



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)

January 11, 2011

Marc Albrecht
Assistant Director, Grant Management
Metropolitan Transportation Authority
341 Madison Avenue
New York, NY 10017-3739

Subject: Second Avenue Subway Technical Memorandum No. 8

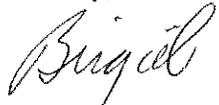
Dear Mr.  Albrecht:

The Federal Transit Administration (FTA) has reviewed the Environmental Re-Evaluation Consultation form for the Second Avenue Subway Technical Memorandum No. 8 Assessing Design Changes: 86th Street Station Ancillary Facility #2 (Technical Memorandum No. 8), submitted by the Metropolitan Transportation Authority New York City Transit (MTA NYCT) on December 10, 2010, regarding the Metropolitan Transportation Authority New York City Transit (MTA NYCT) Second Avenue Subway Project (Project).

Based on our review of Technical Memorandum No. 8, attached hereto, FTA concurs that the proposed design modifications, as described in Technical Memorandum No. 8, will not result in significant adverse environmental impacts. The Technical Memorandum No. 8 satisfies the National Environmental Policy Act requirements as outlined in 23 CFR 771.130 and no further environmental analysis is necessary for the proposed modifications.

Please be aware that if any further modifications to the Project are made, FTA will need to determine if additional environmental studies will be necessary before changes are approved. Should you have any questions concerning this matter, please contact Ms. Nancy Danzig, Director of Planning and Program Development at 212.668.2177.

Sincerely,


Brigid Hynes-Cherin
Regional Administrator

Enclosure: Environmental Re-Evaluation Consultation form for Second Avenue Subway Technical Memorandum No. 8 Assessing Design Changes: 86th Street Station Ancillary Facility #2

cc: Judy McClain, MTA NYCT

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 before you fill out this worksheet.

For Agency Use Date Received: <i>December 10, 2010</i>	
Recommendation by Planner or Engineer: <input checked="" type="checkbox"/> Accept <input type="checkbox"/> Return for Revisions <input type="checkbox"/> Not Eligible	Reviewed By: <i>Nancy Daniels</i> Date: <i>December 30, 2010</i> <i>NE Planner</i> <i>DIR:PLNG</i>
Comments:	
Concurrence by Regional Counsel: <input checked="" type="checkbox"/> Accept Recommendation <input type="checkbox"/> Return with Comments	Reviewed By: <i>NE/C/10</i> Date: <i>Jan 10, 2011</i>
Comments:	
Concurrence by Approving Official: <i>Suzanne Hayes</i>	Date: <i>1/10/11</i>

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

PROJECT TITLE
 Second Avenue Subway Technical Memorandum No. 8 Assessing Design Changes: 86th Street Station Ancillary Facility #2

LIST CURRENT, APPROVED ENVIRONMENTAL DOCUMENTS (e.g. EIS/ROD, EA/FONSI, BA, RE-EVALUATION, etc.) If Re-evaluation, briefly describe.
Title: Second Avenue Subway Final Environmental Impact Statement Date: April 2004 Type and Date of Last Federal Action Record of Decision, July 2004
Title: Second Avenue Subway Technical Memorandum No. 1 Assessing Design Changes Date: November 2006 Type and Date of Last Federal Action January 5, 2007 Examined changes in tunnel structure and track configuration south of 72nd Street and examined changes in station entrances and ancillary facilities at the 72nd Street and 86th Street Stations
Title: Second Avenue Subway Technical Memorandum No. 2 Assessing Design Changes Date: February 2007 Type and Date of Last Federal Action April 2007 Examined changes in an ancillary facility at the 96th Street Station
Title: Second Avenue Subway Technical Memorandum No. 3 Assessing Design Changes Date: June 2007 Type and Date of Last Federal Action July 2007 Examined changes in an ventilation facilities and a station entrance at the 63rd Street Station

