, Oak Point, and Cedar Hill, but the impacts of through freight to Cedar Hill should not be ignored entirely.

Lastly, Queens needs to be considered in the Penn Access project. While Astoria-Ditmars would be a massively technically challenging location to build a station, Northern Boulevard would be relatively easy, with side platforms built up on the sides of the existing trackage, providing Metro-North an additional station, as well as the possibility of Amtrak service, providing a much-needed east side station to drive passenger growth on Amtrak Regional service.

I am encouraged by this project moving forward, and I think it will be massively beneficial to the NYC and CT region, but the system-level planning needs to happen prior to construction so that the other projects are factored in and educated decisions can be made about the trade-offs between them.

Thanks,  
Alex



**From:** [Squarespace](#)  
**To:** [Penn Station Access Outreach](#)  
**Subject:** Form Submission - New Form2  
**Date:** Saturday, May 29, 2021 12:24:39 PM

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Sent via form submission from [Penn Station Access](#)

**Name:** Allan DGuerra

**Email:** allandguerra@yahoo.com

**Phone:** (201) 370-5241

**Company / Organization:** Allan DGuerra IT Solutions

**Job Title / Position:** Project Manager

**Street Address:** 1 River Place Apt 3023

**City / Town:** New York

**State:** New York

**Zip Code:** 10036

**Join Mailing List:** Yes, add me to the project mailing list

**Message Type:** Comment

**Subject:** NEPA Environmental Assessment / Section 4(f)

**Message:** Great Job Team! So excited that we've reached this milestone! Let's get this done, ASAP!

**From:** [Squarespace](#)  
**To:** [Penn Station Access Outreach](#)  
**Subject:** Form Submission - New Form2  
**Date:** Wednesday, June 9, 2021 11:32:08 PM

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Sent via form submission from [Penn Station Access](#)

**Name:** Amier Metwaly

**Email:** ametwalyhsgca@gmail.com

**Phone:** (646) 288-6564

**Company / Organization:** Best buy

**Job Title / Position:** IT technician

**Street Address:** 5929 QUEENS BLVD

**City / Town:** Woodside

**State:** New York

**Zip Code:** 11377

**Join Mailing List:** Yes, add me to the project mailing list

**Message Type:** Comment

**Subject:** NEPA Environmental Assessment / Section 4(f)

**Message:** While its great that your adding 4 stations to the bronx, It would be great if you can also add one stop in queens, Bringing the metro north more access towards long island and allowing residents take the metro north directly from queens rather than going to Manhattan

**From:** [Squarespace](#)  
**To:** [Penn Station Access Outreach](#)  
**Subject:** Form Submission - New Form  
**Date:** Sunday, May 30, 2021 11:25:21 AM

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Sent via form submission from [Penn Station Access](#)

**Name:** Andrew Nathanson

**Email:** andrewsnathanson@gmail.com

**Phone:** (914) 500-7547

**Company / Organization:** Bisnow Media

**Job Title / Position:** Director, Operations & Product

**Street Address:**

**City / Town:**

**State:** New York

**Zip Code:** 11205

**Join Mailing List:** Yes, add me to the project mailing list

**Message Type:** Comment

**Subject:** General Comment

**Message:** No message, just add me to the mailing list please

**From:** [Squarespace](#)  
**To:** [Penn Station Access Outreach](#)  
**Subject:** Form Submission - New Form  
**Date:** Monday, July 12, 2021 10:27:45 AM

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Sent via form submission from [Penn Station Access](#)

**Name:** Andrew Nigro

**Email:** ANDREW.NIGRO@GMAIL.COM

**Phone:** (917) 744-9476

**Company / Organization:**

**Job Title / Position:**

**Street Address:** 3 Holmes Ave.

**City / Town:** Hartsdale

**State:** New York

**Zip Code:** 10530-1339

**Join Mailing List:** Yes, add me to the project mailing list

**Message Type:** Comment

**Subject:** General Comment

**Message:** Good morning,  
What is the procurement schedule for the PM/CM contracts for PennAccess.  
Thank you,  
Andy

**From:** [Squarespace](#)  
**To:** [Penn Station Access Outreach](#)  
**Subject:** Form Submission - New Form2  
**Date:** Wednesday, June 23, 2021 9:30:37 PM

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Sent via form submission from [Penn Station Access](#)

**Name:** Andrew Tse

**Email:** andrewtsets8734@gmail.com

**Phone:**

**Company / Organization:**

**Job Title / Position:**

**Street Address:** Apt 210 520 4th street

**City / Town:** Cheney

**State:** Washington

**Zip Code:** 99004

**Join Mailing List:** Yes, add me to the project mailing list

**Message Type:** Comment

**Subject:** NEPA Environmental Assessment / Section 4(f)

**Message:** I love your planning team idea. It give us more chance to connect between New York and Pennsylvania easiler.

## **MTA Metro-North Penn Station Access Project Public Meeting Held Virtually via Zoom on Tuesday, June 15, 2021**

MR. ANDY POLLACK: Alright. Let's see if I'm on here. Let me put the light on. Sorry about that. There we go. Now you all can see me. Alright. Good evening. My name is Andy Pollack and like what Matt Kamper just said I'm also in full support of this project and just this evening I was looking at the New Haven Line in general and I didn't realize the importance of the project because I have family and friends who live in South Norwalk and if they're going to the Westside of Manhattan, this project is going to benefit them a lot because we know that on the New Haven Line, it's only Grand Central Terminal that's accessible.

With this project, along the New Haven Line, it's gonna make it a lot easier for again people to access Penn Station on the Westside of Manhattan. For many years, people along the New Haven Line have complained time and time again. I don't wanna take the subway, it's inconvenient, why can't I just have a smooth ride all the way to Penn? This project is gonna make a huge difference for everybody in Connecticut and also in Westchester and in the Bronx and from what the presentation was earlier, we're going to see a big jump in the workforce coming to the Westside of Manhattan with this project.

So I'm fully supportive of it and I hope the project does [unintelligible] [00:48:52] and to Janno and Cathy I wish you all very good luck with this project and I also wanna thank the Connecticut DOT commissioner for being a full supporter of the project as well. So thank you all very much. Have a good rest of your evening.

**From:** [Squarespace](#)  
**To:** [Penn Station Access Outreach](#)  
**Subject:** Form Submission - New Form2  
**Date:** Tuesday, June 29, 2021 4:11:23 PM

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Sent via form submission from [Penn Station Access](#)

**Name:** Ann Altman

**Email:** aaltman@snet.net

**Phone:** (203) 776-6596

**Company / Organization:**

**Job Title / Position:**

**Street Address:** Blake Road

**City / Town:** Hamden

**State:** Connecticut

**Zip Code:** 06517

**Join Mailing List:** Yes, add me to the project mailing list

**Message Type:** Comment

**Subject:** NEPA Environmental Assessment / Section 4(f)

**Message:** Great idea to have some MetroNorth trains from New Haven routed to Penn Station. New Jersey will be much more accessible without the cost of an Amtrak ticket.

**MTA Metro-North Penn Station Access Project Public Meeting  
Held Virtually via Zoom on Tuesday, June 15, 2021**

**Comment submitted via Q&A Function**

Anne Fitzpatrick: What impact do you think this project will have on Boulevard Gardens Cooperative Apartments? !000 apartmetns bordered between 57th street and Hobart Street, 30th and 31 Aves? We have lived with Amtrak noise and vibrations for so many years and adding Metro North trains will surely decrease our property value and our quality of life.



**From:** [anne.fitzpatrick](#)  
**To:** [Penn Station Access Outreach](#)  
**Subject:** Metro North/AMTRAK Proposal  
**Date:** Wednesday, June 30, 2021 11:17:08 AM

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We are residents of Boulevard Gardens, a 1000 apartment complex in Woodside Queens. Our property is bordered between 30 & 31st Avenues, and Hobart and 57th streets, right where the Amtrak lines are. We have been suffering the noise and vibrations from those trains for many years. Several of our apartments face the tracks. Our windows rattle, we can't hear our televisions or the person we are speaking to on the phones when the trains come by. The whistle is deafening. We can only imagine what it would be with the addition of 160+ trains!

We are writing to protest the proposal to add Metro North trains from Penn Station which will directly impact our quality of life. Our children's playground and our picnic area face those tracks on 57th street. Our property value would be at great risk should this proposal go through. And it's not just us, but all the homeowners on the neighboring streets both here and in Astoria.

We urge you to consider other alternatives to this plan.

Thank you,

Anne & James Fitzpatrick  
30-31 Hobart Street, Apt 6N  
Woodside, NY. 11377

**From:** [Squarespace](#)  
**To:** [Penn Station Access Outreach](#)  
**Subject:** Form Submission - New Form  
**Date:** Saturday, May 22, 2021 11:31:34 AM

---

Sent via form submission from [Penn Station Access](#)

**Name:** Arthur Galloway

**Email:** arthur@earthquakeprotection.com

**Phone:** (475) 241-1912

**Company / Organization:** Earthquake Protection Systems

**Job Title / Position:**

**Street Address:** 451 Azuar Drive, Bldg 9452

**City / Town:** Vallejo

**State:** California

**Zip Code:** 94532

**Join Mailing List:** Yes, add me to the project mailing list

**Message Type:** Comment

**Subject:** General Comment

**Message:** Please add me to the project mailing list

**From:** [Squarespace](#)  
**To:** [Penn Station Access Outreach](#)  
**Subject:** Form Submission - New Form  
**Date:** Monday, May 31, 2021 10:43:07 PM

---

Sent via form submission from [Penn Station Access](#)

**Name:** Brenden Woods

**Email:** brendenwoods@gmail.com

**Phone:**

**Company / Organization:**

**Job Title / Position:**

**Street Address:**

**City / Town:**

**State:** New York

**Zip Code:** 10538

**Join Mailing List:** Yes, add me to the project mailing list

**Message Type:** Comment

**Subject:** General Comment

**Message:** Please include me on updates

**From:** [Squarespace](#)  
**To:** [Penn Station Access Outreach](#)  
**Subject:** Form Submission - New Form2  
**Date:** Wednesday, June 9, 2021 1:43:54 PM

---

Sent via form submission from [Penn Station Access](#)

**Name:** Candace Gartland

**Email:** Piper712@optonline.net

**Phone:** (203) 505-5812

**Company / Organization:**

**Job Title / Position:**

**Street Address:** 54 Decatur Road

**City / Town:** New Rochelle

**State:** New York

**Zip Code:** 10801

**Join Mailing List:** Yes, add me to the project mailing list

**Message Type:** Comment

**Subject:** NEPA Environmental Assessment / Section 4(f)

**Message:** This makes so much sense, and once LIRR goes into Grand Central, the suburban commutes will be so much better for all of us!

**From:** [Squarespace](#)  
**To:** [Penn Station Access Outreach](#)  
**Subject:** Form Submission - New Form  
**Date:** Friday, June 11, 2021 1:40:47 PM

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Sent via form submission from [Penn Station Access](#)

**Name:** Carl Perrera

**Email:** Nyctransitman@aol.com

**Phone:** (516) 532-1458

**Company / Organization:**

**Job Title / Position:**

**Street Address:** 539 Stewart Avenue

**City / Town:** New Hyde Park

**State:** New York

**Zip Code:** 11040

**Join Mailing List:** Yes, add me to the project mailing list

**Message Type:** Comment

**Subject:** NEPA Environmental Assessment / Section 4(f)

**Message:** The Penn Station Access Project for Metro- North needs to have stations added in Queens as was mentioned within the Final Scoping Document. This is not right to have promised the local communities in Queens commuter rail stations to get their initial support land then eliminate these commuter stations later without any merit. The residents of Queens as well as the Bronx and Westchester need direct access between Queens and The Bronx as well as between Queens and Westchester as this commuter line would provide with the addition of three more stations in Queens at critical junction points to other transit modes as mentioned below:

- 1.) An ADA Metro-North Station at 31st Street (south of Ditmars Blvd.) would provide a transfer connection to the Ditmars Blvd. "N" & "W" NYCT Subway Station in Astoria. this station would also close to Q69 bus which would connect passengers from 21st Street at the western end of Astoria to this new commuter rail line.
- 2.) An ADA Metro-North Station at Broadway/Northern Blvd., Woodside would provide a connection to the NYCT local "M" & "R" Northern Blvd. Subway Station as it is only one block west of this commuter line. this station plus this station would also be close to the Q18 bus and the Q53SBS bus which could also be extended a few blocks west from 61st street to 54th Street along Broadway to access this station as well.
- 3.) An ADA Metro-North station at Steinway Street.(South of 23rd Avenue) in Astoria. This

proposed station would be close to the Q101 bus route on Steinway Street and walking distance to the Q69 bus at Ditmars Blvd./Steinway Street and Q19 & M60SBS routes at Astoria Blvd./Steinway Street. Also according to the preliminary MTA Queens Bus Redesign Project (now on hold by the MTA) had proposed two bus routes (QT2 & QT69) along Steinway Street between Williamsburg, Brooklyn and Astoria, Queens again further justifying a station at this major location.

The three additional commuter stations in Queens mentioned above would provide greater regional accessibility providing Queens residents faster transit access to the Bronx and Westchester as well as vice- versa.

