

Attachment C
Modifications, Clarifications, and Errata



Attachment C: Modifications, Clarifications, and Errata

This table provides a summary of the clarifications and corrections to the text presented in the Penn Station Access Environmental Assessment and Draft Section 4(f) Evaluation dated May 2021 (PSA EA); these are noted as "E" or Errata. This table also provides a summary of modifications made as a result of Project Development since the publication of the PSA EA; these are noted as "D" or Project Development.

Comment Reference	#	PSA EA Section and Page Number	PSA EA Text	Modification, Clarification, and Errata	E	D
Executive Summary						
NYCDPR #73	1	Section ES 4.1 page ES-6	<p><i>Programmed and Committed Projects</i></p> <p>No projects are currently planned along the HGL itself. The following transportation construction projects are included in the No Action Alternative:</p> <ul style="list-style-type: none"> • East Side Access (ESA) • Hunts Point Planning-Environmental Link Study • Transforming the South Bronx: Bruckner-Sheridan Expressway Improvements Project • Moynihan Station Phase II • Penn Station New East End Gateway and LIRR Concourse 	<p><i>Programmed and Committed Projects</i></p> <p>No projects are currently planned along the HGL itself. The following transportation construction projects are included in the No Action Alternative:</p> <ul style="list-style-type: none"> • East Side Access (ESA) • Hunts Point Planning-Environmental Link Study • Transforming the South Bronx: Bruckner-Sheridan Expressway Improvements Project • Moynihan Station Phase II • Penn Station New East End Gateway and LIRR Concourse• • <u>Interstate-95 and Bronx and Pelham Parkway interchange improvements by New York State Department of Transportation</u> 	✓	
NYCDPR #45	2	Table ES-2, Potential Impacts of No Action Alternative and Proposed Project, Open Space and Recreation Page ES-12	<p>Public Open Space and Recreation, Measures to Minimize Harm:</p> <p>The design-builder would ensure that measures are in place to prevent refuse from migrating from the proposed Co-op City Station into Pelham Bay Park, such as the installation of fencing between the park and the railroad right-of-way in order to prevent access to the park from the station and to minimize the occurrence of wind-blown refuse to the park.</p> <p>Access to the parks would be maintained during construction and access agreements following construction would permit use of existing or planned paths/roads within the parks for maintenance purposes.</p>	<p>Public Open Space and Recreation, Measures to Minimize Harm:</p> <p>The design-builder would ensure that measures are in place to prevent refuse from migrating from the proposed Co-op City Station into Pelham Bay Park, such as the installation of fencing between the park and the railroad right-of-way in order to prevent access to the park from the station and to minimize the occurrence of wind-blown refuse to the park. <u>NYCDPR will review plans for any proposed fencing between parks and the railroad right of way. Access to the parks would be maintained during construction and disruption would be kept to a minimum. A NYCDPR construction permit will be obtained or other agreement negotiated if staging, storage, or vehicle parking would take place at any City park location or construction activities are identified that would potentially have an impact on parkland.</u> and Access agreements following construction would permit use of existing or planned paths/roads within the parks for maintenance purposes.</p>	✓	
NYCDPR #51, 83	3	Table ES-2, Potential Impacts of No Action Alternative and Proposed Project Natural Resources Page ES-12	<p>As per NYCDPR requirements, where the Proposed Project would involve work on or within 50 feet of a tree under City jurisdiction, the design-builder would obtain a Tree Work Permit from NYCDPR prior to the start of construction, and perform all work in compliance with NYCDPR's Tree Valuation Protocol and Tree Protection Protocol. A Memorandum of Agreement between MTA and NYCDPR will establish the procedures for surveying the trees by a certified arborist, submitting project design plans for NYCDPR review, and determining restitution requirements.</p> <p>As design advances, MTA and the design-builder would revise the impacts to wetlands, if necessary, and address compensatory mitigation in the permitting process. MTA would evaluate measures to minimize harm in accordance with state and federal regulations and guidance. Permits for in-water bridge work adjacent to the existing Bronx River Bridge and construction of other project elements—including permit(s) from U.S. Army Corps of Engineers, a U.S. Coast Guard permit, and a water quality certificate from NYSDEC—could be required and would be pursued during the final design phase. MTA is consulting with U.S. Army Corps of Engineers, U.S. Coast Guard, and NYSDEC and will continue to coordinate closely with these natural resources agencies during the permitting process.</p> <p>Based on consultation with NOAA, the design-builder would be required to implement the following measures for in-water work at the Bronx River Bridge: minimize in-water disturbance including the installation of</p>	<p>As per NYCDPR requirements, where the Proposed Project would involve work on or within 50 feet of a tree under City jurisdiction, the design-builder would obtain a Tree Work Permit from NYCDPR prior to the start of construction, and perform all work in compliance with NYCDPR's Tree Valuation Protocol and Tree Protection Protocol. A Memorandum of Agreement between MTA and NYCDPR will establish the procedures for surveying the trees by a certified arborist, submitting project design plans for NYCDPR review, and determining restitution requirements. <u>To protect migratory birds and breeding birds, tree removal work on public parkland or removal of other City trees identified by the survey as potential habitat for such birds would not be conducted between April 1st and September 31st.</u> As design advances, MTA and the design-builder would revise the impacts to wetlands, if necessary, and address compensatory mitigation in the permitting process. MTA would evaluate measures to minimize harm in accordance with state and federal regulations and guidance. Permits for in-water bridge work adjacent</p>	✓	



Comment Reference	#	PSA EA Section and Page Number	PSA EA Text	Modification, Clarification, and Errata	E	D
			cofferdams around the work area, avoid in-water work between January 1 and June 30, and ensure waterborne equipment floats at all stages of the tide.	to the existing Bronx River Bridge and construction of other project elements—including permit(s) from U.S. Army Corps of Engineers, a U.S. Coast Guard permit, and a water quality certificate from NYSDEC—could be required and would be pursued during the final design phase. MTA is consulting with U.S. Army Corps of Engineers, U.S. Coast Guard, and NYSDEC and will continue to coordinate closely with these natural resources agencies during the permitting process. Based on consultation with NOAA and NYCDPR, the design-builder would be required to implement the following measures for in-water work at the Bronx River Bridge: minimize in-water disturbance including the installation of cofferdams around the work area, avoid in-water work between January 1 and June 30, and ensure waterborne equipment floats at all stages of the tide, <u>protect the new Starlight Park pedestrian bridges, coordinate with NYCDPR if any caissons are proposed near park retaining walls or other park features, and coordinate in-water work with NYCDPR and the Bronx River Alliance to ensure it does not conflict with planned boating events.</u>		