<p>LIST CURRENT, APPROVED ENVIRONMENTAL DOCUMENTS (e.g. EIS/ROD, EA/FONSI, BA, RE-EVALUATION, etc.) If Re-evaluation, briefly describe.</p> <p>Title: Second Avenue Subway Technical Memorandum No. 4 Assessing Design Changes Date: September 2008 Type and Date of Last Federal Action: September 2008</p> <p>Examined changes in the subway's tunnel to reduce the number of tracks near and in the 72nd Street Station from three tracks to two and lower the tunnel alignment in the area near and in the 72nd Street and 86th Street Stations</p>
<p>Title: Supplemental Environmental Assessment to the Second Avenue Subway Final Environmental Impact Statement: 72nd Street and 86th Street Entrance Alternatives Date: May 2009 Type and Date of Last Federal Action: FONSI, October 2009</p> <p>Examined changes in station entrances at the 72nd Street and 86th Street Stations</p>
<p>Title: Second Avenue Subway Technical Memorandum No. 5 Assessing Design Changes Date: April 2010 Type and Date of Last Federal Action: April 2010</p> <p>Examined changes in a station entrance at the 63rd Street Station.</p>
<p>Title: Second Avenue Subway Technical Memorandum No. 6 Assessing Design Changes Date: July 2010 Type and Date of Last Federal Action: September 2010</p> <p>Examined final design for Ancillary #1 at the 72nd Street Station</p>
<p>Title: Second Avenue Subway Technical Memorandum No. 7 Assessing Design Changes Date: September 2010 Type and Date of Last Federal Action: Pending <i>December 2010</i></p> <p>Examined final design for Ancillary #2 at the 72nd Street Station</p>

<p>HAS THE MOST CURRENT AND OTHER PERTINENT APPROVED ENVIRONMENTAL DOCUMENTS BEEN <u>RE-READ</u> TO COMPARE PROPOSED PROJECT CHANGES?</p> <p><input type="checkbox"/> NO (STOP! The most current approved environmental document MUST be re-read prior to completing a re-evaluation.)</p> <p><input checked="" type="checkbox"/> YES NAME: Julia P. Cowing, AICP DATE: November 12, 2010</p>
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<p>IS THE PROJECT CURRENTLY UNDER <input type="checkbox"/> DESIGN OR <input checked="" type="checkbox"/> CONSTRUCTION?</p>
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<p>REASON FOR RE-EVALUATION</p> <p>The Second Avenue Subway FEIS identified an ancillary facility for the 86th Street Station on the west side of Second Avenue between 86th and 87th Streets within the landscaped plaza of the residential building at 250 East 87th Street. After the completion of the FEIS and additional engineering, the length of the 86th Street Station was shortened by 100 feet, which required that the ancillary facility be relocated. As described in Technical Memorandum No. 1, the 86th Street Station Ancillary #2 would be located on the northwest corner of 86th Street and Second Avenue, occupying a Chase Bank and an adjacent portion of the landscaped plaza of the residential building at 250 East 87th Street (Tech. Memo #1 Design).</p> <p>During final design, New York City Transit determined that the Technical Memorandum #1 design would substantially impact the mechanical functions of the residential building at 250 East 87th Street and that lower operating and maintenance costs could be achieved with a refined footprint for the 86th Street Station Ancillary #2.</p>
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DESCRIPTION OF PROJECT CHANGES OR NEW INFORMATION

NYCT proposes to relocate an emergency egress to a sidewalk location and reduce the footprint of Ancillary #2 at the 86th Street Station.

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?

- NO
 - YES (STOP! Endangered Species lists and analysis MUST be updated.)
- Not applicable.

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 initially disclosed, new impacts and a discussion of the changes. 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)	<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 type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
Parklands & Recreation	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
Construction	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
Secondary and Cumulative	<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?

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 type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
Uniform Relocation Act	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
Section 4(f) Lands	<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
Other Not Applicable	<input type="checkbox"/> Yes	<input 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:

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

Yes No

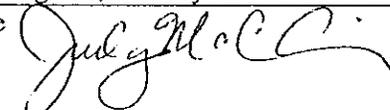
COMMENTS: The proposed design modification to Ancillary #2 at the 86th Street Station would result in beneficial impacts to the adjacent residential building and, at the same time, the modification would not result in significant adverse impacts.

