

Executive Summary

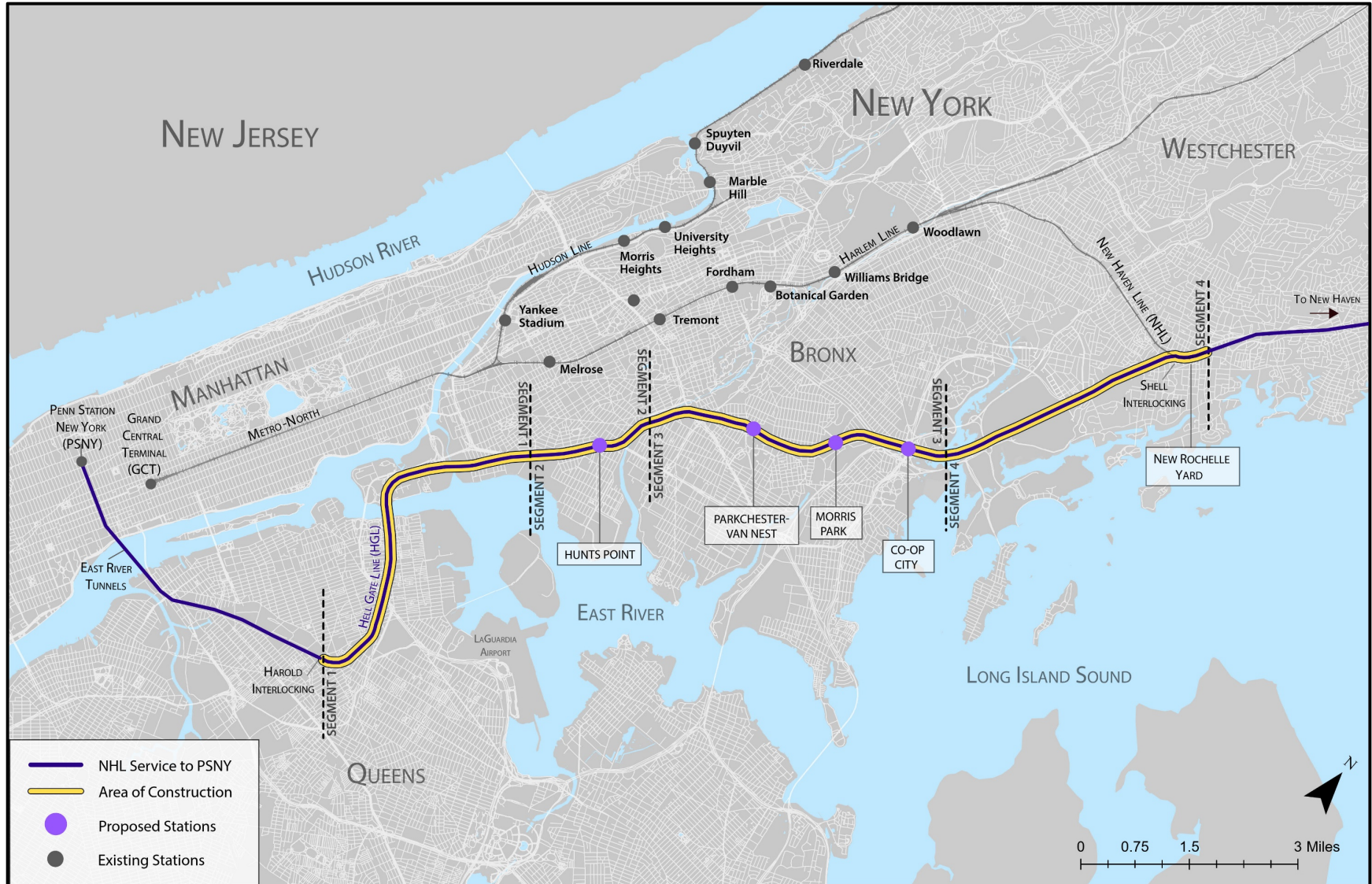
ES.1 INTRODUCTION

The Metropolitan Transportation Authority (MTA) is proposing the Penn Station Access (PSA) Project, which would provide one-seat passenger rail service to Penn Station New York (PSNY) on Manhattan’s west side for MTA Metro-North Railroad’s (Metro-North) New Haven Line (NHL) customers (Proposed Project). MTA Construction and Development (MTACD) would plan, design, and construct the Proposed Project and related public outreach, and Metro-North would operate and maintain the service. The Proposed Project would provide new rail service from New Haven, Connecticut (CT) to PSNY in Manhattan by utilizing Amtrak’s Hell Gate Line (HGL) on the Northeast Corridor (NEC), through the eastern Bronx and western Queens. The Proposed Project would make infrastructure improvements on the HGL beginning in southeastern Westchester County—where NHL trains would divert onto the HGL at Shell Interlocking¹—and extending to Harold Interlocking in Queens, joining the MTA Long Island Rail Road (LIRR) Main line. As part of the Proposed Project, four new Metro-North stations would be constructed in the eastern Bronx at Hunts Point, Parkchester-Van Nest, Morris Park, and Co-op City. Figure ES-1 depicts the Proposed Project’s construction area and service area, and shows the relationship between the HGL, Metro-North, and LIRR systems.

The proposed Metro-North service to PSNY would begin operations after the LIRR East Side Access (ESA) project’s service to Grand Central Terminal is initiated. The Amended Full Funding Grant Agreement (August 2016) between MTA and Federal Transit Administration (FTA) projects ESA service to begin December 2023. MTA is taking steps to accelerate the schedule and is planning for ESA service to begin in 2022. The ESA project will result in the availability of approximately 102 station slots per day (i.e., time slots at a platform) at PSNY vacated by LIRR and available for Metro-North use. ESA service will phase in over time from a reduced opening day service level. PSA service would similarly phase in as space becomes available at PSNY. In addition, the ESA project will address a long-recognized operational constraint at Harold Interlocking. Currently, access to and from the HGL requires routings through Harold Interlocking that necessitate merging and diverging from routes that are also used by LIRR train traffic. The ESA project will eliminate this constraint by providing grade-separated routes for Amtrak and (should the proposed PSA service be implemented) Metro-North traffic on the HGL, better accommodating all train movements, including Metro-North NHL service into PSNY. MTA (which includes MTACD, Metro-North, and LIRR) and Amtrak are committed to accommodating Metro-North service in PSNY as outlined in an executed Memorandum of Understanding, dated February 11, 2019, between Amtrak, MTA, and Metro-North (see Appendix E, “Agency Correspondence and Public Involvement”).

