SECOND AVENUE SUBWAY PHASE 2

NEPA RE-EVALUATION
Proposed Design Modification: Ancillary A

March 2025

TABLE OF CONTENTS

List of Tables

List of Figures

1 INTRODUCTION

This National Environmental Policy Act (NEPA) re-evaluation considers a proposed design modification for the Second Avenue Subway Phase 2 Project (SAS2 or the Project). The proposed modification would involve changes to the design of one of the planned ancillary facilities for the Project, Ancillary A, on 125th Street between Lenox Avenue / Malcolm X Boulevard and Adam Clayton Powell Jr. Boulevard.

The Metropolitan Transportation Authority (MTA) is planning the new Second Avenue Subway, with construction in four phases that, when complete, will extend from 125th Street in Harlem to Lower Manhattan. Ultimately, the subway will extend 8.5 miles, with 16 new stations. Each station will have at least two entrances and two above-ground ancillary facilities, which are buildings that house ventilation, electrical, and mechanical equipment.

Phase 1, between 96th Street and 63rd Street, has been completed and is now in operation with Q train service. Phase 2, between 125th Street and 96th Street, is now being planned and undergoing final design to advance to construction. Phase 2 will include three new stations on the Second Avenue Subway line: 106th Street Station, 116th Street Station, and 125th Street Station.

The Federal Transit Administration (FTA) and MTA completed a Final Environmental Impact Statement (FEIS) in accordance with NEPA in April 2004 to evaluate the potential impacts resulting from the new subway project's construction and operation. FTA issued a Record of Decision (ROD) for the subway project in July 2004. The 2004 FEIS and ROD concluded that the new subway would result in temporary but significant adverse impacts during construction. Once complete, the subway would result in overall benefits but would also cause some permanent adverse impacts.

As MTA advances design for SAS2, some refinements and modifications to the conceptual design analyzed in the FEIS are being made. Consistent with the requirements of NEPA, MTA prepares analyses of the proposed design changes to allow agency stakeholders and the public, as needed, to understand the modifications and any changes to the Project's impacts.

In 2018, FTA and MTA prepared a Supplemental Environmental Assessment (EA) for SAS2 to evaluate design modifications made during advanced preliminary engineering. The Supplemental EA was completed in July 2018 for public review and FTA issued a Finding of No Significant Impact (FONSI) for the Phase 2 Project in November 2018. The 2018 design added an ancillary facility, Ancillary A, to the Project on 125th Street that was not evaluated in the FEIS.

As MTA continued to advance the Project design, they identified a package of potential measures to reduce the Project's costs that were analyzed in 2020 in a NEPA re-evaluation and incorporated into the approved design for the Project. These included modifications to the design of the Project's planned Ancillary A facility on 125th Street.

At this time, based on additional engineering, MTA is proposing a further design modification to Ancillary A. This re-evaluation has been prepared to determine whether the proposed design modification for Ancillary A would result in any new or different impacts from those identified in the 2004 FEIS, the 2018 Supplemental EA, or the 2020 Re-evaluation.

2 PROPOSED MODIFICATIONS

2.1 Design Changes Since the FEIS and ROD

2.1.1 2004 FEIS Design

The conceptual design analyzed in the 2004 FEIS included tracks for train storage west of the terminal station, the 125th Street Station. Two tunnels housing storage tracks (also called "tail tracks") extended west of the 125th Street Station to about midway between Fifth and Lenox Avenues (525 feet west of Fifth Avenue, terminating at Manhattan Block 1722, Lot 57, at 52 West 125th Street). These tunnels would be constructed via mining with a Tunnel Boring Machine (TBM) to avoid the disruption associated with cut-and-cover construction on 125th Street. The TBM would be removed from the end of the tunnels through a

shaft in 125th Street. The 2004 FEIS design did not include an ancillary facility for the tail tracks west of the 125th Street Station.

2.1.2 2018 Supplemental EA Design

The advanced preliminary engineering evaluated in the 2018 Supplemental EA modified the design for the Project's tail tracks west of 125th Street Station. With the Modified Design, the storage tracks and associated tunnels would extend farther west than anticipated in the 2004 FEIS design to provide greater train storage capacity. The tracks would end either just east of or just west of Lenox Avenue, depending on the design option selected. Because of the additional tunnel length, an ancillary facility would be required at the western end of the tunnel to provide emergency ventilation and emergency egress for the longer tail tracks. This new ancillary facility, Ancillary A, would be constructed on the south side of 125th Street at the end of the tracks.