Sincerely,

Carl Perrera

**From:** [Squarespace](#)  
**To:** [Penn Station Access Outreach](#)  
**Subject:** Form Submission - New Form2  
**Date:** Tuesday, June 1, 2021 10:47:12 PM

---

Sent via form submission from [Penn Station Access](#)

**Name:** Christine Aucoin

**Email:** christineaucoin1@gmail.com

**Phone:** (508) 259-1146

**Company / Organization:**

**Job Title / Position:**

**Street Address:**

**City / Town:**

**State:** New York

**Zip Code:** 10461

**Join Mailing List:** Yes, add me to the project mailing list

**Message Type:** Comment

**Subject:** NEPA Environmental Assessment / Section 4(f)

**Message:** This project is a great idea. As a resident of Morris Park, getting to the west side anywhere in Manhattan is slow and difficult. I can't wait for these new stations to open, though I wish it wasn't going to take four years to complete.

**From:** [Squarespace](#)  
**To:** [Penn Station Access Outreach](#)  
**Subject:** Form Submission - New Form2  
**Date:** Tuesday, June 1, 2021 8:39:21 PM

---

Sent via form submission from [Penn Station Access](#)

**Name:** Chuck Nin

**Email:** chuck959595@yahoo.com

**Phone:**

**Company / Organization:**

**Job Title / Position:**

**Street Address:**

**City / Town:**

**State:** Alabama

**Zip Code:** 10709

**Join Mailing List:** No, do not add me to the project mailing list

**Message Type:** Comment

**Subject:** General Comment

**Message:** Please add a station or two in Queens.



**From:** [Squarespace](#)  
**To:** [Penn Station Access Outreach](#)  
**Subject:** Form Submission - New Form2  
**Date:** Saturday, May 29, 2021 10:10:56 AM

---

Sent via form submission from [Penn Station Access](#)

**Name:** Conrad Booker

**Email:** conrad.booker@gmail.com

**Phone:** (917) 304-6530

**Company / Organization:**

**Job Title / Position:**

**Street Address:**

**City / Town:**

**State:** New York

**Zip Code:** 10025

**Join Mailing List:** Yes, add me to the project mailing list

**Message Type:** Comment

**Subject:** General Comment

**Message:** Hello I would just like to comment on the stations that will be built: Considering that the MetroNorth will pass through underserved communities, it would make sense to subsidize the fares at those stations to \$2.75. More people will ride the trains as a result of that, which will mean that no money would be lost.

**From:** [Squarespace](#)  
**To:** [Penn Station Access Outreach](#)  
**Subject:** Form Submission - New Form2  
**Date:** Tuesday, June 1, 2021 11:18:30 AM

---

Sent via form submission from [Penn Station Access](#)

**Name:** Dana Waddell

**Email:** wadd67333@gmail.com

**Phone:** (646) 926-2630

**Company / Organization:**

**Job Title / Position:**

**Street Address:**

**City / Town:**

**State:** New York

**Zip Code:** 10475

**Join Mailing List:** Yes, add me to the project mailing list

**Message Type:** Comment

**Subject:** General Comment

**Message:** Co op City has been waiting over 20 years for Metro North access. What is the timeline for this project?

**From:** [Dana Waddell](#)  
**To:** [Penn Station Access Outreach](#)  
**Subject:** Co op City Metro North  
**Date:** Thursday, July 1, 2021 2:51:16 PM

---

Co-op City needs Metro-North station accessibility from both sides of the tracks.

Thank you,

D. Waddell  
140 Erdman Pl  
Bronx NY 10475

**From:** [Dan Hunt](#)  
**To:** [Penn Station Access Outreach](#)  
**Cc:** [info@cabanforqueens.com](mailto:info@cabanforqueens.com)  
**Subject:** Public Comment - MTA Metro North Railroad Penn Station Access Project  
**Date:** Saturday, July 3, 2021 5:37:35 PM

---

**Re: public comment – MTA Metro North Railroad Penn Station Access Project**

I am writing to you with two salient identities: someone who really believes in and supports public transit, and a first-time homeowner who will be negatively impacted by noise from the expansion of rail traffic.

I read the Environmental Impact study – particularly the noise and vibration section. I am in a unit that is at Boulevard Gardens, Woodside, which is in corridor 1, and the sensitive receptor 1.2.

I read Section 16 of the environmental assessment as being flawed. It is premised upon the concept that high ambient noise is acceptable, and so a small incremental addition to such noise can be considered moderate and acceptable. It is also unclear to me how the study takes into account the impact of increased volume and the noise and vibration generated by that volume. The increase in volume is substantial.

I would ask that my government officials and the MTA commit to sound barriers for all impacted residences along the rail corridor, regardless of the incremental sound impact that results from the expansion. This is a humane and responsible way to build a city, rather than simply stating “they already live with lots of noise due to the local highways etc” so “they” (i.e. me) won’t really notice more noise. There is an opportunity here, through design, to improve the living conditions of citizens and entire neighborhoods, and so it should be taken during the construction of the new rail line.

Subjectively, there is a section of track directly across from our small playground that for some reason causes much more noise and screeching on the tracks than other sections. This should be addressed and corrected during any potential expansion.

**This project has my strong support from the perspective of expanding public transit. However, this project should only move forward by improving and enhancing the lived experience of everyone who lives along the rail line through the provision of sound barriers through all residential areas.**

Finally, as someone who lives about 100 feet from the tracks, I never received any formal notice of hearings or consultations from the MTA. That is not acceptable and raises a cloud of mistrust over this project.

Cc Tiffany Caban, Democratic Primary Winner for City Council, District 22

--

Dan Hunt  
917.698.1334

**From:** [Squarespace](#)  
**To:** [Penn Station Access Outreach](#)  
**Subject:** Form Submission - New Form  
**Date:** Wednesday, July 14, 2021 5:34:15 PM

---

Sent via form submission from [Penn Station Access](#)

**Name:** David Gong

**Email:** david.roen.gong@gmail.com

**Phone:** (718) 785-8012

**Company / Organization:**

**Job Title / Position:**

**Street Address:** 50 Columbus Ave, Apt 607

**City / Town:** Tuckahoe

**State:** New York

**Zip Code:** 10707

**Join Mailing List:** No, do not add me to the project mailing list

**Message Type:** Inquiry

**Message:** Just registering my interest for activation of Port Morris Branch for Harlem Line Penn Station Access via Hell's Gate as well.

We need to get all three Metro-North lines into Penn!

**From:** [Squarespace](#)  
**To:** [Penn Station Access Outreach](#)  
**Subject:** Form Submission - New Form2  
**Date:** Wednesday, June 2, 2021 9:27:04 AM

---

Sent via form submission from [Penn Station Access](#)

**Name:** David Hernandez

**Email:** djhernandez90@gmail.com

**Phone:** (347) 596-1466

**Company / Organization:**

**Job Title / Position:** MTA/ BUS OPERATOR

**Street Address:** 59-40 Summerfield Street

**City / Town:** Ridgewood

**State:** New York

**Zip Code:** 11385

**Join Mailing List:** No, do not add me to the project mailing list

**Message Type:** Comment

**Subject:** General Comment

**Message:** Hi good morning just a quick question when are you guys going to be hiring for Locomotive Engineer Trainee???

**From:** [Squarespace](#)  
**To:** [Penn Station Access Outreach](#)  
**Subject:** Form Submission - New Form  
**Date:** Monday, June 14, 2021 2:14:19 PM

---

Sent via form submission from [Penn Station Access](#)

**Name:** David Schulman

**Email:** schulmandp@yahoo.com

**Phone:** (917) 548-3176

**Company / Organization:** .

**Job Title / Position:** .

**Street Address:** 14 Killington St

**City / Town:** Chappaqua

**State:** New York

**Zip Code:** 10514

**Join Mailing List:** Yes, add me to the project mailing list

**Message Type:** Comment

**Subject:** General Comment

**Message:** Hi - I was trying to figure out if the Harlem line will connect to Hudson Yards or Penn Station? I can't tell by the map. thank you. David

**From:** [Diane Schwartz](#)  
**To:** [Penn Station Access Outreach](#)  
**Subject:** Speaker List for 6/15 Zoom Meeting  
**Date:** Tuesday, June 15, 2021 9:27:48 PM

---

Hello,

I request a list of the speakers tonight. I listened and took notes but need this list as part of my follow up.

Please send me this list as an attachment or a link on your website. Is there a recording of comments or a transcript available? If so, please provide details.

Thank you,

Diane Schwartz  
meadow101@hotmail.com



**From:** [Squarespace](#)  
**To:** [Penn Station Access Outreach](#)  
**Subject:** Form Submission - New Form2  
**Date:** Wednesday, June 9, 2021 4:28:28 PM

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Sent via form submission from [Penn Station Access](#)

**Name:** Edward Musarskiy

**Email:** emusarskiy@gmail.com

**Phone:** (718) 614-4972

**Company / Organization:**

**Job Title / Position:**

**Street Address:** 3 Landing Drive, Dobbs Ferry, NY 10522

**City / Town:** Dobbs Ferry

**State:** New York

**Zip Code:** 10522

**Join Mailing List:** Yes, add me to the project mailing list

**Message Type:** Comment

**Subject:** General Comment

**Message:** When is penn station access coming to the empire line?

**From:** [Squarespace](#)  
**To:** [Penn Station Access Outreach](#)  
**Subject:** Form Submission - New Form2  
**Date:** Thursday, June 3, 2021 7:32:25 AM

---

Sent via form submission from [Penn Station Access](#)

**Name:** Ellen Frait

**Email:** [frait@gmail.com](mailto:frait@gmail.com)

**Phone:**

**Company / Organization:**

**Job Title / Position:**

**Street Address:**

**City / Town:**

**State:** Connecticut

**Zip Code:** 06615

**Join Mailing List:** Yes, add me to the project mailing list

**Message Type:** Comment

**Subject:** General Comment

**Message:** I am thrilled that MTA is working on opening a station at Morris Park. As a hub of healthcare, education, and research, the Einstein College of Medicine and associated hospital campuses are in dire need of better access by public transit. As a Connecticut resident and regular Metro North commuter to Morris Park, I fully support this plan and hope it proceeds rapidly!

**From:** [Squarespace](#)  
**To:** [Penn Station Access Outreach](#)  
**Subject:** Form Submission - New Form  
**Date:** Monday, May 31, 2021 9:20:48 PM

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Sent via form submission from [Penn Station Access](#)

**Name:** Eugene Travers

**Email:** [etravers@kramerlevin.com](mailto:etravers@kramerlevin.com)

**Phone:** (212) 715-9496

**Company / Organization:** Kramer Levin Naftalis & Frankel LLP

**Job Title / Position:**

**Street Address:** 1177 Avenue of the Americas

**City / Town:** New York

**State:** New York

**Zip Code:** 10036

**Join Mailing List:** Yes, add me to the project mailing list

**Message Type:** Media Request

**Subject:** General Comment

**Message:** I would like to receive email updates regarding this exciting project.

## **MTA Metro-North Penn Station Access Project Public Meeting Held Virtually via Zoom on Tuesday, June 15, 2021**

MR. FRANCISCO HUI: Great. Thanks. As a Queens resident and homeowner, I wanna highlight that this project does not benefit Queens at all and because of this I'm heavily against this project. And I think you might know this too because the number of times that presenters mention Queens when singing the praise of this project was zero. So this project does not benefit Queens at all.

Though issues I wanna highlight is noise. Our quality of life is going to be negatively affected because the dramatic increase in noise and vibration and that in turn is gonna negatively impact the property value. The number of trains are gonna pass by property, my house, outside a window right now it's gonna happen so dramatically that's gonna happen every five to eight minutes and to a total it's like 164 trains a day. So imagine disruption in your day five to eight minutes and the I disagree with the assessment that the impact is limited because it's essentially a [unintelligible] [01:23:18] every five to eight minutes. You cannot live that way.

So and I think the total assessment of the impact should be calculated in terms of incremental noise impact times the frequency, times the maintenance that's gonna be needed in the middle of the night. So my request is that you either cancel this project, leave Queens out of it, or reassess the impact on Queens' residents. So the noise vibration conclusion should include the impact on segment one and proposed, and the proposals for mitigating methods are insufficient right now. So please factor the additional maintenance cost in the middle of the night because of all these additional trains passing through this area. So you're only focusing on the

incremental decibels and not on essentially the total impact.  
So a [unintelligible] [01:24:01] every five to eight minutes and  
we don't get any of the benefits. Thank you.

**From:** [Squarespace](#)  
**To:** [Penn Station Access Outreach](#)  
**Subject:** Form Submission - New Form  
**Date:** Thursday, May 20, 2021 2:30:34 PM

---

Sent via form submission from [Penn Station Access](#)

**Name:** frank a jones PE

**Email:** acjbaj@att.net

**Phone:**

**Company / Organization:** retired

**Job Title / Position:**

**Street Address:** 215 college st

**City / Town:** Hogansville

**State:** Georgia

**Zip Code:** 30230-1103

**Join Mailing List:** Yes, add me to the project mailing list

**Message Type:** Comment

**Subject:** NEPA Environmental Assessment / Section 4(f)

**Message:** This comment is about maintaining planned travel times. Various acquisitions and construction actions are needed so that these travel times are always met. That is planned travel times during normal scheduled times, late trains, and adverse events slowing trains on the route. Both MNRR and Amtrak can have problems. Amtrak trains will be much faster than the MNRR EMUs. I suggest that to maintain these schedules that there be 4 main tracks from New Rochelle to Gate and preferably Harold intersection. Route Amtrak trains and some MNRR express on the inter tracks and MNRR local trains on the outer tracks as a general rule.