CONCLUSIONS AND RECOMMENDATIONS: Further environmental analysis is not necessary.

LIST OF ATTACHMENTS: Attachment A: Project Plans

SUBMITTED BY:

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

Name  Title <i>Senior Dir, Service Planning</i>	Date <i>12/10/10</i>
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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

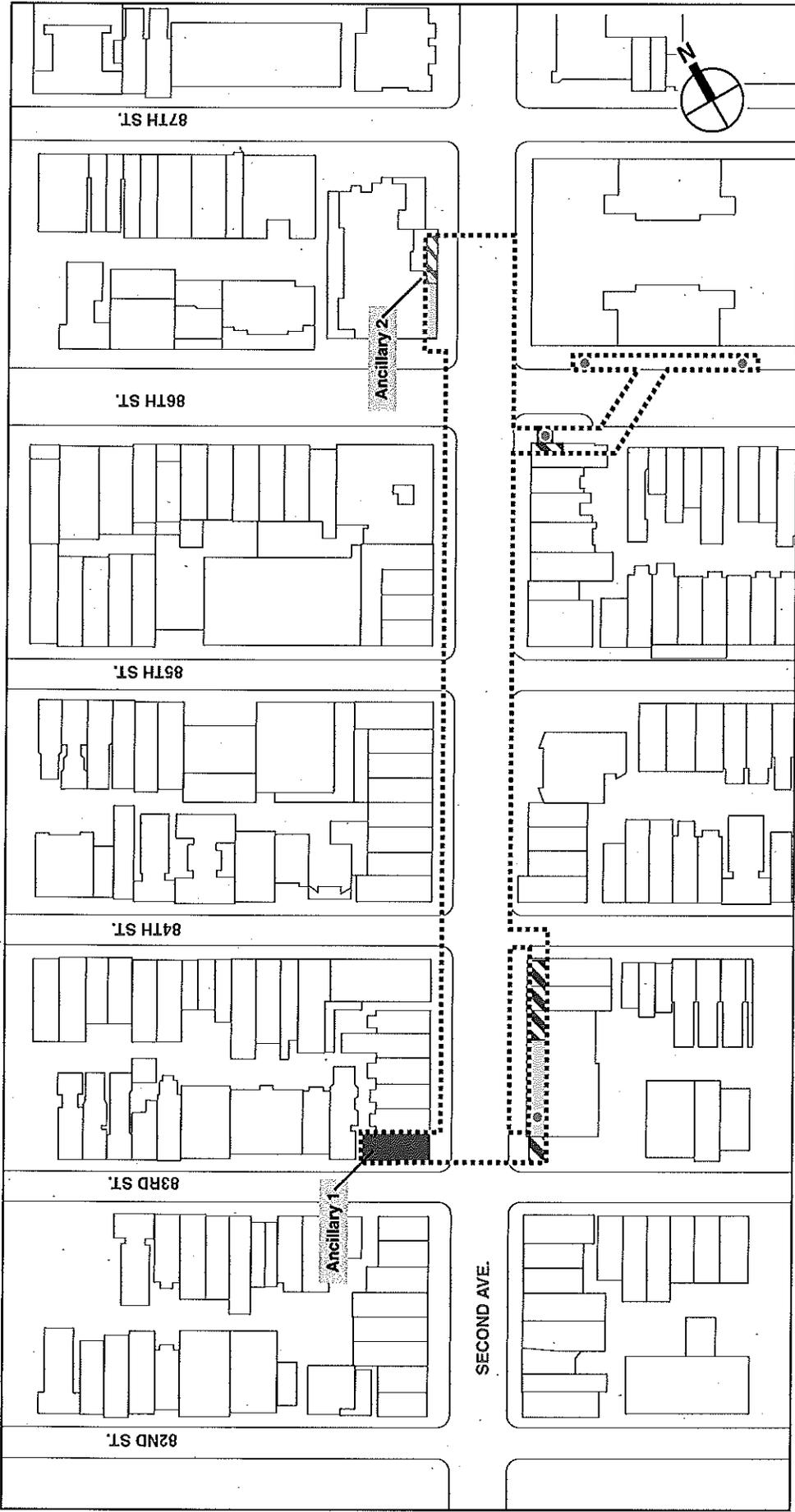
phone: (212) 668-2170
fax: (212) 668-2136