	4	Table ES-2, Potential Impacts of No Action Alternative and Proposed Project, Department of Transportation Act, Section 4(f) Resources Page ES-14	Because the permanent easement and non-exclusive easement within Starlight Park and permanent easement in Pelham Bay Park would not adversely change the activities, features or properties of the resource, FTA proposes to make a de minimis finding for the use of those portions of Starlight Park and Pelham Bay Park.	Because the permanent easement and non-exclusive easement within Starlight Park and permanent easements in <u>Concrete Plant Park and Pelham Bay Park</u> would not adversely change the activities, features or properties of the resource, FTA proposes to make a de minimis finding for the use of those portions of <u>Concrete Plant Park, Starlight Park and Pelham Bay Park.</u>		✓
NYCDPR Section 4f letter	5	Table ES-2, Potential Impacts of No Action Alternative and Proposed Project, Department of Transportation Act, Section 4(f) Resources Page ES-14	Vehicular access for maintenance of signal equipment using a shared path that is planned as part of Starlight Park Phase 2 will be limited and of short duration. While the construction of Pelham Lane Pathway Bridge (within Pelham Bay Park) would temporarily affect (no more than 12 months) a small portion of the pathways located immediately adjacent to and below the bridge, one path under the Pelham Lane Pathway Bridge for the public would be maintained throughout construction. Therefore, golfers would continue to be able to access Split Rock Golf Course throughout the duration of construction.	Vehicular access for maintenance of signal equipment using a shared path that is planned as part of Starlight Park Phase 2 will be limited and of short duration. While the construction of Pelham Lane Pathway Bridge (within Pelham Bay Park) would temporarily affect (no more than 12 months) a small portion of the pathways located immediately adjacent to and below the bridge, one path under the Pelham Lane Pathway Bridge for the public would be maintained throughout construction. Therefore, golfers would continue to be able to access Split Rock Golf Course throughout the duration of construction. <u>The Pelham Lane Pathway Bridge 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. NYCDPR 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 bridge.</u>		✓
	6	Table ES-2, Potential Impacts of No Action Alternative and Proposed Project, Transportation Page ES-15	Transit <ul style="list-style-type: none"> NHL service to Manhattan would increase by up to 23 trains in the peak periods in the peak direction, with up to 12 trains expected in the initial operation. 	Transit <ul style="list-style-type: none"> NHL service to Manhattan would increase by up to 23 12 trains in the peak periods in the peak direction, with up to 12 trains expected in the initial operation. 	✓	
Section 2: Project Alternatives						
NYCDPR #39	7	2.4.1, Programmed and Committed Projects Page 2-14	<ul style="list-style-type: none"> Transforming the South Bronx: Bruckner-Sheridan Expressway Improvements Project – The New York State Department of Transportation is designing a \$1.8 billion project in the South Bronx. This project will add a third lane to the Bruckner Expressway and relocate Sheridan Expressway ramps, which will eliminate the bottleneck at the Bruckner-Sheridan Expressway interchange, thereby improving access to Hunts Point. The project will also install new signage and pavement markers to direct auto, truck, and pedestrian traffic within the Hunts Point peninsula. Additionally, the project will redevelop the Sheridan Expressway as an urban boulevard, to give the local community access to the currently inaccessible Bronx River waterfront. The FHWA issued a Record of Decision (ROD) for the project on April 9, 2019. The conversion of expressway to the Sheridan Boulevard was completed in December 2019. Construction of the ramps began in early 2020 and is expected to be completed by fall 2022. 	<ul style="list-style-type: none"> Transforming the South Bronx: Bruckner-Sheridan Expressway Improvements Project – The New York State Department of Transportation is designing a \$1.8 billion project in the South Bronx. This project will add a third lane to the Bruckner Expressway and relocate Sheridan Expressway ramps, which will eliminate the bottleneck at the Bruckner-Sheridan Expressway interchange, thereby improving access to Hunts Point. The project will also install new signage and pavement markers to direct auto, truck, and pedestrian traffic within the Hunts Point peninsula. Additionally, the project will redevelop the Sheridan Expressway as an urban boulevard, to give the local community access to the currently inaccessible Bronx River waterfront. The FHWA issued a Record of Decision (ROD) for the project on April 9, 2019. The conversion of expressway to the Sheridan Boulevard was completed in December 2019. Construction of the ramps began in early 2020 and is expected to be completed by fall 2022 <u>was completed in 2021.</u> 	✓	



Comment Reference	#	PSA EA Section and Page Number	PSA EA Text	Modification, Clarification, and Errata	E	D
NYCDPR #73	8	2.4.1, Programmed and Committed Projects Page 2-15		<ul style="list-style-type: none"> <u>I-95/Bronx and Pelham Parkway Interchange – The New York State Department of Transportation is performing repairs on the cloverleaf ramps near Co-op City. Construction will start in fall 2021 and is anticipated to end in 2023.</u> 	✓	
Section 3: Land Use, Zoning, and Public Policy						
NYCDPR #39	9	Section 3.5.2.3, Public Policy; Table 3-1, Hunts Point Station Area: Programmed/Committed Development Projects Page 3-17	Project Name: Transforming the South Bronx: Bruckner-Sheridan Expressway Improvements Anticipated Year of Completion: Under Construction	Project Name: Transforming the South Bronx: Bruckner-Sheridan Expressway Improvements Anticipated Year of Completion: Under Construction Complete	✓	
NYCDPR #39	10	Section 3.5.3.1, Land Use Page 3-21	Under the No Action Alternative, the New York City Department of Design and Construction and the New York City Department of Parks and Recreation are pursuing Starlight Park Phase 2, a public parkland development within the Segment 3 Corridor. This project—anticipated to be completed in 2021—will be done in multiple phases and will restore the Bronx River shoreline, extend Starlight Park, and will close a major gap in the Bronx River Greenway.	Under the No Action Alternative, the New York City Department of Design and Construction and the New York City Department of Parks and Recreation are pursuing Starlight Park Phase 2, a public parkland development within the Segment 3 Corridor. <u>The last phase of the project is anticipated to be completed in mid-2022. The overall project will restore the Bronx River shoreline, extend Starlight Park, and will close a major gap in the Bronx River Greenway. The project includes the construction of two bridges. A third bridge was constructed by NYSDOT as part of the Sheridan Boulevard project and turned over to NYC Parks in late 2019.</u>	✓	
