SECOND AVENUE SUBWAY PHASE 2: PROJECT UPDATE COMMENTS & RESPONSES

July 2025

The Metropolitan Transportation Authority (MTA) is planning the new Second Avenue Subway, with construction in four phases. Ultimately, the subway will extend 8.5 miles, with 16 new stations, from 125th Street in Harlem to Lower Manhattan.

Phase 1 of the Second Avenue Subway, between East 63rd and East 96th Street (with tunnels extending to East 105th Street), has been completed and is now in operation with Q train service.

Phase 2 of the Second Avenue Subway will extend the Q line into East Harlem, with two new stations on Second Avenue at 106th and 116th Streets and a third new station on 125th Street at Lexington Avenue that will connect to the 4/5/6 and provide access to Metro-North Railroad.

Phase 2 has received a full funding grant agreement from the Federal Transit Administration, allowing the MTA to begin awarding a series of contracts for completing the project. The first contract, for utility relocation and other preparations, in advance of excavation in East Harlem, is currently under way.

On Tuesday, June 3 from 6 pm to 7:30 pm, the MTA held a virtual public meeting to present project updates and answer questions from the community. During the meeting, the MTA responded to comments and questions and invited the public to submit additional comments and questions about the project via the project website. Approximately 100 people attended the June 3 virtual meeting, and 48 people submitted a total of 63 substantive comments or questions during the meeting.[1] Nine people submitted a total of 12 substantive comments and questions after the meeting, including two who also commented during the meeting. In addition to substantive comments, the MTA also received several non-substantive comments, such as requests to repeat slides during the meeting.

This document provides responses to the comments and questions received during and after the June 2025 project update meeting. Summaries of each comment and question are provided, followed by responses. Where similar comments were received, they are summarized and responded to together.

Comments on Station Design: General *(15 Comments)*

A commenter asked why the proposed station designs and station entrances are different from those in Phase 1 at the 72nd Street, 86th Street, and 96th Street Stations.

Phase 2 of the Second Avenue Subway is being designed for the specific ground conditions where it will be built, which differ from the ground conditions where Phase 1 was constructed. Specifically, the tunnel and three stations in Phase 1 were constructed through bedrock, which is close to the ground surface on the Upper East Side. For Phase 2, the tunnel and stations within Second Avenue will be constructed in an area of soft soil, not bedrock, and will make use of existing tunnel segments already constructed for the Second Avenue Subway in the 1970s. In addition, for Phase 2, we are seeking to minimize street-level impacts to the extent possible, building on experience gained in Phase 1 and given the fact that the East

[1] A total of 22 comments or questions were received during the meeting from people who registered as "Anonymous Attendee." For purposes of tallying commenters, these were each counted as separate commenters, but in fact some of the anonymous attendees may have made more than one comment, so that the total number of people who commented during the meeting may be fewer than 48. These individuals may also be the same as some of the people who submitted comments after the meeting, so that the total number of people who commented may be lower.

Harlem community already experienced extensive impacts during construction of the tunnel segments in Second Avenue for an earlier plan for the Second Avenue Subway in the 1970s.

Commenters asked about the design for turnstiles/fare gates (also known as fare arrays), whether the stations will use the MTA's updated design for fare arrays, and how fare arrays will be protected from the weather.

The Phase 2 project will use the MTA's updated design for fare arrays. The fare arrays at the station entrances will be set back from the street and sidewalk and protected from the weather by wide canopies extending over the entrances.

One commenter asked if there will be a new station entrance on Second Avenue at 125th Street.

No, there will not be a new station entrance on Second Avenue at 125th Street. Phase 2 of the Second Avenue Subway will have three new stations:

- **106th Street Station**, under Second Avenue from approximately East 106th Street to approximately East 109th Street, with entrances at East 106th and 108th Streets.
- **116th Street Station**, under Second Avenue from approximately East 115th Street to approximately East 120th Street, with entrances at East 116th and 118th Streets.
- **125th Street Station**, under 125th Street from approximately Lexington Avenue to Park Avenue, with entrances at Lexington and Park Avenues.

Commenters asked if the stations will include platform doors and noted that platform doors would improve safety and allow air conditioning in the station.