As described in the 2004 FEIS and confirmed in the 2018 Supplemental EA, the Second Avenue Subway will include ancillary facilities along the length of its alignment. These will house functions such as ventilation facilities, substations, pump rooms, maintenance rooms, fan plants, and emergency access points. The 2004 FEIS said (see FEIS page 2-22) that at each station, new above-ground structures will house the tunnel and station ventilation functions, including fresh air intake, exhaust, emergency smoke exhaust, and relief of air pressure build-up caused by the movement of trains (the "piston" effect).

The 2018 Supplemental EA evaluated two potential locations for Ancillary A, depending on the length of the storage tracks:

- On the south side of 125th Street about 325 feet east of Lenox Avenue (Manhattan Block 1722, Lots 62 and 63; 64 West 125th Street). With this option, the two storage tracks could accommodate two trains each.
- On the south side of 125th Street about 275 feet west of Lenox Avenue (Manhattan Block 1909, Lot 41; 118 West 125th Street). With this option, the two storage tracks could accommodate three trains each.

Based on advanced preliminary engineering, the Supplemental EA described that the ancillary facilities at the new subway stations would be approximately 80 to 100 feet wide, 80 to 110 feet deep, and would range in height depending on location. The Supplemental EA described that Ancillary A would be smaller in size than the ancillary facilities at SAS2 stations.

The tunnels for the longer tail tracks would be constructed via mining, the same method as in the 2004 FEIS design. The TBM would be removed from the tunnels at an off-street location using the Ancillary A site rather than in 125th Street as evaluated in the 2004 FEIS design.

2.1.3 2020 Re-evaluation Design (Currently Approved Design)

The 2020 Re-evaluation for the Project evaluated a package of design modifications, including a design change for Ancillary A to shift it to a new property. Subsequent to the 2018 EA design, the storage option with longer tail tracks was selected, to accommodate storage of three trains per track. However, the site for Ancillary A evaluated in the 2018 Supplemental EA for the longer tail tracks was in construction with a new building, so another site was identified for Ancillary A.

The 2020 design modification shifted Ancillary A from the site evaluated in the 2018 EA for the three-train option, at 118 West 125th Street (Lot 41 on Block 1909), to an adjacent, smaller property at 120 West 125th Street (Lot 44 on Block 1909). With the 2020 design, Ancillary A would be smaller (about 50 feet wide, 100 feet deep, and 40 feet tall) and would house less equipment. Most of the planned equipment would instead be located in a permanent vertical shaft beneath 125th Street that would connect the subway tunnels to the Ancillary A site. The vertical shaft would rise approximately 100 feet from the train tunnels beneath 125th Street and then connect to a horizontal shaft that would continue below ground to the lowest level of Ancillary A on the south side of 125th Street (see **Figure 1**). The shaft would house a tunnel ventilation duct, riser spaces for ducts and pipes, and an emergency stair.

Similar to the 2004 FEIS and 2018 Supplemental EA, the tunnels for the tail tracks beneath 125th Street would be constructed via mining with a TBM. The TBM would be removed from the end of the tunnels using the vertical shaft in 125th Street rather than using the Ancillary A site, which would not be large enough for TBM removal.

Following the 2020 Re-evaluation, MTA acquired Lot 44 on Block 1909 for Ancillary A.

2.2 Proposed Modifications to Approved Design

At this time, based on additional engineering, MTA is proposing a further design modification to Ancillary A.

As the design process progressed, the Project design team further evaluated the potential construction activities associated with placement of the 100-foot-deep vertical shaft within 125th Street and determined that construction of the shaft within the street would require extensive utility relocation. Specifically, the sewer, Con Edison infrastructure, and other utilities currently beneath 125th Street would have to be relocated away from the vertical shaft site, and this would require that they be relocated for the full block between Lenox Avenue / Malcolm X Boulevard and Adam Clayton Powell Jr. Boulevard. Since 125th Street is a major travel corridor through Harlem, this would result in extensive disruption to the surrounding area for up to four years.

