

# ENVIRONMENTAL RE-EVALUATION CONSULTATION

**Note: The purpose of this worksheet is to assist sponsoring agencies in gathering and organizing materials for re-evaluations required under the *National Environmental Policy Act (NEPA)*. Submission of the worksheet by itself does not meet NEPA requirements. **FTA must concur in writing** with its determination and/or the sponsoring agency's NEPA recommendation. Contact the FTA Region 2 office at 212.668.2170 if you have any questions regarding this worksheet. We strongly encourage you to contact us to discuss your project changes or expiration of NEPA determination before you fill out this worksheet.**

<i>For Agency Use</i>	
<i>Date Received:</i>	
<i>Recommendation by Planner or Engineer:</i> <input type="checkbox"/> <i>Accept</i> <input type="checkbox"/> <i>Return for Revisions</i> <input type="checkbox"/> <i>Not Eligible</i>	<i>Reviewed By:</i>  <i>Date:</i>
<i>Concurrence by Director of Planning and Program Development:</i> <input type="checkbox"/> <i>Accept Recommendation</i> <input type="checkbox"/> <i>Return with Comments</i>	<i>Reviewed By:</i>  <i>Date:</i>
<i>Comments:</i>	
<i>Concurrence by Regional Counsel:</i> <input checked="" type="checkbox"/> <i>Accept Recommendation</i> <input type="checkbox"/> <i>Return with Comments</i>	<i>Reviewed By:</i>  <i>Date:</i>
<i>Comments:</i>	
<i>Concurrence by Approving Official:</i>	<div style="display: flex; align-items: center;"> <div style="font-size: small;">                     Digitally signed by STEPHEN C. GOODMAN                      Date: 2020.08.14 13:33:23 -04'00'                 </div> </div>
<i>Date:</i>	

Please answer the following questions, fill out the impact chart and attach project area and site maps. Using a site map from the previously approved NEPA document, show any project changes using a different color. Include additional site maps to help reviewer understand project changes.

<b>PROJECT TITLE</b>
Second Avenue Subway Re-evaluation 1 of Phase 2 Design Modifications

<b>LIST CURRENT, APPROVED ENVIRONMENTAL DOCUMENTS (e.g. EIS/ROD, EA/FONSI, BA, RE-EVALUATION, etc.) If Re-evaluation, briefly describe.</b>
<b>Title:</b> Second Avenue Subway Final Environmental Impact Statement and Final 4(f) and 6(f) Evaluation/Record of Decision <b>Date:</b> April 2004 <b>Type and Date of Last Federal Action:</b> Record of Decision, July 2004
<b>Title:</b> Programmatic Agreement among the Federal Transit Administration, the Metropolitan Transportation Authority, New York City Transit, and the New York State Historic Preservation Officer Regarding the Second Avenue Subway Project in New York City, New York. <b>Date:</b> April 2004 <b>Type and Date of Last Federal Action:</b> Programmatic Agreement, April 8, 2004 Executed in compliance with Section 106 of the National Historic Preservation Act to establish stipulations for implementing construction with respect to potential effects on historic resources.
<b>Title:</b> MTA NYCT Second Avenue Subway Technical Memorandum No. 1 Assessing Design Changes <b>Date:</b> November 2006 <b>Type and Date of Last Federal Action:</b> January 5, 2007 Examined changes in tunnel structure and track configuration south of 72nd Street and examined changes in station entrances and ancillary facilities at the 72nd Street and 86th Street Stations.