We are evaluating the possibility of incorporating platform doors throughout the subway system at locations where that is feasible. The new Second Avenue Subway stations will conform to any future system-wide initiatives regarding platform screen doors and are being designed to be "Platform Screen Door Ready". This includes providing space for the door system, control equipment, and storage.

The new stations in Phase 2 will include air tempering, which will provide some cooling to the stations.

Commenters asked if the new stations will include artwork. Commenters also asked if residents of East Harlem would receive preference for any artists selected for the new stations.

Yes, all stations will include public art. The new stations will have permanent artwork commissioned by MTA Arts & Design. MTA artworks are chosen through a selection process that involves the community and arts professionals. The opportunity will not be geographically restricted, but we will actively encourage artists in East Harlem to apply.

Commenters asked if the new stations will include retail space, either within the station or at street level. Commenters also asked if East Harlem businesses would receive a preference for any retail opportunities.

All stations will include street-level retail space as part of the new ancillary buildings. We are still evaluating the possibility of including retail spaces inside the stations.

Opportunities for bidding on retail spaces will be solicited through Requests for Proposals that will be advertised on our website and, potentially, through real estate brokers.

Comments on Station Design: 116th Street Station *(10 Comments)*

A commenter asked why the design for the 116th Street Station has a mezzanine below the platform level, which is not planned for the 106th Street Station. The commenter asked if the mezzanine can be above the platform or at the same level as the platform.

For Phase 2, the tunnel and stations within Second Avenue will make use of existing tunnel segments already constructed in the 1970s for the Second Avenue Subway. These segments were constructed beneath Second Avenue between 99th Street and 105th Street and between 110th Street and 120th Street in anticipation of the new subway planned at that time. After that construction, the project was halted due to financial constraints.

Both the 106th Street Station and the 116th Street Station will have center platforms between the northbound and southbound tracks, approximately 35 to 40 feet below street level. Each station will have a mezzanine that provides connections for passengers between the street entrances and the platforms. Mezzanines in the station allow passengers to quickly clear the platform before the next train arrives.

The 106th Street Station will be located between two previously constructed tunnel segments, but the station itself was not constructed in the 1970s. Construction for this station will involve “cut and cover” excavation, in which the street will be opened for construction access, and a temporary deck will be placed above the excavation area so the roadway or sidewalk can be used while work is under way below ground.

At the 116th Street Station, a tunnel segment is already present, so cut-and-cover construction is not needed to excavate the station. However, the 1970s design did not include a 116th Street Station, so the existing tunnel segment must be modified to accommodate a station there. For this station, we looked for opportunities to reduce the amount of street-level construction needed, since the tunnel structure is already present.

Providing a mezzanine below the platform, rather than above it, allows us to minimize cut-and-cover excavation in Second Avenue to small areas near the two station entrances, which will minimize construction disturbance for the surrounding neighborhood and reduce project costs. That lower mezzanine will be constructed through the existing tunnel segment and from the new off-street station entrance sites.

Commenters asked why the 116th Street Station entrances will have only elevator access to the station. People asked if escalators and/or stairs could be provided. Commenters noted that they believe maintenance will be a concern for elevators. Other commenters raised concerns about the safety of the elevators at the 116th Street Station.

Elevators will provide the most efficient connection between the 116th Street Station’s street-level entrances and its mezzanine level, which will be below the platform. Providing a mezzanine below the platform, rather than above it, allows us to limit cut-and-cover excavation to small areas near the two station entrances, which will minimize construction disturbance for the surrounding neighborhood.

The mezzanine will be approximately 56 feet (five stories) below street level. Access to this level via escalators would require a series of “switchback” escalators that would be inefficient for moving large volumes of people. In contrast, the elevators at the station will be high-capacity, high-speed elevators that can quickly move people between the mezzanine and the street. Each entrance will have multiple elevators, providing a high level of redundancy.

Elevators are better protected from the weather than escalators and therefore less susceptible to disruptions. In New York City Transit’s extensive experience throughout the subway system in operating and maintaining escalators and elevators, escalators have historically resulted in more difficulties and are more frequently out of service. Unlike escalators, elevator machinery is contained in elevator machine rooms that can be protected from weather, litter, vandalism, or other factors affecting operations.