¹ An interlocking is an arrangement of track and signals that enables the switching of trains between tracks. The interlocking tracks and signals are interconnected so that conflicting train movements through the interlocking are prevented by making it impossible to signal a train to proceed unless the route to be used by the train through the interlocking is proven to be safe. Harold Interlocking connects the HGL to the LIRR Main line tracks in Queens.

Figure ES-1. Proposed Project Corridor Segments



Source: WSP, 2021



The 2020-2024 MTA Capital Plan identifies the capital budget for the Proposed Project as \$1.583 billion. Amtrak would maintain track infrastructure, with financial contributions from MTA made to Amtrak in accordance with Section 212 of the Passenger Rail Investment and Improvement Act. PSNY is maintained through a joint facility agreement between Amtrak and LIRR. MTA expects to apply FTA formula or Congestion Mitigation and Air Quality funds to the Proposed Project. In addition, MTA would receive \$30 million from the Federal Railroad Administration's (FRA) FY 2019 Federal-State Partnership for State of Good Repair Grant Program to replace the 210 catenary structures on the Hell Gate Line that have exceeded their useful life. Although MTA has experienced a significant loss of revenue as a result of the COVID-19 pandemic that may change priorities in the future, at this time these are the expected funding sources, along with local funds, for the Proposed Project. MTA may seek other federal funds for the Proposed Project; therefore, the Proposed Project is being evaluated in accordance with FTA's procedures for new transit projects.

As part of those procedures, FTA must make a determination about the Proposed Project's potential environmental impacts in accordance with the National Environmental Policy Act of 1969 (NEPA) before it can approve funding for final design, construction, and related activities of the Proposed Project. This Environmental Assessment (EA) is being prepared to meet the environmental review requirements of FTA and the Federal Highway Administration's (FHWA) Environmental Impact and Related Procedures (23 C.F.R. Part 771) and the Council on Environmental Quality (CEQ) regulations implementing NEPA (40 C.F.R. 1500). The EA has also been prepared to meet 6 NYCRR Part 617 State Environmental Quality Review Act (SEQRA) requirements. Because the Notice of Intent for the Proposed Project was released in 1999, FTA and MTA are applying the CEQ NEPA regulations that were in effect prior to the September 14, 2020, regulatory update. FTA invited FRA to participate as a cooperating agency in the NEPA process and development of this EA. Should FRA provide financial assistance or have another action related to the Proposed Project, FRA intends to rely on this EA to help satisfy its NEPA compliance obligations. This EA was also prepared in accordance with other applicable federal laws including, but not limited to the following:

- Section 7 of the Endangered Species Act of 1973
- Clean Water Act
- Section 106 of the National Historic Preservation Act of 1966 (NHPA)
- Section 4(f) of the U.S. Department of Transportation (USDOT) Act of 1966
- Executive Order 12898, "Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations"
- Executive Order 11990, "Protection of Wetlands"
- Executive Order 11988, "Floodplain Management"

ES.2 PROJECT BACKGROUND

In the mid-1990s, a precursor to the Proposed Project was conceived as an element of then-New York State Governor George E. Pataki's comprehensive, regional transportation initiative.¹ In 1999, Metro-North initiated the PSA Major Investment Study/Draft Environmental Impact Statement (EIS) to evaluate options for

¹ Master Links, 1996



improving access between PSNY and the Harlem Line, Hudson Line, and NHL. At that time, FTA published a Notice of Intent in the Federal Register Notice to prepare a Major Investment Study/Draft EIS for the Metro-North Penn Station Access Study. The Major Investment Study effort, similar to an alternatives analysis, included development and evaluation of a long list of multimodal alternatives, including rail, bus, and ferry. As part of the study, over 20 potential new station locations were also considered and screened. In 2002, MTA recommended an alternative for further consideration; this decision was published in the PSA Comparative Screening Results Report (2002)² and included the following:

- NHL service via Amtrak's HGL with three new Metro-North stations in the eastern Bronx
- Hudson Line service via Amtrak's Empire Connection with two new Metro-North stations in Manhattan, one each in midtown and upper Manhattan

However, physical and operational constraints identified through subsequent planning and regional coordination efforts eliminated the Hudson Line service via Amtrak's Empire Connection from further consideration as an element of the Proposed Project in 2013. Hudson Line service to PSNY via Amtrak's Empire Connection along Manhattan's west side is not possible for the foreseeable future; however, the Proposed Project would not preclude adding the service at a later date.

Between 2002 and 2009, Metro-North continued PSA project planning and environmental review. In 2007, Metro-North held meetings with FTA and various project stakeholders. At that time, Metro-North and FTA agreed to further pursue the PSA project as an EA rather than an EIS because MTA anticipated no significant impacts based on the environmental analyses that had been conducted to date. The PSA project planning efforts included coordination with the current rail operators in PSNY—Amtrak, LIRR, and NJ TRANSIT—to understand the operational opportunities for and issues related to bringing Metro-North service into PSNY.

As part of the continued EA effort, Metro-North conducted outreach in 2012 to the local communities that would potentially be affected by the PSA project, with special attention paid to those communities in the Bronx where new stations are being proposed along the HGL (Hunts Point, Parkchester, and Co-op City). Metro-North conducted some of the meetings jointly with the New York City Department of City Planning, which identified potential opportunities for transit-oriented development near the proposed stations. Based on input received from the local communities, Metro-North proposed a new station at Morris Park in 2012 (bringing the total number of stations to four). In 2015, Amtrak, MTA, Metro-North, and LIRR executed a Planning Phase Agreement that committed them to working cooperatively in order to progress the conceptual planning of the PSA project (see Appendix E, "Agency Correspondence and Public Involvement"). To that end, between 2015 and 2020, MTA conducted conceptual engineering and further operations analyses to identify and refine improvements along the HGL that would be necessary to implement NHL service to PSNY. On February 11, 2019, Amtrak, MTA/MTA Capital Construction, and Metro-North executed a Memorandum of Understanding for the parties to fully design and construct the PSA project (see Appendix E).

In February 2019, MTA also engaged a General Engineering Consultant to prepare advanced conceptual designs and initial 30 percent design drawings for the Proposed Project. Final design for the Proposed Project, based on the 30 percent design drawings, is to be completed by a design-builder. MTA issued a request for qualifications in 2019, and identified three design-builder teams for further negotiations. The selected design-builder will be responsible for final design and construction of the Proposed Project that meets the

² http://web.mta.info/mta/planning/psas/pdf/comp_results.pdf

specifications established by MTA, including any mitigation defined in this EA, ensures compliance with all applicable regulations, and minimizes impacts to the local community. MTA will oversee the design-build process and have ultimate responsibility for project implementation.

