



U.S. Department
Of Transportation
Federal Transit
Administration

Region II
New York
New Jersey

One Bowling Green
Room 429
New York, NY 10004-1415
212-668-2170
212-668-2136 (Fax)

April 24, 2015

Mr. Marc Albrecht
Deputy Director, Grant Management
Metropolitan Transportation Authority
347 Madison Avenue
New York, NY 10017-3739

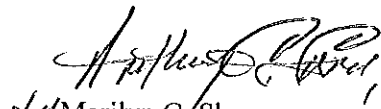

Dear Mr. Albrecht:

The Federal Transit Administration (FTA) has reviewed the Environmental Re-Evaluation Consultation form (Consultation Form) for the *MTA Long Island Railroad East Side Access Technical Memorandum No. 8 – Command Center Elevator* (Tech Memo No. 8) submitted by the Metropolitan Transportation Authority (MTA) on January 16, 2015 and resubmitted on March 26, 2015, regarding the MTA Long Island Railroad East Side Access Project (Project). As part of the Project, MTA proposes to construct a new elevator that would connect the East Side Access Command Center to the Metro North Railroad Command Center.

Based on our review of the Consultation Form for Tech Memo No. 8, attached hereto, FTA concurs that the proposed design modifications, as described in Consultation Form, will not result in significant adverse environmental impacts. FTA, in consultation with SHPO, determined that, pursuant to Section 106 of the National Historic Preservation Act, there will be No Adverse Effect as a result of the proposed change. In addition, there will be no use of a Section 4(f) resource. The completed Consultation Form for Tech Memo No. 8 satisfies the NEPA requirements as outlined in 23 CFR 771.130 and no supplemental environmental review is necessary for the proposed change.

Please be aware that if any further changes to the Project are proposed, FTA will need to determine if additional environmental studies will be necessary before the changes are approved. Should you have any questions concerning this Project, please contact Nancy Danzig, Director of Planning and Program Development at 212-668-2177.

Sincerely,


Marilyn G. Shazor
Regional Administrator

Enclosure: Environmental Re-Evaluation Consultation Form for the *MTA Long Island Railroad East Side Access Technical Memorandum No. 8 – Command Center Elevator*

Cc: J. Wuotinen MTA/MTACC

ENVIRONMENTAL RE-EVALUATION CONSULTATION

Note: The purpose of this worksheet is to assist sponsoring agencies in gathering and organizing materials for re-evaluations required under the National Environmental Policy Act (NEPA). Submission of the worksheet by itself does not meet NEPA requirements. FTA must concur in writing with its determination and/or the sponsoring agency's NEPA recommendation. Contact the FTA Region 2 office at (212) 668-2170 if you have any questions regarding this worksheet. We strongly encourage you to contact us to discuss your project changes expiration of NEPA determination before you fill out this worksheet.

| | |
|--|--|
| <i>For Agency Use</i> Date Received: _____ | |
| Recommendation by Planner or Engineer: <input checked="" type="checkbox"/> Accept <input type="checkbox"/> Return for Revisions <input type="checkbox"/> Not Eligible | Reviewed By: _____ Date: <u>March 26, 2015</u> |
| Comments: _____ | |
| Concurrence by Director of Planning & Program Development <input checked="" type="checkbox"/> Accept Recommendation <input type="checkbox"/> Return with Comments | Reviewed By: <u>AM</u> Date: <u>April 2, 2015</u> |
| Comments: _____ | |
| Concurrence by Regional Counsel: <input checked="" type="checkbox"/> Accept Recommendation <input checked="" type="checkbox"/> Return with Comments <u>4/7/15</u> | Reviewed By: <u>MUC</u> Date: <u>April 20, 2015</u> |
| Comments: _____ | |
| Concurrence by Approving Official: | Date: <u>April 24, 2015</u> |

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

PROJECT TITLE

MTA Long Island Rail Road East Side Access Technical Memorandum No. 8 –Command Center Elevator

LIST CURRENT, APPROVED ENVIRONMENTAL DOCUMENTS (e.g. EIS/ROD, EA/FONSI, BA, RE-EVALUATION, etc.) If Re-evaluation, briefly describe.

Title: MTA Long Island Rail Road East Side Access 50th Street Facility Revised Supplemental Final Environmental Impact Statement **Date:** Mar. 2001 **Type and Date of Last Federal Action –** May 2001 Record Of Decision

Title: "MTA LIRR East Side Access Project Technical Memorandum Assessing Potential Design Changes" (referred to as Technical Memorandum No. 1) **Date:** Feb. 2002
Type and Date of Last Federal Action – March 2002. FTA concurred with an assessment that showed no new adverse impacts would result from extending tail tracks south of Grand Central Terminal (GCT), a new 50th Street vent plant and a new truck dock, loop track modifications at Sunnyside, Queens, and a new entrance at the Roosevelt Hotel.