The final design of the entrances at the 116th Street Station will continue to be developed to determine the optimum configuration of these vertical circulation elements.

The final design of the future Second Avenue Subway stations will incorporate the latest MTA guidelines, including the latest safety and communications features in the new elevators. Officers from the New York City Police Department's Transit Bureau patrol the subways and we will review designs in partnership with them to prioritize the safety of our customers.

One commenter asked why fare arrays will be at street level in the 116th Street Station.

Fare arrays will be at street level, where possible, for the stations in Phase 2 of the Second Avenue Subway, mainly for security reasons. Providing fare arrays close to the station entrances limits access to the station interior, including elevators, escalators, mezzanines, and platforms, to paying customers. An additional reason for locating them at street level is that locating them at the mezzanine level would require additional space for queuing on either side of the turnstiles, as well as other fare appurtenances.

A commenter raised concerns about cleanliness and security in the 116th Street Station.

The MTA is committed to maintaining a clean and secure station environment for our customers. Officers from the New York City Police Department's Transit Bureau patrol the subways and we will continue to review station designs with them to prioritize the safety of our customers. You can also reach out to our Group Station Managers to share concerns or feedback. Each station's Group Station Manager is listed near the entrances/exits, or see this map for Group Station Manager contact information: https://www.mta.info/document/21741.

Comments on Station Design: 125th Street Station *(9 Comments)*

Commenters asked whether the new 125th Street Station will have an in-station transfer between the subway station and the Metro-North 125th Street Station, such as an elevator between the subway platform and railroad platform. One commenter also noted that the MTA did not mention intermodal bus transfers at this station.

The new 125th Street Station will provide a convenient connection to the Metro-North 125th Street Station using the Park Avenue entrance of the new subway station, which will be directly across Park Avenue from the Metro-North station entrance.

No in-station transfer between the subway and commuter railroad station is planned, because of the large vertical separation between the platform levels of the two stations—the subway station platform will be approximately 120 feet (12 stories) below the railroad station platform. In addition, we are aiming to limit surface-level disruption during subway construction as much as possible, and construction of an elevator through the existing Metro-North viaduct above Park Avenue would require extensive disruption at street level and potentially to Metro-North commuter service as well.

As noted, the 125th Street Station will serve as an intermodal hub, with connections between the subway, including the Second Avenue Subway line and the Lexington Avenue line (Nos. 4, 5, and 6 trains); Metro-North Railroad; and multiple bus routes, including those on 125th Street (M35, M101, and M125; M60 Select Bus Service between Manhattan and La Guardia Airport) as well as those on nearby north–south avenues with routes that are not duplicative of the subway route (M1 on Fifth/Madison Avenues, M98 on Park/Third Avenues).

A commenter raised concerns about the number of entrances at the 125th Street Station and whether there will be enough capacity at the station, including transfers between the new Second Avenue Subway service and the Lexington Avenue subway line.

When Phase 2 of the Second Avenue Subway opens, the 125th Street Station will include two new entrances: an entrance at Park Avenue and an entrance at Lexington Avenue, which will be larger than and will replace the existing street-stair entrance to the Lexington Avenue line (4, 5, and 6 trains) that is there today. Within the new 125th Street Station, there will be two different ways to transfer to the Lexington Avenue Line—via escalators/stairs and via elevator.

We evaluated plans for each of the new subway stations in terms of their ability to handle the passenger flows expected. As part of the design process, we use a ridership model that predicts transit ridership throughout the MTA system citywide when planning potential service changes and improvement projects. When Phase 2 opens, all station elements at the 125th Street Station will be large enough for the predicted ridership. When Phases 3 and 4 of the Second Avenue Subway come on line, extending service as far as Houston Street (Phase 3) and then Lower Manhattan (Phase 4), and additional ridership is anticipated, an additional entrance to the 125th Street Station may be constructed at Lexington Avenue.

Comments on Other Topics Related to System Design *(2 Comments)*

A commenter asked if the tunnels will include broadband to ensure cellular service underground.