The subsequent Preliminary Design Phase Agreement between MTA Capital Construction (which became MTACD in December 2019) and Amtrak, executed on August 14, 2019, describes MTACD's responsibilities for preparing detailed Preliminary Design Phase plans, drawings, and specifications and Amtrak's responsibilities regarding various design review and engineering services in support of the Proposed Project's preliminary design package (see Appendix E).

ES.3 PURPOSE AND NEED

The Proposed Project's purpose is to provide improved rail access to PSNY and Manhattan's west side from southern Connecticut, Westchester County, and the eastern Bronx. The Proposed Project is needed to:

- Substantially reduce travel times to and from Manhattan's west side by providing direct service to NHL customers.
- Introduce convenient, direct rail service to communities in the eastern Bronx currently underserved by mass transit.

ES.4 PROJECT ALTERNATIVES

This EA presents two alternatives: 1) the Proposed Project and 2) the No Action Alternative. MTA undertook an alternatives analysis to develop and evaluate a long list of alternatives and potential station locations for implementing Metro-North service into PSNY. This effort led to MTA deciding to proceed with the Proposed Project, which would provide PSNY access from Metro-North's NHL via Amtrak's HGL. Metro-North trains operating to PSNY would leave the existing NHL tracks just west of New Rochelle Station and travel on Amtrak's HGL to Harold Interlocking and, onward, through the East River Tunnels, to PSNY. The Proposed Project would reconfigure track alignment (three passenger tracks past Hunts Point station and four passenger tracks past the remaining proposed stations), build four new station platforms, and upgrade/renew/replace substations, all within or immediately adjacent to the existing railroad right-of-way.

The HGL Corridor consists of the existing Amtrak right-of-way, extending 15.4 miles from Harold Interlocking in Sunnyside, Queens, to Shell Interlocking in New Rochelle, Westchester County, NY. For purposes of simplifying the presentation and analysis of the alignment conditions, MTA divided the HGL Corridor into the following four corridor segments (Figure ES-1):

- **Segment 1** extends 5.9 miles from Harold Interlocking (which connects the HGL to the LIRR Main line tracks in Queens) to just west of CSX's Oak Point Yard (Bronx); there are no proposed stations in this segment.
- **Segment 2** extends 1.8 miles from Oak Point Yard to just east of the Bronx River Bridge and includes the proposed Hunts Point Station.
- **Segment 3** extends 4.3 miles from just east of the Bronx River Bridge to just west of the Pelham Bay Bridge and includes the proposed Parkchester-Van Nest, Morris Park, and Co-op City Stations.



- **Segment 4** extends 3.4 miles from just west of the Pelham Bay Bridge, through the connection with Metro-North's NHL just west of New Rochelle Station, to just east of Metro-North's New Rochelle Yard; there are no proposed stations in this segment.

Each segment consists of a portion of the HGL Corridor, while Segments 2 and 3 also include proposed station areas. The segment limits were chosen so that each segment exhibits similar characteristic level of project construction through its full length.

The four proposed new Bronx stations would be constructed at the following locations:

- **Hunts Point Station** would be below street level parallel to Bruckner Boulevard and the elevated Bruckner Expressway, with station access from street level at Hunts Point Avenue.
- **Parkchester-Van Nest Station** would be at street level along East Tremont Avenue east of White Plains Road, with station access at a location approximately across from Dogwood Drive.
- **Morris Park Station** would be at street level along Bassett Avenue, with station access from both sides of the tracks at Morris Park Avenue.
- **Co-op City Station** would be at street level along Erskine Place, with station access at De Reimer Avenue.

ES.4.1 No Action Alternative

To determine any potential adverse impacts, MTA compared future conditions with the Proposed Project to a No Action Alternative. The No Action Alternative defines the future baseline condition in 2025 in the study area for comparison to conditions with the Proposed Project. For this comparison, MTA delineated the study area for the station areas by the ½-mile radius around the proposed station location and identified the study area for the corridor as 500 feet from the rail right-of-way (see Figures 3-1 to 3-4). The No Action Alternative includes any transportation projects within the Proposed Project study area that are programmed and committed for implementation by 2025.

Programmed and Committed Projects

MTA included programmed and committed transportation projects in the No Action Alternative that have been identified in the fiscally constrained portion (i.e., those projects with committed or available resources) of the New York Metropolitan Transportation Council (NYMTC) Regional Transportation Plan: Plan 2045, Maintaining the Vision for a Sustainable Region if those projects would result in capacity enhancement and would be implemented by 2025. MTA did not include projects in the No Action Alternative that are proposed or in planning phases of project development—that is, not programmed and committed for implementation by 2025.

No projects are currently planned along the HGL itself. The following transportation construction projects are included in the No Action Alternative:

- 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

In addition to the identified transportation projects, MTA identified several property development projects within the study area, with most of those projects being within communities surrounding the proposed station areas.

Future Projects

MTA identified the following transportation projects as occurring within the study area in the future, but have not been included within the No Action Alternative since at the time of this EA their level of development and investment does not make them reasonably foreseeable:

- Gateway Program: Hudson Tunnel Project
- Penn Station Expansion Project
- Empire Station Complex
- Amtrak Pelham Bay Bridge Replacement
- East River Tunnels' Resiliency and Mitigation Projects
- Central Business District Tolling Program

ES.4.2 Proposed Project

The Proposed Project assumes that the ESA project is in operation, freeing up train slots through the East River Tunnels and ultimately at platforms within PSNY. The Proposed Project would include infrastructure along the HGL that would support Metro-North trains operating along the HGL and stopping at the four new stations. The HGL was originally designed to hold six railroad tracks with Amtrak occupying two passenger tracks and CSX occupying one freight track; therefore, the right-of-way has sufficient space to add the Proposed Project elements. MTA would acquire property and easements on Amtrak and City and State of New York-owned and limited private property to implement the Proposed Project. In almost all cases, MTA would acquire only portions of the private lots, which would allow the existing uses to continue. Besides permanent acquisitions, MTA could require temporary use of public and private commercial/industrial use property during construction.

MTA developed several track alignment options that would fit within the existing railroad right-of-way and meet the functional requirements of the various railroads. Other important design considerations for the track layout included minimizing cost and impacts on other existing infrastructure (e.g., catenary and bridges), and maximizing efficient constructability to have fewest impacts on existing operations.