This will require several actions.

1. Transfer the present CSX track on the Hell Gate line to Amtrak ownership and dispatching.
2. Restore the 4th main track over Hell Gate and assign it to Amtrak as well.
3. Provide for the occasional CSX freight to have fluid entrance and exit of the line. Have protection of the line from CSX with WILD, dragging equipment and other protection.
4. Start as soon as possible the replacement of the Pelham bridge to a 4 main track bridge.
5. Redesign the interlocking at New Rochelle so that there will be no interference for trains to / from Penn station and Grand Central Terminal. That includes higher speed trains transiting of New Rochelle. It may be the modifications of New Rochelle cannot be implemented at once. Final design and construction will have provisions made to implement updates later with minimal problems.
6. Start initial design work and planning of conversion of the overhead lines west of Penn

station, Penn station. Sunnyside yard, and Harold interlocking to more reliable 12.5 Kv 60 Hz power.

**From:** [Squarespace](#)  
**To:** [Penn Station Access Outreach](#)  
**Subject:** Form Submission - New Form2  
**Date:** Sunday, May 30, 2021 8:34:17 AM

---

Sent via form submission from [Penn Station Access](#)

**Name:** GEORGE DAVENEL

**Email:** NEWHUD@AOL.COM

**Phone:** (718) 641-1925

**Company / Organization:**

**Job Title / Position:**

**Street Address:** 15542 100th St

**City / Town:** Howard Beach

**State:** New York

**Zip Code:** 11414-2812

**Join Mailing List:** Yes, add me to the project mailing list

**Message Type:** Comment

**Subject:** General Comment

**Message:** This new line will help to give a convenient travel option to residents of the East Bronx. It is a great use of existing tracks and can be completed with a limited amount of infrastructure work. It involves no taking of any property through the use of eminent domain and will allow LIRR riders to transfer at Penn Station to the Metro North New Haven Line without having to spend an additional 30 minutes of travel time to get to Grand Central Terminal. The most important aspect of this project is the stop at Morris Park which will allow employees and visitors to the various hospitals easy access and another travel option that does not involve the use of an automobile. This stop will also allow NYS and NYC to continue to develop and expand an important Bio Medical Research Center at this stop. NYC needs to add more jobs in the Bio Life Sciences area and this new train line will help to further this expansion.



**MTA Metro-North Penn Station Access Project Public Meeting  
Held Virtually via Zoom on Tuesday, June 15, 2021**

MR. GREG ATRIA: Alright. I'd like to shed some light on the, the hundreds of trees that were removed resulting in the complete loss of privacy and a significant increase in noise pollution and major devalue of properties in Larchmont and Mamaroneck. You know, April of 2021, we had clearcutting happening here and it caught basically the entire town by surprise. In place of all those trees, hundreds of tons of ballast gravel were dumped feet away from our homes. I don't know if you can see out my window but that's what it looks like now.

And, you know, it's extremely upsetting for the families here, you know, for an authority that is in the business of public works and community equity in a time when such an importance is emphasized on the environment, we want to know why did the MTA opt for such an extreme and devastating solution with the complete disregard and neglect for the adjacent neighbors.

As I sit here, when I open this window, I can smell the oil emanating from the gravel that was dumped. It's a disgrace. It's a total disgrace. It's, it's extremely upsetting and the, you know, I think something needs to be done, you know, considering the noise and the, the property value destruction and, you know, once again, I think this was done in such a way that was incompetent, not well thought and had a complete disregard for the neighbors and that's all I wanna say. Thank you.

**From:** [Squarespace](#)  
**To:** [Penn Station Access Outreach](#)  
**Subject:** Form Submission - New Form  
**Date:** Saturday, June 26, 2021 7:16:42 PM

---

Sent via form submission from [Penn Station Access](#)

**Name:** Harris Daley

**Email:** HarrisDaley@yahoo.com

**Phone:**

**Company / Organization:** Resident in Co-op City

**Job Title / Position:** Shareholder in Riverbay Corporation

**Street Address:** 100 Erskine Place

**City / Town:** Co-op City, Bronx

**State:** New York

**Zip Code:** 10475

**Join Mailing List:** No, do not add me to the project mailing list

**Message Type:** Comment

**Subject:** NEPA Environmental Assessment / Section 4(f)

**Message:** Dear Metropolitan Transit Authority (MTA):

Good evening.

The purpose of this e-mail is to request when you are planning for the Metro-North stop in Co-op City that you consider having the entrance on the side of the tracks away from the Co-op City property.

That is, will you please have the platform on the East side of the tracks?

Also, due to lack of adequate parking in Co-op City, will you please design in your plans for parking spaces that DO NOT take away residents limited street parking?

That is, please DO NOT take away our limited amount of on the street parking spaces, PLEASE!

PLEASE, consider the impact of the existing bus traffic by the train tracks and how that will along with possibly more vehicle traffic coming to the Metro-North train station impact the Co-op City community. Our health, our ability to move about with more traffic on our streets, and our land near the Metro-North station.

Thank you for reading this e- mail.

Respect to you, from Harris Daley

**From:** [Hattie Overman](#)  
**To:** [Penn Station Access Outreach](#); [Cruz, Matthew](#)  
**Subject:** WALK THROUGH  
**Date:** Wednesday, June 30, 2021 7:56:16 PM

---

I live in Coop City, Section 5. I am requesting a physical walk through of the area surrounding the proposed Metro-North entrance, exit and parking sites. Also there is a proposed ramp to be constructed in the same area at the Palmer exit.

Both the Metro-North Station and the proposed Northbound Ramp are in the same tight area. This takes more than a map, these decisions must be made by the physical eyes in my opinion. This is the reality of these proposed projects, to actually see the effects that will take place. I am advocating for as many walkthroughs as possible for the purpose of the people of our community. We live here and should be acknowledged regarding our concerns.

Hattie Overman  
120 Erdman Pl. Apt 16.A  
Bronx, New York, 10475  
718-320-8254

**From:** [Squarespace](#)  
**To:** [Penn Station Access Outreach](#)  
**Subject:** Form Submission - New Form2  
**Date:** Wednesday, June 23, 2021 4:02:36 PM

---

Sent via form submission from [Penn Station Access](#)

**Name:** Hector Felix

**Email:** hecalex825@me.com

**Phone:** (862) 236-6348

**Company / Organization:**

**Job Title / Position:**

**Street Address:**

**City / Town:**

**State:** New York

**Zip Code:** 10462

**Join Mailing List:** Yes, add me to the project mailing list

**Message Type:** Comment

**Subject:** General Comment

**Message:** Please do at least one station in Queens so that Bronxites can go directly into Queens, that would be amazing, at least Astoria or LIC. I am looking forward to these project, just wish you the best.

**From:** [Squarespace](#)  
**To:** [Penn Station Access Outreach](#)  
**Subject:** Form Submission - New Form2  
**Date:** Friday, May 28, 2021 5:02:09 PM

---

Sent via form submission from [Penn Station Access](#)

**Name:** Intesar Alam

**Email:** illhamalam2@gmail.com

**Phone:**

**Company / Organization:**

**Job Title / Position:** Student

**Street Address:**

**City / Town:** Flushing

**State:** New York

**Zip Code:** 11355

**Join Mailing List:** No, do not add me to the project mailing list

**Message Type:** Comment

**Subject:** General Comment

**Message:** There should be a station in Astoria Queens

**From:** [Squarespace](#)  
**To:** [Penn Station Access Outreach](#)  
**Subject:** Form Submission - New Form2  
**Date:** Saturday, May 29, 2021 6:10:25 PM

---

Sent via form submission from [Penn Station Access](#)

**Name:** James Izurieta

**Email:** jamesalejandro@gmail.com

**Phone:**

**Company / Organization:**

**Job Title / Position:**

**Street Address:**

**City / Town:**

**State:** Alabama

**Zip Code:** 11101

**Join Mailing List:** Yes, add me to the project mailing list

**Message Type:** Comment

**Subject:** NEPA Environmental Assessment / Section 4(f)

**Message:** You absolutely should NOT be spinning up a separate public benefit corp or agency to manage maintenance for it. Keep it within MTA/Metro North, and hold Metro North accountable.

**MTA Metro-North Penn Station Access Project Public Meeting  
Held Virtually via Zoom on Tuesday, June 15, 2021**

**Comment submitted via Q&A Function**

Jarod Hutcheson: What impact will the freight carriers incur? Will the windows for operation change and will there be outages?



**From:** [Squarespace](#)  
**To:** [Penn Station Access Outreach](#)  
**Subject:** Form Submission - New Form2  
**Date:** Wednesday, June 9, 2021 2:54:16 PM

---

Sent via form submission from [Penn Station Access](#)

**Name:** Jason Yao

**Email:** [jjezttt@gmail.com](mailto:jjezttt@gmail.com)

**Phone:**

**Company / Organization:** NYC DEP

**Job Title / Position:** ME

**Street Address:**

**City / Town:**

**State:** Alabama

**Zip Code:** 11040

**Join Mailing List:** No, do not add me to the project mailing list

**Message Type:** Comment

**Subject:** General Comment

**Message:** A station must be erected in Queens. This will provide the first direct Queens-Bronx/Westchester/CT rail link that could easily cut commute time by hours each way. This will have major economical benefits and allows greater movement/commute of labor and residents. Also would provide a better connection to the Queens Airports, or if one chooses, New Haven Airport.

**From:** [Jay Carryl](#)  
**To:** [Penn Station Access Outreach](#)  
**Subject:** Metro North Hell's Gate Project  
**Date:** Monday, June 14, 2021 9:50:04 PM

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Good Evening,

My question for the Zoom Call:

I notice that the proposed route depicted would run across the Hell's Gate Bridge with a short time running in Queens. Has any feasibility studies been done to see if a station could also be added in Queens, as the line passes thru along its right of way route?

If a station could be built like this much like it's being proposed in the Bronx it would help to improve outer boro travel. This would be great to provide options at a time MTA is looking to charge outer boro residents with increase tolls and congestion pricing fees

**From:** [Squarespace](#)  
**To:** [Penn Station Access Outreach](#)  
**Subject:** Form Submission - New Form2  
**Date:** Wednesday, June 9, 2021 9:36:35 PM

---

Sent via form submission from [Penn Station Access](#)

**Name:** Jean Joseph Joseph

**Email:** jeanjoseph212@gmail.com

**Phone:** (917) 776-6518

**Company / Organization:**

**Job Title / Position:** PT

**Street Address:** 215 W 95ST

**City / Town:** New York

**State:** New York

**Zip Code:** 10025

**Join Mailing List:** No, do not add me to the project mailing list

**Message Type:** Comment

**Subject:** NEPA Environmental Assessment / Section 4(f)

**Message:** I think it's a great idea and overdue. Having rail service in some of these communities is vital to socioeconomic growth. I look forward to these projects.

**From:** [James M. Fitzpatrick](#)  
**To:** [Penn Station Access Outreach](#)  
**Subject:** Metro North  
**Date:** Friday, July 2, 2021 8:19:36 PM

---

I have lived in Boulevard Gardens for over 70 yrs Besides the great charm of Boulevard Gardens grounds and great quality of life I have enjoyed living here I do wonder how that will change with Metro North trains (160)going by on a daily basis. 50 ft from the trestle tracks that will be used for this is a toddlers playground. How this will enhance their quality of life escapes me. Now I have heard that sound walls can be erected to lessen the noise . Please explain to me what will be done to keep graffiti artist from attacking these walls further degrading our quality of life. Besides Boulevard Gardens being affected how about all the private homes in Woodside and Astoria that are in close proximity of the trestles .

I am against this project with all my heart and I would like to know why this project has seemed to be sprung on the community at the very last moment

Jim Fitzpatrick  
30-31 Hobart St Apt 6N  
Woodside NY 11377

**From:** [Squarespace](#)  
**To:** [Penn Station Access Outreach](#)  
**Subject:** Form Submission - New Form2  
**Date:** Saturday, May 29, 2021 11:31:13 AM

---

Sent via form submission from [Penn Station Access](#)

**Name:** Jimmy Panagiotou

**Email:** jimmypanagiotou@gmail.com

**Phone:** (917) 582-6360

**Company / Organization:**

**Job Title / Position:**

**Street Address:** 24 34 23rd Street

**City / Town:** Astoria

**State:** New York

**Zip Code:** 11102

**Join Mailing List:** Yes, add me to the project mailing list

**Message Type:** Comment

**Subject:** NEPA Environmental Assessment / Section 4(f)

**Message:** Try and make a stop in ASTORIA!!!!!!!!!! Good job!!

**From:** [Joe DeRaffe](#)  
**To:** [Penn Station Access Outreach](#)  
**Subject:** Penn Station Access  
**Date:** Thursday, June 3, 2021 2:03:00 PM  
**Attachments:** [SKM\\_C25821060313380.pdf](#)

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To Whom It May Concern:

Today, I received the attached letter dated May 26 from the MTA.