<p><b>Title:</b> MTA NYCT Second Avenue Subway Technical Memorandum No. 2 Assessing Design Change  <b>Date:</b> February 2007  <b>Type and Date of Last Federal Action:</b> April 17, 2007  Examined changes in an ancillary facility at the 96th Street Station.</p>
<p><b>Title:</b> MTA NYCT Second Avenue Subway Technical Memorandum No. 3 Assessing Design Changes  <b>Date:</b> June 2007  <b>Type and Date of Last Federal Action:</b> July 3, 2007  Examined changes in ventilation facilities and a station entrance at the 63rd Street Station.</p>
<p><b>Title:</b> MTA NYCT Second Avenue Subway Technical Memorandum No. 4 Assessing Design Change: Alignment Change between 63rd and 96th Streets  <b>Date:</b> September 2008  <b>Type and Date of Last Federal Action:</b> September 30, 2008  Examined changes in the subway's tunnel to reduce the number of tracks near and in the 72nd Street Station from three tracks to two and lower the tunnel alignment in the area near and in the 72nd Street and 86th Street Stations.</p>
<p><b>Title:</b> Supplemental Environmental Assessment to the Second Avenue Subway Final Environmental Impact Statement: 72nd Street and 86th Street Entrance Alternatives/FONSI  <b>Date:</b> May 2009  <b>Type and Date of Last Federal Action:</b> FONSI, October 2009  Examined changes in station entrances at the 72nd Street and 86th Street Stations.</p>
<p><b>Title:</b> MTA NYCT Second Avenue Subway Technical Memorandum No. 5 Assessing Design Changes at the 63rd Street/Lexington Avenue Station  <b>Date:</b> April 2010  <b>Type and Date of Last Federal Action:</b> April 27, 2010  Examined changes in a station entrance at the 63rd Street Station.</p>
<p><b>Title:</b> Second Avenue Subway Technical Memorandum No. 6: Evaluation of 69th Street Ancillary Facility  <b>Date:</b> July 2010  <b>Type and Date of Last Federal Action:</b> September 16, 2010  Examined final design for Ancillary Facility 1 at the 72nd Street Station.</p>
<p><b>Title:</b> MTA New York City Transit Second Avenue Subway Technical Memorandum No. 7: Evaluation of 72nd Street Station Entrance and Ancillary Facility  <b>Date:</b> September 2010  <b>Type and Date of Last Federal Action:</b> December 16, 2010  Examined final design for Ancillary Facility 2 at the 72nd Street Station.</p>
<p><b>Title:</b> Second Avenue Subway Technical Memorandum No. 8 Assessing Design Changes: 86th Street Station Ancillary Facility #2  <b>Date:</b> December 2010  <b>Type and Date of Last Federal Action:</b> January 11, 2011  Examined final design for Ancillary Facility 2 at the 86th Street Station.</p>
<p><b>Title:</b> MTA Technical Memorandum No. 9 Evaluation of the 97th Street Ventilation Facility  <b>Date:</b> October 2011  <b>Type and Date of Last Federal Action:</b> October 31, 2011  Examined effects of the 97th Street Ventilation Facility at 1873 Second Avenue.</p>
<p><b>Title:</b> Technical Memorandum No. 10: Revised Mitigation Measures  <b>Date:</b> December 2011  <b>Type and Date of Last Federal Action:</b> December 13, 2011  Examined proposed revisions to mitigation measures for three historic resources.</p>
<p><b>Title:</b> Amendment No. 1 to the Programmatic Agreement  <b>Date:</b> May 2012  <b>Type and Date of Last Federal Action:</b> May 23, 2012  Revised Exhibit E of the Programmatic Agreement with regard to the vibration limit criteria for historic resources during construction activities and the reporting process when excessive vibration is detected.</p>

**Title:** Second Avenue Subway Technical Memorandum No. 11 Assessing Design Changes: 72nd Street Station Entrance 1

**Date:** June 2013

**Type and Date of Last Federal Action:** June 7, 2013

Examined the relocation of the street-level portion of Entrance 1 from within the building at 301 East 69th Street to the east sidewalk of Second Avenue in front of the building at 301 East 69th Street.

**Title:** Supplemental Environmental Assessment to the Second Avenue Subway Final Environmental Impact Statement: Phase 2

**Date:** July 2018

**Type and Date of Last Federal Action:** Finding of No Significant Impact, November 2018

Examined background changes and design modifications of Phase 2 of the proposed Second Avenue Subway.

**HAS THE MOST CURRENT AND OTHER PERTINENT APPROVED ENVIRONMENTAL DOCUMENTS BEEN RE-READ TO COMPARE ANY PROPOSED PROJECT CHANGES?**

**NO (STOP! The most current approved environmental document MUST be re-read prior to completing a re-evaluation.)**

**YES**    **NAME:** Jennifer Wuotinen, P.E.                      **DATE:** April 22, 2020

Program Manager I. 

**IS THE PROJECT CURRENTLY UNDER  DESIGN OR  CONSTRUCTION?**

Phase 1 of the Second Avenue Subway Project opened for revenue service in January 2017. Phase 2, the subject of this Re-Evaluation, is currently in design.

**REASON FOR RE-EVALUATION**

MTA prepared a Supplemental Environmental Assessment (EA) for Phase 2 of the Second Avenue Subway (the Project) that was completed in July 2018 for public review. FTA issued a FONSI in November 2018. Subsequent to the 2018 FONSI, MTA has investigated measures to reduce Project costs and there have been some changes in property availability. Therefore, MTA is now proposing several design modifications to Phase 2. This re-evaluation has been prepared to determine whether these “cost containment” measures would result in any new or different impacts from those identified in the 2004 FEIS or 2018 Supplemental EA. In general, the proposed design modifications would reduce the Project footprint, and therefore reduce potential impacts.

**DESCRIPTION OF PROJECT CHANGES, NEW INFORMATION OR REASON FOR DELAY IN CONSTRUCTION**

To reduce construction costs for Phase 2 of the Project, MTA has identified Project elements that can be deferred to a future phase of the Project when necessitated by future passenger demand, and design changes that would reduce spatial needs and the quantity of construction materials. The table below provides an overview of the proposed design modifications. Three modifications are proposed at the 125th Street Station, one modification is proposed along the 125th Street tail tracks, and one modification is proposed at the 116th Street Station.