Table ES-1 summarizes the alignment options that MTA advanced into conceptual design and operations simulation.³ The options vary by the number of passenger tracks through the proposed stations, the platform configuration(s) at the proposed stations, and the length of the dedicated CSX freight track east of the Bronx River Bridge. While the 3-track/3-track (3+3), 3-track/4-track (3+4) and 4-track/4-track (4+4) options are deemed operationally feasible, and the 3+4 and 4+4 options would be consistent with NEC FUTURE, MTA prefers the 3+4 track configuration (highlighted in grey in Table ES-1) because it would be consistent with (*i.e.*,

³ Appendix A, "Penn Station Access Future Build – Option J1 Network Simulation Report" Summarizes operations simulations



would not preclude) the NEC FUTURE long-term vision for growth along the NEC,⁴ it would have fewer constructability issues, and it would maintain current CSX operations. In the 3+3 track configuration, normal train service would take longer to be restored after a major disruption to the schedule, than for the 3+4 or 4+4 track configuration options.

Table ES-1. Alignment Options

Number of Passenger Tracks		Platform Configuration	Approximate Dedicated Freight Track Length East of Bronx River Bridge (feet)
Hunts Point	Parkchester-Van Nest, Morris Park, & Co-op City		
2	4	Center Island	4,700
2	4	Center Island	14,900
2	3	Center Island and Side	17,200
3	3	Center Island (and/or Side)	6,100
3	4	Center Island	5,580
4	4	Center Island	5,580

Source: WSP, 2020

The 3+4 option, which would have four tracks through Segment 3, is the Proposed Project analyzed in this EA. As engineering design and operations analyses advance, MTA may refine the Proposed Project alignment. However, the additional refinements are unlikely to result in different environmental impacts from the 3+4 option because in any configuration the trackwork and station construction would occur within the existing right-of-way. Further, as the proposed service levels for all options would be the same, ridership and the operating power requirements would remain consistent. Lastly, the impacts associated with power system construction would be identical for any refinement. The following list represents the key Proposed Project elements (primarily within the HGL):

- Construct four new Americans with Disabilities Act compliant Metro-North passenger stations.
- Realign existing passenger tracks and catenary and construct new passenger tracks and catenary.
- Realign or remove existing freight tracks and construct new freight tracks.
- Construct new associated interlockings, power supply and distribution.
- Replace ballast and install underdrains as needed along the HGL Corridor.
- Upgrade the signal system.
- Rehabilitate or replace railroad bridges at Bronxdale Avenue, Eastchester Road, and Pelham Lane.
- Rehabilitate the existing railroad bridge at Bronx River.
- Construct a new single-track railroad bridge immediately north of the Bronx River Bridge.
- Expand Metro-North's New Rochelle Yard in Westchester County.

⁴ NEC FUTURE was an FRA-led program to work with stakeholders in the Northeast Corridor to determine the appropriate role for rail in the transportation system of the region. In 2017, the FRA released a Record of Decision selecting a program of rail investments, service, and performance objectives to grow the Northeast Corridor. The FRA's NEC FUTURE program is a long-term vision meant to guide rail project implementation over the upcoming decades. For more information, see <https://www.fra.dot.gov/necfuture/>

ES.5 POTENTIAL IMPACTS

Table ES-2 summarizes the potential impacts of the Proposed Project compared to the No Action Alternative. The Proposed Project would take place along the existing railroad right-of-way and would result in predominantly minor or no impacts to environmental technical areas. The Proposed Project would result in adverse impacts to only a select number of environmental technical areas, none of which would be significant and all of which would be temporary or which MTA would mitigate. Appendix M, “Mitigation, Minimization, and Monitoring Requirements,” presents the mitigation, minimization, and monitoring requirements established in this EA, and identifies the organizations with primary responsibility for those requirements and the general timeframe in the design-build process when the requirements must be met.

ES.6 CONCLUSION

Based on the environmental analysis presented in this EA, the Proposed Project would result in new Metro-North service along the HGL Corridor to PSNY and four newly proposed Bronx stations. This EA analyzes 17 environmental technical areas and compared to the No Action Alternative, these topic areas would have the following impacts/effects:

- The following 11 environmental technical areas would have no adverse impacts, and five of those (*) could have potential beneficial effects:
 - Land Use, Zoning, and Public Policy
 - Socioeconomic Conditions*
 - Community Facilities and Services
 - Visual Resources
 - Public Open Space and Recreation
 - Natural Resources
 - Air Quality*
 - Energy*
 - Greenhouse Gases*
 - Safety and Security*
 - Environmental Justice
- The following six environmental technical areas could have potential adverse impacts:
 - Historic Resources
 - Archaeological Resources
 - Department of Transportation Act, Section 4(f)
 - Transportation
 - Noise and Vibration
 - Contaminated Materials

The Proposed Project includes design elements to minimize the adverse impacts.



MTA would acquire property and easements on Amtrak and City and State of New York-owned and private property to implement the Proposed Project. In almost all cases, MTA would acquire only portions of the private lots, allowing the existing uses to continue. In the case of privately owned property, MTA would fully acquire only up to two properties and partially acquire no more than 32 properties as summarized in Table 3-4 in Chapter 3, “Land Use, Zoning, and Public Policy.” Besides permanent acquisitions, MTA may require temporary use of public and commercial/industrial private property during construction.

In addition, although construction would result in temporary impacts, they would not be significant. Therefore, the Proposed Project would not result in significant adverse environmental impacts.