Title: "MTA LIRR East Side Access Project Design Changes in Queens Revision 14-4M"
Date: November 2005 (referred to as Technical Memorandum No. 2)
Type and Date of Last Federal Action – April 2006. FTA concurred with assessment that showed no new significant adverse impacts would result from design revisions in Sunnyside Yard, Queens involving the Harold Interlocking and changes to meet new 2003 National Fire Protection Association (NFPA) standards for ventilation systems design.

Title: "MTA/LIRR ESA 50th Street Facility Revised Supplemental Environmental Assessment to the East Side Access Final Environmental Impact Statement" **Date:** April 2006
Type and Date of Last Federal Action–Finding Of No Significant Impact July 27, 2006

Title: "MTA LIRR East Side Access Technical Memorandum Assessing Design Refinement: Tail Tracks Ventilation Plenum and Grate" (referred to as Technical Memorandum No. 3)
Date: Feb 2008 and transmitted April 16, 2008
Type and Date of Last Federal Action – July 2008. FTA concurred with assessment that showed no new significant adverse impacts would result from the 37th Street sidewalk grates and vent plenum.

Title: "MTA LIRR East Side Access Technical Memorandum Assessing Design Changes: LIRR Concourse and Street Entrances" in addition to other documents (referred to as Technical Memorandum No. 4) **Date:** July 2009
Type and Date of Last Federal Action March 3, 2010. FTA concurred with an assessment that showed no new significant adverse impacts would result from GCT design changes and entrance configuration.

Title: "Redundant Elevator for East Side Access Concourse" (ref to as Technical Memorandum No. 5)

Date: March 2010

Type and Date of Last Federal Action – July 29, 2010 FTA concurred with an assessment that showed no new significant adverse impacts would result from construction of a redundant elevator for the East Side Access concourse.

Title: Environmental Re-Evaluation Consultation submitted for "MTA Long Island Railroad East Side Access Technical Memorandum No. 6 – 48th Street Entrance Design" (referred to as Technical Memorandum No. 6)

Date: Sep 2011

Type and Date of Last Federal Action – November 23, 2011 FTA concurred with an assessment that concluded no new significant adverse impacts would result from relocating the 280 Park Avenue entrance west to 415 Madison Avenue (an adjacent building).

Title: Environmental Re-Evaluation Consultation form submitted for "MTA Long Island Railroad East Side Access Technical Memorandum No. 7 – 37th Street Shaft – Construction Access" (referred to as Technical Memorandum No. 7)

Date: September 2013

Type and Date of Last Federal Action – November 4, 2013 FTA concurred with an assessment that concluded no new significant adverse impacts would result from changes to construction access for the 37th Street Shaft.

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

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

YES NAME: Jennifer Wuotinen, P.E. DATE: 1/15/15

IS THE PROJECT CURRENTLY UNDER DESIGN OR CONSTRUCTION?

REASON FOR RE-EVALUATION

As part of East Side Access (ESA), MTA proposes to construct a new elevator that would connect the ESA command center (or Terminal Management Center) in the new LIRR Concourse with the existing MNR command center, which is located in the Station Master's Office in GCT. Current plans do not include an elevator connection between the two command centers. Employees requiring access to both command centers would have to go through the LIRR terminal and climb a series of stairways (a 37 foot elevation difference). Access for employees between control rooms was not considered during the original design since each railroad is operated by two separate entities. Upon further review, it was determined that this connection would be a convenience under normal operations and beneficial during emergency conditions. Under normal operations or in the event of an emergency, the elevator will provide a more direct, more convenient connection for employees of both railroads.

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

The Command Center Elevator would connect the existing MNR command center and the new LIRR command center that is programmed as part of East Side Access. The elevator would

provide a more direct connection for employees to communicate during normal operations or in the event of an emergency. The elevator would not be open to the general public.

The new LIRR command center will be located at the south end of the new LIRR concourse, approximately 37 feet below the existing main GCT concourse. The LIRR command center will sit directly below the existing MNR command center. The Metro-North command center was built in the 1990s within the Station Master's Office, located on the GCT main concourse level just south of the historic Biltmore Room. Above the MNR command center lies the 335 Madison Avenue lobby.

335 Madison Avenue was built in 1913 as the Biltmore Hotel and is currently being used by Bank of America. Major changes to the former hotel lobby were carried out by new owners in the early 1980s. The sub-cellar of this building is located *between* the MNR and LIRR command centers. This sub-cellar is being developed into a private health club, scheduled to open in summer of 2015. A permanent easement measuring approximately 10 feet x 9 feet (90 square feet) would be required from 335 Madison Avenue through the health club for the elevator shaft. The permanent easement in the health club requires the relocation of a steam pipe.