NYCDPR #39	11	Section 3.5.3.1 Land Use Table 3-2, Segment 3: Corridor and Parkchester-Van Nest Station Area: Programmed/Committed Development Projects Page 3-21	Project Name: Starlight Park Phase 2 Location: Sheridan Expwy. bet. E. 174 St., E. 172 St. and Jennings St. Anticipated Year of Completion: Under construction/ 2021	Project Name: Starlight Park Phase 2 Location: <u>Sheridan Expwy. bet. E. 174 St., E. 172 St. and Jennings St. along the Bronx River between Westchester Ave. and E. 174th St.</u> Anticipated Year of Completion: Under construction/ <u>2021+2022</u>	✓	
	12	Section 3.6.1, Property Acquisitions Page 3-23	To provide access to the stations or to the railroad (for maintenance purposes), permanent easements could be required. MTA expects permanent acquisitions of private property to be approximately 7.6 acres and easements on private property to be less than 0.2 acres.	To provide access to the stations or to the railroad (for maintenance purposes), permanent easements could be required. MTA expects permanent acquisitions of private property to be approximately 7.6 <u>7.0</u> acres and easements on private property to be less than 0.2 acres.		✓
	13	Section 3.6.1, Property Acquisitions Table 3-4, Proposed Property Acquisitions, Easements and Right-of-Way Agreements	<ul style="list-style-type: none"> Permanent easements on private property: 43 areas or 392,309 sf Pelham Bay Park permanent easements: 2 areas or 1,950 sf Concrete Plant Park permanent easements: N/A NYSDOT permanent easements: 3 areas or 4,159 sf Permanent easements on other public property: 11 areas or 133,307 sf 	<ul style="list-style-type: none"> Permanent easements on private property: <u>28 areas or 365,997 sf (-15 or -26,312 sf)</u> Pelham Bay Park permanent easements: <u>6 areas or 4,150 sf (+4 or +2,200 sf)</u> Concrete Plant Park permanent easements: <u>4 areas or 454 sf (+4 or +454 sf)</u> NYSDOT permanent easements: <u>3 areas or 2,600 sf (+0 or -1,559 sf)</u> Permanent easements on other public property: <u>4 areas or 128,452 sf (-7 or -4,855 sf)</u> 		✓
Section 6: Visual Resource						
NYCDPR Section 4f letter	14	6.5.4, Segment 4 (Corridor) Page 6-22	<i>Pelham Lane Pathway Bridge</i> The bridge may be viewed by users of Pelham Bay Park, particularly golfers and horseback riders that utilize the pathways that cross underneath the bridge; however, the rehabilitated or new bridge would be consistent with the existing bridge and railroad infrastructure. In addition, following the process outlined in the Draft Programmatic Agreement (Appendix G, "Historic, Archaeological, and Cultural Information"), SHPO would review and approve the design of the rehabilitated or new bridge to ensure the design-builder incorporates visual and aesthetic elements compatible with the existing historic bridge.	The bridge may be viewed by users of Pelham Bay Park, particularly golfers and horseback riders that utilize the pathways that cross underneath the bridge; however, the rehabilitated or new bridge would be consistent with the existing bridge and railroad infrastructure. In addition, following the process outlined in the Draft Programmatic Agreement (Appendix G, "Historic, Archaeological, and Cultural Information"), SHPO would review and approve the design of the rehabilitated or new bridge to ensure the design-builder incorporates visual and aesthetic elements compatible with the existing historic bridge. <u>NYCDPR will review, comment, and approve the design as well as the aesthetics of the finish of the bridge.</u>	✓	
Section 8: Natural Resources						



Comment Reference	#	PSA EA Section and Page Number	PSA EA Text	Modification, Clarification, and Errata	E	D
NYCDPR #54	15	Section 8.4.3 Wetlands page 8-9	Within the Segment 1 Corridor, the NYSDEC's Environmental Resource Mapper identifies two tidal wetland areas as SM-coastal shoals, bars, and mudflats within 500 feet of the HGL Corridor (Figure 8-2). The corridor crosses the East River, which the NWI identifies as an estuarine and marine deepwater wetland (E1UBL) (Figure 8-3). Specifically, this wetland code identifies estuarine, subtidal, unconsolidated bottom wetlands.	Within the Segment 1 Corridor, the NYSDEC's Environmental Resource Mapper identifies two tidal wetland areas as SM-coastal shoals, bars, and mudflats within 500 feet of the HGL Corridor (Figure 8-2). <u>In addition, an unmapped restored tidal marsh is located on Randall's Island near Icahn Stadium.</u> The corridor crosses the East River, which the NWI identifies as an estuarine and marine deepwater wetland (E1UBL) (Figure 8-3). Specifically, this wetland code identifies estuarine, subtidal, unconsolidated bottom wetlands.	✓	
NYCDPR #51	16	Section 8.4.3 Wetlands page 8-9	<ul style="list-style-type: none"> • spike grass (<i>Distichlis spicate</i>). • Seaside lavender (<i>Limonium carolinianum</i>) • black grass (<i>Juncus Gerardii</i>); • Chairmaker's Rush (<i>Scirpus sp</i>) 	<ul style="list-style-type: none"> • "<i>Distichlis spicate</i>" changed to "<i>Distichlis spicata</i>". • Seaside lavender (<i>Limonium carolinianum</i>) • "<i>Juncus gerardi</i>" changed to "<i>Juncus gerardii</i>". • "<i>Scirpus sp.</i>" changed to "<i>Scirpus spp.</i>" 	✓	
NYCDPR #54	17	Section 8.4.3 Wetlands page 8-9	One NYSDEC tidal wetland zone (SM-coastal shoals, bars, and mudflats) and one intertidal marsh (IM) is within the Segment 2 Corridor (Figure 8-4). IM wetlands are those where the vegetated tidal wetland zone lies generally between average high and low tidal elevation in saline waters. The predominant vegetation in this zone is low marsh cordgrass (<i>Spartina alterniflora</i>).	One NYSDEC tidal wetland zone (SM-coastal shoals, bars, and mudflats) and one intertidal marsh (IM) is within the Segment 2 Corridor (Figure 8-4). <u>Based on information from NYCDPR, the IM section north of Westchester Avenue is larger than shown in Figure 8-4, having been recently restored. That area was delineated as part of the preliminary design.</u> IM wetlands are those where the vegetated tidal wetland zone lies generally between average high and low tidal elevation in saline waters. The predominant vegetation in this zone is low marsh cordgrass (<i>Spartina alterniflora</i>). <u>In addition, there is a restored salt marsh in Concrete Plant Park.</u>	✓	
NYCDPR #54	18	Section 8.4.3 Wetlands page 8-9	In addition to the NYSDEC-mapped wetlands, the preliminary wetland delineation identified Palustrine emergent, Phragmites-dominated wetlands (PEM5) within the right-of-way.	In addition to the NYSDEC-mapped wetlands, the preliminary wetland delineation identified Palustrine emergent, Phragmites-dominated wetlands (PEM5) within the right-of-way. <u>NYCDPR identified freshwater wetlands adjacent to the Pelham Lane Pathway Bridge in Pelham Bay Park (Segment 4).</u>		✓
NYCDPR #51	19	Section 8.4.4 Ecological Communities Page 8-17	<ul style="list-style-type: none"> • Violet Wood Sorrel (<i>Exalis violacea</i>) 	<ul style="list-style-type: none"> • Violet Wood Sorrel (<i>Exalis violacea</i>) changed to "<i>Oxalis violacea</i>". 	✓	
NYCDPR #51	20	Section 8.4.5.4 Aquatic Resources Page 8-19 & 8-20	<ul style="list-style-type: none"> • Green crab (<i>Carcinus</i>) • Hermit crab (<i>Pagurus</i>) • Mantis (<i>Squilla empusa</i>) • Mussels (<i>Mytilus</i> and <i>Modiolis sp.</i>) • Gizzard shad (<i>Dorosoma cepedianum</i>) • Atlantic silversides (<i>Menidia menidia</i>) • Bluefish (<i>Pomatomus saltatrix</i>) 	<ul style="list-style-type: none"> • "<i>Carcinus</i>" changed to "<i>Carcinus maenas</i>". • "<i>Pagurus</i>" changed to "<i>Pagurus</i>". • "<i>Squilla empusa</i>" labeled as "<i>Mantis shrimp</i>". • "<i>Modiolis</i>" changed to "<i>Modiolus</i>". • "Gizzard shad" changed to "<i>American gizzard shad</i>". • "Atlantic silversides" changed to "<i>Atlantic silverside</i>". • "<i>Pomatomus</i>" changed to "<i>Pomatomus</i>". 	✓	