To avoid that disruption, MTA is now proposing to shift the permanent vertical shaft out of 125th Street to the Ancillary A site. That off-street location would also be used for removal of the TBM. However, the current site for Ancillary A on Lot 44 is too small to accommodate the vertical shaft and removal of the TBM; it also does not provide sufficient space for the construction contractor to stage TBM activities, such as spoils removal and processing and contractor access to the tunneling. Lot 44 is 50 feet wide (along West 125th Street) and 100 feet deep, but to accommodate removal of the TBM, the vertical shaft, including its support walls, must be approximately 60 feet wide.

Therefore, MTA is now proposing to use Lot 44 and the adjacent property at Lot 46, at 124 West 125th Street (see **Figures 2 and 3**). Lot 46 is 100 feet wide on West 125th Street and extends through the block to West 124th Street, where it is also 100 feet wide. This would accommodate the 60-foot-diameter vertical shaft. With this design modification, the planned vertical shaft connecting to the train tunnels would be shifted from within 125th Street to an off-street site on Lots 44 and 46, similar to the design evaluated in the 2018 Supplemental EA (see **Figures 4 and 5**).

With this design modification, Ancillary A would be approximately 80 feet wide, 100 feet deep, and 45 feet tall. As design proceeds, MTA may elect to reduce the building's height and instead increase its frontage along 125th Street. When the Project is complete, if excess property is available on the two lots, MTA may pursue a joint development opportunity (e.g., with a private developer) or dispose of the excess property. Those actions would be subject to further NEPA evaluation at that time.

As with the previous designs, the tunnels for the tail tracks beneath 125th Street would be constructed via mining with a TBM. Similar to the 2018 Supplemental EA, the TBM would be removed from the end of the tunnels at an off-street location, the Ancillary A site. The Ancillary A site would also be used for related construction staging activities.

Table 1 below summarizes the design for Ancillary A in the 2004 FEIS, 2018 Supplemental EA, 2020 design modifications, and the currently proposed design modifications. **Figure 6** provides a side-by-side comparison of the ancillary facility in the approved (2020) design and the currently proposed design modifications and **Figure 7** illustrates the changes to the proposed site plan for Ancillary A between 2004, 2018, 2020, and the currently proposed design.

Figure 1 - 2020 Approved Design: Profile of Vertical Shaft at Ancillary A (View Westward)