It states that the MTA has targeted our property as a "Property of Interest" for the Penn Station Access Project and refers to a May 5 letter sent to us which we did not receive.

Please send us a copy of the May 5 letter so it can be reviewed.

Also, what is the geographic extent of the Project in New Rochelle for this proposed project?

Regards,  
Joe DeRaffe

**From:** [John Borrelli Jr.](#)  
**To:** [Penn Station Access Outreach](#)  
**Subject:** The EA and the Draft Section 4(f) Evaluation  
**Date:** Wednesday, May 19, 2021 9:55:57 AM

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**I am interested in purchasing the Hard copies of the EA (with appendices on flash drive) Thank You.**

**From:** [Squarespace](#)  
**To:** [Penn Station Access Outreach](#)  
**Subject:** Form Submission - New Form2  
**Date:** Saturday, May 29, 2021 10:33:10 PM

---

Sent via form submission from [Penn Station Access](#)

**Name:** John Connolly

**Email:** [jmjc00003@gmail.com](mailto:jmjc00003@gmail.com)

**Phone:** (646) 523-5407

**Company / Organization:** IBEW LOCAL 3

**Job Title / Position:** Journeyman Electrician

**Street Address:** 203 W.19th St.

**City / Town:** New York

**State:** New York

**Zip Code:** 10011

**Join Mailing List:** Yes, add me to the project mailing list

**Message Type:** Comment

**Subject:** NEPA Environmental Assessment / Section 4(f)

**Message:** I agree with this project. The people of the Bronx have been underserved with transportation alternatives for decades. The ability to travel to Penn Station makes life eadier for thousands of Bronx residents.



**From:** [John Dunn](#)  
**To:** [Penn Station Access Outreach](#)  
**Subject:** Metro North trains to Penn Station  
**Date:** Sunday, June 20, 2021 8:48:15 AM

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Good morning. I am contacting to support the plan to route Metro North trains to penn station. My apartment is next to the tracks that will be used for this route. Currently few trains use this route and additional trains will not be a major disturbance.

John Dunn  
55-25 31st Ave  
Woodside, NY 11377

**From:** [Squarespace](#)  
**To:** [Penn Station Access Outreach](#)  
**Subject:** Form Submission - New Form  
**Date:** Sunday, May 23, 2021 11:43:02 AM

---

Sent via form submission from [Penn Station Access](#)

**Name:** John Levai

**Email:** [jlevai@comcast.net](mailto:jlevai@comcast.net)

**Phone:**

**Company / Organization:**

**Job Title / Position:**

**Street Address:** 65 Club Road

**City / Town:** Upper Montclair

**State:** New Jersey

**Zip Code:** 07043

**Join Mailing List:** Yes, add me to the project mailing list

**Message Type:** Comment

**Subject:** General Comment

**Message:** I am very pleased to hear that the Metro North East Bronx Access project is moving forward. The stations planned were very good selections. I know that there have some not so good reviews about Co-op City Station. Having been to Co-op City many times in the past, I noticed that the right of way has always passed along the fringe of that section. While most of the apartments are north of the Hutchinson River Parkway, there are plenty of them in Section 5, located alongside the Amtrak Hellgate Line. The exact location of the Co-op City station planned is fine. I have a few suggestions for pedestrian access to the Co-op City Station. It would be beneficial for residents who live in Pelham Gardens around where the Home Depot is to have a pedestrian walkway beginning at the intersection of E. Gun Hill Road and Stillwell Ave connecting to the Co-op City Station. It looks like the westernmost limit of the Co-op City Station will be between both the I-95 and Hutchinson River Parkway overpasses. There should be pedestrian access from the Co-op City Station to Pelham Bay Park as well. This would help potential rail passengers who might be using the train to enjoy a day spent in Pelham Bay Park. I wouldn't be surprised if there are many people who do that. Maybe connect the pedestrian walkway with the train station just to the east of the I-95 bridge. It would also be worth into looking to build a pedestrian walkway from Pelham Parkway South and Burr Ave ending up at the west limits of the Co-op City Station. this would help those people who live between Wilkinson Ave, Pelham Parkway, and I-95. In the future, it would be beneficial to consider building additional stations. One idea that I have is just east of the Pelham Bay Drawbridge and very close to where Shore Road intersects

Orchard Beach Road. This would enable passengers heading to and from Orchard Beach and City Island to be dropped off at, although they still may have to walk or even take a bus to get to those places. The next stop to consider that should be added is located in the Pelham Manor part of Pelham near Pelhamdale Ave. Many residents live in Pelham Manor and presently have to travel into Downtown Pelham to get the New Haven Line. By having a station in Pelham Manor near Pelhamdale Ave, this would help reduce travel time of people heading to and from Pelham Manor whether heading to Midtown Manhattan or even Fairfield County. The last location on the Hellgate Line that would be great for a brand new stop is in New Rochelle along Main Street or U.S. Rt. 1. Where the Hellgate Line goes over Main St in New Rochelle, there are many shops and restaurants who's employees may benefit from using the rail service. This station would also be great for people who reside in the west end of New Rochelle as well as the east end of Pelham.

As for track capacity on the Hellgate Line, I saw that there are stretches that could remain double track. At the very least, there should be three tracks in as many spots as possible, including over the Hellgate Bridge. I know that there is presently a third track used for freight over the Hellgate Bridge. It would be good to consider reactivating that third track for passenger use over the Hellgate and having it continue to Young Interlocking. Pelham Bay Drawbridge should be either three or four tracks and then that should be the case for the latter the rest of the way to CP216. It sounds like there will be more Metro North trains using the Hellgate Line over Amtrak's so track capacity is a must.

**From:** [Squarespace](#)  
**To:** [Penn Station Access Outreach](#)  
**Subject:** Form Submission - New Form2  
**Date:** Thursday, June 10, 2021 8:46:56 PM

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Sent via form submission from [Penn Station Access](#)

**Name:** Jonathan King

**Email:** jonathan.king@insightcivil.com

**Phone:** (917) 736-0618

**Company / Organization:**

**Job Title / Position:**

**Street Address:**

**City / Town:**

**State:** Alabama

**Zip Code:** 11239

**Join Mailing List:** No, do not add me to the project mailing list

**Message Type:** Comment

**Subject:** NEPA Environmental Assessment / Section 4(f)

**Message:** Bring the metro north to Atlantic Barclays would make the most sense

**From:** [Squarespace](#)  
**To:** [Penn Station Access Outreach](#)  
**Subject:** Form Submission - New Form2  
**Date:** Tuesday, June 15, 2021 1:05:37 PM

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Sent via form submission from [Penn Station Access](#)

**Name:** Joseph Mancini

**Email:** joemanc@aol.com

**Phone:** (203) 464-4290

**Company / Organization:**

**Job Title / Position:**

**Street Address:**

**City / Town:**

**State:** Connecticut

**Zip Code:** 06762

**Join Mailing List:** No, do not add me to the project mailing list

**Message Type:** Comment

**Subject:** General Comment

**Message:** Hi - Has any thought been given to providing Metro North train access to Citifield, similar to how service is provided to Yankee Stadium? Currently, using public transit from CT is possible, but not convenient at all, especially for late night service. I know new stations are being built in the Bronx but perhaps a Metro North train can somehow connect with the 7 train in Queens? Perhaps the Queens plaza station? Or maybe the Metro North trains can transfer to the LIRR tracks and then onto Citifield?

**MTA Metro-North Penn Station Access Project Public Meeting  
Held Virtually via Zoom on Tuesday, June 15, 2021**

**Comment submitted via Q&A Function**

Joseph Unidentified: i am the owner of a vacant lot who received 2 letters from MTA stating that my property has been identified as a property of interest. i have hired an architect to draw plans and submit them to the DOB for approval followed by construction. i have so far spent quite bit of money for the architect. i'm wondering what i should do at this time. should i continue with my plan or not ? if not who is going to reimbures me for my losses?

**From:** [Squarespace](#)  
**To:** [Penn Station Access Outreach](#)  
**Subject:** Form Submission - New Form  
**Date:** Tuesday, June 29, 2021 1:52:32 PM

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Sent via form submission from [Penn Station Access](#)

**Name:** Joseph Vella

**Email:** joevella@mindspring.com

**Phone:**

**Company / Organization:**

**Job Title / Position:**

**Street Address:** 51-36 30th Avenue

**City / Town:** Woodside

**State:** New York

**Zip Code:** 11377

**Join Mailing List:** Yes, add me to the project mailing list

**Message Type:** Comment

**Subject:** NEPA Environmental Assessment / Section 4(f)

**Message:** To whom it may concern -

Two comments regarding the Metro North Penn Station access project:

1. I am a resident of Boulevard Gardens apartments in Woodside, Queens. The Amtrak line to Penn Station runs along the perimeter of the complex and my apartment directly faces the tracks. Currently, the level of train traffic, with Amtrak service to/from New York and Boston is a minor nuisance. I'm very concerned about the projected number of trains Metro North Penn Station access will bring, up from around 25 or so to 160+ per day. This is really a burden to the me and the other residents of Boulevard Gardens, Woodside and Astoria.

The environmental impact assessment seems to indicate that this new train service will not have a significant to noise/decibel levels to residents adjacent to the tracks but I don't see any discussion of the impact of running 160 trains per day, with continual interruption, of approximately 10-15 trains per hour when there are currently 1-2 per hour at most.

This disregard is really unacceptable. I would like to see the real impact of increased train traffic measured accurately. There must be some mitigation measures put in place to minimize impact to residents who live along the Amtrak right away. This impacts my quality of life, work, (since I work from my apartment) and the value of my home.

2. Why do both the Metro North Penn Station access project and the Eastside Access project for LIRR mainly benefit people who live outside the city?

Generally, I support mass transit expansion and Metro North Penn Station access will be a significant benefit to East Bronx residents who really need additional transit options. My main issue is that with both Penn access for Metro North and Eastside access for LIRR, Queens residents gets nothing out of it. Aside for East Bronx residents, this will mostly benefit people who live outside the city and pay no taxes either in New York City or New York State.

With the Metro North Penn Station access and the TriboroRX, there were talks of stations at Ditmars in Astoria and Northern Boulevard in Woodside. If Queens residents are being asked to bear the burdens for the Tri-State region, we should at least be able to partake in the benefits of these transit projects.

Though I would like to offer my support, Metro North Penn Station, I cannot until an accurate environmental report is produced regarding noise levels to residents who live along (or under) the Amtrak right of way and the benefits of the project are expanded to include residents of Queens.

Sincerely,  
Joseph Vella



**From:** [Squarespace](#)  
**To:** [Penn Station Access Outreach](#)  
**Subject:** Form Submission - New Form  
**Date:** Monday, June 28, 2021 4:21:48 PM

---

Sent via form submission from [Penn Station Access](#)

**Name:** Justin Marchesi

**Email:** justinmarchesi@gmail.com

**Phone:** (917) 225-2171

**Company / Organization:**

**Job Title / Position:**

**Street Address:** 5142 30th Ave, Apt 5P

**City / Town:** Woodside

**State:** New York

**Zip Code:** 11377-7949

**Join Mailing List:** Yes, add me to the project mailing list

**Message Type:** Comment

**Subject:** NEPA Environmental Assessment / Section 4(f)

**Message:** To Whom it May Concern,

I am a resident and property owner in Woodside, NY, and I am writing to raise the issue of the proposed increase of trains (43 to 164) on the Hell Gate line. This is a direct result of the proposal to route trains from new stations in the East Bronx through Queens. The train tracks run outside my co-op window at 51-42 30th Ave Apt 5P, Woodside, NY. Our co-op board has organized a petition against increasing the number of trains on the Hell Gate line which if enacted would dramatically negatively impact the standard of living for those residing or owning property on the Hell Gate Corridor.

The increase of trains will bring no economic benefit to our neighborhoods of Woodside and Astoria or to the borough of Queens for that matter. Currently, the train tracks require constant maintenance, and it happens 24 hours a day, which can mean no sleep is possible at night, as the lights and noise are right outside our bedroom windows. An increase in train traffic will only bring additional maintenance requirements, exponentially more noise pollution, potential structural damage to our buildings due to the strong vibrations and continue to lower our property values as we live on the Hell Gate Corridor.

There is also a children's playground next to the tracks, and people stop alongside the tracks next to the playground and our windows to throw their garbage, urinate and have sex in their

cars. The area around the tracks is not maintained or required to be maintained by Amtrak or any other agency for that matter.

Once again, as residents and property owners living on the Hell Gate Corridor, we oppose any initiative that will increase train traffic on the Hell Gate Corridor.