<b>Design Modification</b>	<b>Approved PE Design (2018 Supplemental EA)</b>	<b>Description of Proposed Design Modification</b>	<b>Reason for Design Change and Additional Notes</b>
<i>Defer Entrance 2 at 125th Street Station</i>	<ul style="list-style-type: none"> <li>Approved design includes two options for Entrance 2 at the 125th Street Station: Option 1 at northwest corner of 125th Street and Lexington Avenue (preferred); or Option 2 at southwest corner of 125th Street and Lexington Avenue</li> </ul>	<ul style="list-style-type: none"> <li>Defer Entrance 2, including the associated underpass connecting to the existing Lexington Avenue line, to a future phase of the Project (see <b>Figure 1</b>)</li> <li>Construct a short adit (short tunnel segment) from the station cavern as part of Phase 2 to minimize disruption to station operations when Entrance 2 is constructed at a later date</li> </ul>	<ul style="list-style-type: none"> <li>Entrance 2 is not needed for passenger demand associated with Phase 2 and can be added during a future phase of the Project, as needed</li> <li>Would reduce station footprint and needed property acquisition during Phase 2</li> <li>Emergency egress would still comply with NFPA 130</li> </ul>
<i>Eliminate Deep User Spaces at 125th Street Station</i>	<ul style="list-style-type: none"> <li>Approved design includes deep excavation within the footprint of Ancillary 1/ Entrance 1 at the 125th Street Station to accommodate several underground program spaces for New York City Transit (NYCT) departments and several major station functional elements, including traction power substation and ventilation fans that are part of the station's tunnel and station smoke management (TSSM) system</li> </ul>	<ul style="list-style-type: none"> <li>Relocate major equipment and department user spaces closer to the street where functionally possible, including traction power substation and TSSM ventilation fans</li> <li>Reorient TSSM fans from horizontal to vertical configuration to reduce spatial needs</li> <li>Subsurface reconfiguration may require subsurface easement to extend below an additional property (Block 1773, Lot 27) (see <b>Figure 1</b>)</li> <li>The height of Ancillary 1 would increase by about 25 feet (from 75 feet tall in the approved design to 100 feet tall with the Modified Design), but would be coordinated with a high-rise development proposed on the site by a private developer</li> </ul>	<ul style="list-style-type: none"> <li>Would substantially reduce the volume of the underground space and therefore the amount of rock excavation needed</li> </ul>