NYCDPR #51	21	Section 8.4.5.3 Reptiles and Amphibians Page 8-19	As stated above, more than 400 species of birds, mammals, reptiles, amphibians, fish, and insects populate Pelham Bay Park.	As stated above, more than 400 species of birds, mammals, reptiles, amphibians, fish, and insects populate Pelham Bay Park, <u>including the Diamondback terrapin (observed in the saltmarsh near the Bartow Pell Mansion).</u>	✓	
NYCDPR #51	22	Section 8.4.5.4, Aquatic Resources Page 8-20	Macroinvertebrates and estuarine and anadromous fish are known to occur in the lower Bronx River. Macroinvertebrates include the following: <ul style="list-style-type: none"> • Mussels (<i>Mytilus</i> and <i>Modiolis sp.</i>) 	Macroinvertebrates and estuarine and anadromous fish are known to occur in the lower Bronx River. Macroinvertebrates include the following: <ul style="list-style-type: none"> • Mussels (<i>Mytilus</i> and <i>Modiolis sp.</i>)¹⁰ <u>10. Although all of the Bronx River within New York City is identified as a water with imperiled mussels on the NYSDEC Environmental Resource Mapper, since these are</u>	✓	



Comment Reference	#	PSA EA Section and Page Number	PSA EA Text	Modification, Clarification, and Errata	E	D
				<u>freshwater mussels, evaluation of the section of the Bronx River that would be affected by the PSA Project determined that the tidal, brackish water conditions make it unlikely that the imperiled mussels occur in that area and that they would not be affected by the PSA Project.</u>		
NYCDPR #51	23	Section 8.4.6 Endangered, Threatened, and Special Concern Species Page 8-21	<ul style="list-style-type: none"> Annual Saltmarsh Aster (<i>Symphotrichum subulatum</i> var. <i>subulatum</i>). 	<ul style="list-style-type: none"> Annual Saltmarsh Aster (<i>Symphotrichum subulatum</i>). 	✓	
NYCDPR #51	24	Section 8.4.6 Endangered, Threatened, and Special Concern Species Page 8-22	<ul style="list-style-type: none"> Atlantic salmon (<i>Salmon salar</i>) Annual Saltmarsh Aster – (<i>Symphotrichum subulatum</i> var. <i>subulatum</i>) Hawksbill turtle (<i>Eretmochelys imbricate</i>) Loggerhead turtle (<i>Caretta</i>) Sperm whale (<i>Physeter microcephalus</i>) 	<ul style="list-style-type: none"> "<i>Salmon salar</i>" changed to "<i>Salmo salar</i>". "<i>Symphotrichum subulatum</i> var. <i>subulatum</i>" changed to "<i>Symphotrichum subulatum</i>". "<i>Eretmochelys imbricate</i>" changed to "<i>Eretmochelys imbricata</i>". "<i>Caretta</i>" changed to "<i>Caretta caretta</i>". "<i>Physeter microcephalus</i>" changed to "<i>Physeter macrocephalus</i>". 	✓	
NYCDPR #51	25	Section 8.4.6 Endangered, Threatened, and Special Concern Species Page 8-23	<ul style="list-style-type: none"> Atlantic salmon (<i>Salmon salar</i>) Hawksbill turtle (<i>Eretmochelys imbricate</i>) Sperm whale (<i>Physeter microcephalus</i>) 	<ul style="list-style-type: none"> "<i>Salmon salar</i>" changed to "<i>Salmo salar</i>". "<i>Eretmochelys imbricate</i>" changed to "<i>Eretmochelys imbricata</i>". "<i>Physeter microcephalus</i>" changed to "<i>Physeter macrocephalus</i>". 	✓	
NYCDPR #51	26	Section 8.6.5 Wildlife Page 8-31	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 would adversely affect such resources.	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 would <u>not</u> adversely affect such resources.	✓	
NYCDPR #51	27	Section 8.4.5.1 Page 8-18	Based on October 15, 2018, correspondence with the NYSDEC NYNHP (see Appendix F), the HGL 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, while not listed by the State of New York as endangered or threatened, are of conservation concern (Table 8-1).	Based on October 15, 2018, correspondence with the NYSDEC NYNHP (see Appendix F), the HGL 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, while not listed by the State of New York as endangered or threatened, are of conservation concern (Table 8-1). <u>NYCDPR noted that several species of rare salt marsh sparrows have been observed in Pelham Bay marshes during the migratory season.</u>	✓	
NYCDPR #51	28	Section 8.6.4 Ecological Communities page 8-27	As shown on Figure 8-8 and Figure 8-9, some project elements would require permanent tree removal within or adjacent to the HGL right-of-way; however, MTA anticipates that any removal would occur within parkland or other large, vegetated areas. As per NYCDPR requirements, where the Proposed Project would involve work on or within 50 feet of a tree under City jurisdiction, the design-builder would obtain a Tree Work Permit from NYCDPR prior to the start of construction, and perform all work in compliance with NYCDPR's Tree Valuation Protocol and Tree Protection Protocol. A Memorandum of Agreement between MTA and NYCDPR will establish the procedures for surveying the trees by a certified arborist, submitting project design plans for NYCDPR review, and determining restitution requirements.	As shown on Figure 8-8 and Figure 8-9, some project elements would require permanent tree removal within or adjacent to the HGL right-of-way; however, MTA does <u>not</u> anticipate that any removal would occur within parkland or other large, vegetated areas. As per NYCDPR requirements, where the Proposed Project would involve work on or within 50 feet of a tree under City jurisdiction, the design-builder would obtain a Tree Work Permit from NYCDPR prior to the start of construction, and perform all work in compliance with NYCDPR's Tree Valuation Protocol and Tree Protection Protocol. A Memorandum of Agreement between MTA and NYCDPR will establish the procedures for surveying the trees by a certified arborist, submitting project design plans for NYCDPR review, and determining restitution requirements. <u>To protect migratory birds and breeding birds, tree removal work on public parkland or removal of other City trees identified by the survey as potential habitat for such birds would not be conducted between April 1st and September 31st.</u>	✓	
Section 11: Department of Transportation, Section 4 (f)						
NYSORHP #63	29	Section 11.2, Regulatory Context and Methodology Page 11-2		<u>The Land and Water Conservation Fund was established by Congress in 1964 to safeguard natural areas, water resources and cultural heritage, and to provide recreation opportunities to all Americans. The fund invests earnings from offshore oil and gas leasing to help strengthen communities, preserve our history and protect our national endowment of lands and waters. Section 6(f) of the Land and Water Conservation Act requires that the conversion of lands or facilities acquired with Land and Water</u>	✓	



Comment Reference	#	PSA EA Section and Page Number	PSA EA Text	Modification, Clarification, and Errata	E	D
				<u>Conservation Act funds under the State Assistance program be coordinated with the National Park Service. For resources within New York State, the Office of Parks, Recreation and Historic Preservation is the point of contact for Section 6(f).</u>		
NYCDPR #57	30	Section 11.2, Regulatory Context and Methodology Page 11-2		<u>For all permanent easements on park property, MTA will submit proposed New York State legislation bills for approval through the parkland alienation procedures (expected in 2022 legislative session).</u>	✓	
