

## 21. Indirect and Cumulative Effects

This chapter evaluates the indirect effects of the Proposed Project and its cumulative effects when considered in combination with other projects and initiatives that will occur within the Proposed Project’s study area, as well as those large-scale or otherwise notable programmed and committed projects located beyond the study area.

### 21.1 KEY CONCLUSIONS

Key conclusions from this analysis include the following:

- The Proposed Project would have an overall positive indirect effect on the regional economy from construction activities (employment and economic output) and improved access for rail passengers.
- Cumulatively with other planned projects (listed in Section 21.4.1, “Potential Future Projects”), the Proposed Project would benefit the regional rail system by providing improved access, capacity, resiliency, and reliability.
- Cumulatively with other planned transit improvement projects, the Proposed Project would improve regional air quality.
- Due to the physical scale of the Proposed Project and the number of potential construction phasing options, it is not possible to accurately predict if construction of other projects would occur at the same time and place as specific elements of the Proposed Project, resulting in cumulative adverse effects. To ensure that the Proposed Project minimizes to the extent practicable its own contribution to potential adverse cumulative effects during construction, the design-builder would implement specific measures as addressed in Chapter 19, “Construction and Construction Impacts.”

### 21.2 METHODOLOGY

The Council on Environmental Quality regulations implementing the procedural provisions of the National Environmental Policy Act, set forth in 40 C.F.R. Part 1500 et seq., require federal agencies to consider the potential for indirect and cumulative effects from a project. Indirect effects are those that are “caused by an action and are later in time or farther removed in distance but are still reasonably foreseeable” (40 C.F.R. 1508.8). By comparison, direct effects are “caused by the action and occur at the same time and place” (40 C.F.R. 1508.8 (a)). Indirect effects can include the full range of impact types, such as changes in land use, economic vitality, neighborhood character, traffic congestion, air quality, noise, vibration, and natural resources.

Cumulative impacts result from the incremental consequences of an action when added to other past or reasonably foreseeable future actions (40 C.F.R. 1508.7). The direct effects of an individual action may be negligible but may contribute to a measurable environmental impact when considered cumulatively with other past and/or future projects.

The indirect effects analysis builds on the direct effects assessments conducted in the previous chapters of this environmental assessment (EA) for each technical area to determine whether the Proposed Project could lead to further secondary effects. The cumulative effects analysis considers the effect of the Proposed Project in conjunction with other reasonably foreseeable transportation and development projects. Since the other analyses presented in this EA evaluate the potential direct effects of the Proposed Project within the Proposed Project study area, this chapter addresses the potential for indirect and cumulative effects that could occur within the same study area as well as a larger geographic region where large-scale and notable programmed and committed projects are located. The geographic boundaries of this assessment were selected to include the following:

- Proposed Project study area for direct effects
- Regionally notable transportation projects along the HGL Corridor
- Projects that could affect the transportation system in the Proposed Project study area (including Amtrak service, Long Island Rail Road [LIRR] service, etc.)

For a comprehensive understanding of any potential indirect and/or cumulative effects, this analysis considers a longer time horizon than other EA chapters. Some development projects considered in this chapter would be anticipated to be complete by the Proposed Project's 2025 build year; other regionally notable projects that would not be completed by 2025 are still evaluated in this chapter to address any potential cumulative effects resulting from the coupling of the Proposed Project and these potential longer-term projects.

### 21.3 INDIRECT EFFECTS

This analysis considers potential indirect effects to socioeconomic conditions and transportation. MTA anticipates no indirect effects to result from the Proposed Projects following environmental categories : Land Use, Zoning, and Public Policy; Community Facilities and Services; Visual Resources; Public Open Space and Recreation; Natural Resources; Historic Resources; Archaeological Resources; Department of Transportation Act, Section 4(f) Resources; Air Quality; Energy; Greenhouse Gases; Noise and Vibration; Contaminated Materials; and Safety and Security.

Construction of the Proposed Project would result in temporary adverse direct effects and beneficial indirect effects during the construction period. As described in Chapter 19, "Construction and Construction Impacts," the construction of the Proposed Project would result in temporary direct effects along the railroad right-of-way and in areas adjacent to sections of the right-of-way where passenger stations, bridge construction/modification/rehabilitation, and other project elements are proposed. While construction could be disruptive, it would be temporary and would be phased so as to not last more than 24 months at any one location, based on a conceptual construction schedule. Construction of the Proposed Project would result in both direct economic effects from construction-related expenditures as well as indirect economic benefits, including expenditures made by industries purchasing from other industries, and construction workers and other employees purchasing other goods and services within the region.