<p><i>Eliminate Park Avenue Passageway Connection and Convert Entrance 3 to Elevators Only at 125th Street Station</i></p>	<ul style="list-style-type: none"> <li>• In the approved design, Entrance 3 at the 125th Street Station will have its street-level ingress/egress within the Park Avenue median beneath the existing Metro-North Railroad viaduct, with underground connections to the private property at the southeast corner of 125th Street and Park Avenue</li> <li>• Ancillary 2 will be located on west side of Park Avenue at 124th Street</li> </ul>	<ul style="list-style-type: none"> <li>• Remove ingress/egress for Entrance 3 from the Park Avenue median and remove the underground connection below Park Avenue</li> <li>• Site Entrance 3 entirely on the southeast corner of 125th Street and Park Avenue by modifying the entrance to elevator-only, with access via six elevators, in lieu of the stair and elevator in the Park Avenue median and the four escalators at the mezzanine level (see <b>Figure 1</b>)</li> <li>• The modified Entrance 3 would include above-grade space for emergency exits and mechanical space, similar to the approved design</li> <li>• Include a knock-out panel along a portion of the west wall to accommodate a potential future subsurface passageway toward the Metro-North Railroad viaduct</li> <li>• Potentially relocate Ancillary 2 from the west side of Park Avenue to the east side, depending on further coordination with a private development at those sites (NOTE: the parcels east and west of Park Avenue are owned by the same developer, and MTA is working with the developer to determine how to best integrate both projects)</li> <li>• With the consolidation of Entrance 3 (and potential collocation with Ancillary 2) on the east side of Park Avenue, the combined facility may need to incorporate two additional properties (Lots 1 and 67 of Block 1773), as shown on <b>Figure 1</b> (NOTE: these lots are currently surface parking lots owned by the abovementioned developer). Some underground station elements may remain on the west side of Park Avenue</li> <li>• Construct a short adit (short tunnel segment) from the station cavern as part of Phase 2 to minimize disruption to station operations if an additional station entrance is constructed at a later date</li> </ul>	<ul style="list-style-type: none"> <li>• Full approved entrance is not needed to accommodate projected ridership in Phase 2 and can be added at a later date if needed</li> <li>• Would reduce footprint of Entrance 3, as well as associated rock excavation and property acquisition</li> <li>• Emergency egress would still comply with NFPA 130</li> <li>• Would avoid potential complications with constructing under the Metro-North Railroad viaduct at this time</li> <li>• Would provide flexibility for MTA to coordinate with the developer with respect to placement of Ancillary 2</li> </ul>
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Design Modification	Approved PE Design (2018 Supplemental EA)	Description of Proposed Design Modification	Reason for Design Change and Additional Notes
<i>Reduce Scope and Size of Ancillary A at Tail Tracks</i>	<ul style="list-style-type: none"> <li>• Approved design includes two options for an Ancillary Facility (herein referred to as “Ancillary A”) for the tail tracks along 125th Street: Three-Train per Track Option (preferred) just west of Lenox Avenue, and Two-Train per Track Option just east of Lenox Avenue</li> <li>• Includes a passageway crossing below 125th Street, and a shaft below 125th Street that extends down to the storage track invert</li> <li>• Includes tunnel heat-relief fans, mechanical equipment rooms, EDR rooms, radio and communications equipment rooms within the building footprint on the property</li> <li>• Within the shaft below 125th Street there are NYCT Car Equipment Division (CED) spaces, pump rooms, stairs, a freight elevator, and air shafts</li> </ul>	<ul style="list-style-type: none"> <li>• Reduce size and relocate Ancillary A (Three-Train per Track Option) to an adjacent parcel (see <b>Figure 2</b>)</li> <li>• Remove tunnel heat-relief fans, freight elevator, and CED spaces for car cleaning</li> <li>• Relocate electrical, communications, and radio rooms to the shaft below 125th Street</li> <li>• Reduce mechanical equipment spaces to the extent possible and relocate to the shaft</li> <li>• Reduce the building size to accommodate only access stairs, air shafts, a generator panel connection, and nominal mechanical equipment to support the spaces within the shaft</li> </ul>	<ul style="list-style-type: none"> <li>• Would reduce footprint and excavation</li> <li>• Would reduce operational and maintenance needs at Ancillary A</li> <li>• Relocation due to new development on the previous site</li> <li>• Ventilation of tail tracks can be accomplished by running TSSM fans at 125th Street Station Ancillary 2, which will draw air from intake louvers at Ancillary A</li> <li>• NYCT’s CED requested space already allocated at the 125th Street Station for car cleaning, thereby eliminating the need for this space and the freight elevator at Ancillary A</li> </ul>
<i>Repurpose Existing Section 13 for 116th Street Station</i>	<ul style="list-style-type: none"> <li>• In the approved design, the new 116th Street Station will be constructed in a section of existing tunnel that was built in the 1970s (“Section 13”), with demolition of the existing structure and cut-and-cover construction along Second Avenue from 115th Street to 120th Street</li> <li>• The new station will have a full-length mezzanine above platform level</li> </ul>	<ul style="list-style-type: none"> <li>• Modify design of station to remove full-length mezzanine. Mezzanine segments would instead be located at each entrance and ancillary facility, with localized cut-and-cover construction only in those locations (see <b>Figure 3</b>)</li> <li>• Rather than the column-free platform included in the approved design, the Modified Design would require that some existing columns in the tunnel remain within the platform</li> </ul>	<ul style="list-style-type: none"> <li>• Would reduce area of cut-and-cover construction along Second Avenue between 115th Street and 120th Street</li> <li>• Would reduce station cost associated with utility relocation and construction of mezzanine</li> </ul>

**HAVE ANY NEW OR REVISED LAWS OR REGULATIONS BEEN ISSUED SINCE APPROVAL OF THE LAST ENVIRONMENTAL DOCUMENT THAT AFFECTS THIS PROJECT? If yes, please explain.**

- NO  
 YES

Updated FTA implementing regulations for NEPA and Section 4(f) (23 CFR Part 771), effective November 2018

**IS THE LIST OF THREATENED AND ENDANGERED SPECIES (NMFS AND USFWS) MORE THAN 6 MONTHS OLD?**

- NO  
 YES (STOP! Endangered Species lists and analysis MUST be updated.)

See Attachment A for updated list.

**WILL THE NEW INFORMATION HAVE THE POTENTIAL TO CAUSE A CHANGE IN THE DETERMINATION OF IMPACTS FROM WHAT WAS DESCRIBED IN THE ORIGINAL ENVIRONMENTAL DOCUMENT FOR ANY OF THE AREAS LISTED BELOW?** For each impact category, please indicate whether there will be a change in impacts. For all categories with a change, continue to the table at the end of this worksheet and provide detailed descriptions of the impacts as originally disclosed in prior environmental documents, describe all changes and possible impacts. For a project with delay(s) in implementation, confirm the accuracy and validity of the underlying studies. The change in impact may be beneficial or adverse.