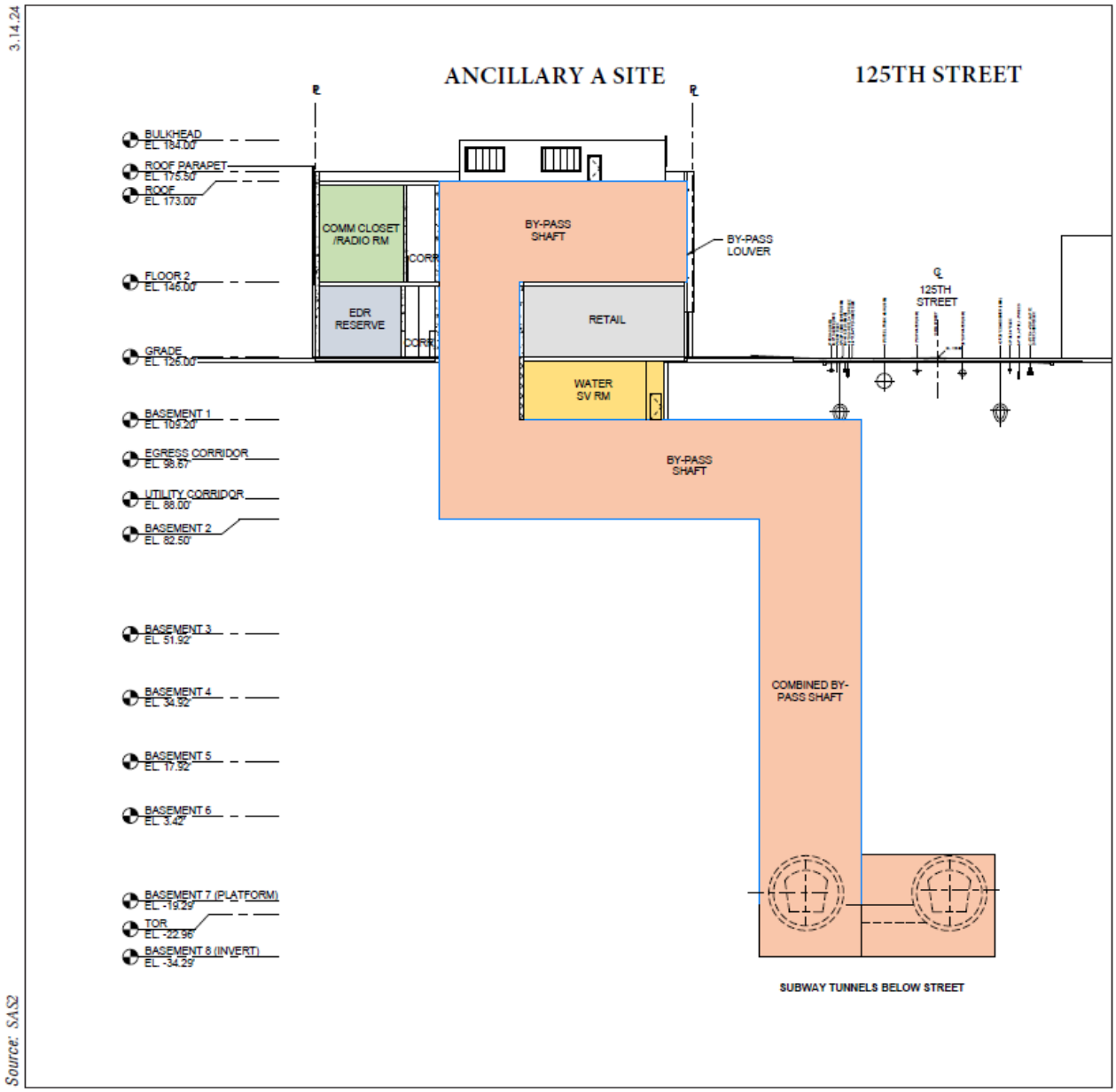


Figure 2 - Proposed Design Modification: Project Site

Figure 3 - Proposed Design Modification: Project Area