	31	Section 11.5.1, Publicly Owned Parkland and Recreation Areas Page 11-7	The following section evaluates 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 following section evaluates whether the Proposed Project's effects to <u>Concrete Plant Park</u> , Starlight Park, Pelham Bay Park, and Pelham Bay and Split Rock Golf Courses constitute a "use" or a de minimis use.		✓
	32	Section 11.5.1, Publicly Owned Parkland and Recreational Areas Page 11-7		<p>[NEW] <u>11.5.1.1 Concrete Plant Park</u> [renumber following subsections] <u>Located in Segment 2, Concrete Plant Park is a City of New York-owned waterfront park under NYCDPR jurisdiction along the Sheridan Expressway and the Bronx River, between Bruckner Boulevard and Westchester Avenue. The 6.28-acre park contains a canoe/kayak launch, waterfront promenade, and reading circle. It links existing bicycle/pedestrian routes to the north and south.</u></p> <p><u>Permanent easements for four small areas (approximately 450 square feet total) would be required immediately adjacent to the railroad right-of-way for relocated catenary poles. These small areas would not affect the activities, features, or attributes of the publicly-accessible portions of Concrete Plant Park.</u></p> <p><u>The increase in rail operations on the HGL as part of the Proposed Project would result in a minimal change in vibration and air quality and would not adversely affect enjoyment of the park resources. As shown in Chapter 16, "Noise and Vibration" of the EA, MTA placed noise receptors in open space or recreational resources along the HGL Corridor, including Concrete Plant Park. Ambient noise levels at Concrete Plant Park would rise only one (1) decibel along the HGL Corridor following the implementation of the Proposed Project, which would be barely perceptible. MTA identified no impacts at any of the park receptors. Therefore, the Proposed Project would not create an adverse noise impact to open space resources in the HGL Corridor. Finally, because the Proposed Project would result in a continuation of the existing rail transportation use, and the proposed signal infrastructure would be minor and consistent with the existing railroad infrastructure within the right-of-way, MTA anticipates no visual impacts to or from open space and recreational resources. Therefore, there would be no constructive use of Concrete Plant Park from the Proposed Project. The permanent easements within Concrete Plant Park, and the operation of the Proposed Project, would not adversely affect the activities, features, or attributes qualifying this property for protection under Section 4(f).</u></p>		✓
NYCDPR #57	33	Section 11.5.1.1 Starlight Park Page 11-7	Located in Segment 3, Starlight Park is an NYCDPR-owned waterfront park along the Sheridan Expressway and the Bronx River, between East 174th Street and Westchester Avenue.	Located in Segment 3, Starlight Park is a <u>City of New York-owned waterfront park</u> under NYCDPR jurisdiction located along the Sheridan Expressway and the Bronx River, between East 174th Street and Westchester Avenue.	✓	
NYCDPR #57	34	Section 11.5.1.1 Starlight Park Page 11-7	Phase II of Starlight Park will include the expansion of the existing park to the west side of the Bronx River, on both sides of the HGL.	Phase II of Starlight Park will include the expansion of the existing park to the west <u>east</u> side of the Bronx River, on both sides of the HGL.	✓	
NYCDPR #57	35	Section 11.5.1.1 Starlight Park Page 11-7	Construction is expected to be completed in the Summer of 2022.	Construction is expected to be completed in the Summer of 2022 <u>and will add seating areas overlooking the Bronx River, provide additional lawns and plantings, and a dog run.</u>	✓	
NYCDPR #57	36	Section 11.5.1.1 Starlight Park Page 11-7	Underutilized portions of Starlight Park are undergoing construction, as described in Chapter 3, "Land Use, Zoning, and Public Policy" of the EA, to allow for more than three-quarters of a mile of new greenway that will connect Starlight Park with Bronx Park	<u>Recently acquired properties that will allow NYC to expand Starlight Park are undergoing construction, as described in Chapter 3, "Land Use, Zoning, and Public Policy" of the EA, to allow for more than three-quarters of a mile of new greenway that will connect</u>	✓	



Comment Reference	#	PSA EA Section and Page Number	PSA EA Text	Modification, Clarification, and Errata					E	D																
			to the north and Concrete Plant Park, Hunts Point Riverside Park, and Barretto Point Park to the south.	Starlight Park with Bronx Park to the north and Concrete Plant Park, Hunts Point Riverside Park, and Barretto Point Park to the south																						
NYCDPR #57	37	Section 11.5.1.1 Starlight Park page 11-8	The expansion of the park will include three pedestrian bridges across the Bronx River.	The expansion of the park <u>will add two additional pedestrian bridges, one over the river and one over the railroad, to the two existing pedestrian bridges.</u>					✓																	
	38	Section 11.5.1.3 Pelham Bay and Split Rock Golf Courses page 11-9	The construction on the bridge would require permanent easements for two small areas (200 square feet and 1,750 square feet) immediately to the east and west of the Amtrak right-of-way for the Pelham Lane Pathway Bridge to accommodate parts of the proposed wing walls for the bridge. These small areas are part of the golf cart path and bridle path, which would both be realigned underneath the bridge as part of the project. Access under the bridge would be maintained for golfers and horseback riders within the park in both temporary and permanent conditions.	The construction on the bridge would require permanent easements for two small areas (200 square feet and 1,750 square feet) immediately to the east and west of the Amtrak right-of-way for the Pelham Lane Pathway Bridge to accommodate parts of the proposed wing walls for the bridge. These small areas are part of the golf cart path and bridle path, which would both be realigned underneath the bridge as part of the project. Access under the bridge would be maintained for golfers and horseback riders within the park in both temporary and permanent conditions. <u>In addition, four small areas (totaling approximately 2,200 square feet east of the Pelham Lane Pathway Bridge would require permanent easements for reconfiguration of catenary structures. The areas are immediately adjacent to the railroad right-of-way and are not accessible to the public.</u>						✓																
	39	Section 11.5.1, Publicly Owned Parkland and Recreation Areas Table 11-2, Section 4(f) Properties – Publicly-Owned Parkland and Recreational Areas in Segment 2 Page 11-12	<table border="1"> <thead> <tr> <th>Map ID</th> <th>Name</th> <th>Location</th> <th>Proposed Project Effects on Section 4(f) Property</th> <th>Section 4(f) Use</th> </tr> </thead> <tbody> <tr> <td>3</td> <td>Concrete Plant Park</td> <td>Bronx River, between Westchester Avenue and Bruckner Boulevard</td> <td>No temporary construction or permanent use</td> <td>No Use</td> </tr> </tbody> </table>	Map ID	Name	Location	Proposed Project Effects on Section 4(f) Property	Section 4(f) Use	3	Concrete Plant Park	Bronx River, between Westchester Avenue and Bruckner Boulevard	No temporary construction or permanent use	No Use	<table border="1"> <thead> <tr> <th>Map ID</th> <th>Name</th> <th>Location</th> <th>Proposed Project Effects on Section 4(f) Property</th> <th>Section 4(f) Use</th> </tr> </thead> <tbody> <tr> <td>3</td> <td>Concrete Plant Park</td> <td>Bronx River, between Westchester Avenue and Bruckner Boulevard</td> <td>No temporary construction or permanent use Permanent easements for four small areas (a total of 450 square feet) for catenary poles would not affect the activities, features, or attributes of the existing or planned publicly-accessible portions of Concrete Plant Park. There would be no constructive use of the park resource from operation of the Proposed Project.</td> <td>No Use De Minimis Impact</td> </tr> </tbody> </table>	Map ID	Name	Location	Proposed Project Effects on Section 4(f) Property	Section 4(f) Use	3	Concrete Plant Park	Bronx River, between Westchester Avenue and Bruckner Boulevard	No temporary construction or permanent use Permanent easements for four small areas (a total of 450 square feet) for catenary poles would not affect the activities, features, or attributes of the existing or planned publicly-accessible portions of Concrete Plant Park. There would be no constructive use of the park resource from operation of the Proposed Project.	No Use De Minimis Impact		✓