<b>Transportation</b>	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
<b>Land Use and Economics</b>	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
<b>Acquisitions, Displacements, &amp; Relocations</b>	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
<b>Neighborhoods &amp; Populations (Social)</b>	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
<b>Visual Resources &amp; Aesthetics</b>	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
<b>Air Quality</b>	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
<b>Noise &amp; Vibration</b>	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
<b>Ecosystems (Vegetation/Wildlife, incldg Endng'd Species)</b>	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
<b>Water Resources</b>	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
<b>Energy &amp; Natural Resources</b>	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
<b>Geology &amp; Soils</b>	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
<b>Hazardous Materials</b>	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
<b>Public Services</b>	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
<b>Utilities</b>	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
<b>Historic, Cultural &amp; Archaeological Resources</b>	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
<b>Parklands &amp; Recreation</b>	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
<b>Construction</b>	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No

**Secondary and Cumulative**  Yes  No

**Environmental Justice**  Yes  No

**Will the changed conditions or new information result in revised documentation or determination under the following federal regulations/orders?**

<b>Endangered Species Act</b>	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
<b>Magnuson-Stevens Act</b>	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
<b>Farmland Preservation Act</b>	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
<b>Section 404-Clean Water Act</b>	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
<b>Floodplain Management Act</b>	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
<b>CERCLA (Hazardous Materials)</b>	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
<b>Section 106 National Historic Preservation Act</b>	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
<b>Uniform Relocation Act</b>	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
<b>Section 4(f)</b>	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
<b>Section 6(f) Lands</b>	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
<b>Wild &amp; Scenic Rivers</b>	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
<b>Coastal Barriers</b>	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
<b>Coastal Zone</b>	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
<b>Sole Source Aquifer</b>	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
<b>National Scenic Byways</b>	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
<b>Environmental Justice</b>	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
<b>Other: Greenhouse Gas Emissions</b>	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No

**If you checked yes to any of these, describe how the changes impact compliance and any actions needed to ensure compliance of the new project:**

The design modifications resulted in amendment of the Area of Potential Effect (APE), which has been evaluated in accordance with the Project’s executed Programmatic Agreement in consultation with the New York State Historic Preservation Office (SHPO) and the New York City Landmarks Preservation Commission (LPC). The design modifications would modify property acquisitions and subsurface easements, and reduce displacements as part of Phase 2. MTA and FTA will continue to comply with the requirements of the Uniform Act.

**Will these changes or new information likely result in substantial public controversy?**

Yes  No

**Comments:** The Second Avenue Subway Project has received widespread support for its anticipated transit benefits. The 2018 Supplemental EA underwent public review, and public comments were considered and responded to in the FONSI. The proposed design modifications would reduce the Phase 2 footprint and reduce impacts as compared to those presented in the Supplemental EA. MTA has implemented a robust public outreach plan (presented in Appendix E of the Supplemental EA) and operates a Community Information Center that was opened in September 2017 at 69 East 125th Street, New York, New York to keep the public informed about Phase 2 and to collect community feedback as Phase 2 progresses.

**Will these changes or new information require any new or different mitigation measures? If yes, describe the measures in each category.**

Yes  No

COMMENTS: N/A



**CONCLUSIONS AND RECOMMENDATIONS:**


This re-evaluation has been prepared in accordance with 23 CFR Part 771.129 and in accordance with the Record of Decision issued in 2004 for the Second Avenue Subway. Based on this re-evaluation, including its supplements, the Modified Design of Phase 2 of the Second Avenue Subway would not result in any new adverse environmental impacts not previously identified and the conclusions of the Project's 2004 Final Environmental Impact Statement remain valid.

**LIST OF ATTACHMENTS:**

Attachment A, "Updated Endangered Species List"  
Attachment B, "Updated Cultural Resources Correspondence"

**SUBMITTED BY:**

By signing this, I certify that to the best of my knowledge this document is complete and accurate.

 Name Jennifer Wuotinen Title Program Manager I	Date April 22, 2020
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Submit an electronic version to your area FTA Community Planner. Contact FTA at the number below if you are unsure who this is or if you need the email address. Modifications are typically necessary. When the document is approved, FTA may request additional copies.