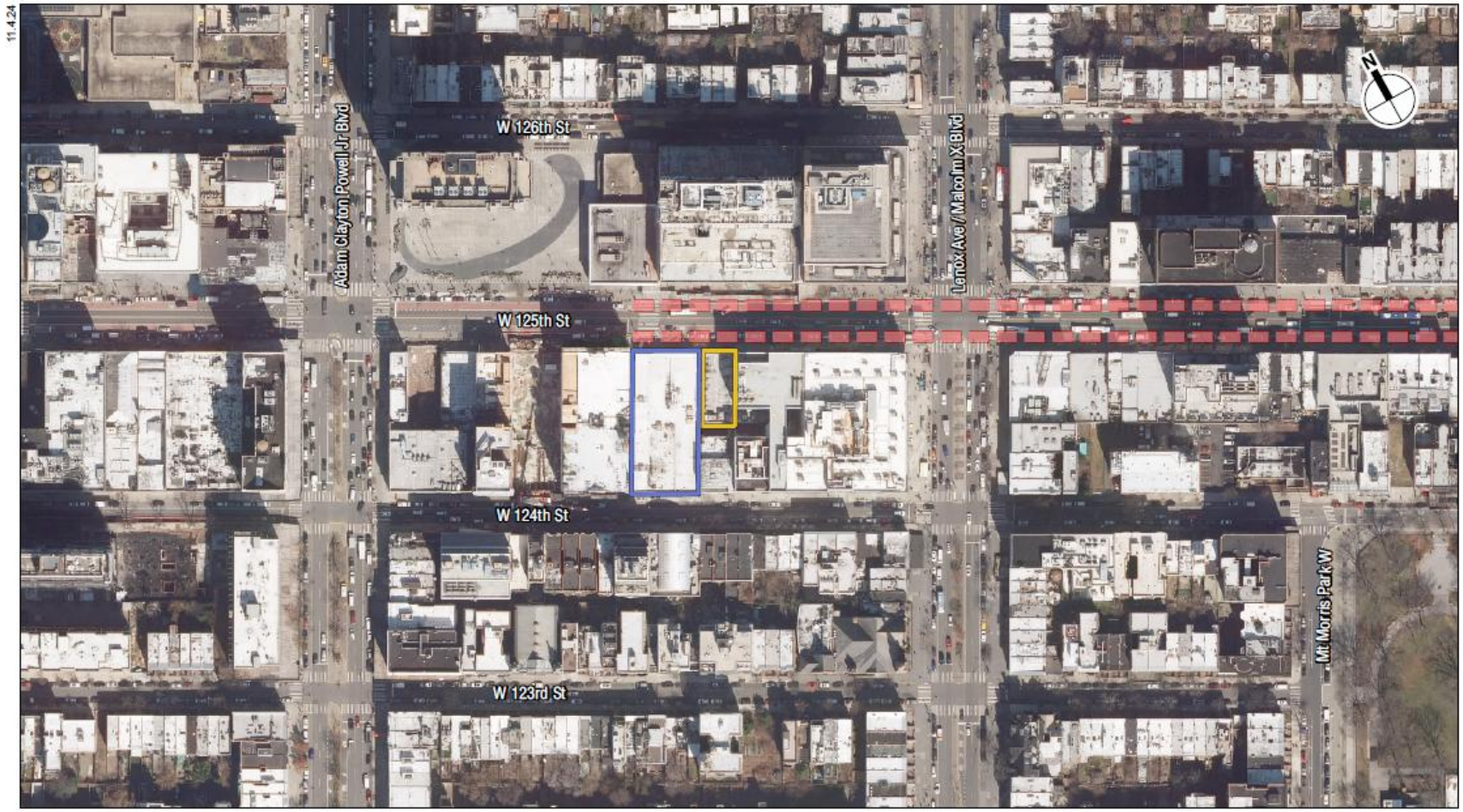


Figure 4 - Proposed Design Modification: Profile of Vertical Shaft at Ancillary A (View Westward)