MTA would construct four new Metro-North stations in the Bronx under the Proposed Project—Hunts Point, Parkchester-Van Nest, Morris Park, and Co-op City. The Proposed Project would enable improved regional connectivity and mobility with direct connections to Penn Station New York (PSNY) and provide underserved communities north of Manhattan with mass transit options. Operation of the Proposed Project would improve rail service options to those communities north of Manhattan, thus improving overall rail resiliency and reliability. Therefore, not only would these communities have access to new transportation options, but improved resiliency and reliability would result in indirect benefits with fewer maintenance and service disruptions and faster recovery times for the Metro-North and Amtrak rail systems on which the region’s economy depends.

The areas near the proposed new stations are highly developed with established neighborhoods; therefore, the Proposed Project would not create new access to undeveloped areas. The Proposed Project would not adversely affect population, housing, and businesses. The Proposed Project would result in beneficial indirect effects in proposed station areas, including economic growth to the station areas by attracting businesses and jobs. In addition, underutilized sites near the proposed new stations would be more attractive for residential and commercial development, benefiting the neighborhood’s character and economy. The proposed new stations would also draw additional pedestrian traffic, which could increase retail sales of nearby stores or result in new retail uses that would cater to these additional customers. This increase in retail sales or other new commercial businesses could result in beneficial effects on employment in the station areas. The Proposed Project would greatly improve transit access for communities in the eastern Bronx, and the proposed new stations would provide better access to employment opportunities, shopping, and entertainment. MTA anticipates that enhancing transportation options for residents, workers, and visitors, would support future business and employment growth near the proposed new stations.

In the future, the proposed stations could accelerate new development in surrounding areas. This potential development would not be immediate, but would occur gradually over an extended period of time. As described in the New York City Department of City Planning’s *Sustainable Communities in the Bronx: Leveraging Regional Rail for Access Growth and Opportunities*, the potential rail stations provide an opportunity to re-examine existing zoning and identify an appropriate district that supports mixed-use residential and commercial development in adjacent areas.<sup>1</sup> MTA anticipates that because this development would occur over such a prolonged time period, and would be subject to zoning and land use controls, the socioeconomic conditions of the surrounding area or environmental justice communities would not experience adverse effects. Any new development would depend on and would not be achieved without the approval of future discretionary governmental actions that would be the subject to future, separate environmental reviews. Those separate environmental reviews would address any site-specific effects from such projected development in excess of current zoning. In addition, measures to minimize any significant impacts would be evaluated as part of separate environmental review(s).

In sum, MTA expects that the type and nature of any induced development would be in keeping with the character of the existing established neighborhoods, would comply with zoning, and would occur slowly over a long period of time, and therefore would not be expected to result in adverse induced effects to socioeconomic conditions in the surrounding area. As noted, to the extent zoning is changed to result in additional development, such a change would be subject to a separate environmental review.

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<sup>1</sup> [https://www1.nyc.gov/assets/planning/download/pdf/plans-studies/sustainable-communities/bmn/bronx\\_metro\\_report/full\\_report.pdf](https://www1.nyc.gov/assets/planning/download/pdf/plans-studies/sustainable-communities/bmn/bronx_metro_report/full_report.pdf), Accessed July 25, 2018.



## 21.4 CUMULATIVE EFFECTS

### 21.4.1 Potential Future Projects

A number of potential future projects are currently being implemented or planned that could affect the Proposed Project study area and rail operations through PSNY if they are implemented (Figure 21-1). These projects are in various stages of planning: some are funded and approved, while others are in the early planning stages. The No Action Alternative includes only those following projects (further described in Chapter 2, “Project Alternatives”) that are funded and approved because MTA deemed the other projects as not reasonably likely to occur:

- 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

MTA identified the following regional transportation projects as occurring within the Proposed Project study area in the future, but did not include them in the No Action Alternative due to their current level of development and investment:

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

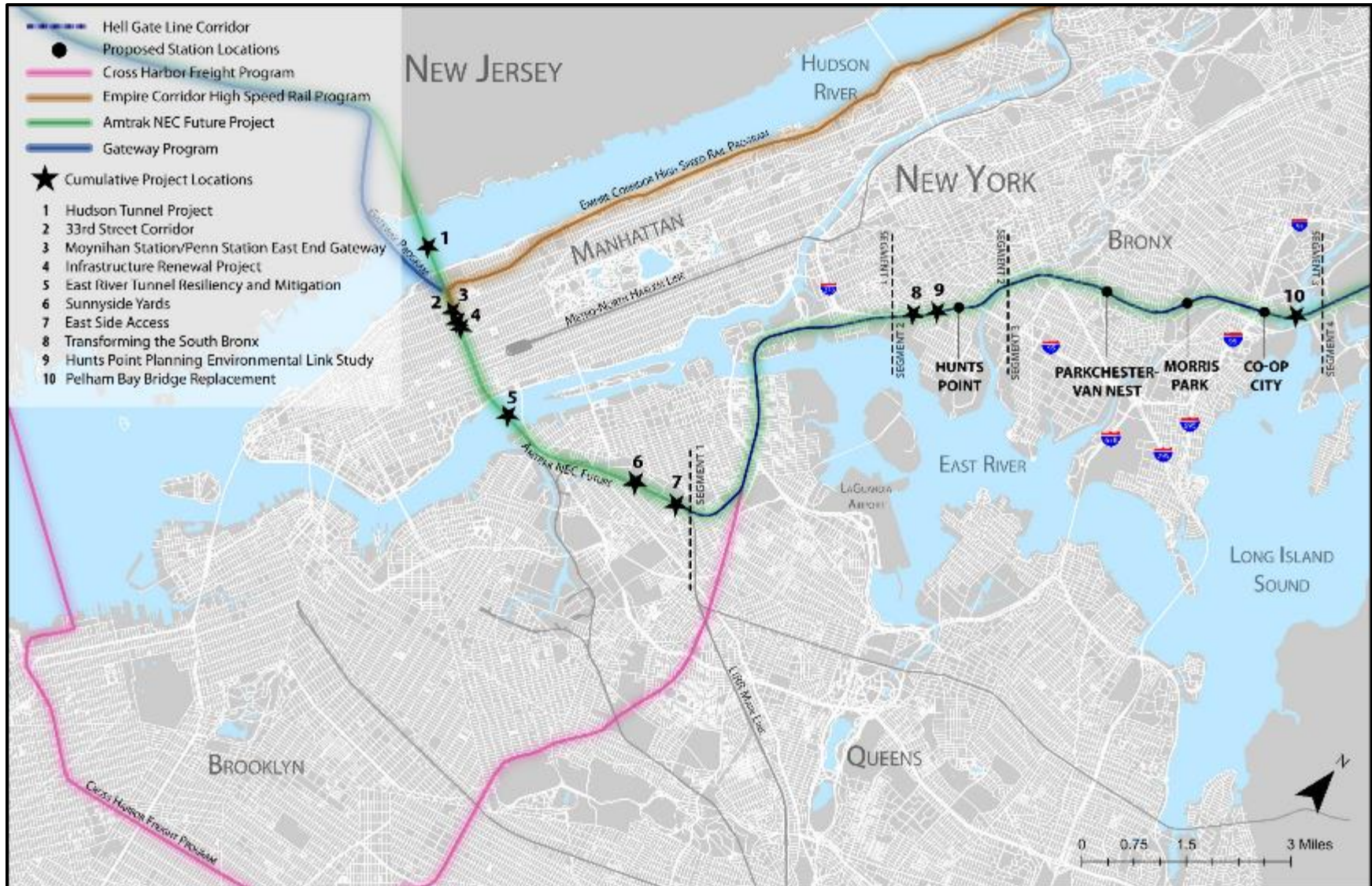
In addition, MTA included the following regionally significant projects in this analysis (but not in the No Action Alternative) that are slated to be completed after the analysis year of 2025 in order to provide a comprehensive understanding of potential cumulative effects:

- **Amtrak Infrastructure Renewal Project:** Amtrak, in partnership with NJ TRANSIT and LIRR, is undertaking the Amtrak Infrastructure Renewal Project to lengthen and improve operations and reliability at PSNY. The project will involve accelerated maintenance and repairs to the tracks and systems at PSNY. This work will require track outages from tracks that lead to station platforms. A majority of this work will take place during weekends with little to no disruption to weekday service; however, more extensive work is also required and will be conducted on weekdays, requiring modifications to train schedules. Most of the work was completed during the summer of 2017. Additional work continued through early 2020, including the reconstruction of three major railroad infrastructure assets in New York City: The Empire Tunnel and the Spuyten Duyvil Bridge, which provides train access between Upstate New York and PSNY, as well as renewal work on Track 19 in PSNY, which will help provide commuters with more reliable service. Due to this work, Empire Service, Ethan Allen Express, Adirondack, and Maple Leaf trains were temporarily rerouted from PSNY to Grand Central Terminal.<sup>2</sup>

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<sup>2</sup> <https://www.amtrak.com/about-amtrak/nyprenewal.html>, accessed July 7, 2020.

Figure 21-1. Transportation Improvement Projects



Source: WSP, 2019

- **33rd Street Corridor at PSNY:** Each day, hundreds of passengers traverse the corridors of PSNY, causing severe congestion. The new 33rd Street corridor will connect the future Moynihan Train Hall to PSNY underground via 33rd Street. This redesign will result in a substantial decrease in congestion and include notably higher ceilings, providing bright lighting, new wayfinding signage, ticketing and informational systems. The new 33rd Street Corridor construction has been allocated \$170 million. Construction will conclude by or before completion of the work on the Moynihan Station Project.<sup>1</sup>
- **Cross Harbor Freight Program:** The Port authority of New York and New Jersey, as the project sponsor, and the Federal Highway Administration, as lead agency, are working together on the Cross Harbor Freight Program to improve the movement of goods across the New York Harbor. The evaluation of the program is being conducted through a “tiered” environmental impact statement (EIS), prepared in accordance with the National Environmental Policy Act. The Tier I EIS, completed in 2016, selected two preferred alternatives – an Enhanced Railcar Float Alternative and a Rail Tunnel Alternative – for more detailed study and analysis in the Tier II EIS phase. Based on the Tier I Final EIS, the Cross Harbor Freight Program would result in additional freight trains on the Hell Gate Line (HGL). The Final EIS projected up to 12 additional trains per day crossing the Hell Gate Bridge and up to eight trains per day on the HGL Corridor from Oak Point Yard to points north. Based on the Tier I EIS, the project is planned for completion in 2035.
- **Sunnyside Yards:** In May 2018, the City of New York and Amtrak announced that the Sunnyside Yard master planning process would begin in summer 2018 with a newly formed steering committee. The Sunnyside Yard Master Plan was released on March 3, 2020 after 18 months of public engagement and analysis. The Master Plan calls for the creation of Sunnyside Station, 100 percent affordable housing with 12,000 homes, 60 acres of new open space, equitable home ownership opportunities, and infrastructure and other public amenities on a publicly controlled site. Sunnyside Yard is one of the busiest rail yards in the country and a key train storage yard and maintenance hub for Amtrak’s Northeast Corridor (NEC). It also serves NJ TRANSIT and Long Island Rail Road (LIRR), which is developing storage tracks and maintenance facilities there as part of its ESA project.<sup>2</sup>
- **Empire Corridor High Speed Rail Program:** The Empire Corridor is the principal passenger and freight rail route through New York State, and extends between New York City and the Canadian border at Niagara Falls. The Federal Railroad Administration (FRA) and the New York State Department of Transportation are seeking to introduce higher train speeds on this key route and to improve reliability, travel times, service frequency, and passenger amenities with the goals of making rail travel along the corridor more desirable and increasing ridership. The FRA and New York State Department of Transportation are preparing a Tier 1 EIS for the Empire Corridor High Speed Rail Program; a Draft EIS was published in January 2014 (the Final EIS has not yet been completed).<sup>3</sup> The Tier 1 EIS document addresses broad, corridor-level issues; the conclusion of the Tier 1 process will be the selection of a Preferred Alternative and a series of additional studies, proposals, and projects.
- **Amtrak NEC FUTURE:** NEC FUTURE is a comprehensive planning effort to define, evaluate, and prioritize future investments in the NEC from Washington, D.C., to Boston, Massachusetts. The NEC is the transportation spine of the Northeast region and is a key component of the region’s transportation system. As part of the Proposed Project, most of the work would be conducted along an approximately 5-mile segment of the HGL from the vicinity of CSX’s Oak Point Yard to just east of the Pelham Bay Bridge.