Regards,  
Justin Marchesi

**From:** [Squarespace](#)  
**To:** [Penn Station Access Outreach](#)  
**Subject:** Form Submission - New Form  
**Date:** Thursday, May 27, 2021 11:07:48 PM

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Sent via form submission from [Penn Station Access](#)

**Name:** Kai Harada

**Email:** lists@harada-sound.com

**Phone:**

**Company / Organization:**

**Job Title / Position:**

**Street Address:**

**City / Town:**

**State:** Connecticut

**Zip Code:** 06807

**Join Mailing List:** Yes, add me to the project mailing list

**Message Type:** Comment

**Subject:** General Comment

**Message:** This is all great news considering how long I've been reading about this idea (which predates anything said by Andrew Cuomo by many years), and I'm excited that I might see some of this in my lifetime. Has the MTA (or previous organizations who have studied this alignment) considering adding one or two extra stops in Queens? Specifically in/around Sunnyside (where a new similar LIRR stop could allow cross-system transfers), or even a ridiculously built Astoria/Ditmars stop along the overpass to connect to NYC Transit? The latter would be a remarkable feat of engineering if it could be completed, and I bet there are engineering firms who would jump at the chance to make that happen. Why stop with just four "new" (shall we call them "resurrected?") stations in the Bronx?

**From:** [Squarespace](#)  
**To:** [Penn Station Access Outreach](#)  
**Subject:** Form Submission - New Form  
**Date:** Monday, June 28, 2021 3:30:07 PM

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Sent via form submission from [Penn Station Access](#)

**Name:** Kari Bentley-Quinn

**Email:** KARI.BENTLEYQUINN@GMAIL.COM

**Phone:** (917) 583-3984

**Company / Organization:** None

**Job Title / Position:** Playwright/Screenwriter

**Street Address:** 5142 30th avenue, Apt 6N

**City / Town:** WOODSIDE

**State:** New York

**Zip Code:** 11377

**Join Mailing List:** Yes, add me to the project mailing list

**Message Type:** Comment

**Subject:** NEPA Environmental Assessment / Section 4(f)

**Message:** I am a resident of Boulevard Gardens in Woodside, NY. While I wholly support revitalizing communities, it should not be at the expense of others. As of now, my apartment directly faces the train tracks across the street, which currently only run Amtrak trains. They run frequently, and they are quite loud. They rattle our windows and sometimes startle us from sleep. We knew when we bought the apartment this was a downside, and overall after 11 years we are quite used to it. However, adding nearly 100 trains to this line would be detrimental to our quality of life, not to mention our apartment values. This is a quiet, safe community with many elderly residents. I have read the report, and you have vastly underestimated the noise levels as well as our overall safety and comfort. In fact, we used to have trees which blocked the sound, which Amtrak callously cut down. It would decrease our property value to the point where no one in their right mind would want to live here - a multicultural community with children, parents, and the elderly. We already suffered tremendous economic impacts from the pandemic; this would be a nail in the coffin.

I urge you to reconsider this project, not only for the residents of Boulevard Gardens, but for all the residents along the Hells Gate corridor.

Thank you for your time and consideration.

Sincerely,

Kari Bentley-Quinn

**From:** [Squarespace](#)  
**To:** [Penn Station Access Outreach](#)  
**Subject:** Form Submission - New Form2  
**Date:** Sunday, May 30, 2021 9:44:22 PM

---

Sent via form submission from [Penn Station Access](#)

**Name:** Kenyi Ogando

**Email:** kenyiogando@gmail.com

**Phone:** (646) 285-3635

**Company / Organization:** N/a

**Job Title / Position:** N/a

**Street Address:** 1833 Trafalgar Pl

**City / Town:** Bronx

**State:** New York

**Zip Code:** 10460

**Join Mailing List:** Yes, add me to the project mailing list

**Message Type:** Comment

**Subject:** NEPA Environmental Assessment / Section 4(f)

**Message:** Would there be green spaces around the stations? More trees etc. Thanks

**From:** [Squarespace](#)  
**To:** [Penn Station Access Outreach](#)  
**Subject:** Form Submission - New Form2  
**Date:** Tuesday, June 1, 2021 12:23:50 PM

---

Sent via form submission from [Penn Station Access](#)

**Name:** Kinlok Poon

**Email:** Boeing.50@hotmail.com

**Phone:** (917) 500-3101

**Company / Organization:** Atlas Air

**Job Title / Position:**

**Street Address:**

**City / Town:**

**State:** New York

**Zip Code:** 10469

**Join Mailing List:** No, do not add me to the project mailing list

**Message Type:** Comment

**Subject:** General Comment

**Message:** Good plan!!! Will there be any parking spots in these 4 new Metronorth stations?

**From:** [Squarespace](#)  
**To:** [Penn Station Access Outreach](#)  
**Subject:** Form Submission - New Form  
**Date:** Tuesday, June 15, 2021 6:32:20 PM

---

Sent via form submission from [Penn Station Access](#)

**Name:** Kyron Liu

**Email:** [kliu5303@gmail.com](mailto:kliu5303@gmail.com)

**Phone:**

**Company / Organization:**

**Job Title / Position:**

**Street Address:** 1229 67 St 1FL

**City / Town:** Brooklyn

**State:** New York

**Zip Code:** 11219

**Join Mailing List:** Yes, add me to the project mailing list

**Message Type:** Comment

**Subject:** NEPA Environmental Assessment / Section 4(f)

**Message:** My name is Kyron Liu, and I am a senior at Stuyvesant High School. As an avid transit enthusiast, it is great that Penn Station Access has been approved and in the planning stages. I am writing to you in regards to some of my concerns about the project.

Overall, this project will provide a quicker and easier commute for Bronx residents to get to Manhattan. However, it is also important to consider other factors that should be considered, such as long term impact to communities in which the project will run through, as well as system flexibility and capacity. This is why the project should also include new stations (or at least provisions) for new stations at or near the Astoria-Ditmars Blvd N/W and Northern Blvd M/R subway stations. This will not only relieve congestion at Grand Central, Penn Station, and other transfer hubs in Manhattan, but will also give riders more options to travel between Queens and the Bronx, given that a smaller but not insignificant percentage of commuters work in the neighborhoods of those subway stations (US Census). Especially when the pandemic has inevitably changed the outlook of commutes for the long-term, it is important to consider other destinations that would make a significant impact on how the city functions, and outer-borough commutes can be some of the longest and least convenient by transit.



**From:** [Squarespace](#)  
**To:** [Penn Station Access Outreach](#)  
**Subject:** Form Submission - New Form  
**Date:** Tuesday, June 15, 2021 6:32:46 PM

---

Sent via form submission from [Penn Station Access](#)

**Name:** Kyron Liu

**Email:** [kliu5303@gmail.com](mailto:kliu5303@gmail.com)

**Phone:**

**Company / Organization:**

**Job Title / Position:**

**Street Address:** 1229 67 St 1FL

**City / Town:** Brooklyn

**State:** New York

**Zip Code:** 11219

**Join Mailing List:** Yes, add me to the project mailing list

**Message Type:** Comment

**Subject:** General Comment

**Message:** Why not decrease and create a base fare on commuter rail with city limits? The current exorbitant fares of commuter rail means that many low income workers will still be relying on the comparatively slower subways and buses given the alternative (current commutes from Co-op City to Long Island City ranges from 1 to 1.5 hours, in which a potential trip over the PSA corridor would be reduced to almost 30 minutes). Although I understand that a primary purpose of the project is to make commutes of those living outside the city more convenient, it is short-sighted not to include additional improvements that do not also benefit those who live within the city, thus limiting its fullest potential.

**From:** [Friedman, Lana](#)  
**To:** [Penn Station Access Outreach](#)  
**Subject:** Penn Station Access Submission  
**Date:** Thursday, May 27, 2021 10:23:01 AM  
**Attachments:** [image379524.png](#)

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Good morning,  
I'm on your website trying to get a timeline when the Penn Station access is scheduled to open for the Metro north New Haven line.

Kindly advise  
Thank you

**Lana Friedman** | RPA  
Property Assistant | U.S. Office Division

Brookfield Properties  
333 West 34th Street  
333 West 34th Street, New York, New York, 10001  
T +1.212.643.1691  
[Lana.Friedman@brookfieldproperties.com](mailto:Lana.Friedman@brookfieldproperties.com)  
[www.brookfieldproperties.com](http://www.brookfieldproperties.com)

**Brookfield**  
Properties

View important disclosures and information about our e-mail policies [here](#)

**From:** [Linda Allen](#)  
**To:** [Penn Station Access Outreach](#)  
**Subject:** Penn Station Access Submission  
**Date:** Friday, May 21, 2021 4:55:53 PM

---

This is why you are you sending my LIRR trains off to Grand Central to give an over busy station to Metro North!!!!

**From:** [Squarespace](#)  
**To:** [Penn Station Access Outreach](#)  
**Subject:** Form Submission - New Form  
**Date:** Tuesday, June 29, 2021 3:32:10 PM

---

Sent via form submission from [Penn Station Access](#)

**Name:** Lisa Barelli

**Email:** lcbarelli@yahoo.com

**Phone:** (646) 508-3366

**Company / Organization:**

**Job Title / Position:**

**Street Address:** 51-42 30th Avenue, Apt 2J

**City / Town:** Woodside

**State:** New York

**Zip Code:** 11377

**Join Mailing List:** Yes, add me to the project mailing list

**Message Type:** Comment

**Subject:** NEPA Environmental Assessment / Section 4(f)

**Message:** I am a resident of Boulevard Gardens, a large co-op complex adjacent to the train tracks between Hell Gate and Northern Boulevard. My second floor apartment faces the tracks. I am concerned about noise mitigation, which will be necessary due to increased traffic. At the same time, a hideous concrete wall outside my window is not ideal. This is a large residential complex, and the value of our property and long term comfort is going to be significantly impacted by this expansion. There needs to be increased community engagement to properly address our needs.

**From:** [Squarespace](#)  
**To:** [Penn Station Access Outreach](#)  
**Subject:** Form Submission - New Form  
**Date:** Thursday, May 27, 2021 8:24:20 PM

---

Sent via form submission from [Penn Station Access](#)

**Name:** Lori Coffaro

**Email:** spadzrox@yahoo.com

**Phone:** (914) 409-2851

**Company / Organization:**

**Job Title / Position:**

**Street Address:** 230 MAMARONECK avenue 5

**City / Town:** Mamaroneck

**State:** New York

**Zip Code:** 10543

**Join Mailing List:** No, do not add me to the project mailing list

**Message Type:** Comment

**Subject:** General Comment

**Message:** I'm trying to find out times for the gray S shuttle

**From:** [Lorraine Rodriguez](#)  
**To:** [Penn Station Access Outreach](#)  
**Cc:** [gianaris@nysenate.gov](mailto:gianaris@nysenate.gov)  
**Subject:** Metro North/Penn Station Project  
**Date:** Wednesday, June 30, 2021 1:20:04 PM

---

To whom it may concern.

I am a resident of Woodside, Queens. Amtrak runs alongside my home and while we are used to 8 or so trains per day, we understand this project will increase the number of Metro North trains into the hundreds. Upon seeing plans to go forth with this project on tv, residents no longer feel it is a proposal. This project was never put before a community board so residents could hold a meeting and voice our concerns. My community has a pen and paper petition circulating and will be sent to your office.

I am hoping at this time you can shed some light on if and when this project can expect to take place.

What about the constant noise and vibration? What would that do to the structure of our homes?? What about our quality of life?? (it's going to be like living next to the el) not to mention the decrease in property value. Has anyone given thought to those matters and to residents who live alongside Amtrak?

I very much look forward to hearing back from you.

Regards,

Lorraine Rodriguez

Sent from my iPhone

**From:** [Martina Molloy](#)  
**To:** [Penn Station Access Outreach](#)  
**Subject:** proposed metro north-penn station project  
**Date:** Sunday, July 4, 2021 6:37:18 PM

---

Hello

I live in woodside and have just heard about a plan to allow metro north trains to use the existing Amtrak train lines that run through my neighbourhood and right by my apartment. This is a beautiful area to live in and the small number of trains that run past my home are really not an issue BUT increasing that number in the numbers that I have seen quoted is UNBELIEVABLE. This is a quality of life issue: noise, pollution etc and the decrease in my property value. I need to know what the plans are and how I may have a voice in this process.

Sincerely

Martina Molloy

**From:** [Squarespace](#)  
**To:** [Penn Station Access Outreach](#)  
**Subject:** Form Submission - New Form  
**Date:** Wednesday, June 2, 2021 11:22:04 AM

---

Sent via form submission from [Penn Station Access](#)

**Name:** marty gaon

**Email:** [marty@apogee-lighting.com](mailto:marty@apogee-lighting.com)

**Phone:** (516) 406-0917

**Company / Organization:** Apogee Lighting

**Job Title / Position:** Vice President

**Street Address:** 593 Acorn Street

**City / Town:** Deer Park

**State:** New York

**Zip Code:** 11729

**Join Mailing List:** Yes, add me to the project mailing list

**Message Type:** Media Request

**Subject:** NEPA Environmental Assessment / Section 4(f)

**Message:** PLease add me to project mailing list

Thank you



**From:** [Mary](#)  
**To:** [Penn Station Access Outreach](#)  
**Subject:** Co-op City Metro-North station entrance location  
**Date:** Monday, June 28, 2021 9:20:51 PM

---

Re: Penn Station Access Metro-North station entrance location in Co-op City.

Co-op City is very enthusiastic about the coming Metro North stop. It will be a boon for many of our cooperators.

We do however fear the negative affect the planned station entrance placement will have on Erskine Place and the whole of Section 5. The area already deals with an enormous amount of traffic, especially on school day mornings.