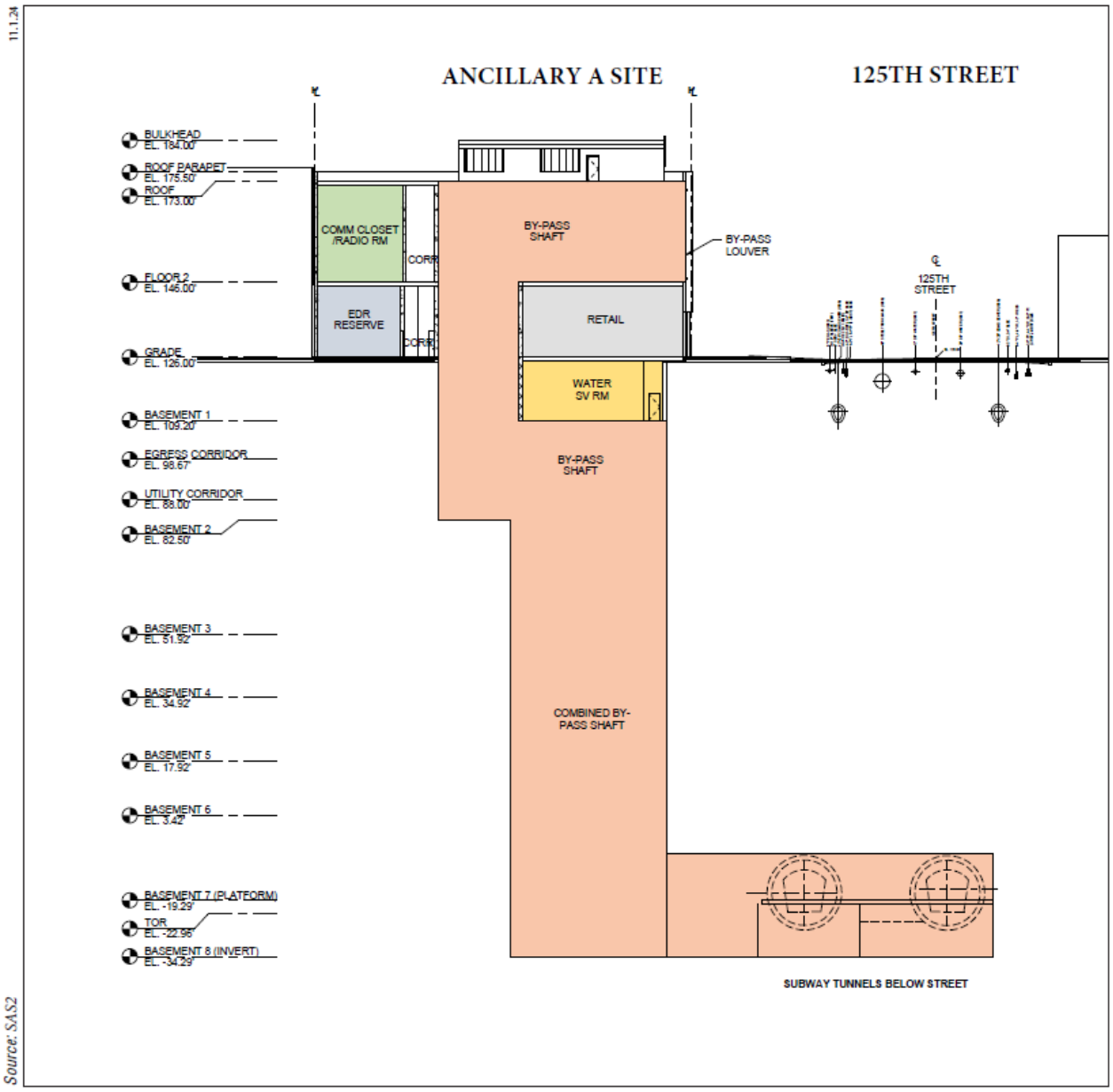