The Second Avenue Subway will incorporate broadband as part of the MTA's overall Universal Subway Wireless Connectivity Plan, a plan that will provide cell coverage throughout the entire subway system and wi-fi internet service to all subway and Staten Island Railway stations.

A commenter asked if the new system will include updated technology using Communications-Based Train Control signaling.

The new subway will use Communications-Based Train Control (CBTC) in its signal system. We are currently replacing existing signals throughout the subway system with CBTC, a system that uses wireless connectivity to keep trains in constant contact with a centralized system that controls their movement.

Comments on Ancillary Buildings *(4 Comments)*

Commenters asked for information on the ancillary buildings that will be included at each station. A commenter asked if these will be existing or new buildings.

Similar to Phase 1 of the Second Avenue Subway, Phase 2 will have multiple above-ground ancillary buildings. The ancillary buildings will be new standalone structures built as part of the subway construction. They will house ventilation systems for normal and emergency ventilation, mechanical equipment, emergency power systems, station support functions, and emergency egress. They will also include ground-floor retail space to enliven the street level. Each station will have two ancillary buildings, generally at each end of the station. In addition, since Phase 2 will have tunnels beneath 125th Street extending to midblock between Malcolm X Boulevard and Adam Clayton Powell Jr. Boulevard for train storage, there will also be an ancillary building on that block to provide ventilation to the tunnels below.

A commenter asked if ancillary buildings will displace tenants in apartments at the sites where they will be built.

During the design process, where possible, we have identified sites for the ancillary buildings and new off-street entrances that are currently vacant or underutilized, to minimize the amount of displacement that will be required. Even so, some of the ancillary buildings and entrance structures will require displacement.

When properties must be acquired, the MTA provides compensation and relocation services to eligible displaced residential and commercial tenants in compliance with the federal Uniform Relocation Assistance and Real Property Acquisition Act. Eligible displaced tenants will receive moving payments, housing replacement payments, and other allowable expense payments.

A commenter asked if housing can be built on top of ancillary buildings.

We are evaluating opportunities to incorporate transit-oriented development at the sites of new station entrances and ancillary buildings.

Comments on Property Acquisition *(2 Comments)*

A commenter asked about property acquisition and what measures are being taken for any residents displaced from their homes as a result of the acquisitions.

The Phase 2 project has been designed to avoid the need for property acquisition wherever possible. When properties must be acquired, the MTA provides compensation and relocation services to eligible displaced residential and commercial tenants in compliance with the federal Uniform Relocation Assistance and Real Property Acquisition Act. Eligible displaced tenants will receive moving payments, housing replacement payments, and other allowable expense payments.

A commenter asked if a transit easement on a property would prohibit the site from being developed while construction of the new subway is under way.

When the MTA holds easements on privately owned property, we retain the right to the space within the easement, for the period defined in the easement agreement.

Most of the easements required for Phase 2 of the Second Avenue Subway are below the surface, and typically well below the foundations of the current (and future) buildings. For temporary easements, the rights are for a defined period, often four years, to correspond with the duration of planned construction activities.

We do not foresee any situations when MTA easements would prohibit an owner's site from being developed while construction of the new subway is under way. Property owners should reach out to the MTA with any questions pertaining to specific situations. Please note that the New York City Building Code requires property owners to coordinate development plans with the MTA for any property involving excavation within 200 feet of subway infrastructure, including tunnels, stations, and other subway components.

Comments on Construction Impacts *(10 Comments)*

A commenter asked what steps will be taken to avoid adverse impacts on air quality during construction.

At all street-level construction sites, we will require the construction contractor to protect public areas from dust emanating from the work site and to ensure that air quality impacts are minimized to our employees, construction workers, and the public. As was done during construction of Phase 1, an aggressive dust control program will be implemented, including dust covers for trucks, (water) spray misting exposed areas, using safe chemical dust suppressants, and the use of the emission reduction technologies for diesel engines.

Each construction contract will also require air quality monitoring before and during construction. This will involve real-time air monitoring for volatile organic compounds (VOCs) and particulate matter (PM) at the perimeter of the work zone. The monitoring equipment will send automatic alerts to the contractor when established thresholds are exceeded, including "alert" levels and higher "action" levels. If pollutant concentrations exceed the established "alert" threshold, work must stop until the levels decrease. If elevated levels persist or if concentrations exceed the established "action" threshold, corrective actions must be taken before work can recommence.