What we request is two entrances to the planned station, both a front and rear entrance, instead of the current stated plan to locate the Co-op City Metro North Station: “at street level along Erskine Place, with station access at De Reimer Avenue”

The plan to place the sole station entrance at that location is a troublesome one. That sentiment was powerfully expressed by our Section 5 residents at the MTA meeting held here in Co-op City more than two years ago. The presenters, when informed of the inevitable traffic problem said, “We’ll just make Erskine a one-way street.”

Has the station placement decision been more thoughtfully re-examined since then?

The solution is a simple one, and one suggested by our Assemblyman Michael Benedetto many pre-covid months ago. Install an *additional* station entrance on the southern side of the tracks, the side heading toward Connecticut, directly across the tracks from the planned entrance on Erskine Place at De Reimer Avenue.

A service vehicle road already exists at that location and is an ideal drop off and pickup area. The service road is much more accessible for your potential passengers coming from outside of Co-op City since it is reachable by heading west on Pelham Parkway from City Island/Orchard Beach or from the Pelham Parkway east turnaround.

The station will surely be a benefit to our residents, and if situated properly – by being doubly accessible – will not become a gridlock disaster for Section 5, our immediate neighbors, the whole of Co-op City, and passengers from communities outside of Co-op City. Please save all-of-the-above from becoming embroiled in an inevitable Erskine Avenue traffic jam.

Thank you very much for your attention to this issue.

Mary Pearson  
100 Erdman Pl Apt. 22A

Bronx, NY 10475  
718 320 1922  
718 219 2211 text  
[mpjazz@optonline.net](mailto:mpjazz@optonline.net)  
[mpearson@riverbayboard.com](mailto:mpearson@riverbayboard.com)

## **MTA Metro-North Penn Station Access Project Public Meeting Held Virtually via Zoom on Tuesday, June 15, 2021**

MR. MATT KAMPER: Okay. Good evening. My name is Matt Kamper and I'm here tonight to give my full support towards this project Penn Station Access. This has been a project that has been in the making for a very long time and I'm really excited that this project is finally going to be going through. As one of the fellow public speakers, Connecticut Department of Transportation Commissioner Joe Giulietti said earlier, this is gonna be a huge benefit especially in a situation like what happened many years ago 125th Street in Harlem with that big fire that caused the suspension of service and just absolutely headaches for thousands of riders. This is going to be a gamechanger as this is going to allow Metro-North riders to be able in the event of something like that especially on the New Haven Line to be able to go to Penn Station and it's gonna give Metro North a second home for riders which it's gonna be a big benefit.

Also, it's going to benefit people in Eastern Bronx. Don't -- they don't have much option for public transportation right now and this is gonna be a game changer and I also believe this is gonna be a game changer for people who may need to get for whatever reason between Long Island and let's say the Eastern Bronx or Westchester County or Connecticut who uses Metro-North. No longer will they have to go to Grand Central Terminal. They can get off at Penn Station and right away get on Metro-North and head over to Hells Gate Bridge to get at to whatever their destination is.

And I wanna wish the best of luck to Janno, his team, and Cathy and your team on this project. I'm really excited to see this project continue to move forward. Thank you so much.

**From:** [Squarespace](#)  
**To:** [Penn Station Access Outreach](#)  
**Subject:** Form Submission - New Form2  
**Date:** Monday, June 21, 2021 4:20:52 PM

---

Sent via form submission from [Penn Station Access](#)

**Name:** Michael Amabile

**Email:** michael.amabile@gmail.com

**Phone:**

**Company / Organization:**

**Job Title / Position:**

**Street Address:**

**City / Town:**

**State:** New York

**Zip Code:** 10463

**Join Mailing List:** Yes, add me to the project mailing list

**Message Type:** Comment

**Subject:** General Comment

**Message:** The proposals should do more to maximize the station areas and build real places for the community. Not just stairs to the platforms. Additionally, what are the plans for the next phase of PSA with the alternative to run the Hudson Line trains down the Empire Line to Penn Station?

**From:** [Squarespace](#)  
**To:** [Penn Station Access Outreach](#)  
**Subject:** Form Submission - New Form2  
**Date:** Friday, May 28, 2021 12:12:39 PM

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Sent via form submission from [Penn Station Access](#)

**Name:** Michael Oleaga

**Email:** mikeo498@aim.com

**Phone:** (929) 420-3138

**Company / Organization:**

**Job Title / Position:**

**Street Address:**

**City / Town:**

**State:** Alabama

**Zip Code:** 10472

**Join Mailing List:** No, do not add me to the project mailing list

**Message Type:** Comment

**Subject:** General Comment

**Message:** Hello. I'm a strong proponent of this project. It is severely long overdue and uses largely existing tracks. This will help alleviate congestion especially in my neighborhood which borders Hunts Point and Soundview in The Bronx and will benefit neighboring neighborhoods of Parkchester. This can boost tourism into the Bronx as well with quicker commutes to the borough. Thank you.

**From:** [Michael Quinn](#)  
**To:** [Penn Station Access Outreach](#)  
**Subject:** Comment on Hellgate metro north expansion  
**Date:** Monday, June 28, 2021 3:24:59 PM

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Hello,

I live in Boulevard gardens in Queens directly over the Hellgate Amtrak line. I strongly disapprove of the expansion. The Metro North Hellgate expansion would radically impact my family's experience of living in Boulevard Gardens, and obviously do significant damage to my property value. I hope you consider the damage to the lives of those living along the tracks. If this passes, I hope you seriously consider noise deadening walls or other such noise reduction strategies along the line where people are living.

Sincerely,  
Michael Quinn  
Boulevard Gardens resident  
Woodside, NY 11377

**From:** [Squarespace](#)  
**To:** [Penn Station Access Outreach](#)  
**Subject:** Form Submission - New Form2  
**Date:** Wednesday, June 9, 2021 5:05:44 PM

---

Sent via form submission from [Penn Station Access](#)

**Name:** Michelle Helfrich

**Email:** michelle2327@gmail.com

**Phone:** (718) 521-9964

**Company / Organization:** NYCEDC

**Job Title / Position:** NYC Ferry Watchfloor Operator

**Street Address:** 2505 Westervelt Ave

**City / Town:** Bronx

**State:** New York

**Zip Code:** 10469

**Join Mailing List:** Yes, add me to the project mailing list

**Message Type:** Comment

**Subject:** NEPA Environmental Assessment / Section 4(f)

**Message:** This is so very exciting!! The extra transit access, will be extremely beneficial to the Bronx.

**From:** [Squarespace](#)  
**To:** [Penn Station Access Outreach](#)  
**Subject:** Form Submission - New Form2  
**Date:** Sunday, May 30, 2021 3:17:31 PM

---

Sent via form submission from [Penn Station Access](#)

**Name:** Mike Sullivan

**Email:** BANTRY2019@gmail.com

**Phone:**

**Company / Organization:**

**Job Title / Position:**

**Street Address:**

**City / Town:** Bronx

**State:** New York

**Zip Code:** 10471

**Join Mailing List:** No, do not add me to the project mailing list

**Message Type:** Comment

**Subject:** General Comment

**Message:** Just a general inquiry: why will trains come down the East Bronx, go to Queens and then back into Manhattan?



**From:** [Squarespace](#)  
**To:** [Penn Station Access Outreach](#)  
**Subject:** Form Submission - New Form2  
**Date:** Saturday, May 29, 2021 3:01:38 PM

---

Sent via form submission from [Penn Station Access](#)

**Name:** Natalie Re

**Email:** njre02@gmail.com

**Phone:** (203) 725-8619

**Company / Organization:**

**Job Title / Position:**

**Street Address:**

**City / Town:**

**State:** New York

**Zip Code:** 10463

**Join Mailing List:** No, do not add me to the project mailing list

**Message Type:** Comment

**Subject:** NEPA Environmental Assessment / Section 4(f)

**Message:** I think its wonderful to see MNR expanding service, especially for people who live in East Bronx, but my comment is that MTA charges 2.75 and a ticket vs MNR is \$7 and up, and does not offer a free ride or transfer within 2 hours. The cost to ride MNR is the biggest complaint among NYers.

**From:** [Squarespace](#)  
**To:** [Penn Station Access Outreach](#)  
**Subject:** Form Submission - New Form  
**Date:** Monday, June 28, 2021 4:09:24 PM

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Sent via form submission from [Penn Station Access](#)

**Name:** Nelson Beltran

**Email:** nobeltutor@nerdynel.me

**Phone:** (917) 769-9950

**Company / Organization:**

**Job Title / Position:**

**Street Address:**

**City / Town:** New Rochelle

**State:** New York

**Zip Code:** 10801

**Join Mailing List:** No, do not add me to the project mailing list

**Message Type:** Comment

**Subject:** NEPA Environmental Assessment / Section 4(f)

**Message:** Good afternoon:

I'd like to begin by stating that I strongly support the Penn Station Access project. It would make traveling by transit much easier for me, as I work in Long Island and have family in The Bronx. That said, I do have a few questions and comments concerning the MTA proposal outlined in the NEPA EA:

- 1) The EA states that one Stamford train and one New Rochelle train would operate during off-peak hours. Would both of these trains make all stops in The Bronx? The EA wasn't too clear on this - I certainly hope this is the case! Half-hourly service should be the minimum, though I think more service is warranted.
- 2) I question the proposed Co-op City station location, which is under a highway in the middle of nowhere. Has the MTA examined other alternatives for the modified Pelham Bay interlocking that could allow the MTA to place the platform further east - ideally near the existing bus terminal on Earhart Lane?
- 3) For the Parkchester station location, even if MTA cannot build the platform further west due to the curve, is it not possible to construct an entryway from the platform's west end to Unionport Road and/or White Plains Road, for better connections with existing buses?

Thank you for your time and consideration. Have a great day!

**From:** [nelson.sweeting](#)  
**To:** [Penn Station Access Outreach](#)  
**Subject:** Metro North  
**Date:** Friday, July 2, 2021 5:45:24 PM

---

I live in coop city and very aware of the proposed site  
my concern is about the parking in this area which has our buses  
entering an exiting on Eskine place.

Nelson Sweeting  
Section Five Association

**From:** [Squarespace](#)  
**To:** [Penn Station Access Outreach](#)  
**Subject:** Form Submission - New Form  
**Date:** Thursday, May 20, 2021 6:35:10 PM

---

Sent via form submission from [Penn Station Access](#)

**Name:** Nicholas Acabeo

**Email:** nycnea@gmail.com

**Phone:**

**Company / Organization:**

**Job Title / Position:** Urban Planning Student

**Street Address:** 741 Thieriot Avenue

**City / Town:** Bronx

**State:** New York

**Zip Code:** 10473

**Join Mailing List:** Yes, add me to the project mailing list

**Message Type:** Comment

**Subject:** General Comment

**Message:** -Working with the city to zone the areas around the new stations for dense, mixed use, transit oriented development is crucial to allow for more New Yorkers to live in close proximity to the new transportation mode.

-When building the stations, perhaps provisions should be made for development above them.

-Stations should protect patrons from adverse weather conditions like snow and rain, and shade from the sun across the platform (but also allow for diffused natural light during the day for energy savings). Platform level doors and platforms with air conditioning/heating would make the stations significantly more pleasant in the more extreme seasons.

-Highly consider a western connection to the Parkchester station at the Unionport Road Bridge for riders walking from the Bx39 and soon re-routed Bx36 bus stops.

-Information regarding arrivals and departures and delays should be visible from street level outside the station using large/bright LED screens. Nice to know before walking into the station.

-The Bx5 has long been slowed by heavy traffic on its route to and from Hunts Point Avenue. This is particularly bad leading to and along Bruckner Boulevard crossing the Bronx River.

The state is currently implementing the Hunts Point Interstate Access plan. The Bx5 and soon SBS Bx6 could use prioritization through that bottleneck in the form of queue jump signals, bus lanes, and traffic signal priority. This would significantly reduce travel time from areas of Soundview south of Brucker Boulevard.

-Work with the city to prioritize buses, pedestrians, and micro-mobility (bicycles, bike share, electric scooter) access to the stations. We need bus lanes, traffic signal prioritization, safe street crossings for all routes to and from the stations.

-Consider a pedestrian/bicycle bridge over the Bronx River at Lafayette Avenue. This would allow Soundview/Castle Hill/Clason Point residents better access to the stations via walking/micro-mobility and Hunts Point residents better access to Soundview Park. Combined with a parking protected bicycle lane on Lafayette Avenue this would be an excellent travel route.

-The current price for a trip from Fordham Road to Grand Central is multiple times that of the subway for example. To draw users, the service should be more competitively priced, especially considering the median income of the communities surrounding the proposed stations.

-Frequent reliable service is critical to drawing riders, also hours of operation to allow those who work non-traditional hours usage or just for general transportation for recreation.

**MTA Metro-North Penn Station Access Project Public Meeting  
Held Virtually via Zoom on Tuesday, June 15, 2021**

**Comment submitted via Q&A Function**

Nick Dattilo: When are they going to fix the land they ruined along Larchmont & Mamaroneck? Thousands of trees cut down and nothing but gravel for hundreds of feet, Will they do the same for this new line?

Nick Dattilo: Is there an environmental report for the tree cutting done in Westchester?

Nick Dattilo: Why are my questions being censored?

Nick Dattilo: Did they offer these sound dampening enhancements to those in Larchmont and Mamaroneck?