While the Command Center Elevator would not extend to the street-level, its construction would require a temporary easement in the lobby of 335 Madison to enable the construction of the top of the elevator shaft for a period of nine months.

The MNR Command Center is located within GCT, a historic resource. 335 Madison Avenue is not a historic resource due to the complete gutting of the building in 1981. The work at the MNR Command Center will not impact any contributing element of the historic GCT. Pursuant to the Section 106 Programmatic Agreement for ESA, SHPO was consulted. In a March 6, 2015 letter, SHPO opined that they have no concerns.

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

- NO
 YES

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

Not Applicable - The project is at 335 Madison Avenue (at 43rd Street), a dense urban environment, in New York City.

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

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

| | | |
|---|---|--|
| Historic, Cultural & Archaeological Resources | <input checked="" type="checkbox"/> Yes | <input type="checkbox"/> No |
| Parklands & Recreation | <input type="checkbox"/> Yes | <input checked="" type="checkbox"/> No |
| Construction | <input checked="" type="checkbox"/> Yes | <input type="checkbox"/> No |
| Secondary and Cumulative | <input type="checkbox"/> Yes | <input checked="" type="checkbox"/> No |
| Environmental Justice | <input type="checkbox"/> Yes | <input checked="" type="checkbox"/> No |

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

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

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

NA

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

Yes No

Comments: The project team is currently working on developing the terms of an Easement Agreement with the owners of 335 Madison Avenue and opposition to construction of this elevator is not expected.

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

Yes No

CONCLUSIONS AND RECOMMENDATIONS: The proposed Command Center Elevator would not cause a change in the determination of impacts from what was described in the FEIS or subsequent NEPA documentation for any of the NEPA areas listed above. Further environmental analysis is not necessary.

LIST OF ATTACHMENTS:

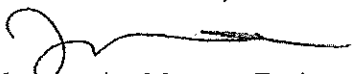
Figures 1-3 Station Master Office Level Elevator, Fitness Club Level, Terminal Management Center Level

Attachment 1: Past SHPO correspondence regarding Command Center Elevator

Attachment 2: SHPO concurrence letter dated March 6, 2015

SUBMITTED BY:

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

| | |
|--|---------------|
| Name: Jennifer Wuofinen, P.E.  Title: Construction Manager, Environmental/Acting Chief Environmental Officer, MTACC | Date: 3/26/15 |
|--|---------------|

Submit two paper copies of this form, attachments, and a transmittal letter recommending a NEPA finding to the address below. Submit an electronic version to your area FTA Community Planner. Contact FTA at the number below if you are unsure who this is or if you need the email address. Modifications are typically necessary. When the document is approved, FTA may request additional copies.