Federal Transit Administration – Region 2  
1 Bowling Green, Room 429  
New York, NY 10004

phone: 212. 668.2170  
fax: 212. 668.2136

Impact Category	Impacts & Any Mitigation as Initially Disclosed	New Impacts or Updated Analysis	Change in Impacts
<p align="center"><b>**Example**</b></p> <p><b>Water Resources/ Impervious Surface</b></p>	<p><i>Initial design included 0.60 acres of new impervious surface for the parking lot.</i></p>	<p><i>Modified design changes the striping pattern and results in 0.75 acres of new impervious surface.</i></p>	<p><i>The new design results in 0.15 more impervious surface than initially planned and new run-off permit required</i></p>
<p><b>Transportation</b></p>	<p>Both the 2004 FEIS design and the 2018 updated design provided a direct transfer between the new Second Avenue Subway and the existing Lexington Avenue (4/5/6) subway line. The 2018 updated design includes two options for Entrance 2, pending further analysis by MTA to determine optimal passenger transfer between the two subways.</p> <p>Both the 2004 FEIS design and the 2018 updated design also include an entrance (Entrance 3) to the new Second Avenue Subway within the Park Avenue median at 125th Street under the Metro-North Railroad viaduct. In the 2018 updated design, stairs, escalators, and the subway mezzanine levels will extend below Park Avenue to an underground component of the station on the southeast corner of 125th Street and Park Avenue. The Supplemental EA noted that as design advances, additional evaluation of the viaduct structure may result in the need to place the entrance entirely on the southeast corner of 125th Street and Park Avenue.</p> <p>Both the 2004 FEIS design and the 2018 updated design include a 116th Street Station extending from approximately 115th Street to approximately 120th Street.</p>	<p>The Modified Design would defer Entrance 2 at the 125th Street Station to a later phase of the Project (see <b>Figure 1</b>). This would eliminate a transfer point between the two subways, although direct transfers would still be possible at Entrance 1.</p> <p>The Modified Design would shift the location of the street-level access point for Entrance 3 at the 125th Street Station from under the Metro-North Railroad viaduct to the southeast corner of 125th Street and Park Avenue. Ingress/egress would be achieved by six elevators at this location rather than the combination of elevator/stair and escalators in the 2018 updated design.</p> <p>The Modified Design would also remove the full-length mezzanine at the 116th Street Station and retain some existing columns at platform level in the existing tunnel.</p>	<p>Deferment of Entrance 2 at the 125th Street Station would result in a 33 percent reduction in transfer capacity between the Second Avenue Subway and the Lexington Avenue (4/5/6) subway line. Adequate transfer capacity would remain available at Entrance 1 to accommodate passenger demand associated with Phase 2 of the Project. As additional transfer capacity becomes necessary as part of future phases of the Project, Entrance 2 can be constructed at that time.</p> <p>Modification of Entrance 3 at the 125th Street Station to access via six elevators would provide sufficient capacity for Phase 2 passenger volumes, but additional capacity would be needed for future phases of the Project. An additional entrance can be constructed in the vicinity of Park Avenue and 125th Street to accommodate those future phases.</p> <p>With the Modified Design, passenger flows would remain acceptable in the 116th Street Station.</p> <p>No new adverse impacts would result from the Modified Design.</p>

Impact Category	Impacts & Any Mitigation as Initially Disclosed	New Impacts or Updated Analysis	Change in Impacts
<b>Land Use and Economics</b>			
<b>Acquisitions, Displacements, &amp; Relocations</b>	<p>The 2018 updated design for Phase 2 included several ‘preferred’ design options and several ‘alternate’ design options for certain elements. Depending on the design option, the estimated property acquisitions and displacements presented in the 2018 Supplemental EA were as follows (with the ‘alternate’ design option reflected in parentheses):</p> <ul style="list-style-type: none"> <li>• Full property acquisitions: 36 (39)</li> <li>• Partial property acquisitions: 5 (4)</li> <li>• Permanent easements: 13 (13)</li> <li>• Displacement of employees (estimated): 505 (157)</li> <li>• Displacement of residents (estimated): 170 (170)</li> </ul> <p>(see Table 6-2 of the 2018 Supplemental EA)</p>	<p>As shown in <b>Figures 1 and 2</b>, the Modified Design would remove, add, and shift several property acquisitions, resulting in a similar overall number of property acquisitions. In summary, the Modified Design would result in the following (modifications related to the ‘alternate’ design option of Entrance 2 and Ancillary A are shown in parentheses):</p> <ul style="list-style-type: none"> <li>• Full property acquisitions*: 37 (38)</li> <li>• Partial property acquisitions: 3 (3)</li> <li>• Permanent easements**: 14 (14)</li> <li>• Displacement of employees (estimated): 129 (129)</li> <li>• Displacement of residents (estimated): 170 (170)</li> </ul> <p>*Lots 1 and 67 at Ancillary 2 may be permanent full acquisitions, pending further coordination with a private developer at that site. They are conservatively assumed in the total of full acquisitions here.</p> <p>**This conservatively assumes a permanent subsurface easement may still be needed on the west side of Park Avenue (Block 1749, Lot 33) for underground elements of Entrance 3/Ancillary 2 at 125th Street.</p>	<p>The Modified Design would result in the following changes in property acquisitions:</p> <ul style="list-style-type: none"> <li>• Full property acquisitions: +1 (-1)</li> <li>• Partial property acquisitions: -2 (-1)</li> <li>• Permanent easements: +1 (+1)</li> <li>• Displacement of employees (estimated): -376 (-28)</li> <li>• Displacement of residents (estimated): 0 (0)</li> </ul> <p>Deferment of Entrance 2 for the 125th Street Station would eliminate the need to displace active businesses, substantially reducing the number of displaced employees at this time. Relocation of Ancillary A would avoid displacement of a new large commercial development. In addition, the Project would no longer use the area in the Park Avenue median under the Metro-North Railroad viaduct. Since Entrance 1/Ancillary 1 and Entrance 3/Ancillary 2 at the 125th Street Station are being coordinated with private developments on those sites, the final placement of these elements may result in additional full acquisitions or subsurface easements, but would remain within properties owned by those developers. No new adverse impacts would result from the Modified Design.</p>
<b>Neighborhoods &amp; Populations (Social)</b>			