<sup>1</sup> <https://www.amodernli.com/project/east-end-gateway-and-lirr-concourse/>, accessed July 7, 2020.

<sup>2</sup> <https://www.nycdc.com/project/sunnyside-yard>, accessed July 7, 2020.

<sup>3</sup> <https://www.dot.ny.gov/empire-corridor>, accessed July 7, 2020.

This segment of track is part of the NEC. The NEC supports the operation of eight regional rail authorities and Amtrak (the intercity passenger rail service provider) as well as four freight railroads. The Proposed Project would require the design and construction of additional passenger tracks within the right-of-way without affecting the quality of Amtrak's NEC service. The FRA launched NEC FUTURE in 2010 to evaluate improvements to address passenger rail transportation needs within the multistate study area that includes Massachusetts, Rhode Island, Connecticut, New York, New Jersey, Pennsylvania, Delaware, and Maryland. NEC FUTURE provides a framework for future investment in the NEC through 2040 and beyond. The Tier 1 Final EIS was completed in December 2016, and the Record of Decision was secured in July 2017.<sup>4</sup> The Northeast Corridor Commission is leading a Strategic Development Plan focused on implementing the first phase of the longer-term NEC vision defined in the NEC FUTURE Record of Decision. The Strategic Development Plan will focus on state-of-good-repair and select capacity and performance improvements through 2035, including the proposed Penn Station Access project. The Strategic Development Plan assumes the project HGL improvements and construction of four new stations will be complete and new service to Penn Station New York (PSNY) will be initiated between 2021 and 2035.<sup>5</sup>

- **Hudson Tunnel Project:** FRA and NJ TRANSIT are jointly preparing an EIS to evaluate the Hudson Tunnel Project. This project will create a new two-track rail tunnel serving PSNY under the Hudson River from New Jersey. The project is intended to preserve the current functionality of the NEC Hudson River rail crossing between New Jersey and New York and strengthen the resiliency of the NEC. The EIS is being prepared pursuant to the National Environmental Policy Act. The official comment period for the Draft EIS ended August 21, 2017.<sup>6</sup> A preliminary schedule aims to complete the new tunnel in 2026 to enable the planned rehabilitation of the existing tubes to be complete in 2030.
- **Double Track – Farmingdale to Ronkonkoma:** The Double Track Project introduces 13 miles of a brand-new second track between Farmingdale and Ronkonkoma. Construction of an uninterrupted second track on the Ronkonkoma Line was part of the LIRR's vision for decades. In addition to the new track, the project includes new platforms and station rehabilitation at Pinelawn and Wyandanch Stations, as well as procurement, testing, and installation of new signal equipment for the entire Farmingdale to Ronkonkoma segment. The project progressed on an expedited schedule due to an innovative track-laying technology that lays rail 10 times faster than before, which, combined with a productive design-build approach, allowed for the project to be completed by the fall of 2018. This project will optimize the benefits of East Side Access, allowing for an increase in capacity and more reliable train service.
- **LIRR Expansion Project from Floral Park to Hicksville:** The LIRR Expansion Project from Floral Park to Hicksville entails the construction of a third track along a 9.8-mile stretch of the railroad's heavily traversed Main Line corridor between the Floral Park and Hicksville train stations, and other project elements. The new LIRR Main Line third track will improve reliability, frequency, and on-time service, and result in other benefits to commuters from and to Long Island. The State Environmental Quality Review Act Final EIS was completed in April 2017, construction began in the fall of 2018 and as of late 2020 the project is scheduled for completion by late 2022.<sup>7</sup> This project will optimize the benefits of ESA and the Double Track Project, allowing for an increase in capacity and more reliable train service.

<sup>4</sup> <https://www.fra.dot.gov/Page/P0969>, accessed July 7, 2020.

<sup>5</sup> <https://nec-commission.com/>, accessed July 7, 2020.

<sup>6</sup> <http://www.hudsonstunnelproject.com/>, accessed July 7, 2020.

<sup>7</sup> <https://www.amodernli.com/project/thirdtrack/>, accessed July 7, 2020.

### 21.4.1.1 *Other Development Projects*

As described in Chapter 3, “Land Use, Zoning, and Public Policy,” by 2025, a number of development projects are planned in the study area. While no programmed and committed development projects are anticipated within Segment 1 or Segment 4, five are anticipated within Segment 2 and eight are anticipated within Segment 3. These development projects include a mix of residential, commercial, and community facility uses. In addition, the programmed and committed build-out of the 11-block area comprising the Crotona Park East/West Farms rezoning is anticipated to be completed in 2022.