A commenter asked what air pollution data was collected for the EIS and requested access to air pollution data by zip code.

The Final EIS was completed in 2004. It reported on the latest (at that time) measured air quality data collected by the New York State Department of Environmental Conservation at air quality monitoring stations in New York City, which is not collected by zip code. The EIS is available on our website under Second Avenue Subway Phase 2 (see Documents and Presentations; https://www.mta.info/document/22196; Appendix I presented the monitored data).

Current information on local air quality data is available from the New York City Community Air Survey (NYCCAS), a neighborhood-level air quality monitoring network run by the New York City Department of Health in partnership with Queens College (City University of New York). This information is available at the NYCCAS website: https://a816-dohbesp.nyc.gov/IndicatorPublic/data-features/nyccas/. Additional information is also available at New York City's data explorer site: https://a816-dohbesp.nyc.gov/IndicatorPublic/data-explorer/air-quality/?id=2023#display=summary.

Commenters asked about measures that will be taken to protect Franklin Plaza from possible damage due to vibration during construction.

The design and project requirements have been developed to protect nearby structures, including Franklin Plaza, during construction. For the entire alignment of Phase 2 of the Second Avenue Subway, the construction contractors will be required to implement a vibration monitoring program for properties within the construction zone of influence. This program will include pre-construction surveys of buildings followed by monitoring throughout construction. Prior to the start of construction, the construction contractor will conduct building condition surveys and install instrumentation equipment on buildings along the route to monitor vibration activity and/or movement during construction. Equipment to be installed will include tiltmeters, crack gauges, and seismographs.

During construction, the instruments will be monitored continuously. The instruments will identify any settlement of existing structures prior to damage to those structures. The monitoring equipment will send automatic alerts to the contractor when established thresholds are exceeded, including "alert" levels indicating the need for attention and higher "action" levels. If the instruments identify building movement, then the construction contractor will be required to implement different construction methods to mitigate the building movement. This survey and monitoring will ensure the safety of the buildings, the public, and MTA's employees, consultants, and contractors during construction.

In addition, we meet regularly with representatives of the local community, including Franklin Plaza, to discuss construction-related concerns. This includes regular meetings with the Franklin Plaza Association. We have also established Construction Advisory Committees that will continue throughout construction of the project. This includes a Construction Advisory Committee of neighborhood residents and a separate Construction Advisory Committee for businesses.

At this time, for the utility relocation work being conducted in advance of other project construction, the MTA is meeting regularly with the 106th Street Station Area Residents Construction Advisory Committee, which is made up of residents of buildings from East 104th Street to East 112th Street, including tenant leaders from the Franklin Plaza Association and Gaylord White Houses, as well as property owners and tenants of the local buildings along the alignment. We have also established a Business Advisory Committee made up of representatives of merchants, schools, and organizations in the same area. Both groups also include representation from East Harlem elected officials' offices, New York City agencies such as the New York City Department of Environmental Protection, the Fire Department and Police Department, the New York City Department of Transportation, the Sanitation Department, the New York City Department of Health and Mental Hygiene, Community Board 11, and community-based organizations that focus on quality of life for residents of East Harlem.

For specific concerns, questions or additional information, please contact the community outreach team at outreach@mtacd.org or at **212-722-3700** or call the hotline at **212-693-9520**.

Commenters asked about safety and security during construction. Commenters requested that measures be taken to keep construction sites clean and free of trash.

Each construction contractor will be responsible for securing each construction work area and providing safe passage for pedestrian and vehicular traffic around each work site. Each contractor will also be required to keep construction sites clean and clear of refuse, rubbish, and debris. We will require the construction contractor to develop and comply with a comprehensive Health and Safety Program that addresses equipment, materials, controls, crew size, job responsibilities, operating procedures, and maintenance practices. All work performed must comply MTA System Safety requirements for any construction along or adjacent to active MTA property, as well as U.S. Occupational Safety and Health (OSHA) regulations.