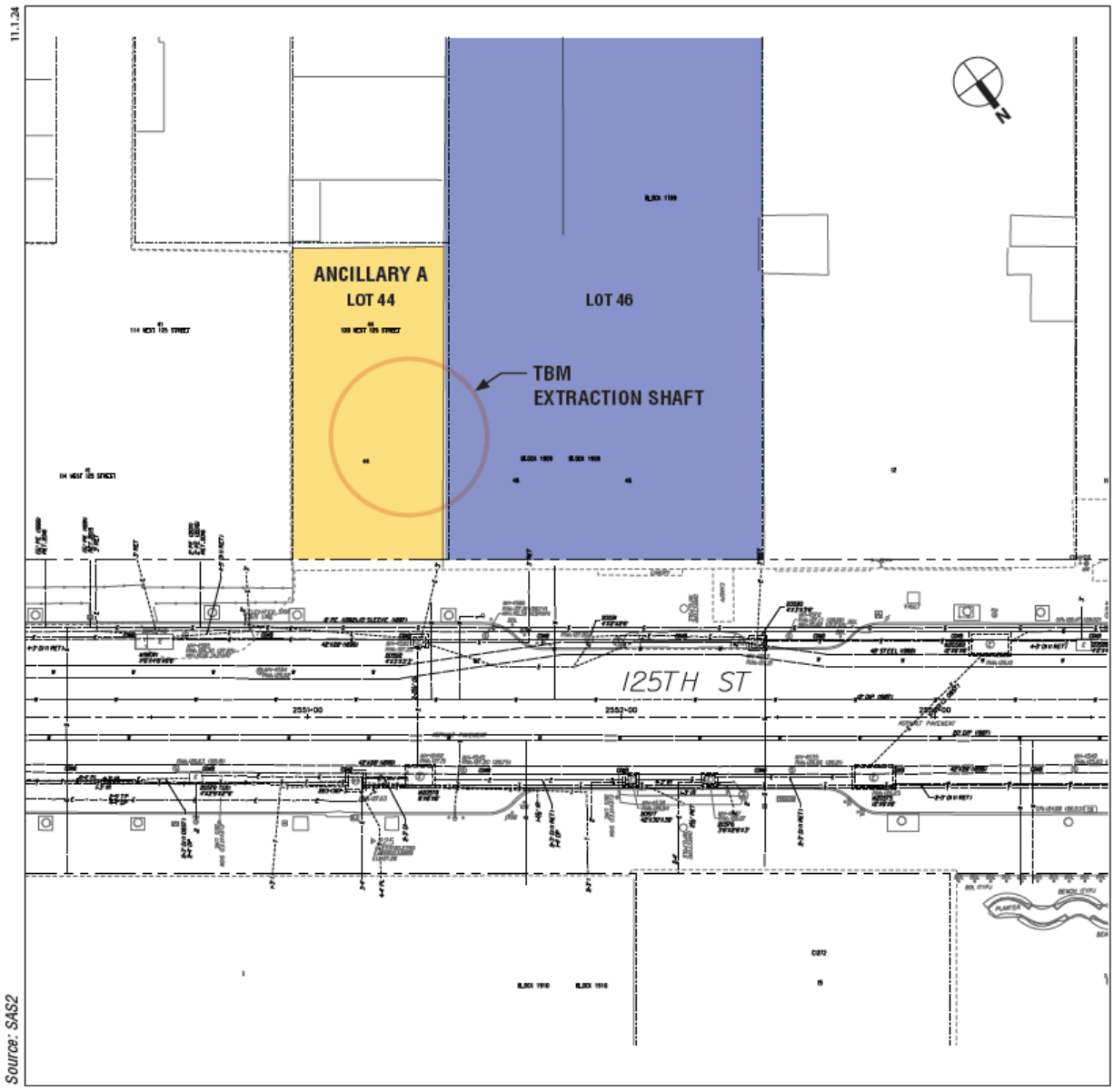