Impact Category	Impacts & Any Mitigation as Initially Disclosed	New Impacts or Updated Analysis	Change in Impacts
<b>Visual Resources &amp; Aesthetics</b>	The 2018 Supplemental EA noted that some entrances and ancillary facilities associated with Phase 2 of the Project would be in slightly different locations and be larger (footprint and height) than presented in the 2004 FEIS, but they would be similar in visual character and setting. In addition, they would incorporate materials and design elements that would be compatible with the urban design of the surrounding area. Ancillary facilities along 125th Street were estimated at about 45 to 75 feet tall (or 5 to 8 stories).	In the Modified Design, Ancillary 1 at the 125th Street Station would be approximately 100 feet tall, 25 feet taller than described in the 2018 Supplemental EA, due to the elimination of deep underground spaces. Ancillary 2 at the 125th Street Station may be on the east or west side of Park Avenue (see <b>Figure 1</b> ), pending further coordination with the private development at that location. Ancillary A at the 125th Street tail tracks would be about 40 feet tall and smaller in footprint, reduced from the estimated 45-75 feet height presented in the 2018 Supplemental EA.	The change in height of Ancillary 1 and Ancillary A would remain in context with the surrounding mid-rise character (and planned high-rises) along the 125th Street corridor. Ancillary 1 would continue to be integrated with planned private development at that site, and would be designed to be compatible with the surrounding area. The placement of Ancillary 2 on the east or west side of Park Avenue would remain consistent with the conclusions of the 2018 Supplemental EA, and would similarly be coordinated with the private development on that site. No new adverse impacts would result from the Modified Design.
<b>Air Quality</b>			
<b>Noise &amp; Vibration</b>			
<b>Ecosystems (Vegetation &amp; Wildlife)</b>			
<b>Water Resources</b>			
<b>Energy &amp; Natural Resources</b>			

Impact Category	Impacts & Any Mitigation as Initially Disclosed	New Impacts or Updated Analysis	Change in Impacts
<b>Geology &amp; Soils</b>	The 2018 Supplemental EA reported that the 2018 updated design will reduce excavated materials from about 465,000 cubic yards to 150,000 cubic yards at the 125th Street Station as compared to the 2004 FEIS design. In addition, the 2018 updated design will reduce the amount of cut-and-cover construction required at the 116th Street Station in comparison to the 2004 FEIS design.	Deferment of Entrance 2, elimination of the entrance under the Metro-North Viaduct at Entrance 3 (at this time), and elimination of deep user spaces at Entrance 1/Ancillary 1 at the 125th Street Station, as well as modifying the station design at the 116th Street Station, would reduce the amount of excavation required as part of Phase 2.	The Modified Design would reduce the amount of excavated materials as part of Phase 2. Future phases of the Project may require excavation of areas that are being deferred at this time, which would be consistent with the 2018 updated PE design. No new adverse impacts would result from the Modified Design.
<b>Hazardous Materials</b>			
<b>Public Services</b>			
<b>Utilities</b>	The 2004 FEIS design and the 2018 updated design required relocation or replacement of utilities along Second Avenue, 125th Street, and some adjacent side streets. Some features of the 2018 updated design reduced potential impacts to existing utilities, such as shifting the 106th Street Station platform to reduce impacts to the Empire City Subway ductbank along Second Avenue, and the deeper tunnel along 125th Street that reduced conflicts with utilities.	Modification of the station design at the 116th Street Station would reduce potential utility relocation needs in these areas.	The Modified Design would reduce potential utility conflicts and utility relocation or replacement needs as part of Phase 2. No new significant adverse impacts would result from the Modified Design.