## 21.4.2 **Potential Cumulative Effects of the Proposed Project**

As discussed in this environmental assessment (EA), no adverse effects are anticipated to occur with respect to the following 13 technical areas: Land Use, Zoning, and Public Policy; Socioeconomic Conditions; Community Facilities and Services; Visual Resources; Open Space and Recreation; Natural Resources; Historic Resources; Section 4(f) Resources; Air Quality; Energy; Greenhouse Gases; Safety and Security; and Environmental Justice. Though there are no direct adverse effects for the following five of the 13 technical areas—Socioeconomic Conditions; Air Quality; Energy; Greenhouse Gases; and Safety and Security—there are some beneficial indirect effects to the surrounding area. In addition to these five areas, Transportation and Noise and Vibration are also assessed for indirect and cumulative effects as discussed below.

### 21.4.2.1 *Socioeconomic Conditions*

In combination with the transportation improvements and development projects described in the preceding sections, the construction of the Proposed Project may bring cumulative beneficial local and regional benefits. Economic benefits from cumulative construction activities would include employment (construction-related labor) and economic output (demand for goods and services created by project construction, such as expenditures by materials suppliers and construction workers). Most projects are spread out throughout the HGL Corridor and beyond, and therefore cumulative construction activities are not anticipated to considerably affect pedestrian or vehicular access to existing businesses.

Once operational, the Proposed Project would contribute to long-term cumulative increases in access to transit as well as greater employment opportunities throughout the study area. Population, employment, and housing supply throughout the study area are expected to continue to grow in combination with the transportation improvements and development projects described in the preceding sections. The Proposed Project would support this trend by improving access for rail passengers, and therefore, have a beneficial cumulative effect on socioeconomic conditions.

### 21.4.2.2 *Transportation*

During construction, no extensive road and/or lane closures are anticipated, as most construction work activities would occur within the right-of-way. Intermittent lane and/or road closures would be required for rail bridge reconstruction and potentially for passenger station construction, but such closures would likely be limited to weekends. In combination with the construction of other reasonably foreseeable projects, these construction activities would be staggered geographically throughout the HGL Corridor and would be of limited duration. Therefore, no cumulative short-term adverse construction effects are expected on traffic and roadways.

Most of the reasonably foreseeable projects described above may have construction activities that occur at the same time as construction activities for the Proposed Project, and therefore the construction of the Proposed



Project could overlap with other construction of rail system improvements connecting to PSNY and on the NEC. Since the region's transportation network is inextricably linked and delays in one area may cause delays in other areas, overlapping construction would be carefully coordinated with affected rail operators and managed to minimize the overall effects to commuters. Amtrak closely coordinates construction on the NEC with all other operators on the NEC in the New York City region. Detailed schedules are developed on a weekly, six-month and five-year outlook and are continually adjusted to reflect updated manpower requirements. These meetings prioritize projects and coordinate all work being conducted on the NEC to ensure weekend outages maximize productivity in order to minimize overall impacts to passengers. Although the Proposed Project has not yet entered the construction phase, the outage needs are already being identified and are included in the outage scheduling. MTA would ensure the design and construction of additional passenger tracks within railroad right-of-way without affecting the quality of Amtrak's NEC service, while also considering potential temporary service changes from other transportation improvement projects under construction at that time. Therefore, the design-builder would carefully coordinate the construction schedule of the Proposed Project to consider construction work for other reasonably foreseeable projects in order to minimize construction-related effects to transportation.

In the long term, the operation of the Proposed Project, in conjunction with other planned transportation improvement projects, would result in a beneficial effect in terms of transportation as more transportation options would be available for commuters throughout the region. The additional train stations as part of the Proposed Project would accommodate communities that are currently underserved by rail options. Taken together, the transportation improvement projects would expand and strengthen the regional transportation network. The Proposed Project, combined with the other projects described above, would result in a cumulative benefit to the regional rail system by improving access, capacity, resiliency and reliability. These transportation improvement projects would help address future growth and ensure the region's future economic prosperity. Therefore, the Proposed Project would have a positive cumulative effect on transportation in the long term.