Map ID	Name	Location	Proposed Project Effects on Section 4(f) Property	Section 4(f) Use																						
3	Concrete Plant Park	Bronx River, between Westchester Avenue and Bruckner Boulevard	No temporary construction or permanent use	No Use																						
Map ID	Name	Location	Proposed Project Effects on Section 4(f) Property	Section 4(f) Use																						
3	Concrete Plant Park	Bronx River, between Westchester Avenue and Bruckner Boulevard	No temporary construction or permanent use Permanent easements for four small areas (a total of 450 square feet) for catenary poles would not affect the activities, features, or attributes of the existing or planned publicly-accessible portions of Concrete Plant Park. There would be no constructive use of the park resource from operation of the Proposed Project.	No Use De Minimis Impact																						
	40	Section 11.5.1, Publicly Owned Parkland and Recreation Areas Table 11-3, Section 4(f) Properties – Publicly-Owned Parkland and Recreational Areas in Segment 3 Page 11-13	<table border="1"> <thead> <tr> <th>Map ID</th> <th>Name</th> <th>Location</th> <th>Proposed Project Effects on Section 4(f) Property</th> <th>Section 4(f) Use</th> </tr> </thead> <tbody> <tr> <td>12</td> <td>Pelham Bay Park</td> <td>Hutchinson River, Long Island Sound, between Bronx County Line and Middletown Road, and Watt Avenue</td> <td>Non-exclusive easement for access to substation and signal equipment in a portion of Pelham Bay Park; however, this easement would be on an existing access road. This road is inaccessible to the public and does not serve as a park amenity. The non-exclusive easement would not affect the activities, features, or attributes of the publicly accessible portions of Pelham Bay Park. The non-exclusive easement is not considered a Section 4(f) use and there would be no constructive use of the park resource from operation of the Proposed</td> <td>No Use</td> </tr> </tbody> </table>	Map ID	Name	Location	Proposed Project Effects on Section 4(f) Property	Section 4(f) Use	12	Pelham Bay Park	Hutchinson River, Long Island Sound, between Bronx County Line and Middletown Road, and Watt Avenue	Non-exclusive easement for access to substation and signal equipment in a portion of Pelham Bay Park; however, this easement would be on an existing access road. This road is inaccessible to the public and does not serve as a park amenity. The non-exclusive easement would not affect the activities, features, or attributes of the publicly accessible portions of Pelham Bay Park. The non-exclusive easement is not considered a Section 4(f) use and there would be no constructive use of the park resource from operation of the Proposed	No Use	<table border="1"> <thead> <tr> <th>Map ID</th> <th>Name</th> <th>Location</th> <th>Proposed Project Effects on Section 4(f) Property</th> <th>Section 4(f) Use</th> </tr> </thead> <tbody> <tr> <td>12</td> <td>Pelham Bay Park</td> <td>Hutchinson River, Long Island Sound, between Bronx County Line and Middletown Road, and Watt Avenue</td> <td><u>Permanent easements for four small areas (a total of 2,300 square feet) for catenary poles would not affect the activities, features, or attributes of the existing or planned publicly-accessible portions of Pelham Bay Park.</u> Non-exclusive easement for access to substation and signal equipment in a portion of Pelham Bay Park; however, this easement would be on an existing access road. This road is inaccessible to the public and does not serve as a park amenity. The non-exclusive easement would not affect the activities, features, or attributes of</td> <td>No Use De Minimis Impact</td> </tr> </tbody> </table>	Map ID	Name	Location	Proposed Project Effects on Section 4(f) Property	Section 4(f) Use	12	Pelham Bay Park	Hutchinson River, Long Island Sound, between Bronx County Line and Middletown Road, and Watt Avenue	<u>Permanent easements for four small areas (a total of 2,300 square feet) for catenary poles would not affect the activities, features, or attributes of the existing or planned publicly-accessible portions of Pelham Bay Park.</u> Non-exclusive easement for access to substation and signal equipment in a portion of Pelham Bay Park; however, this easement would be on an existing access road. This road is inaccessible to the public and does not serve as a park amenity. The non-exclusive easement would not affect the activities, features, or attributes of	No Use De Minimis Impact		✓
Map ID	Name	Location	Proposed Project Effects on Section 4(f) Property	Section 4(f) Use																						
12	Pelham Bay Park	Hutchinson River, Long Island Sound, between Bronx County Line and Middletown Road, and Watt Avenue	Non-exclusive easement for access to substation and signal equipment in a portion of Pelham Bay Park; however, this easement would be on an existing access road. This road is inaccessible to the public and does not serve as a park amenity. The non-exclusive easement would not affect the activities, features, or attributes of the publicly accessible portions of Pelham Bay Park. The non-exclusive easement is not considered a Section 4(f) use and there would be no constructive use of the park resource from operation of the Proposed	No Use																						
Map ID	Name	Location	Proposed Project Effects on Section 4(f) Property	Section 4(f) Use																						
12	Pelham Bay Park	Hutchinson River, Long Island Sound, between Bronx County Line and Middletown Road, and Watt Avenue	<u>Permanent easements for four small areas (a total of 2,300 square feet) for catenary poles would not affect the activities, features, or attributes of the existing or planned publicly-accessible portions of Pelham Bay Park.</u> Non-exclusive easement for access to substation and signal equipment in a portion of Pelham Bay Park; however, this easement would be on an existing access road. This road is inaccessible to the public and does not serve as a park amenity. The non-exclusive easement would not affect the activities, features, or attributes of	No Use De Minimis Impact																						



Comment Reference	#	PSA EA Section and Page Number	PSA EA Text	Modification, Clarification, and Errata	E	D																
			Project; no further analysis is warranted.	the publicly accessible portions of Pelham Bay Park. The non-exclusive easement is not considered a Section 4(f) use and there would be no constructive use of the park resource from operation of the Proposed Project; no further analysis is warranted.																		