Table ES-2. Potential Impacts of No Action Alternative and Proposed Project

Environmental Technical Area	No Action Alternative	Proposed Project	Measures to Minimize Harm
Land Use, Zoning, and Public Policy	Under the No Action Alternative, five programmed and committed development projects are within the Hunts Point Station Area and along the Segment 2 Corridor portion; five programmed and committed smaller development projects are within the Parkchester-Van Nest Station area; and two programmed and committed smaller development projects are within the Morris Park Station area. The No Action Alternative will require no new construction or changes to the Hell Gate Line (HGL) Corridor. Therefore, this alternative will not result in adverse impacts.	The Proposed Project would be within the existing railroad right-of-way and would be compatible with surrounding land uses, given existing and future continuation of rail service. While the Proposed Project would require the use of property for station access and infrastructure construction, no existing land uses would be fully displaced, nor would the mix of uses governed by the underlying zoning be expected to change under the Proposed Project. Most of the acquisition that may be required (up to 50 acres) would be right-of-way agreements with Amtrak within the railroad right-of-way or acquisitions/easements from the City or State of New York for property immediately adjacent to the right-of-way. In order to provide access to the stations or to the railroad (for maintenance purposes), permanent easements may be required. Permanent acquisitions of private property are expected to be approximately 7.6 acres and easements on private property are expected to be less than 0.2 acres. The Proposed Project would be consistent with the intent of the underlying zoning and would not adversely impact community or neighborhood character. The Proposed Project would also enhance public transit options and improve mobility, the streetscape, and the public realm, thus positively affecting the character of the surrounding neighborhoods in the station areas. In addition, the Proposed Project would be consistent with the different public policy initiatives that apply to this area. Therefore, the Proposed Project would not result in adverse impacts to the surrounding land use, zoning, and public policy.	None
Socioeconomic Conditions	The No Action Alternative will require no new construction or changes to the HGL Corridor. Therefore, this alternative will not result in adverse impacts.	The Proposed Project is anticipated to have substantial positive benefits to the neighborhoods within the study area. The Proposed Project would greatly improve transit access for communities in the eastern Bronx, including low-income and minority communities, and the proposed new Metro-North stations would provide better access to employment opportunities, shopping, and entertainment. The enhancement of transportation options for residents, workers, and visitors is anticipated to support future business and employment growth near the proposed new Metro-North stations. Underutilized sites near the proposed new Metro-North stations would be more attractive for residential and commercial development, benefiting the area's character and the economy. Therefore, the Proposed Project would not result in adverse impacts to socioeconomic conditions.	None
Community Facilities and Services	The No Action Alternative will require no new construction or changes to the HGL Corridor. Therefore, this alternative will not result in adverse impacts.	The Proposed Project would cause no impact to community facilities or services in the study areas of the proposed new station locations. Construction of the new Bronx stations and introduction of Metro-North service through the eastern Bronx would not require any changes to New York Police Department (NYPD) or New York City Fire Department (FDNY) facilities, equipment, or staffing. NYPD has stated that department executives would evaluate personnel needs prior to the start of the proposed Metro-North service and would allocate resources accordingly. FDNY does not typically allocate personnel based on potential development. When the project is complete, FDNY will evaluate the need for personnel and equipment and make necessary adjustments to adequately serve the area. FDNY will be consulted during the later design phases under the Proposed Project to ensure appropriate accommodation of potential future FDNY operations at the proposed stations. Therefore, the Proposed Project would not result in adverse impacts to community facilities and services.	Police protection at the proposed stations would be provided by District 6 of MTA Police Department as needed.
Visual Resources	The No Action Alternative will require no new construction or changes to the HGL Corridor. Therefore, this alternative will not result in adverse impacts.	All Proposed Project elements would be within or immediately adjacent to the right-of-way and thus would not create any visual resource impacts beyond the HGL Corridor. Project elements, including new stations, pedestrian overpasses, platforms, substations, bridges, and new catenary, would be consistent with railroad infrastructure already present throughout the corridor and would be designed to be aesthetically compatible with the existing context. Overall, the Proposed Project would not be visually prominent and would not constitute a significant adverse visual effect. Therefore, the Proposed Project would not result in adverse impacts to visual resources in the surrounding area.	Due to the proximity to the Parkchester Apartment Complex, the design-builder would design the proposed Parkchester-Van Nest station to celebrate the local community character by incorporating contextually sensitive design elements into the station architecture, as appropriate and consistent with Metro-North standards, and incorporate contextually sensitive design elements into the Van Nest AC Substation façade.



Table ES-2. Potential Impacts of No Action Alternative and Proposed Project (continued)

Impact Category	No Action Alternative	Proposed Project	Measures to Minimize Harm
Public Open Space and Recreation	The No Action Alternative will require no new construction or changes to the HGL Corridor. Therefore, this alternative will not result in adverse impacts.	The Proposed Project would not result in any adverse direct effects, including any encroachment, access, or safety problems, at resources along the existing HGL Corridor right-of-way. A permanent easement located immediately adjacent to the rail right-of-way in Starlight Park and Pelham Bay and Split Rock Golf Courses would not encroach on the planned park amenities or disrupt any of the park's functions. Changes in noise, vibration, and air quality due to the Proposed Project would not adversely affect the use and enjoyment of the public open space and recreational resources along the corridor. The proposed stations would not impact visual resources both to and from adjacent public open space resources. Therefore, the Proposed Project would not result in adverse impacts to open space resources.	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. 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.
Natural Resources	The No Action Alternative will require no new construction or changes to the HGL Corridor. Therefore, this alternative will not result in adverse impacts.	While between 300 and 500 trees may be removed along the right-of-way, limited in-water work at the Bronx River for construction of one new deep foundation pier and one new abutment is needed, and less than ¼ acre of wetland would be permanently impacted, this analysis finds that the Proposed Project would not result in a significant adverse effect on surface waters, floodplains, wetlands, ecological communities, wildlife, species of special concern, or significant habitats. With the exception of the Gate Substation and Co-op City Substation, no more than 20 trees would be removed in a given area. The substations would require between 50 to 100 and 200 to 300 trees to be removed, respectively. A preliminary wetland delineation of the corridor was conducted in March and April 2020 and permits for in-water bridge work and construction of other project elements, including permit(s) from U.S. Army Corps of Engineers, a U.S. Coast Guard Bridge permit and a water quality certificate from New York State Department of Environmental Conservation (NYSDEC) will be obtained by MTACD, if necessary, prior to construction. The proposed work would be subject to agency permitting and conditions. MTA anticipates that any adverse effects to essential fish habitat would be no more than minimal, and MTA would plan minimization measures, with mitigation to be implemented if necessary. Shortnose sturgeon, Atlantic sturgeon, and four species of sea turtles are found seasonally within one mile of the Proposed Action Area; however, the Proposed Action Area is not within the range of breeding or overwintering habitat for these species. If individuals of these species were present, it would be a transient presence with a limited temporal duration. Overall, all potential effects of the Proposed Project would be insignificant; therefore, the Proposed Project may affect, but is not likely to adversely affect any listed species or critical habitat under National Marine Fisheries Service jurisdiction. Therefore, the Proposed Project would not result in significant adverse impacts to natural resources.	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 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. 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 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.