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

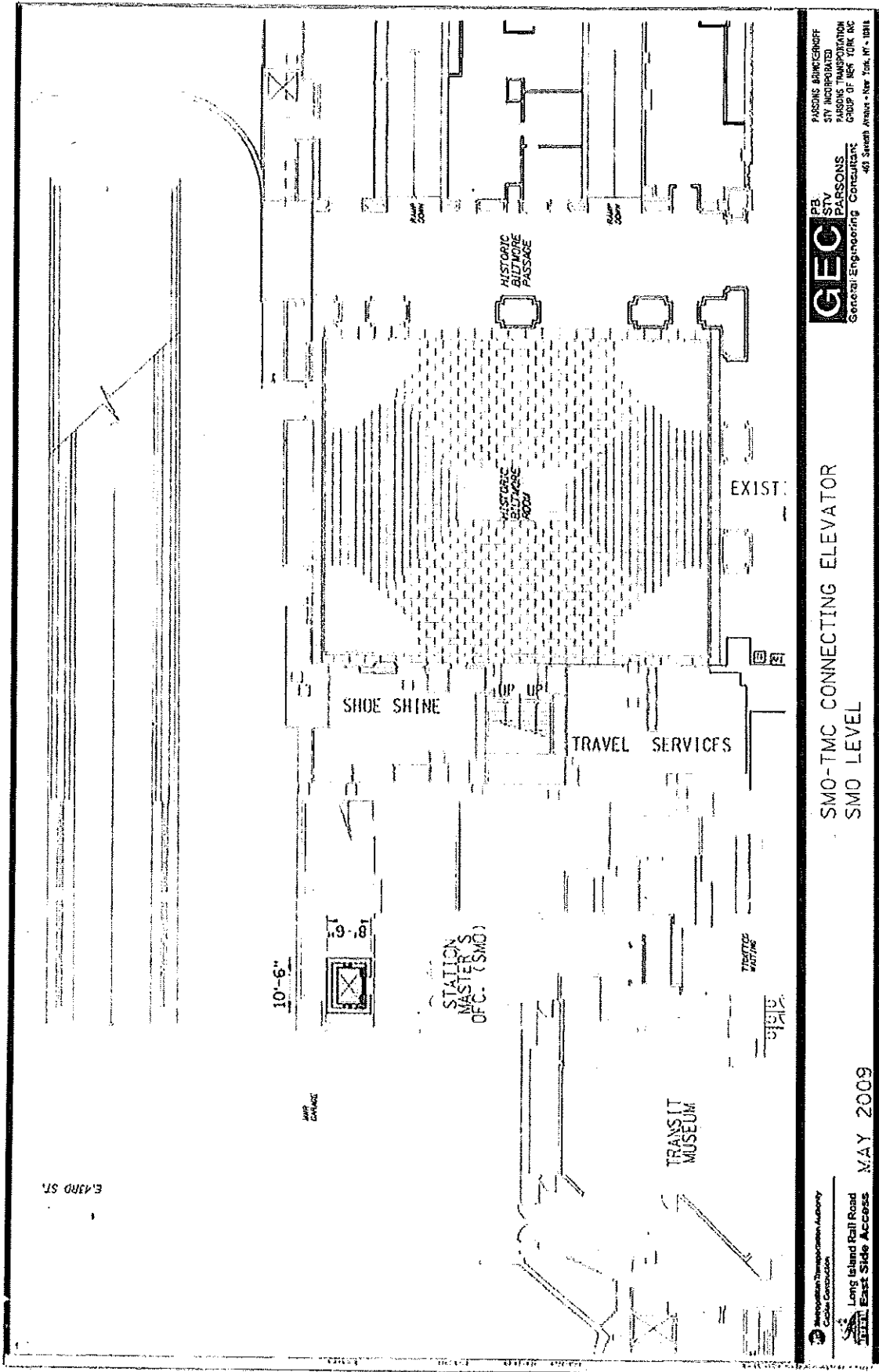
phone: (212) 668-2170
fax: (212) 668-2136

| Impact Category | Impacts and Any Mitigation as Initially Disclosed | New Impacts or Updated Analysis | Change in Impacts |
|--|--|--|--|
| Transportation | None | None | None |
| Land Use and Economics | None | None | None |
| Acquisitions, Displacements, & Relocations | <p>The FEIS identified retail space (former Daifly's store) at 335 Madison (and part of MTAs garage) as potential property acquisitions and potentially displaced businesses required for an entrance at 44th Street and Madison Avenue, based on a conceptual design for the Preferred Alternative (see Table 5-12 on page 5-27 and page 5-29).</p> <p>Technical Memorandum No. 4, which assessed the potential impacts of reducing the number of street entrances near GCT and additional construction activities at 37th Street and Park Avenue, included the elimination of the entrance at 44th Street and Madison Avenue due to constructability issues. As a result of changes presented in Technical Memorandum No. 4, there would be no need for property acquisitions or for displacing businesses at 335 Madison Avenue.</p> | <p>A permanent easement is required in the sub-cellar of 335 Madison Avenue (90 sq. ft.) through a space that is being renovated as a health club.</p> <p>A temporary easement of approximately 529 square feet is required for approximately 9 months in the lobby of 335 Madison to enable the construction of the top of the elevator shaft. The portion of the lobby that will be needed during construction does not impact the main entrance of the building and is only 35% of the 1500sq feet lobby space. 335 Madison is currently being leased by Milstein Properties to operate as a Bank of America.</p> | <p>Not significant. Compared to what was described in the FEIS and then subsequently revised in Technical Memorandum No. 4, there will be additional impacts as a result of the new Command Center Elevator. However, these impacts are not significant because it involves only 90 square feet of permanent easement and a temporary easement. MTA would follow the Federal Uniform Relocation Assistance and Property Policy Act of 1970 for the acquisition. Therefore, there would be no new significant environmental impact since the FEIS and Technical Memorandum No. 4.</p> |
| Neighborhoods & Populations (Social) | None | None | None |
| Visual Resources & Aesthetics | None | None | None |
| Air Quality | None | None | None |
| Noise & Vibration | None | None | None |
| Ecosystems (Vegetation FTA, Region II) | None | None | None |