NYCDPR #57 & NYSORHP #63	41	Section 11.6, Conclusion Page 11-30		Pelham Bay Park has previously received Land and Water Conservation Funds assistance; therefore, coordination with the New York State Office of Parks, Recreation and Historic Preservation is required under Section 6(f) of the LWCF. The Proposed Project would require a non-exclusive easement for access to substation and signal equipment, permanent easements for two small areas for replacement of the Pelham Lane Pathway Bridge, and permanent easements for four small areas east of the Pelham Lane Pathway Bridge for reconfiguration of catenary structures. A conference call between representatives of NYSOPRHP, NYCDPR and MTA was held on June 21, 2021 to discuss the use of property in Pelham Bay Park that has received LWCF assistance. Further research is needed to understand previous agreements in place for use of the access road near Co-op City and MTA will coordinate with NYSOPRHP as design continues to understand the final real impacts to the park and any required mitigation.	✓	✓																
Section 13: Air Quality																						
EPA #95	42	Section 13.3.1.1 Penn Station New York Table 13-2, Representative Ambient Air Quality Data Applicable to the Penn Station New York Study Area (2018) Page 13-5	Source: U.S. Environmental Protection Agency AirData database, 2020	Source: U.S. Environmental Protection Agency AirData: <u>Data Collected at Outdoor Monitors Across the US</u> , 2020 https://www.epa.gov/outdoor-air-quality-data	✓																	
EPA #95	43	Section 13.3.1.2 Station Areas Table 13-3, Representative Ambient Air Quality Data Applicable to the New Stations' Study Areas in the Bronx (2018) Page 13-6	Source: U.S. Environmental Protection Agency AirData database, 2020	Source: U.S. Environmental Protection Agency AirData: <u>Data Collected at Outdoor Monitors Across the US</u> , 2020 https://www.epa.gov/outdoor-air-quality-data	✓																	
Section 15: Greenhouse Gases																						
EPA #76	44	Section 15.2 Methodology Table 15-1, Global Warming Potential Page 15-1	<table border="1"> <thead> <tr> <th>Greenhouse Gas</th> <th>Global Warming Potential</th> </tr> </thead> <tbody> <tr> <td>Carbon Dioxide</td> <td>1</td> </tr> <tr> <td>Methane</td> <td>21</td> </tr> <tr> <td>Nitrous Oxide</td> <td>310</td> </tr> </tbody> </table> Source: U.S. Environmental Protection Agency Greenhouse Gas Inventory, 2013	Greenhouse Gas	Global Warming Potential	Carbon Dioxide	1	Methane	21	Nitrous Oxide	310	<table border="1"> <thead> <tr> <th>Greenhouse Gas</th> <th>Global Warming Potential</th> </tr> </thead> <tbody> <tr> <td>Carbon Dioxide</td> <td>1</td> </tr> <tr> <td>Methane</td> <td>2425</td> </tr> <tr> <td>Nitrous Oxide</td> <td>310298</td> </tr> </tbody> </table> Source: U.S. Environmental Protection Agency Greenhouse Gas Inventory, 2020; https://www.epa.gov/ghgemissions/inventory-us-greenhouse-gas-emissions-and-sinks-1990-2018	Greenhouse Gas	Global Warming Potential	Carbon Dioxide	1	Methane	2425	Nitrous Oxide	310298	✓	
Greenhouse Gas	Global Warming Potential																					
Carbon Dioxide	1																					
Methane	21																					
Nitrous Oxide	310																					
Greenhouse Gas	Global Warming Potential																					
Carbon Dioxide	1																					
Methane	2425																					
Nitrous Oxide	310298																					
EPA #76	45	Section 15.3 Existing Conditions Figure 15-1, Carbon Dioxide Emissions from Fossil Combustion by Sector and Fuel Type (2018) Page 15-3	Source: U.S. Environmental Protection Agency Greenhouse Gas Inventory, 2020	Source: U.S. Environmental Protection Agency Greenhouse Gas Inventory, 2020; https://www.epa.gov/ghgemissions/inventory-us-greenhouse-gas-emissions-and-sinks-1990-2018	✓																	



Comment Reference	#	PSA EA Section and Page Number	PSA EA Text	Modification, Clarification, and Errata					E	D																										
EPA #76	46	Section 15.5 Proposed Project	Using the Federal Transit Administration Transit Greenhouse Gas Estimator, MTA estimated additional annual GHG maintenance and operations emissions. Table 15-3 shows the emission factors and assumptions for the maintenance and operation activities.	Using the Federal Transit Administration Transit Greenhouse Gas Estimator ⁷ , MTA estimated additional annual GHG maintenance and operations emissions. <u>The tool provides a resource to generate coarse but informative estimates of GHG emissions using limited project information and can be used for a broad range of transit projects. Emissions of GHG from vehicle maintenance were estimated from the annual miles traveled by the rail cars. GHG emission from operations of the four new stations, and the employee welfare facility were based on the square footage of each structure. Table 15-3 shows the emission factors and assumptions for the maintenance and operation activities. The FTA methodology provides emissions factors for common transit modes for the construction, maintenance and operations phases of transit project development.</u> 7 - FTA's Transit Greenhouse Gas Estimator. https://www.transit.dot.gov/regulations-and-guidance/environmental-programs/ftas-transit-greenhouse-gas-emissions-estimator					✓																											
EPA #76	47	Section 15.5 Proposed Project Table 15-3 Annual Greenhouse Gas Emissions: Proposed Project Maintenance and Operations Page 15-4	<table border="1"> <thead> <tr> <th>Phase</th> <th>Source</th> <th>Emission Factor (metric tons CO₂e)</th> <th>Project Assumption</th> <th>GHG Emissions (metric tons CO₂e)</th> </tr> </thead> <tbody> <tr> <td>Operations</td> <td>Maintenance/Storage Facility (electricity)</td> <td>0.0121 square feet/year</td> <td>2,400 square feet</td> <td>29</td> </tr> <tr> <td>Operations</td> <td>Maintenance/Storage Facility (heat)</td> <td>0.0018 square feet/year</td> <td>2,400 square feet</td> <td>4</td> </tr> </tbody> </table>	Phase	Source	Emission Factor (metric tons CO ₂ e)	Project Assumption	GHG Emissions (metric tons CO ₂ e)	Operations	Maintenance/Storage Facility (electricity)	0.0121 square feet/year	2,400 square feet	29	Operations	Maintenance/Storage Facility (heat)	0.0018 square feet/year	2,400 square feet	4	<table border="1"> <thead> <tr> <th>Phase</th> <th>Source</th> <th>Emission Factor (metric tons CO₂e)</th> <th>Project Assumption</th> <th>GHG Emissions (metric tons CO₂e)</th> </tr> </thead> <tbody> <tr> <td>Operations</td> <td>Maintenance/Storage Facility (electricity) Employee Welfare Facility (electricity)</td> <td>0.0121 square feet/year</td> <td>2,400 square feet</td> <td>29</td> </tr> <tr> <td>Operations</td> <td>Maintenance/Storage Facility (heat) Employee Welfare Facility (heat)</td> <td>0.0018 square feet/year</td> <td>2,400 square feet</td> <td>4</td> </tr> </tbody> </table>	Phase	Source	Emission Factor (metric tons CO ₂ e)	Project Assumption	GHG Emissions (metric tons CO ₂ e)	Operations	Maintenance/Storage Facility (electricity) Employee Welfare Facility (electricity)	0.0121 square feet/year	2,400 square feet	29	Operations	Maintenance/Storage Facility (heat) Employee Welfare Facility (heat)	0.0018 square feet/year	2,400 square feet	4	✓	
Phase	Source	Emission Factor (metric tons CO ₂ e)	Project Assumption	GHG Emissions (metric tons CO ₂ e)																																