Table ES-2. Potential Impacts of No Action Alternative and Proposed Project (continued)

Impact Category	No Action Alternative	Proposed Project	Measures to Minimize Harm
Historic Resources	<p>The No Action Alternative will require no new construction or changes to the HGL Corridor. Therefore, this alternative will not result in adverse impacts.</p>	<p>Under the Proposed Project, seven identified New York State Historic Preservation Office (SHPO)-eligible historic bridges are within the Project areas of potential effect (APEs). While the Amtrak Hell Gate Line (Northeast Corridor) bascule bridge over the Bronx River would be rehabilitated for the Proposed Project, and a new two-span bridge would be constructed adjacent to it, there would be no adverse effect on its eligibility. The Proposed Project could have visual effects on the Parkchester Apartment Complex due to the proposed Parkchester-Van Nest Station with its platforms, canopies, pedestrian overpass, stairs, and elevator. However, the proposed station design would reflect the local community character by incorporating contextually sensitive design elements into the station architecture. Furthermore, a construction monitoring plan would be implemented to ensure there would be no adverse effect to the complex during construction. The Proposed Project would expand the New Rochelle Yard in the vicinity of the Kaufman Building but would have <i>No Adverse Effect</i> on the building, with a monitoring plan to ensure the protection of the resource. The replacement of the recently designated Pelham Lane Pathway Bridge in Pelham Bay Park would have an <i>Adverse Effect</i>; however, following the process described in the Draft Programmatic Agreement, MTA will explore alternatives to demolition and consult with SHPO regarding minimization and mitigation measures to avoid an adverse effect.</p>	<ul style="list-style-type: none"> • The rehabilitation of the Bascule Bridge over the Bronx River would be undertaken in accordance with the Secretary of the Interior’s Standards for Rehabilitation. • Design of the New Railroad Bridge over the Bronx River at MP 11.40 would maximize compatibility with and minimize the obstruction of the historic bridge. • 30%, 60%, 90% and 100% design drawings and specifications of the historic bridge rehabilitation and the new bridge construction activities would be reviewed and approved by SHPO. • A construction monitoring plan, to be reviewed and approved by SHPO, would be implemented. • Consideration would be taken during the drilling and installation of the piers and the abutment of the new bridge so as not to damage the piers or abutment of the historic bridge. • During construction of the new bridge, there would be protective screens or temporary barricades used to prevent any spoils or new concrete from fouling the tracks or from hitting the truss. Safety precautions will be put in place to prevent any construction equipment (cranes, back hoes) from contacting the historic bridge. • All new construction at the Parkchester-Van Nest Station would be conducted in accordance with the Secretary of the Interior’s Standards. • The new construction would be compatible in design and materials to the complex, as appropriate, to minimize the effects of the new station. • MTA’s Arts & Design program will commission site-specific permanent artwork that responds to the community’s character defining features and history. • 30%, 60%, 90%, and 100% design drawings of the new station facility would be submitted to SHPO for review and approval. • The Van Nest AC Substation façade will incorporate contextually sensitive design elements. • A construction monitoring plan would be implemented for the New Rochelle Yard expansion to protect the Kaufman Building during construction. • If adverse effects to the Pelham Lane Pathway Bridge cannot be avoided, documentation of the bridge will be prepared in accordance with Historic American Engineering Record Standards and SHPO Documentation Guidelines (dated January 2019) prior to demolition: <p>The stipulations of the Draft Programmatic Agreement for the Proposed Project will be followed to guide the continuance of the Section 106 process through the design and construction phases and outline the conditions for resolution of adverse effects on historic architectural resources.</p>



Table ES-2. Potential Impacts of No Action Alternative and Proposed Project (continued)

Impact Category	No Action Alternative	Proposed Project	Measures to Minimize Harm
<p>Archaeological Resources</p>	<p>The No Action Alternative will require no new construction or changes to the HGL Corridor. Therefore, this alternative will not result in adverse impacts.</p>	<p>The Proposed Project could have an impact on potential archaeological resources in the Corridor beneath 22 inches of ballast in areas where tracks are at grade elevation. As the design progresses, for locations where new subsurface disturbance are expected to occur, coordinated archaeological review will take place.</p> <p>Phase IA studies completed in 2002 and 2013 found that the proposed Co-op City and the Morris Park Station sites were potentially sensitive for precontact resources beneath approximately 22 inches of ballast that was laid beneath the tracks for bedding, and possibly beneath deeper levels of added fill. Further geotechnical studies of these two sites clarified subsurface conditions and determined that there is an unknown level of potential for archaeological resources. Should design indicate that the identified archaeologically sensitive deposits may be disturbed by the Proposed Project, Phase IB testing work plans would be developed and submitted to SHPO for review and comment.</p> <p>A Phase IA study of the new two-span bridge over the Bronx River found the site was extensively disturbed and construction of the bridge would have no impact to archaeological resources. Similarly, a Phase IA study of the New Rochelle Yard expansion found the site was extensively disturbed and no additional archaeological consideration is recommended.</p>	<p>At all locations where archaeologically sensitive areas were identified through the Phase IA studies prepared as part of this EA, the design builder would, once a design is finalized, compare the potential depth of disturbance with the depth of potential sensitivity. The results of the analysis will be submitted to SHPO for review.</p> <p>If excavation would occur to a depth that may impact archaeologically sensitive locations, Phase IB field testing would be completed to identify the presence or absence of archaeological resources.</p> <p>Prior to commencing any field investigations, a Field Testing Protocol outlining the proposed methodology will be submitted to SHPO for review. For all field-tested locations, a Phase IB report will be submitted to SHPO for review.</p> <p>If archaeological resources are identified through Phase IB investigations, further investigations will be undertaken in the form of Phase II excavations to evaluate identified resources for NRHP-eligibility.</p> <p>An assessment of the effects of planned ground disturbing construction activities on any National Register of Historic Places-eligible resources will be undertaken. If adverse effects cannot be avoided, a data recovery plan will be prepared for review and approval by SHPO.</p> <p>MTA, in consultation with FTA and SHPO, will develop an Unanticipated Discovery Plan that will be followed in the event that any unanticipated archaeological and/or human remains are encountered during construction of the Project.</p>
<p>Department of Transportation Act, Section 4(f) Resources</p>	<p>The No Action Alternative will require no new construction or changes to the HGL Corridor. Therefore, this alternative will not result in adverse impacts.</p>	<p>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 <i>de minimis</i> finding for the use of those portions of Starlight Park and Pelham Bay Park. Pending concurrence from NYCDPR and the public and agency review period, FTA will make a final determination.</p> <p>The rehabilitation or replacement of the N/SR-eligible Pelham Lane Pathway Bridge would result in a permanent use of a Section 4(f) resource. The individual evaluation determined that rehabilitation or replacement are the only feasible and prudent alternatives and based on existing level of design, both alternatives cause the least overall harm.</p> <p>Agencies and the public will be afforded an opportunity to review and comment on the effects of the Proposed Project on the Section 4(f) resources as part of the public comment period for this EA and Section 4(f) Evaluation. Consultation with NYCDPR (official with jurisdiction over Starlight Park and Pelham Bay Park) and SHPO (official with jurisdiction over the Pelham Lane Pathway Bridge) is underway.</p>	<p>Vehicle 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.</p> <p>Adherence to the stipulations in the Draft Programmatic Agreement will incorporate all possible planning to minimize harm to the Pelham Lane Pathway Bridge resulting from the permanent use of the Section 4(f) resource.</p>