Nick Dattilo: WHERE ARE ALL OF THE TREES ON THE NEW HAVEN LINE

Nick Dattilo: Are any residents going to be able to speak?

**From:** [Squarespace](#)  
**To:** [Penn Station Access Outreach](#)  
**Subject:** Form Submission - New Form2  
**Date:** Friday, June 11, 2021 1:19:37 AM

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Sent via form submission from [Penn Station Access](#)

**Name:** Nitesh Goyal

**Email:** nitesh.apps@gmail.com

**Phone:**

**Company / Organization:**

**Job Title / Position:**

**Street Address:**

**City / Town:** New Haven

**State:** Connecticut

**Zip Code:** 06510

**Join Mailing List:** No, do not add me to the project mailing list

**Message Type:** Comment

**Subject:** General Comment

**Message:** This is a very important project and I would like to see this happen faster than the projected timeline. The project will connect CT and NY economy further and would dock new opportunities. Please prioritize this even further and make it happen by the end of 2022.  
Thanks



**From:** [Squarespace](#)  
**To:** [Penn Station Access Outreach](#)  
**Subject:** Form Submission - New Form2  
**Date:** Tuesday, June 29, 2021 12:55:54 PM

---

Sent via form submission from [Penn Station Access](#)

**Name:** oliver Chessler

**Email:** olchessler@gmail.com

**Phone:** (940) 940-8847

**Company / Organization:**

**Job Title / Position:**

**Street Address:** 175 W 72ND ST, 7h

**City / Town:** NEW YORK

**State:** New York

**Zip Code:** 10023

**Join Mailing List:** Yes, add me to the project mailing list

**Message Type:** Comment

**Subject:** NEPA Environmental Assessment / Section 4(f)

**Message:** Maybe find ways to recycle materials that can be recycled

**From:** [Squarespace](#)  
**To:** [Penn Station Access Outreach](#)  
**Subject:** Form Submission - New Form2  
**Date:** Wednesday, June 23, 2021 3:41:48 PM

---

Sent via form submission from [Penn Station Access](#)

**Name:** Otto Vondrak

**Email:** otto@railfan.com

**Phone:** (585) 820-2341

**Company / Organization:** Railfan & Railroad Magazine

**Job Title / Position:** Managing Editor

**Street Address:** 87 Longview Terrace

**City / Town:** Rochester

**State:** New York

**Zip Code:** 14609

**Join Mailing List:** Yes, add me to the project mailing list

**Message Type:** Comment

**Subject:** General Comment

**Message:** As someone who grew up riding the Harlem and New Haven Lines most of my life, I'm excited to see this worthwhile expansion of service into the South Bronx as well as adding Penn Station as another downtown destination. This is an excellent way to increase mobility through the region. I encourage Metro-North to look at additional through-route corridors that could benefit from service, possibly including the Hudson Line as well.

**From:** [Squarespace](#)  
**To:** [Penn Station Access Outreach](#)  
**Subject:** Form Submission - New Form2  
**Date:** Tuesday, June 1, 2021 11:17:57 AM

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Sent via form submission from [Penn Station Access](#)

**Name:** Patter Son

**Email:** pattersontraveler@anon.com

**Phone:**

**Company / Organization:**

**Job Title / Position:**

**Street Address:**

**City / Town:**

**State:** Alabama

**Zip Code:** 12564

**Join Mailing List:** No, do not add me to the project mailing list

**Message Type:** Comment

**Subject:** General Comment

**Message:** Why not restore Express Train service to/from Wassaic first?

Then maybe we can get on board with this idea - especially if the MTA could gain more customers to commute to the Bronx. I know several people who would buy a monthly ticket immediately.

**From:** [Squarespace](#)  
**To:** [Penn Station Access Outreach](#)  
**Subject:** Form Submission - New Form2  
**Date:** Friday, May 28, 2021 12:02:01 PM

---

Sent via form submission from [Penn Station Access](#)

**Name:** Peter Duncan

**Email:** p.duncan28@gmail.com

**Phone:** (914) 960-8159

**Company / Organization:**

**Job Title / Position:**

**Street Address:** 158 Diamond Street

**City / Town:** Brooklyn

**State:** New York

**Zip Code:** 11222

**Join Mailing List:** Yes, add me to the project mailing list

**Message Type:** Comment

**Subject:** NEPA Environmental Assessment / Section 4(f)

**Message:** Please include at least one station in queens preferably in Sunnyside/LIC for easy transfers with NYCT. Additionally include lower fares within NYC. Lastly headways have to be at least every fifteen minutes for this to be an worthwhile endeavor.

**From:** [Squarespace](#)  
**To:** [Penn Station Access Outreach](#)  
**Subject:** Form Submission - New Form2  
**Date:** Sunday, May 30, 2021 11:16:25 AM

---

Sent via form submission from [Penn Station Access](#)

**Name:** Peter Greenberg

**Email:** nextseventrain@gmail.com

**Phone:** (718) 938-1760

**Company / Organization:**

**Job Title / Position:**

**Street Address:** 3435 87 Street

**City / Town:** JACKSON HEIGHTS

**State:** New York

**Zip Code:** 11372

**Join Mailing List:** Yes, add me to the project mailing list

**Message Type:** Comment

**Subject:** NEPA Environmental Assessment / Section 4(f)

**Message:** Bronx stations' fares need to be same as subway fare (and included in unlimited MetroCard), otherwise they will succumb to same fate as earlier stations in similar locations that closed in 1930s. Few in Bronx will pay the \$19.50 peak r/t fare, or monthly \$216 when they probably still need subway fare to complete their trip.

The new stations stand a fighting chance of working if you make using them equivalent to the subway in terms of fare.

Without such a commitment on fares, this is little more than an attempt to get well-heeled Connecticut and Westchester commuters slightly closer to the Hudson Yards shopping mall. Although it probably won't even do that.

**From:** [Squarespace](#)  
**To:** [Penn Station Access Outreach](#)  
**Subject:** Form Submission - New Form2  
**Date:** Saturday, May 29, 2021 12:12:08 PM

---

Sent via form submission from [Penn Station Access](#)

**Name:** Phillip Roncoroni

**Email:** goodcowfilms@hotmail.com

**Phone:**

**Company / Organization:**

**Job Title / Position:**

**Street Address:**

**City / Town:**

**State:** New York

**Zip Code:** 11375

**Join Mailing List:** Yes, add me to the project mailing list

**Message Type:** Comment

**Subject:** General Comment

**Message:** Any additional access for transit starved communities is great, however your commuter rail city zone fares are absolutely overpriced.

In the San Francisco Bay Area, which also has a very high cost of living, an SFMUNI monthly pass (equivalent to NYCT) is \$81. But for only \$98 (\$17 more, or 21%), it also includes BART (LIRR/MNRR equivalent) access within the city zone.

Here in New York State, the NYCT bus and subway pass and commuter rail passes are completely separate, and add hundreds of additional dollars per month in costs for access to both.

Lower your city zone fares. Also eliminate conductors on your commuter rails, retrain them for other positions like engineers to run more service, and instead implement periodic proof of payment spot checks. Your commuter rail cost structures are absolutely broken.

**From:** [Squarespace](#)  
**To:** [Penn Station Access Outreach](#)  
**Subject:** Form Submission - New Form2  
**Date:** Friday, May 28, 2021 2:21:50 PM

---

Sent via form submission from [Penn Station Access](#)

**Name:** Ramiro Vidal

**Email:** ramvid01@gmail.com

**Phone:** (646) 220-4178

**Company / Organization:**

**Job Title / Position:**

**Street Address:** 9801 67th Avenue, Apt. 2R

**City / Town:** Rego Park

**State:** New York

**Zip Code:** 11374

**Join Mailing List:** Yes, add me to the project mailing list

**Message Type:** Comment

**Subject:** General Comment

**Message:** This is an excellent project that will improve the commute times to Bronx residents. Furthermore the MTA should also consider adding another stop on Northern Boulevard that would help provide a direct rail connection between Queens and the Bronx and give riders more flexibility in their options in traveling in the region.

**From:** [Squarespace](#)  
**To:** [Penn Station Access Outreach](#)  
**Subject:** Form Submission - New Form2  
**Date:** Friday, May 28, 2021 11:12:53 AM

---

Sent via form submission from [Penn Station Access](#)

**Name:** Rebecca Hyams

**Email:** rebecca.hyams@gmail.com

**Phone:** (516) 318-9053

**Company / Organization:** Borough of Manhattan Community College

**Job Title / Position:** Assistant Professor

**Street Address:** 1603 Hobart Ave Apt 3A

**City / Town:** Bronx

**State:** New York

**Zip Code:** 10461

**Join Mailing List:** Yes, add me to the project mailing list

**Message Type:** Comment

**Subject:** General Comment

**Message:** I'm excited to hear that this plan is moving forward as someone who lives in the East Bronx and works in lower Manhattan. My main concern or question is about connecting service to the planned train stations. Will bus routes be adjusted to make it easier to connect to these stations? The closest station planned to where I live would probably be Morris Park, but what buses will connect to the station? Will it be easy for people living in Throgs Neck/Waterbury/Pelham Bay to get to this new station by bus?

Because while I'm excited over the prospect of shorter travel times to my office, it won't really save me that much time if it takes 20-30 minutes to get to the new station by bus. (I live off the Bx8 and near the Bx24 bus.) Westchester Square (where all the buses from here pass through to get to the Morris Park area) is very crowded and full of traffic and just the prospect of going through there to get to the new station will probably add quite a bit to travel time.

Also, while the travel time from station to station will be shorter, it also doesn't mean much if the service isn't frequent (why wait at Penn for a train when the subway runs trains every 3-5 minutes in rush hour?). Will service be offered at a high frequency for these new stations?



**Comment submitted by phone**  
**May 28, 2021**

Rick Landau: Hi my name is Rick Landau. I've received your letter regarding the Penn Station Access Project. I'm a property owner. If someone could give me a call back, I just have some questions. My number is 917-359-8644. That's 917-359-8644. I am the owner of 18-81 East Tremont Avenue. Thank you.

**From:** [Squarespace](#)  
**To:** [Penn Station Access Outreach](#)  
**Subject:** Form Submission - New Form2  
**Date:** Tuesday, June 1, 2021 11:07:42 PM

---

Sent via form submission from [Penn Station Access](#)

**Name:** Robert Mendelson

**Email:** rmmfirst@optonline.net

**Phone:**

**Company / Organization:**

**Job Title / Position:**

**Street Address:**

**City / Town:**

**State:** Alabama

**Zip Code:** 10530

**Join Mailing List:** Yes, add me to the project mailing list

**Message Type:** Comment

**Subject:** NEPA Environmental Assessment / Section 4(f)

**Message:** Please add a stop in Astoria.

Otherwise, the environmental impact is positive as it increases transit usage. Please do not get bogged down in too many details for this study.

**From:** [Squarespace](#)  
**To:** [Penn Station Access Outreach](#)  
**Subject:** Form Submission - New Form2  
**Date:** Friday, May 28, 2021 11:33:13 AM

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Sent via form submission from [Penn Station Access](#)

**Name:** Robert Rogucki

**Email:** rogucki86@outlook.com

**Phone:** (475) 223-2457

**Company / Organization:** CTECS

**Job Title / Position:** Student

**Street Address:** 15 Jeanetti Drive

**City / Town:** Derby

**State:** Connecticut

**Zip Code:** 06418

**Join Mailing List:** Yes, add me to the project mailing list

**Message Type:** Comment

**Subject:** General Comment

**Message:** What's the planned service pattern? Will some Danbury and New Canaan branch trains be going to Penn? Will the Waterbury branch go to Penn in the future? How often will trains run to New Haven?

**From:** [Squarespace](#)  
**To:** [Penn Station Access Outreach](#)  
**Subject:** Form Submission - New Form  
**Date:** Tuesday, May 25, 2021 9:01:02 PM

---

Sent via form submission from [Penn Station Access](#)

**Name:** Robert Walker

**Email:** stambobpwr1@gmail.com

**Phone:**

**Company / Organization:** Garg Consulting Services, Inc.

**Job Title / Position:** Senior Traction Power Engineer

**Street Address:** 1 Three Lakes Drive

**City / Town:** Stamford

**State:** Connecticut

**Zip Code:** 06902

**Join Mailing List:** Yes, add me to the project mailing list

**Message Type:** Comment

**Subject:** General Comment

**Message:** No comments at this time but please add me to your mailing list.

RON M. ARYEL, M.D. M.B.A.  
35 LIVERMORE DRIVE  
RENO NV 89519-2122  
RON@RENOCENTERFORHEALTH.COM

June 10, 2021

MTA Government and Community Relations  
RE: Penn Station Access EA  
2 Broadway D17 140  
New York NY 10004

Members of the MTA Board

As the Long Island Rail Road link to Grand Central approaches completion, MTA proposes to connect the Metro-North Commuter Railroad to Penn Station and build four new stations in the Bronx.

I have family and friends in New York, and when I visit, MTA gets me around.

I wholeheartedly support this plan and urge the MTA Board to place Penn Station Access onto a Five Year Capital Plan.