| | | | |
|---------------------------------------|--|---|---|
| & Wildlife) | | | |
| Water Resources | None | None | None |
| Energy & Natural Resources | None | None | None |
| Geology & Soils | None | None | None |
| Hazardous Materials | None | None | None |
| Public Services | None | None | None |
| Utilities | <p>The FEIS acknowledged that public utilities would be affected during construction, and would be identified via field surveys as the design advanced. Service disruptions would be minimized to the greatest extent practicable (see page 13-1 to 13-4).</p> <p>As a result of changes described in Technical Memorandum No. 4, public utilities at 335 Madison Avenue building would no longer be affected.</p> | <p>A steam pipe in the health club that is under renovation needs to be rerouted.</p> | <p>Not significant. The rerouted pipe would be installed and connected to the existing pipe during nighttime hours, to avoid any impact to the office workers at 335 Madison. Therefore, as a result of the new Command Center Elevator, no utility impacts will occur. There would be no new significant environmental impact since the FEIS and Technical Memorandum No. 4.</p> |

| | | | |
|---|---|--|---|
| Historic, Cultural & Archaeological Resources | None | Consultation with SHPO on the Command Center Elevator began in 2012. At that time, the Command Center Elevator was to extend to street level, into the lobby of 335 Madison Avenue. While the elevator construction would not impact the historic fabric in GCT, the door would have been visible from the historic Biltmore room lobby which is located at the ground floor of 43 rd Street and Vanderbilt Avenue and drawings and a rendering were to be sent to SHPO when available (see attached correspondence). Since that time, the design of the elevator was revised to eliminate the street-level stop. The historic Biltmore room lobby will not be visually impacted. | The work at the MNR Command Center will not impact any contributing element of the historic GCT. Pursuant to the Section 106 Programmatic Agreement for ESA, SHPO was consulted. In a March 6, 2015 letter, SHPO opined that they have no concerns. |
| Parklands & Recreation | None | 335 Madison Avenue is not a Section 106 historic resource due to the complete gutting of the building in 1981. | None |
| Construction | The FEIS acknowledged that construction would result in increased noise and vibration levels during the project construction period. Small increases in noise levels are expected to be found near a few defined delivery truck routes and the streets in the immediate vicinity of local construction areas. Vibrations from pavement-breaking operations may be annoying at distances of 300ft from pavement-breaking operations (see page 17-48, 17-54). | Construction of the Command Center Elevator will require rock excavation for a period of approximately 9 months and construction in the health spa. This work would be completed at night to minimize noise and vibration related impacts. | Not Significant. There are no residential land uses near the project site. This work would be completed at night to minimize noise and vibration related impacts to nearby businesses. |
| Secondary and Cumulative | None | None | None |

| | | | |
|-----------------------|------|------|------|
| Environmental Justice | None | None | None |
| Other | None | None | None |