#### 21.4.2.3 *Air Quality*

Construction of some of the projects illustrated in Figure 21-1 may occur at the same time as construction activities for the Proposed Project. However, there would be no overlap of construction at any one location over an extended time. Furthermore, the Project would implement an air quality control plan focusing on reducing emissions and protecting public health. Therefore, the Proposed Project construction would not result in a cumulative effect on local air quality. For operations, the Proposed Project would use electrically-powered trains and would not contribute to local emissions, and therefore would not have a cumulative adverse effect on local air quality. Rather, the Proposed Project would have a positive cumulative effect on regional air quality by contributing to regional transit improvements and connectivity. As discussed in Chapter 13, "Air Quality," a substantial number of drivers are expected to take advantage of the new rail service that would be provided with the Proposed Project thereby reducing regional vehicle-miles traveled. The increase in emissions related to generation of electricity used by the additional train service would be more than offset by the decrease in regional emissions related to the decrease in vehicle-miles traveled. Cumulatively, with other regional passenger rail service improvements that would lower vehicle-miles traveled and an increase in electricity generated from renewable energy consistent with New York State energy goals,<sup>8</sup> the Proposed Project would result in a net reduction in pollutant emissions.

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<sup>8</sup> 2015 New York State Energy Plan and 2020 amendment, <https://energyplan.ny.gov/>, accessed July 7, 2020.

#### 21.4.2.4 *Greenhouse Gases (GHGs) and Energy*

The use of construction equipment generates GHG emissions and the use of construction materials, such as steel and cement, is associated with “embodied emissions” or emissions generated to produce those materials. Cumulatively, all construction generates GHG emissions and efforts to lower those emissions are being implemented on an industry-wide basis by incorporating more efficient equipment and recycled materials. In the long term, considering the emissions from vehicles and trains, planned passenger rail improvements in the region, together with the Proposed Project operation, would reduce GHG emissions, as better public transportation options are expected to reduce the use of personal automobiles, which generate more greenhouse gas emissions than rail on a per person per mile basis. The cumulative benefit of regional rail improvements would further increase, as in the future more of the electricity used to power passenger trains is expected to be generated from renewable resources (such as wind and solar), consistent with New York State energy goals. Therefore, the Proposed Project would result in a cumulative GHG reduction benefit.

#### 21.4.2.5 *Noise and Vibration*

During construction of the Proposed Project, noise and vibration levels would increase, but would be of limited duration at any one location. In addition, the Project would institute a noise and vibration control plan intended to minimize the adverse effects of construction activities on ambient noise levels. Since other reasonably foreseeable projects would be staggered in time and geographically throughout the HGL Corridor and the region, cumulative noise and vibration effects from construction are not likely.

The direct effects of the Proposed Project on noise and vibration levels are discussed in Chapter 16, “Noise and Vibration.” The Proposed Project, coupled with other transportation improvements and development projects, would increase noise and vibration along the HGL Corridor due to increased train volumes. The Proposed Project would increase ambient noise levels by 1 to 3 decibels and create severe noise impacts at 34 dwelling units and moderate impacts at 765 dwelling units along the existing HGL Corridor. However, this net increase in total noise would only be a few decibels or barely perceptible to people. In addition, under the Proposed Project measures to reduce the noise and vibration levels would be implemented.

#### 21.4.2.6 *Safety and Security*

The Proposed Project would result in cumulative effects on safety or security during construction. In addition to providing a new service option for its customers, the operation of the Proposed Project would enhance Metro-North’s network resiliency, support faster recovery efforts and facilitate its ability to maintain acceptable levels of service when faced with planned and unplanned service disruptions, severe weather events and other emergency situations. In combination with other ongoing and reasonably foreseeable transportation improvement projects, the cumulative effects of the Proposed Project are generally beneficial to safety and security.

## 21.5 CONCLUSION

The Proposed Project would result in beneficial indirect and cumulative effects to the region. The Proposed Project is anticipated to have an overall positive effect on the regional economy from construction and improved access for rail passengers. The Proposed Project would result in a beneficial effect in terms of transportation as more rail options would be available for commuters into and out of Manhattan. The Proposed Project, combined with the other projects described previously, would result in a cumulative benefit to the regional rail system by improved access, capacity, resiliency, and reliability. Overall, the Proposed Project would not contribute to any adverse indirect or cumulative effects.