Operations	Maintenance/Storage Facility (electricity)	0.0121 square feet/year	2,400 square feet	29																																
Operations	Maintenance/Storage Facility (heat)	0.0018 square feet/year	2,400 square feet	4																																
Phase	Source	Emission Factor (metric tons CO ₂ e)	Project Assumption	GHG Emissions (metric tons CO ₂ e)																																
Operations	Maintenance/Storage Facility (electricity) Employee Welfare Facility (electricity)	0.0121 square feet/year	2,400 square feet	29																																
Operations	Maintenance/Storage Facility (heat) Employee Welfare Facility (heat)	0.0018 square feet/year	2,400 square feet	4																																
Section 19: Construction																																				
NYCDPR #83	48	Section 19.2.4 Rail Bridges Page 19-4	The overall duration of construction of repairs and painting of the existing Bronx River Bridge would likely be approximately 24 months. The duration of any structural repairs of the bridge substructure would depend upon the specific design and the effects of maintaining Amtrak service across the bridge.	The overall duration of construction of repairs and painting of the existing Bronx River Bridge would likely be approximately 24 months. The duration of any structural repairs of the bridge substructure would depend upon the specific design and the effects of maintaining Amtrak service across the bridge. <u>During rehabilitation of the Bronx River Bridge and construction of the new bridge, the design-builder will implement protective measures for the new Starlight Park bridge and pedestrians on the bridge in consultation with NYCDPR.</u>					✓																											
NYCDPR #83	49	Section 19.5.5 Open Space and Recreation	There are several parks adjacent to the HGL Corridor and within the station study areas, as discussed in Chapter 7, "Public Open Space and Recreation." The majority of proposed construction would occur within the existing railroad right-of-way	There are several parks adjacent to the HGL Corridor and within the station study areas, as discussed in Chapter 7, "Public Open Space and Recreation." The majority of proposed construction would occur within the existing railroad right-of-way. <u>In the event that any construction activities are identified that would potentially have an impact on parkland, an NYCDPR construction permit would be required.</u>					✓																											
NYCDPR #83	50	Section 19.5.5.2 Open Space and Recreation Segment 2	In the Segment 2 Corridor and Hunts Point Station area, the parks are separated from the railroad right-of-way by intervening highways, roadways, and buildings. Based on the location of the proposed construction activities with respect to open spaces, intervening structures, existing noise levels along the corridor, and the limited duration and intensity of the construction activities, the visual, noise, air quality and other construction effects along Segment 2 would not be substantial.	In the Segment 2 Corridor and Hunts Point Station area, the parks are separated from the railroad right-of-way by intervening highways, roadways, and buildings. Based on the location of the proposed construction activities with respect to open spaces, intervening structures, existing noise levels along the corridor, and the limited duration and intensity of the construction activities, the visual, noise, air quality and other construction effects along Segment 2 would not be substantial. <u>The work at Bronx River Bridge would 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.</u>					✓																											
NYCDPR #45, 83	51	Section 19.5.5 Open Space and Recreation	There are several parks adjacent to the HGL Corridor and within the station study areas, as discussed in Chapter 7, "Public Open Space and Recreation." The majority of proposed construction would occur within the existing railroad right-of-way.	There are several parks adjacent to the HGL Corridor and within the station study areas, as discussed in Chapter 7, "Public Open Space and Recreation." The majority of proposed construction would occur within the existing railroad right-of-way. <u>At any city park location, disruption would be kept to a minimum and no staging, storage, or vehicle</u>					✓																											



Comment Reference	#	PSA EA Section and Page Number	PSA EA Text	Modification, Clarification, and Errata	E	D
				<u>parking would take place unless a permit or other agreement is negotiated. NYCDPR would review plans for any proposed fencing between the park and the railroad right-of-way. In the event that any construction activities are identified that would potentially have an impact on parkland, an NYCDPR construction permit would be required.</u>		
NYCDPR #83	52	Section 19.5.6.1 Surface Waters and Aquatic Resources	The new abutment and pier would be constructed through two 6 foot diameter caissons with drilled shafts for the required deep foundations, likely using a Bauer BG-40 rig. Pile driving is not anticipated as the caissons (drilled shafts) are not driven, but augered type piles. This work within the Bronx River would be performed in dry conditions, within temporary cofferdams.	The new abutment and pier would be constructed through two 6 foot diameter caissons with drilled shafts for the required deep foundations, likely using a Bauer BG-40 rig. Pile driving is not anticipated as the caissons (drilled shafts) are not driven, but augered type piles. This work within the Bronx River would be performed in dry conditions, within temporary cofferdams. <u>The design-builder would coordinate with NYCDPR if any caissons are proposed near park retaining walls or other park features that would need protection during construction. In-water work would be coordinated with NYCDPR and the Bronx River Alliance to ensure it does not conflict with planned boating events.</u>	✓	
NYCDPR #51	53	Section 19.5.6.3 Ecological Communities and Wildlife	As per NYCDPR requirements, where the Proposed Project would involve work on or within 50 feet of a tree under City jurisdiction, the design-builder would obtain a Tree Work Permit from NYCDPR prior to the start of construction, and perform all work in compliance with NYCDPR's Tree Valuation Protocol and Tree Protection Protocol. A Memorandum of Agreement between MTA and NYCDPR will establish the procedures for surveying the trees by a certified arborist, submitting project design plans for NYCDPR review, and determining restitution requirements.	As per NYCDPR requirements, where the Proposed Project would involve work on or within 50 feet of a tree under City jurisdiction, the design-builder would obtain a Tree Work Permit from NYCDPR prior to the start of construction, and perform all work in compliance with NYCDPR's Tree Valuation Protocol and Tree Protection Protocol. A Memorandum of Agreement between MTA and NYCDPR will establish the procedures for surveying the trees by a certified arborist, submitting project design plans for NYCDPR review, and determining restitution requirements. <u>To protect migratory birds and breeding birds, tree removal work on public parkland or removal of other City trees identified by the survey as potential habitat for such birds would not be conducted between April 1st and September 31st.</u>	✓	