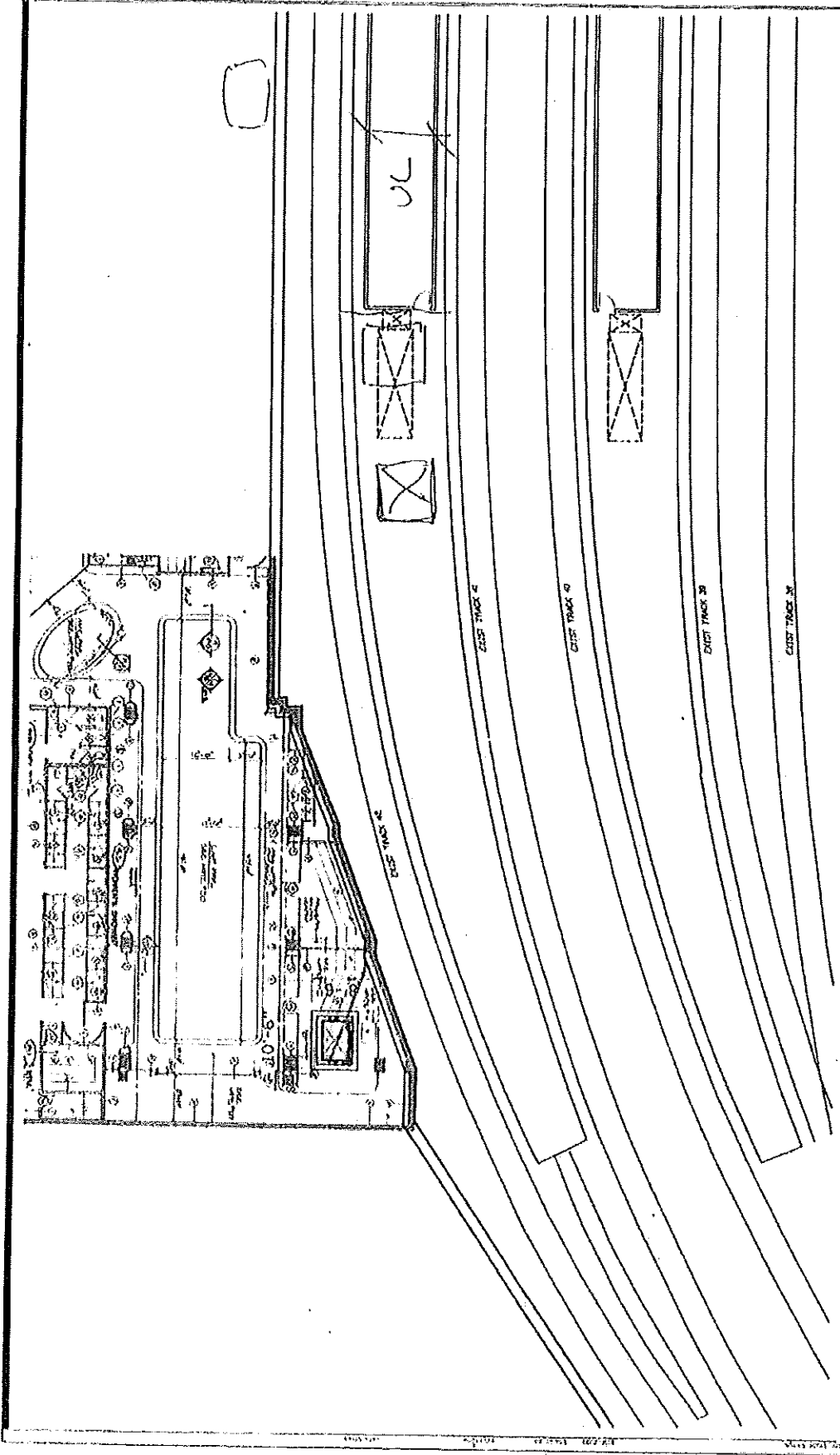


GEO STV
 Parsons
 General Engineering Consultants
 401 Seventh Avenue - New York, NY 10014
 PARSONS BRINCKERHOFF
 CITY INCORPORATED
 PARSONS TRANSPORTATION
 GROUP OF NEW YORK INC

SMO-TMC CONNECTING ELEVATOR
 SMO LEVEL

Metropolitan Transportation Authority
 Long Island Rail Road
 East Side Access
 MAY 2009
 100-117457/000.dwg 100-117457 100-011745

Figure 2.