Table ES-2. Potential Impacts of No Action Alternative and Proposed Project (continued)

Impact Category	No Action Alternative	Proposed Project	Measures to Minimize Harm
Transportation	<p>With the No Action Alternative, programmed and committed development projects and major transit improvement projects that will be completed by 2025—including Moynihan Phase 2, 33rd Street Connector/New East End Entrance, and East Side Access (ESA)—will change pedestrian access patterns at PSNY and subway travel patterns in Manhattan, particularly at Grand Central Terminal (GCT) and Penn Station New York (PSNY). A slight change in traffic and parking under the No Action Alternative will not result in adverse impacts.</p>	<p>Traffic</p> <p>Of the 78 traffic analyses conducted (39 intersections in two time periods) new vehicle trips associated with the Proposed Project would result in an adverse impact in only two instances. At Morris Park Avenue and Eastchester Road in the AM peak period and at Eighth Avenue and West 33rd Street in the PM peak period, the Proposed Project would result in an increase of greater than 10 seconds of delay as compared to the No Action Alternative. However, the increase in delay at this location would be more than offset by the reduction in delay as a result of the loss in vehicle trips associated with the ESA project. At all other locations analyzed, the small increase in traffic due to the Proposed Project would not result in any adverse traffic impacts in either the proposed station areas or intersections in the vicinity of PSNY.</p> <p>Parking</p> <ul style="list-style-type: none"> ▪ Consistent with Metro-North policy for urban stations, the Proposed Project would not include new parking spaces. ▪ In the PSNY area, no parking impacts are expected. Vehicle trips would continue to be principally by taxi and for-hire vehicles. ▪ The existing parking supply would be sufficient to accommodate the small increase in parking demand in the vicinity of the proposed Bronx stations and the small decrease in parking spaces from constructing the Van Nest AC Substation within an existing surface parking lot. <p>At stations north of the Bronx, where parking is primarily owned and operated by the towns or counties, increased ridership is not expected to result in significant parking shortfalls and any increased parking demand would be addressed by local municipalities through additional parking structures or by encouraging alternative modes of transportation to the stations.</p> <p>Transit</p> <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. ▪ Ridership is forecast to increase on the Seventh and Eighth Avenue subway lines as well as the bus routes serving PSNY. However, the increase in Metro-North transit ridership due to transferring would be less than the reduction of transit rider transfers associated with the ESA project. The net effect would be no adverse impacts to transit services. ▪ At the proposed Bronx stations, increases in bus and subway trips in the vicinity of the stations would be adequately accommodated by existing services, as neither bus nor subway in the vicinity are at capacity. The Proposed Project could reduce crowding at GCT by providing an additional access point into Manhattan, benefiting Metro-North's Harlem and Hudson Line services. ▪ Metro-North ridership is forecast to decrease on the Lexington Avenue (Nos. 4, 5, and 6 trains) and Flushing (No. 7 train) subway lines and buses serving GCT as some Metro-North passengers divert to PSNY and no longer transfer to the subway. <p>Rail Operations</p> <ul style="list-style-type: none"> ▪ Based on results of the operations simulations, the Proposed Project would not result in any adverse impacts to operations of intercity passenger rail along the HGL or at PSNY. ▪ Overall commuter and intercity passenger rail operations for the area would largely be improved by the additional track flexibility. <p>Pedestrians</p> <p>PSNY pedestrian circulation spaces would largely be unaffected due to the passenger volume reduction of ESA. Separate project Improvements being made for a new 33rd Street Entrance under a separate MTA project will improve existing conditions. Further, the pedestrian conditions surrounding the proposed stations would not be affected, since the additional pedestrian trips to/from the proposed stations would be dispersed over multiple blocks at each location. This would not result in any deterioration of pedestrian conditions that could constitute an adverse impact.</p>	<p>Any potential capacity or service deficiencies that may result with the Proposed Project would be addressed by New York City Transit (NYCT) in its systemwide planning and programming of service improvements and modifications.</p> <p>MTA will perform operations analyses near construction completion to optimize Metro-North's service plan and to demonstrate no impact to intercity service.</p>

Table ES-2. Potential Impacts of No Action Alternative and Proposed Project (continued)