Impact Category	Impacts & Any Mitigation as Initially Disclosed	New Impacts or Updated Analysis	Change in Impacts
<p><b>Historic, Cultural &amp; Archaeological Resources</b></p>	<p>The 2018 updated design removed a proposed direct connection to the State and National Register (S/NR) eligible MTA Metro-North Harlem-125th Street Station, thereby eliminating a potential adverse effect to that resource. Consistent with the 2004 FEIS design, the 2018 updated design could have the potential to result in accidental damage to architectural resources as a result of nearby Project construction and above grade Project elements may be constructed in proximity to historic resources. Measures to protect architectural resources and develop Construction Protection Plans (CPPs), with continued consultation with SHPO, were stipulated in a Programmatic Agreement (PA) executed in 2004 among FTA, MTA NYCT, and SHPO, with LPC as a consulting party.</p> <p>The 2004 FEIS and the 2018 Supplemental EA also identified areas of archaeological sensitivity along much of the proposed SAS Phase 2 alignment. In addition, the 2018 Supplemental EA identified a more recently established zone of sensitivity for potential human remains related to re-developed cemeteries in the area bounded by East 124th Street, Second Avenue, East 127th Street, and a point east of First Avenue. Measures to assess, document, and protect potential archaeological resources were stipulated in the 2004 Programmatic Agreement.</p>	<p>The Areas of Potential Effects (APEs) for architectural and archaeological resources were amended based on the Modified Design. No additional adverse effects were identified with respect to architectural resources. One additional historic resource would fall within the 200-foot APE due to the relocation of Ancillary A, which would be included in the CPP pursuant to the 2004 PA. An additional area of archaeological sensitivity was identified for which Phase 1B testing was recommended.</p>	<p>No changes with respect to potential adverse effects to architectural resources were found. While an additional historic resource would be within the 200-foot APE and an additional area of archaeological sensitivity was identified, measures to document and protect these resources will continue to be consistent with the 2004 PA. SHPO concurred with the conclusions and recommendations of the archaeological and architectural assessments in letters dated December 23, 2019, January 8, 2020, and May 8, 2020. LPC also concurred in letters dated January 6, 2020, January 14, 2020 and May 13, 2020. See Attachment B, "Updated Cultural Resources Correspondence."</p>

Impact Category	Impacts & Any Mitigation as Initially Disclosed	New Impacts or Updated Analysis	Change in Impacts
<b>Parklands &amp; Recreation</b>			
<b>Construction</b>	<p>The 2018 Supplemental EA described areas where construction means and methods for Phase 2 had been modified since the 2004 FEIS in order to reduce surface impacts during construction, particularly along the 125th Street corridor. Modifications included a deeper tunnel in this section that would allow for increased use of mining techniques and reduced cut-and-cover construction. In addition, the 125th Street Station was modified from a three-track to a two-track station, allowing for a more condensed station box and a substantial reduction in excavated material (reduced from about 465,000 cubic yards to about 150,000 cubic yards). For the 106th Street and 116th Street Stations, the primary construction technique remained cut-and-cover construction, consistent with the 2004 FEIS design.</p>	<p>With the Modified Design, deferment of Entrance 2 and removal of the ingress/egress for Entrance 3 within the Park Avenue median for the 125th Street Station would reduce the Project footprint, and thereby reduce surface construction work. The removal of deep spaces at Entrance 1/Ancillary 1 would also reduce the amount of excavated materials. Depending on continued coordination with private developers at the sites of Entrance 3/ Ancillary 2 and Entrance 1/Ancillary 1, some additional areas may be needed for construction staging (see <b>Figure 1</b>); however, these parcels are vacant and owned by the respective developers at each site and would be integrated into the coordinated development of each project.</p> <p>At the 116th Street Station, the Modified Design would eliminate the need to open the street for modification of the existing tunnel box and construction of a new mezzanine. As a result, cut-and-cover construction would be reduced substantially along Second Avenue and be limited to the areas around the new entrances and ancillary facilities (see <b>Figure 3</b>).</p>	<p>The Modified Design would reduce the amount of surface construction activity at the 125th Street Station and 116th Street Station, and would reduce the volume of excavated materials. The Modified Design would also avoid potential complications associated with constructing underneath the Metro-North Railroad viaduct at Entrance 3 of the 125th Street Station. Some elements may be required for future phases of the Project (such as Entrance 2 and an additional entrance near Park Avenue for the 125th Street Station), but this would be consistent with the 2018 updated design. In addition, measures would be incorporated now as part of Phase 2 to minimize disruption to subway operations when these elements are constructed in the future.</p> <p>While the configurations of Ancillaries 1 and 2 for the 125th Street Station will be finalized in coordination with planned private developments at those sites, any changes in construction staging areas would be essentially a reorganization of the staging areas within the development sites, rather than an expansion of the construction footprint.</p> <p>No new adverse impacts would result from the Modified Design.</p>
<b>Secondary and Cumulative</b>			

Impact Category	Impacts & Any Mitigation as Initially Disclosed	New Impacts or Updated Analysis	Change in Impacts
<b>Environmental Justice</b>			
<b>Other</b>			