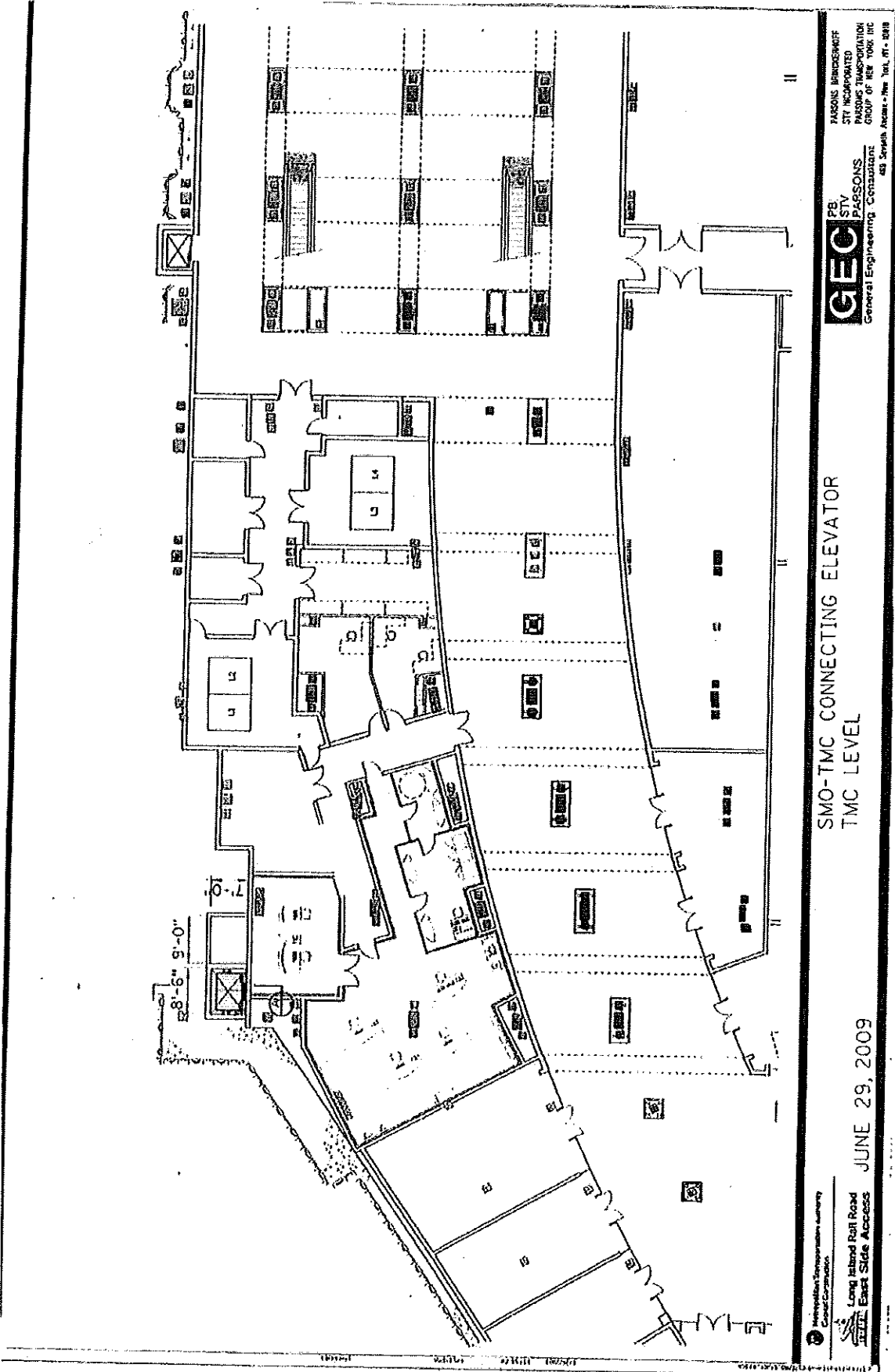


GEO PB
 STV
 PARSONS
 General Engineering Consultants
 PARSONS BRINCKERHOFF
 STV INCORPORATED
 PARSONS TRANSPORTATION
 GROUP OF NEW YORK INC
 435 Seventh Avenue - New York, NY - 10018

SMO-TMC CONNECTING ELEVATOR
 EXPRESS/FITNESS CLUB LEVEL

Metropolitan Transportation Authority
 Capital Construction
 Long Island Rail Road
 East Side Access
 MAY 2009
 14-0011057/raab_000000_03_002_4/14/2009_01-05-05_24

Figure 2



GEC PB
 STV
 PARSONS
 General Engineering Consultants
 PARSONS BRINCKERHOFF
 STV INCORPORATED
 PARSONS TRANSPORTATION
 GROUP OF NEW YORK LLC
 430 Seventh Avenue - New York, NY - 10048

SMO-TMC CONNECTING ELEVATOR
 TMC LEVEL

JUNE 29, 2009

Metropolitan Transportation Authority
 Capital Construction
 Long Island Rail Road
 East Side Access

Figure 3.



**Parks, Recreation
and Historic Preservation**

ANDREW M. CUOMO
Governor

ROSE HARVEY
Commissioner

March 06, 2015

Ms. Jennifer Wuotinen
Env. Construction Manager
MTA Capital Construction
2 Broadway, 8th Floor
New York, NY 10004

Re: FTAMTA
LIRR East Side Access
Command Center Elevator
05PR00261

Dear Ms. Wuotinen:

Thank you for continuing to consult with the New York State Historic Preservation Office (SHPO). We have reviewed the provided information on the Command Center Elevator in accordance with Section 106 of the National Historic Preservation Act of 1966 and the Programmatic Agreement (PA) in place for this project.

We had begun review of the Command Center Elevator as part of five circulation improvements proposed for Grand Central Terminal. At this time, we understand the scope of work for this elevator has changed and it will be contained within the East Side Access project. As such, we are reviewing this component as part of the East Side Access project.

The changes in design place the elevator at between 13 and 50 feet below the street and therefore will not impact any character-defining features of Grand Central Terminal, the Biltmore Room or the lobby of 335 Madison Ave.

After review under the PA, Stipulation IIB, we have no further concerns with the proposed Command Center Elevator. No additional submissions are required for this element of the project.

If you have any questions, I can be reached at (518) 268-2181.

Sincerely,

Beth A. Cumming
Senior Historic Site Restoration Coordinator
e-mail: beth.cumming@parks.ny.gov

via e-mail only

Division for Historic Preservation

P.O. Box 189, Waterford, New York 12188-0189 • (518) 237-8643 • www.nysparks.com



New York State Office of Parks, Recreation and Historic Preservation

Division for Historic Preservation • Peebles Island, PO Box 189, Waterford, New York 12188-0189
518-237-8643

www.nysparks.com

Andrew M. Cuomo
Governor

Rose Harvey
Commissioner

June 11, 2014

Audrey Heffernan
MTA Capital Construction
2 Broadway, 8th Floor
New York, NY 10004-2207

Re: FTA/FHWA/MTA
Grand Central Terminal Circulation Improvements
New York County
12PR00581

Dear Ms. Heffernan:

Thank you for continuing to consult with the New York State Historic Preservation Office (SHPO). We have reviewed your updated letter of May 8, 2014 in accordance with Section 106 of the National Historic Preservation Act of 1966. These comments are those of the SHPO and relate only to Historic/Cultural resources. They do not include other potential environmental impacts to New York State Parkland that may be involved in or near your project. Such impacts must be considered as part of the environmental review of the project pursuant to the National Environmental Policy Act and/or the State Environmental Quality Review Act (New York Environmental Conservation Law Article 8).