Impact Category	No Action Alternative	Proposed Project	Measures to Minimize Harm
Air Quality	The No Action Alternative will require no new construction or changes to the HGL Corridor. Therefore, this alternative will not result in adverse impacts. In addition, future air pollutant concentrations will be similar to current levels and traffic increases caused by anticipated new development near the proposed stations will be offset due to increasingly stringent federally mandated vehicle-emission controls and the replacement of older, more polluting vehicles with newer, less polluting ones.	The Proposed Project would decrease regional emissions from the region-wide vehicle miles traveled (VMT; net decrease of 81,117 vehicle-miles), since trips would be diverted from personal vehicles to transit. The Proposed Project would not result in any adverse air quality impacts in station areas from new vehicular activity at these locations. There would be a small increase in emissions from facilities that would provide Metro-North electricity for the additional traction power associated with the new service. However, the Proposed Project would result in a net reduction in pollutant emissions and would, therefore, not result in adverse impacts to air quality.	None
Energy	Although new Metro-North service to PSNY will not be initiated under the No Action Alternative, annual traffic growth is expected to result in an increase in energy consumption compared to existing conditions.	While energy would be consumed to provide the additional train service under the Proposed Project, it would be offset by the reduction in energy use from the reduced auto VMT as motorists divert to transit. The Proposed Project's operational energy consumption would not adversely affect the electric utility's power availability. Therefore, the Proposed Project would not result in adverse impacts to energy consumption.	None
Greenhouse Gases (GHGs)	Although new Metro-North service to PSNY will not be initiated under the No Action Alternative, traffic growth is expected; therefore, GHG emissions will likely increase in the No Action Alternative compared to existing conditions.	Considering the emissions from vehicles and trains, the GHG emissions analysis indicates that the Proposed Project would decrease GHG emissions compared to the No Action Alternative. Therefore, the Proposed Project would not result in adverse impacts to GHGs. The GHG emissions from maintenance and operations of vehicles, the proposed new stations, and the proposed new employee welfare facility would increase net emissions from the Proposed Project by 739 metric tons of CO _{2e} per year.	None
Noise and Vibration	The No Action Alternative will increase Amtrak HGL train traffic by 44 percent, which will raise ambient noise levels by one decibel.	The Proposed Project would increase ambient noise levels by one to four decibels over existing levels and create severe (i.e., significant) noise impacts at 17 buildings (34 dwelling units) and moderate impacts at 270 buildings (765 dwelling units) along the existing HGL Corridor. Severe impacts would be abated by noise barriers (noise walls) at affected locations where space is available for installation, and improved windows at or near the impacted receptors. The Proposed Project would create vibration impacts at 40 buildings (84 dwelling units) along the HGL Corridor. Vibration impacts would be abated by using under-rail pads and resilient fasteners in track construction.	Based on the abatement evaluation, seven buildings with projected severe noise impacts would be abated by noise barriers. Due to space constraints, construction of noise barriers is not possible at all locations that experience severe impacts. The best practical and acoustically effective measure to minimize impacts would be to replace all existing windows on building facades that have visual exposure to the tracks with new sound proof windows with a Sound Transmission Classification rating of 40 or more. This proposed abatement measure would be subject to the property owners' approval. The proposed measures would provide a reasonable amount of noise control relief from daily Proposed Project operations. The details of these measures to minimize impacts will be fully developed as part of the final design for the Proposed Project. The projected vibration levels will be eliminated by installing under-rail pads and resilient fasteners throughout the corridor as part of the track construction.
Contaminated Materials	Under the No Action Alternative, railroad operations and associated activities will continue. Railroad operations and its associated activities provide a potential for spills and environmental contamination as a part of daily operation. MTA anticipates that these activities would not affect or remove the existing contaminants within the station areas or along the HGL Corridor. There is also no evidence that these conditions will significantly affect human health or the environment beyond the site, nor will they in the future.	During construction of the Proposed Project, some contaminated materials may be encountered in the station areas and HGL Corridor, caused by historic rail operations, spills, and historical site uses. Discovery of existing groundwater contamination caused by petroleum products and chlorinated solvents is possible based on the historical use of the proposed sites and neighboring properties. Lead-based paint, asbestos-containing material, and mold may be present on existing structures (including bridges undergoing rehabilitation). Environmental samples were collected between September 2019 and January 2020 to provide a preliminary assessment of the nature and extent of contamination. Some material was found to be contaminated, but no samples indicated hazardous conditions. Appropriate measures will be taken to protect human health during construction activities. The results of the subsurface investigation, and any additional investigations performed by the design-builder during final design, will be used to prepare a site-specific Health and Safety Plan and Hazardous Materials Management Plan. Overall, MTA anticipates environmental contamination to be low to moderate, but some remediation may be necessary.	To minimize the potential impacts from contaminated materials to workers and the public under the Proposed Project, the results of the subsurface investigation would be used to prepare a site-specific Health and Safety Plan and Hazardous Materials Management Plan. These plans will be developed by the design-builder, with participation from FTA. If hazardous materials are encountered during construction, MTA will notify FTA immediately. MTA and the design-builder will provide FTA with anticipated next steps based on the approved plans. Work will not resume at the site until FTA responds. These measures would ensure no adverse impacts from contaminated materials under the Proposed Project.
Safety and Security	In the No Action Alternative, Metro-North will not utilize the HGL Corridor for service into PSNY and the corridor will remain largely as it is today, with the exception of normal replacement projects necessary to maintain the system in a state of good repair. Amtrak will continue its existing System Safety Program, which guides prevention efforts by identifying the policies, programs, and strategies that promote a safe work environment for workers and travelers. Under the No Action Alternative, Amtrak has installed its Advanced Civil Speed Enforcement System Positive Train Control (PTC) technology along the required routes as a part of a nationwide systemwide upgrade.	The Proposed Project would provide an opportunity to enhance public safety and security measures in the following ways: <ul style="list-style-type: none"> ▪ Upgrading the train signal system ▪ Including typical security measures (closed-circuit television, fencing, lighting, and passenger refuge area(s)) at stations ▪ Providing MTA Police Department on-the-ground surveillance Therefore, the Proposed Project would not result in any adverse impacts to safety and security.	None.

Table ES-2. Potential Impacts of No Action Alternative and Proposed Project (continued)

Impact Category	No Action Alternative	Proposed Project	Measures to Minimize Harm
Construction and Construction Impacts	The No Action Alternative will require no new construction or changes to the HGL Corridor. Therefore, the No Action Alternative will not result in adverse impacts.	Construction of the Proposed Project would result in temporary effects (less than 24 months) along the railroad right-of-way and in areas adjacent to sections of the right-of-way where passenger stations, bridge construction and modification, and other project elements are proposed. Effects may include disruption of access to roads and staging areas, loss of parking, sidewalk closures, construction noise, dust, and vibration, and increased traffic. The HGL was originally designed to hold six railroad tracks and is now occupied by two Amtrak passenger tracks and one CSX freight track. Therefore, the right-of-way has sufficient space for the majority of the Proposed Project elements, except where property acquisitions and easements are required as noted in Table 3-4 in Chapter 3, "Land Use, Zoning, and Public Policy." The Proposed Project would require permanent property acquisitions and localized easements may be required during construction.	<p>To minimize any potential adverse effects during construction, specific measures would be implemented as described in this Chapter 19, "Construction and Construction Impacts."</p> <p>MTA would require in its contract that the design-builder implement the following measures during construction to minimize potential effects to nearby communities from ongoing construction:</p> <ul style="list-style-type: none"> ▪ Communication with Community ▪ Community Safety and Quality of Life (onsite operations and safety management) ▪ Environmental Performance (noise, vibration, air quality, and contaminated material control plans)
Environmental Justice	The No Action Alternative will not provide new passenger rail service, enhance network resiliency, or support faster recovery from rail service disruptions. The No Action Alternative will not bring increased regional accessibility to the existing environmental justice communities in the eastern Bronx community by offering rail service to and from Manhattan or the New York and Connecticut suburbs served by Metro-North's NHL. MTA anticipates some future programmed or committed development projects in the study area by 2025. However, MTA anticipates that none of these projects would change racial and ethnic characteristics or income characteristics of the surrounding area	The Proposed Project would benefit residents in the study area, including the surrounding minority and low-income populations, by providing new passenger rail service and increasing regional accessibility to the eastern Bronx community by offering rail service to and from Manhattan or the New York and Connecticut suburbs served by Metro-North's NHL. While construction of the Project would result in some short-term adverse environmental effects, these would be minimized by the incorporation of an environmental compliance plan to be employed during construction.	None.

Source: WSP, 2021