



U.S. Department
of Transportation
**Federal Transit
Administration**

REGION II
Connecticut,
New Jersey,
New York,
Virgin Islands

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January 5, 2007

Mr. Christopher Boylan
Deputy Executive Director
Corporate and Community Affairs
347 Madison Avenue
New York, NY 10017-3739

Dear Mr. Boylan,

The Federal Transit Administration (FTA) reviewed the "MTA NYCT Second Avenue Subway Technical Memorandum No. 1 Assessing Design Changes," (Memorandum) dated November 2006. Based on our review of this Memorandum, the FTA has determined that the design changes to the Second Avenue Subway Project will not result in additional significant adverse environmental impacts.

The November 2006 Memorandum satisfies the NEPA requirements as outlined in 23 CFR 771.130 and no supplemental environmental review is necessary for the proposed changes.

Please be aware that the Project must be carried out as described in the November 2006 Memorandum. If changes to the Project are made, 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, Acting Director of Planning and Program Development at 212-668-2180.

Sincerely,

Letitia Thompson
Regional Administrator



Memorandum

U.S. Department
of Transportation
**Federal Transit
Administration**

Subject: Second Avenue Subway
Design Changes

Date: *January 5, 2007*

From: Nancy J. Danzig, AICP *NJD*
Acting Director
Planning and Program Development

Reply to
Attn. of:

To: File

Through: Letitia Thompson, Regional Administrator
Anthony Carr, Deputy Regional Administrator

This memo provides the results of FTA's analysis of potential environmental impacts that could occur as a result of several changes in the design of the Second Avenue Subway Project (Project). FTA analyzed changes proposed by the Metropolitan Transportation Authority/New York City Transit (MTA/NYCT) since FTA's issuance of the Final Environmental Impact Statement (FEIS) on April 8, 2004 and the Record of Decision (ROD) on July 8, 2004.

FTA's analysis is based on a document submitted on November 13, 2006, by the MTA/NYCT, entitled "MTA NYCT Second Avenue Subway Technical Memorandum No. 1 Assessing Design Changes" (Technical Memorandum No. 1), discussions with MTA NYCT and a site visit in September 2006. Technical Memorandum No. 1 was submitted to FTA pursuant to CFR 450.771.130(c), to determine if there are any significant changes to the Project and if there are any additional adverse impacts that could occur as a result of the changes.

FTA has reviewed the Technical Memorandum No. 1, and has determined that there are no additional adverse impacts as a result of the changes, and no changes to the mitigation measures described in the FEIS and ROD. The NEPA requirements pursuant to 23 CFR 771.130 have been met and no further environmental review is necessary.

Proposed Changes to the Project

Following completion of the FEIS and Preliminary Engineering, Final Engineering has advanced for Phase I of the Project. Design of tunnels and stations to be built in Phase I has evolved and Project elements have been further defined. In addition, modifications have been made to reduce construction impacts and the cost of the Project.

The MTA/NYCT has made six changes to the Project. These changes involve construction of the tunnels south of 70th Street and design of the three stations to be included in Phase I of the Project.

As described in detail in the attached November 13, 2006 Technical Memorandum No. 1, the six changes are as follows:

1. Reduction in length of the crossover cavern south of 70th Street;
2. Changes in the construction technique for the curved tunnels south of 66th Street;
3. Modifications to the Project's phasing for the portion of the main line tunnels south of 68th street;
4. Modifications to 72nd Street;
5. Modifications to 86th Street; and
6. Modifications to 96th Street.

Assessment of Environmental Impacts

The Technical Memorandum No. 1 describes the FEIS design, the proposed six design modifications, and the impacts of these modifications during construction and operation compared to the impacts that were described in the FEIS. Also included in the memo is a description of the public outreach effort conducted, and a summary of any changes to the mitigation commitments described in the FEIS and ROD.

The proposed design changes will result in the same or similar construction impacts to those identified in the FEIS. In some cases, the design changes will result in a reduction in impacts, including fewer property takings, fewer construction sites, and fewer excavated materials. No significant impacts have been identified by MTA/NYCT as a result of the changes.

Mitigation

No new or additional mitigation is required as a result of the proposed changes. The mitigation measures included in the ROD remain unchanged.

Public Outreach

The MTA/NYCT has been holding meetings with the affected communities since the DEIS phase. Recent meetings have been held to update the community on the design changes described in this technical memorandum. Below is a list of recent meetings:

March 30, 2006	Manhattan Borough President's Second Avenue Subway Task Force
April 3, 2006	Community Board 8 Second Avenue Subway Task Force
May 8, 2006	Community Board 8 Second Avenue Subway Task Force
July 11, 2006	Community Board 8 Second Avenue Subway Task Force
October 11, 2006	Community Board 11 Public Health and Transportation Committee

Property owners not affected by the FEIS design, but affected by the proposed changes, have been contacted.

Background on Transmittal of Technical Memorandum No. 1

Prior to the submittal of the November 13, 2006 Technical Memorandum No. 1, the FTA received a Technical Memorandum from the MTA/NYCT on July 24, 2006. The Memorandum assessed the impacts of design modifications to the Second Avenue Subway Project since the issuance of the FEIS and ROD, and the MTA/NYCT found that there were no significant environmental impacts as a result of the modifications. Prior to FTA concurring with this funding, we requested clarifications on the reduced length of the track crossover cavern south of 72nd Street, changes in construction of main line tunnels south of 72nd Street, elimination of the 66th Street shaft, station modifications to 72nd and 86th Street stations, and format changes to the memorandum. The November 13, 2006 Technical Memorandum addressed all of FTA's requests and provided more detailed information.