We have reviewed the four circulation improvement updates provided in your letter. We understand the following:

- There are no changes to the design of the Biltmore Room Connection and we have reviewed the provided drawings dated 6/3/2013. No further consultation on this item is required unless there are significant changes to the plans.
- Kenneth Cole Stairs have been reviewed and provided with a No Adverse Effect determination from our office in October of 2013
- Redundant "Hale & Hearty" ADA elevator is on hold with no plans in the foreseeable future
- For the Command Center Elevator we will be provided drawings shortly.
- We concur that no further consultation is needed on the Redundant 45th Street Cross Passageway Elevator unless there are significant changes to the plans.

If you have any questions, I can be reached at (518) 237-8643, ext. 3282.

Sincerely,

Beth A. Cumming
Historic Site Restoration Coordinator
e-mail: Beth.cumming@oprhp.state.ny.us

via e-mail only

cc: K. Timko - MTA
G. Santucci - NYC LPC
V. Waldron - FTA

2 Broadway, 8th Floor
New York, NY 10004-2207

Dr. Michael Horodniceanu
President



Capital Construction

May 8, 2014

Ms. Beth Cumming
Historic Preservation Specialist – Technical Unit
New York State Office of Parks, Recreation and Historic Preservation
Peebles Island, P.O. Box 189
Waterford, NY 12188-0189

Re: FTA/MTA
Grand Central Terminal Circulation Improvements, Biltmore Room Connection
New York County
12PR00581

Dear Ms. Cumming:

Please find enclosed selected architectural drawings for the Biltmore Room Connection to the new LIRR Concourse in Grand Central Terminal. In May of 2012, your office reviewed five proposed circulation improvements in Grand Central Terminal, which included the Biltmore Room Connection. In your letter of May 10, 2012 you concurred with AKRF's assessment that no adverse effects were likely to occur as a result of these improvements but stated: "When available, we request to review design drawings and/or construction documents for each of these proposed improvements. At that point we should have enough information to provide a formal effect determination."

No changes have been made to the design of the Biltmore Room Connection since your last review. The photo simulations and finishes described in "East Side Access & Grand Central Terminal Biltmore Room Connection Submission to the New York State Historic Preservation Office and the New York City Landmarks Preservation Commission", dated June 13, 2011, are up to date. The enclosed drawings reflect the information in that submission package and specify the same decorative wood and steel guardrails, marble flooring and other finishes that are consistent with other recently renovated areas within Grand Central Terminal.

The status of the other four circulation improvements is as follows:


- Kenneth Cole Stairs – Your office issued a determination of No Adverse Effect upon historic resources in a letter dated October 18, 2013 based on a package of information submitted by Judith Kunoff in September 2013.
- Redundant "Hale & Hearty" ADA Elevator – There are no plans to construct this elevator in the foreseeable future.
- Command Center Elevator – Drawings will be submitted to your office for review next month. As indicated in AKRF's Section 106 Effects Evaluation, the Command Center Elevator would not be within historically significant or designated portions of GCT and the portions of the 335

Madison Avenue building that would be acquired for the construction of the elevator do not possess any historic significance or historic finishes. However, since the elevator door will be visible from the Biltmore Lobby, located at the upper level of the public stairway ascending from the Biltmore Room to 43rd Street, architectural drawings of the street-level improvements within the Biltmore Lobby will be forwarded to your office.

- Redundant 45th Street Cross Passageway Elevators – drawings are available, however, the passageway was constructed in the 1990s and is not part of the historic designation of GCT. Views from historically significant areas of GCT will not be altered as a result of their construction. Please confirm that you would like the architectural drawings of these elevators sent to you.

Also enclosed are contract specifications detailing Environmental Compliance and Noise and Vibrations requirements. The Contractor must submit a site-specific environmental compliance plan addressing the protection of historic resources and adhere to a vibration limit of 0.5 inches/sec in Grand Central Terminal. The Project-wide Construction Protection Plan, September 2007 that was reviewed by your office is a reference document to the Contract.

Sincerely,



Audrey Heffernan
Chief, Planning Development & Environmental Services

cc: (by e-mail, w/out attachments)
Victor Waldron, FTA
Karen Timko, Metro-North Railroad
Gina Santucci, LPC