Impact Category	Impacts as Initially Disclosed	New Impacts	Change in Impacts
Sample Water Resources/ Impervious Surface	Initial design included 0.60 acres of new impervious surface for the parking lot.	Modified design changes the striping pattern and results in 0.75 acres of new impervious surface.	The new design result in 0.15 more impervious surface than initially planned.
Transportation			
Land Use and Economics			
Acquisitions, Displacements, & Relocations	<p>Table 8-2 of the FEIS (page 8-15) identified the potential permanent acquisition of a portion of Block 1532, Lot 22, the landscaped area of the residential building at 250 East 87th Street for an ancillary facility.</p> <p>The Tech Memo #1 design identified the need for a permanent easement of approximately 30 feet by 115 feet at street level of Block 1532, Lot 22. This permanent easement would displace a Chase Bank and a portion of the landscaped plaza of 250 East 87th Street.</p>	The modified design would require a permanent easement of approximately 30 feet by 71 feet at street level from a private owner (Block 1532, Lot 22; 250 East 87th Street). This permanent easement would displace a Chase Bank and a portion of the landscaped plaza of 250 East 87th Street.	The modified design would result in an easement of the same property identified in Tech. Memo #1, but the modified design's easement would be 30 feet by 44 feet smaller. The modified design would continue to displace a Chase Bank but would require less area of the landscaped plaza of 250 East 87th Street.
Neighborhoods & Populations (Social)			
Visual Resources & Aesthetics			

Impact Category	Impacts as Initially Disclosed	New Impacts	Change in Impacts
Air Quality			
Noise & Vibration			
Ecosystems (Vegetation & Wildlife)			
Water Resources			
Energy & Natural Resources			
Geology & Soils			
Hazardous Materials			
Public Services			
Utilities	<p>The FEIS identified the potential need for temporary and permanent relocation of utilities to construct stations and ancillary facilities (Page 13-6)</p> <p>The Tech Memo #1 design would require substantial modification of utility functions for the building at 250 East 87th Street.</p>	<p>The modified design would not require substantial modification of utility functions for the building at 250 East 87th Street.</p>	<p>The modified design substantially reduces the impacts on the utility functions of 250 East 87th Street as compared to the Tech Memo #1 design.</p>

Impact Category	Impacts as Initially Disclosed	New Impacts	Change in Impacts
Historic, Cultural & Archaeological Resources Parklands & Recreation	<p>The FEIS identified the acquisition of a portion of the landscaped plaza of 250 East 87th Street to construct an ancillary facility for the 86th Street Station.</p> <p>The Tech Memo #1 design would occupy 1,000 square feet of a privately-owned plaza (250 East 87th Street). The Tech Memo #1 design resulted in acquisition of a smaller portion of the plaza than would have been required for the FEIS design.</p>	<p>The modified design would occupy 330 square feet of a privately-owned plaza (250 East 87th Street).</p>	<p>The modified design would occupy 670 less square feet of a privately-owned plaza (250 East 87th Street) than the Tech Memo #1 design.</p>
Construction			
Secondary and Cumulative			

**ATTACHMENT A
PROJECT PLANS**



- Properties Planned for Full Acquisition
- Properties Planned for Partial Acquisition
- Entrance Location
- Subsurface Easement
- Subsurface Easement/Properties No Longer Required
- Underground Station
- Above-Ground Elevator Entrance in Sidewalk

NOTE: Entrances at 86th Street were modified in the Supplemental Environmental Assessment to the Second Avenue Subway Final Environmental Impact Statement: 72nd and 86th Street Station Entrance Alternatives (May 2009)

86th Street Station - Ancillary 2
 Technical Memorandum No.1 Design vs. Modified Design
 Figure 1