1. Penn Station Access will provide an efficient rail transit option to areas of the Bronx that are not adequately served by the subway, and will offer a reverse commute option that the subway cannot.
2. Critically, Penn Station Access will offer stations fully compliant with the Americans With Disabilities Act; too many Bronx subway stations are not yet compliant. It is important to bring the subway up to compliance, but

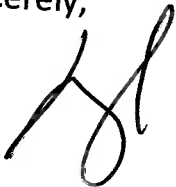
Metro-North offers a way to provide handicapped transportation both for the city and the suburbs.

3. The Bronx neighborhoods to be served by the new Metro-North stations include large percentages of ethnic minorities, many of whom have modest incomes. It is vitally important to improve their access to jobs, hospitals, clinics, recreation and to schools.
4. Penn Station Access will create not only well paying construction jobs, but also permanent jobs associated with the continued operation of the railroad line into the future.
5. Penn Station access will help the community fight air pollution, congestion, and climate change. It will improve the quality of life and reduce crime in the communities it serves by increasing productive foot traffic.
6. Penn Station Access will create opportunities for creating green space around the stations and improving the aesthetic value of each neighborhood, as well as supporting its property values.

I have a concern about the Coop City station. This station is too far from Coop City for residents to walk to it, so I ask MTA to design and implement an efficient public shuttle service to get Coop City residents to and from the train. Also, it is important to redesign and modify the street(s) around the station to create a "Kiss and Ride" area that minimizes congestion while making it easy for car drivers to drop off passengers at the station.

Again, I fully support Penn Station Access. It is environmentally sound, cost-effective, and economically beneficial. It serves social justice goals.

Sincerely,



Ron M. Aryel, M.D., M.B.A.

**From:** [Sandra Elie](#)  
**To:** [Penn Station Access Outreach](#)  
**Subject:** Hell Gate Line  
**Date:** Wednesday, June 30, 2021 5:07:08 PM

---

I'm writing to protest this line running through my community. This line will affect the quality of life of this residential community. The sound of the trains, the opening up the community with more commuters. I don't understand why they do not open this on northern boulevard. This is area is already commercial plus it would connect with the other train stations on northern boulevard.

I've seen what is done when a train is out in the middle of a quiet residential community. It brings with it the homeless population, pollution and crowds. In addition we as residents have a parking problem and with the train parking will get worse.

I ask that you relocate to northern boulevard and not destroy a quiet residential area.

Sent from my iPhone

**From:** [Sarah Abel](#)  
**To:** [Penn Station Access Outreach](#)  
**Subject:** Metro North Station  
**Date:** Saturday, July 3, 2021 4:01:03 PM

---

"Don't clog up Sect 5 State Planners ! We need accessibility from both sides of the tracks"

Thank you  
Sarah Abel  
120 Erskine Place  
Bronx N.Y. 10475



**From:** [Squarespace](#)  
**To:** [Penn Station Access Outreach](#)  
**Subject:** Form Submission - New Form2  
**Date:** Wednesday, June 2, 2021 1:26:31 AM

---

Sent via form submission from [Penn Station Access](#)

**Name:** Scott Whipple

**Email:** scotty1705@yahoo.com

**Phone:**

**Company / Organization:**

**Job Title / Position:**

**Street Address:**

**City / Town:**

**State:** New York

**Zip Code:** 10023

**Join Mailing List:** Yes, add me to the project mailing list

**Message Type:** Comment

**Subject:** NEPA Environmental Assessment / Section 4(f)

**Message:** While I respect the goals of this project, please don't make it take longer to get to/from New Haven than it already does. 2 hours plus is a long commute and Amtrak is no faster thanks to using Hell Gate, in fact it's just more expensive.

**From:** [Stephanie McGregor](#)  
**To:** [Penn Station Access Outreach](#)  
**Subject:** Metro North Station at Coop City  
**Date:** Thursday, July 1, 2021 5:35:10 PM

---

Good afternoon:

I write to give an opinion re the station. Yes!

That said, there are other concerns we should be aware of.

Co-op City need Metro North station accessibility from both sides of the tracks.

North and South and east and west.

Otherwise it will be a nightmare.

Thank you.

Stephanie McGregor

100 Elgar Place, #18B

Bronx, New York 10475 (coop city)

**From:** [Squarespace](#)  
**To:** [Penn Station Access Outreach](#)  
**Subject:** Form Submission - New Form  
**Date:** Thursday, May 20, 2021 5:33:34 PM

---

Sent via form submission from [Penn Station Access](#)

**Name:** Stephen Conklin

**Email:** stephenmconklin@gmail.com

**Phone:** (917) 622-3368

**Company / Organization:** Ultra DNT

**Job Title / Position:** IT Data Analyst

**Street Address:** 7158 72 Place

**City / Town:** Glendale

**State:** New York

**Zip Code:** 11385

**Join Mailing List:** Yes, add me to the project mailing list

**Message Type:** Comment

**Subject:** General Comment

**Message:** Add a stop in SUNNYSIDE QUEENS for LIRR transfer.

**From:** [Squarespace](#)  
**To:** [Penn Station Access Outreach](#)  
**Subject:** Form Submission - New Form2  
**Date:** Wednesday, June 2, 2021 1:20:59 PM

---

Sent via form submission from [Penn Station Access](#)

**Name:** Steve Boatti

**Email:** sboatti@gmail.com

**Phone:**

**Company / Organization:**

**Job Title / Position:**

**Street Address:**

**City / Town:** Bronx

**State:** New York

**Zip Code:** 10471

**Join Mailing List:** Yes, add me to the project mailing list

**Message Type:** Comment

**Subject:** NEPA Environmental Assessment / Section 4(f)

**Message:** I know the environmental assessment says there will be no new parking at the new stations. But I urge you to add at least some parking at Coop City. This is an out-of-the-way station that could benefit from some customers driving there from nearby neighborhoods. And even a small parking area would increase the number of train customers. Thank you.

**From:** [Squarespace](#)  
**To:** [Penn Station Access Outreach](#)  
**Subject:** Form Submission - New Form2  
**Date:** Wednesday, June 2, 2021 9:20:28 PM

---

Sent via form submission from [Penn Station Access](#)

**Name:** Tina Ruggiero

**Email:** tinaruggierorealtor@gmail.com

**Phone:** (646) 208-6137

**Company / Organization:**

**Job Title / Position:** Realtor

**Street Address:** 490 Minnieford Avenue

**City / Town:** Bronx

**State:** New York

**Zip Code:** 10464

**Join Mailing List:** Yes, add me to the project mailing list

**Message Type:** Media Request

**Subject:** General Comment

**Message:** This project is long overdue and needed especially in the areas it is slated for in the Bronx. My husband and I have been strong proponents of this project since we first sat in on the original presentation at Fordham University Rose Hall. Let's get the party started the areas this will be in have been underserved by fore t access to Penn Station and it will help along the NorthEast Bronx corridor.

**MTA Metro-North Penn Station Access Project Public Meeting  
Held Virtually via Zoom on Tuesday, June 15, 2021**

**Comment submitted via Q&A Function**

Unidentified: how much will the project cost?

**MTA Metro-North Penn Station Access Project Public Meeting  
Held Virtually via Zoom on Tuesday, June 15, 2021**

**Comment submitted via Q&A Function**

Unidentified: What is the compensation plan for Queens resident for reducing homes values because of the noise?

**From:** [Squarespace](#)  
**To:** [Penn Station Access Outreach](#)  
**Subject:** Form Submission - New Form  
**Date:** Sunday, June 20, 2021 4:33:57 PM

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Sent via form submission from [Penn Station Access](#)

**Name:** Vincent Macchia

**Email:** rais.git@gmail.com

**Phone:**

**Company / Organization:**

**Job Title / Position:**

**Street Address:** 1 Shearwood Place

**City / Town:** New Rochelle

**State:** New York

**Zip Code:** 10801

**Join Mailing List:** Yes, add me to the project mailing list

**Message Type:** Comment

**Subject:** General Comment

**Message:** I would love to see this get traction and I would use this daily!



**From:** [Squarespace](#)  
**To:** [Penn Station Access Outreach](#)  
**Subject:** Form Submission - New Form2  
**Date:** Saturday, May 29, 2021 1:51:36 PM

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Sent via form submission from [Penn Station Access](#)

**Name:** Vincent Perrelli

**Email:** countvincenzo@aol.com

**Phone:**

**Company / Organization:**

**Job Title / Position:**

**Street Address:** 17 Paladin Drive

**City / Town:** Wilmington

**State:** Delaware

**Zip Code:** 19802

**Join Mailing List:** No, do not add me to the project mailing list

**Message Type:** Comment

**Subject:** NEPA Environmental Assessment / Section 4(f)

**Message:** Welcome! Can't wait!

**From:** [Squarespace](#)  
**To:** [Penn Station Access Outreach](#)  
**Subject:** Form Submission - New Form  
**Date:** Thursday, July 15, 2021 4:46:58 PM

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Sent via form submission from [Penn Station Access](#)

**Name:** William Meehan

**Email:** william.meehan.620@gmail.com

**Phone:**

**Company / Organization:**

**Job Title / Position:**

**Street Address:**

**City / Town:** Brooklyn

**State:** New York

**Zip Code:** 11238

**Join Mailing List:** No, do not add me to the project mailing list

**Message Type:** Inquiry

**Message:** This is a great project, but a few things should be improved. First, Metro-North should coordinate with NYCT for bus and bike connections to the train. This should mean locating proposed stations as close to bus routes as possible, which may require moving them from their proposed EIS locations. It will also mean adding abundant secure bike parking near stations, with room for CitiBike docks later. As a positive, it is great that Metro-North is not considering car parking at these stations, since private automobiles are an outdated technology incompatible with city life, transit, and the climate crisis.

Second, Metro-North should focus on off-peak reverse-peak travel too, both for better efficiency and improving connections from the Bronx to jobs in Stamford. Third, Metro-North should explore a joint procurement with New Jersey Transit for dual-voltage trainsets that can run through Penn Station.

Most importantly, Metro-North should grade separate the junction in New Rochelle as part of this project. This would completely eliminate conflicts where southbound trains – currently Amtrak but soon to include PSA trains as well – must cross in front of express trains. A relatively prudent and inexpensive improvement, it would future-proof this investment for frequency increases when it proves popular, and it would prevent delays from cascading through the New Haven Line.

**From:** [William Natal](#)  
**To:** [Penn Station Access Outreach](#)  
**Subject:** Penn Station Access property of interest letter.  
**Date:** Tuesday, June 1, 2021 10:37:35 AM  
**Importance:** High

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We received a letter today discussing the Penn Station Access and possible property acquisition.

The address in question is 1571 Bronx River Ave / BBL: 2039100115

In that letter, is stated a letter was sent to us on May 5, 2021, identifying our building as a “property of interest” but we don’t seem to have that letter. Can you send us a copy?

William Natal  
IT & Facilities Manager  
E-J Electric Installation Co.  
Direct: 347-396-9400  
Office: 718-786-9400  
Cell: 347-865-2778  
[www.ej1899.com](http://www.ej1899.com)  
"Our Third Century of Excellence"

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**Comment submitted by phone**  
**June 1, 2021**

Wilson Ribadeneira: Hello my name is Will Ribadeneira and I would like to review a paper version of the Environmental Assessment. My cell phone is 917-981-5725. Again, it's 917-981-5725.

**From:** [Yevgeny Sorokin](#)  
**To:** [Penn Station Access Outreach](#)  
**Subject:** Penn Station Access Project  
**Date:** Tuesday, June 15, 2021 7:22:57 PM

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Good evening,

I would like to say that I'm very concern with the Penn Station Access Project since I live by the Amtrack line where you planning to run new MTA trains. My question is what would you do to reduce the noise and how will you compensate me for my home value decreasing because of excessive noise? Is there a department that I have to send a complain to be compensated for my home value deprecation or should this be done thru the court?

Thank you

## **MTA Metro-North Penn Station Access Project Public Meeting Held Virtually via Zoom on Tuesday, June 15, 2021**

MR. YUKI ENDO: I support both MNRR Penn Station Study along with LIRR East Side Access.

When it is completed with LIRR East Side Access, CityTicket should be combined to make one way fare with MNRR/LIRR at Penn Station and GCT.

All my friends want MTA to build two MNRR Stations in Astoria for 31st St/Ditmars Blvd and Northern Blvd-54th St-Broadway to be added to MNRR Penn Station Study project will make either for Bronx-Queens-Westchester-CT commute, well as M60 SBS, Q19, Q101, Q18 connection, well as (N)(W) at Ditmars Blvd, (M)(R) at Northern Blvd. Also with cooperation with LIRR, MNRR also should make stop at Sunnyside Station as well depends where MNRR will go.

This will connect residents of Astoria, Queens, eastern Bronx, Westchester County and Connecticut since all these areas have museums, point of interest, shopping retails.

I also like to see Q53 SBS, Q70 SBS to expand to Northern Blvd/Broadway/54th St to connect with MNRR Astoria Station and MNRR Northeast Bronx.

Also MNRR, LIRR and Amtrak should work together to fix Hell Gate's Bridge because I seen from some youtube videos, Amtrak doesn't seem to take good care of Hell Gate's Bridge.

If you built MNRR Stations in Astoria or Sunnyside-Woodside,, Queens, I would have faster ride to Bronx or CT since taking subways are slow.