We will coordinate with other agencies and utility providers for construction activities that may affect their services or equipment, and obtain all required permits and approvals for the construction work. These include the New York City Department of Transportation for activities affecting the street and sidewalk, the New York City Department of Environmental Protection for construction near or affecting water and sewer infrastructure, and other utility providers for work that may affect gas mains, electric and telecommunications conduits, etc.

One commenter asked if there will be an extermination treatment plan during construction.

Yes. The construction contractors will be required to have an approved vector control plan addressing control and treatment of pests (rodents, mosquitoes, other insects, etc.). In addition, we work collaboratively with the New York City Department of Health and Mental Hygiene to provide direction to the community on how to mitigate impacts for areas outside our jurisdiction.

One commenter asked if the MTA would prohibit construction contractors from illegally taking public parking spaces outside the construction zone.

Construction contractors are subject to all applicable local laws, including parking regulations.

Comments on Project Costs *(2 Comments)*

Commenters asked about project costs, and how the MTA has been able to reduce costs based on lessons learned from Phase 1.

When developing advanced preliminary engineering for Phase 2, the MTA and its design consultants used the experience gained during final design and construction of Phase 1 of the Second Avenue Subway, between 63rd and 96th Streets, to reduce project costs. As design advances for Phase 2, we continually review the design to identify potential cost savings. Cost-saving measures incorporated to date include the re-use of existing tunnel segments that were constructed in the 1970s (between 99th and 105th Streets and between 110th and 120th Streets) in anticipation of the new subway planned at that time; minimizing property acquisition as much as possible; and avoiding "over design" by keeping station volumes and features to what is required for effective operation of the stations. This has resulted in over a $1 billion reduction in savings to date.

Comments on Project Schedule and Phasing *(8 Comments)*

Commenters asked for information on the timeline for construction of the project and when they can expect to see heavy construction at street level.

We anticipate awarding four contracts for final design and construction of the project. The first contract, for utility relocation and other preparations between 105th and 110th Street in advance of station construction for the new 106th Street Station, is currently under way. The other three contracts, for tunneling and excavation, stations, and systems and finishes, will likely begin construction later in 2025 through mid-2027. Based on the current schedule, heavy construction activities on Second Avenue and on 125th Street will begin in 2026. The project will be complete and in service in 2032.

One commenter asked for information on companies who bid on the construction packages.

Information on the MTA's procurement opportunities, including the names of companies that bid on specific opportunities, is available on our website (https://www.mta.info/agency/construction-and-development/contracting).

Commenters asked if it would be possible to open the 106th Street and 116th Street Stations first, before the 125th Street Station is complete.

No, Phase 2 of the Second Avenue Subway will be constructed and operated as one integrated system. Service at the 106th and 116th Street Stations cannot operate until the full track alignment is complete, which will provide a location for trains to turn around and for storage of additional trains to prepare for morning service.

Comments on Potential Project Extensions and Future Project Phases *(10 Comments)*

Commenters asked about the status of a potential extension of Second Avenue Subway service past the 125th Street Station.

We are currently conducting a feasibility study evaluating the potential extension of the Second Avenue Subway to the west beyond the 125th Street Station at Park Avenue.

Some commenters asked if the tunnel will be constructed with a provision for a potential future extension to the Bronx.

The project as originally conceived and evaluated in the Final Environmental Impact Statement included a wide tunnel area north of the 116th Street Station that could eventually facilitate a future extension to the Bronx using Second Avenue, if a northward extension to the Bronx were planned later. That wide tunnel had enough room for four tracks—two running tracks curving to 125th Street and two future tracks continuing north under Second Avenue. The project as currently planned no longer includes that wider area, since a northward extension is not planned. Reducing the tunnel width here will reduce project costs and substantially reduce the amount of street-level construction activity. However, the tunnel design as currently planned does not preclude the possibility of future connections to the Bronx and multiple alternative possibilities remain for a future connection. Tunnels could still be extended northward from the curve at 125th Street, or tunnels could be extended westward under 125th Street beyond the 125th Street Station to provide passenger transfer points to northbound service available on other existing subway routes.

One commenter asked whether a potential extension westward or the planned Phase 3 of Second Avenue Subway would be more likely as the next phase following Phase 2.

We are currently conducting a feasibility study evaluating the potential extension of the Second Avenue Subway to the west beyond the 125th Street Station at Park Avenue. Future capital plans will use the project ratings in the MTA's 20-Year Needs Plan in conjunction with the results of the feasibility study, as well as the conceptual design information already developed for a full-length Second Avenue Subway, to guide decisions on future implementation.

Comments on Public Outreach *(1 Comment)*

A commenter asked about future updates and how the MTA will keep local community boards and affected businesses informed about construction.

We have implemented a comprehensive community outreach program for Phase 2 of the Second Avenue Subway, which includes a physical presence in East Harlem at the project's Community Information Center (CIC) at 69 East 125 Street, with a fully bilingual staff.

The CIC and the MTA's outreach team have served and will continue to serve as a resource to elected officials, community-based organizations, stakeholders, and the community at large by providing updates and fielding questions and concerns on the project and project status; educating groups, such as students from local elementary, middle, and high schools, at the CIC and in their environs; participating in workshops/forums/public events; holding educational pop-ups along the project alignment; coordinating inspections and access agreements with residents and business owners; creating and distributing a project newsletter; and creating other project-related materials.

In addition to the robust project-wide outreach, the MTA has established Construction Advisory Committees that will continue throughout construction of the project. This includes a Construction Advisory Committee of neighborhood residents and a separate Construction Advisory Committee for businesses.

At this time, for the utility relocation work being conducted in advance of other project construction, MTA is meeting regularly with the 106th Street Station Area Residents Construction Advisory Committee, which is made up of residents of buildings from East 104th Street to East 112th Street, including tenant leaders from the Franklin Plaza Association and Gaylord White Houses, as well as property owners and tenants of the local buildings along the alignment. We have also established a Business Advisory Committee made up of representatives of merchants, schools, and organizations in the same area. Both groups also include representation from East Harlem elected officials' offices, New York City agencies such as the New York City Department of Environmental Protection, the Fire Department and Police

Department, the New York City Department of Transportation, the Sanitation Department, the New York City Department of Health and Mental Hygiene, Community Board 11, and community-based organizations that focus on quality of life for residents of East Harlem.

Information on the SAS2 public outreach activities, including fact sheets, brochures, and presentations, is available on our website: https://www.mta.info/project/second-avenue-subway-phase-2.

Comments on Permanent Project Effects *(2 Comments)*

A commenter asked what measurable environmental benefits will result from the project after it is complete.

When the new subway is complete and in operation, it will substantially improve transit service in East Harlem, providing better mobility for residents and workers there. The new subway will also create a new transfer point between the Lexington Avenue line (Nos. 4, 5, and 6) at 125th Street, which is already a major transfer station for the Lexington Avenue line, giving passengers traveling to and from the Bronx more travel options. Similarly, the new subway will create a transfer point for passengers using Metro-North Railroad service as well as the many bus routes along 125th Street and the north–south avenues near the new 125th Street Station.

These transit improvements will bring new passengers into the subway system who otherwise would have driven, resulting in an important environmental benefit by reducing traffic congestion and air pollution. In addition, many passengers will transfer from the Lexington Avenue line, relieving the overcrowding that occurs on that subway line during peak periods.

We use a ridership model that predicts transit ridership throughout the MTA system citywide when planning possible service changes and improvement projects. The model predicts that the new transit service will result in a reduction of 2,100 vehicle miles of auto travel each weekday. It also predicts a 22 percent reduction in ridership(and overcrowding) on the Lexington Avenue line during the morning peak hour.

A commenter asked how the MTA will monitor and report on air quality after the project is complete.

Once the new subway is in operation, the MTA will not monitor or report on air quality. The project does not have the potential to adversely affect air quality and, in fact, will contribute to air quality improvements by reducing the amount of vehicular traffic.

The subway system operates using electricity, which is not a source of air pollution. Each station will have two ancillary buildings that contain ventilation systems for the station below. These buildings will exhaust air from the subway's tunnels and stations, similar to subway vents throughout the city. This will not adversely affect air quality nearby.