Figure 5 - Proposed Design Modification: Location of Vertical Shaft at Ancillary A



Current planned site for Ancillary A

Proposed expanded site for Ancillary A

Figure 6 – Comparison of 2020 Approved Design and Proposed Design Modification: Profile of Vertical Shaft at Ancillary A (View Westward)

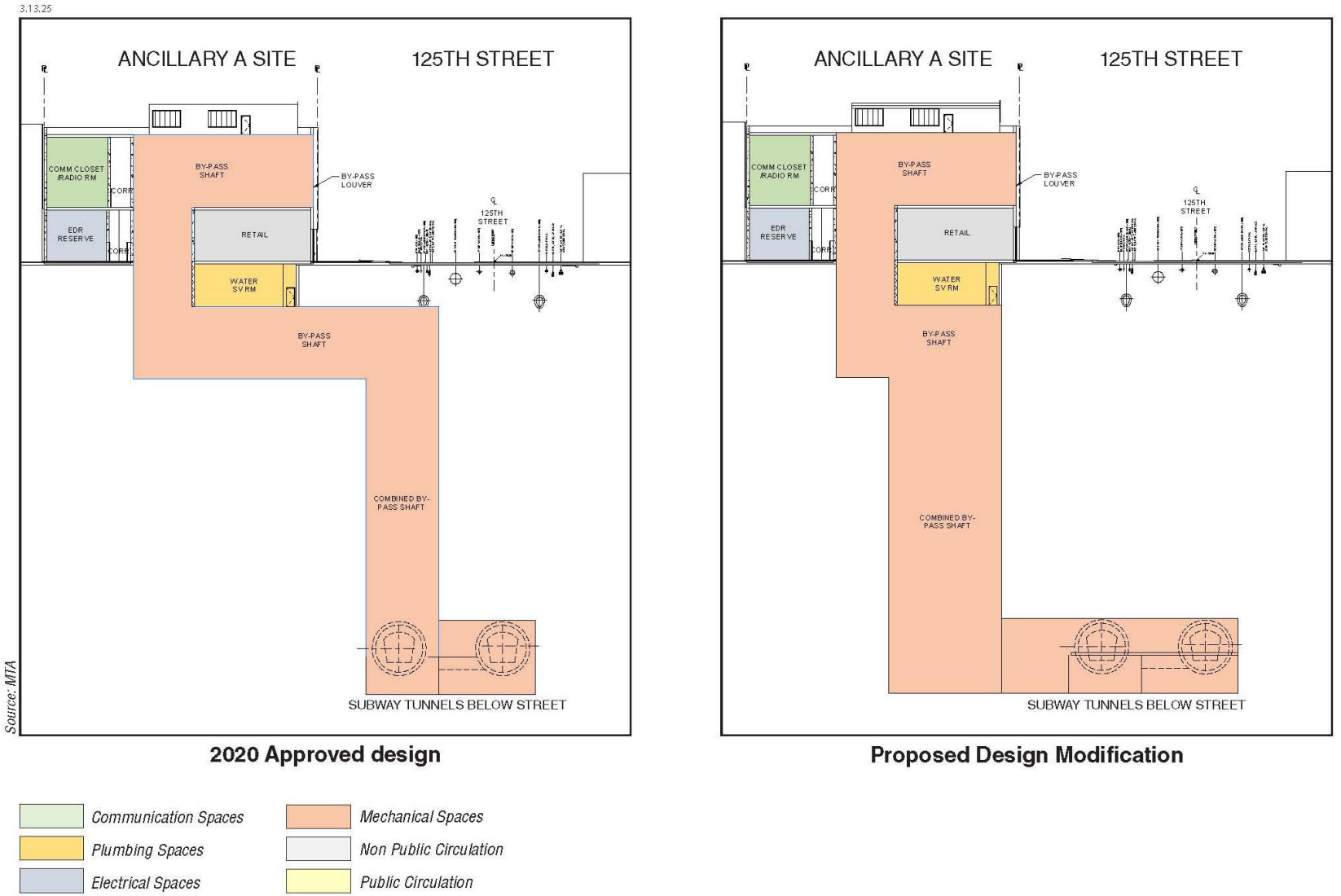


Figure 7 – Comparison of Designs for Tail Tracks and Ancillary Facility: 2004 FEIS, 2018 Supplemental EA, 2020 Re-evaluation, and Proposed Design Modification

Table 1 – Comparison of Design for Ancillary A: 2004 FEIS, 2018 Supplemental EA, 2020 Re-evaluation, and Current Design Modification

Project Component	2004 FEIS Design	2018 Supplemental EA Design	2020 Re-evaluation Design	Current Design Modification
Tail tracks beneath 125th St	Extending to approximately 525 feet west of Fifth Ave, at 52 W. 125th St (Block 1722 Lot 57)	Two options: ▪ Two-Train Storage Option: Extending to approximately 325 feet east of Lenox Ave, at 64 W. 125th St (Block 1722 Lots 62 and 63) ▪ Three-Train Storage Option: Extending to approximately 275 feet west of Lenox Ave, at 116 W. 125th St (Block 1909 Lot 41)	*(Note: Three-train storage option was selected.)* Extending to approximately 295 feet west of Lenox Ave, at 120 W. 125th St (Block 1909 Lot 44)	Same as 2020 design
Ancillary A location	No ancillary facility	Two options: ▪ Two-Train Storage Option: - 64 W. 125th St Block 1722 Lots 62 and 63 ▪ Three-Train Storage Option: -116 W. 125th St Block 1909 Lot 41	*(Note: Three-train storage option was selected)* - 120 W. 125th St Block 1909 Lot 44 *(Adjacent to the 2018 Supplemental EA site)*	- 120 W. 125th St Block 1909 Lot 44 *(same as 2020 design)* plus - 124 W. 125th St Block 1909 Lot 46 *(Adjacent property)*
Ancillary A size	No ancillary facility	Not specified; smaller than ancillary facilities at stations, which would be 80 to 100 feet wide, 80 to 110 feet deep, and various heights	Approximately 50 feet wide, 100 feet deep, 45 feet tall	Approximately 80 feet wide, 100 feet deep, 45 feet tall
Vertical shaft connecting subway tunnels to Ancillary A	No ancillary facility	Off-street at Ancillary A site	Beneath 125th St	Off-street at Ancillary A site
Site for removal of TBM	TBM removal via vertical shaft in 125th St	Off-street at Ancillary A site	TBM removal via vertical shaft in 125th St	Off-street at Ancillary A site

3 AFFECTED ENVIRONMENT

The approved design for SAS2 includes train tunnels that extend westward past the Project's terminal station, the 125th Street Station on 125th Street between Lexington and Park Avenues. These train tunnels will house "tail tracks" for storage of trains, with capacity for up to three trains per track. At the terminus of the tail tracks, the Project will include an ancillary facility, Ancillary A, at 120 West 125th Street (Lot 44 on Block 1909) between Lenox Avenue / Malcolm X Boulevard and Adam Clayton Powell Jr. Boulevard. The approved design for Ancillary A includes a vertical shaft beneath the streetbed of 125th Street that will rise approximately 100 feet from the train tunnels beneath 125th Street and then connect to a below-ground horizontal shaft connecting to the lowest level of Ancillary A on the south side of 125th Street.

With the proposed design modification, a larger site would be used for Ancillary A, encompassing the approved site at 120 West 125th Street (Lot 44 on Block 1909) and the adjacent property to the west at 124 West 125th Street (Lot 44 on Block 1909). No other properties or components of the Project would be affected by the proposed design modification.

The project site for Ancillary A in the proposed design modification, Lots 44 and 46 of Block 1909, are on the south side of 125th Street, extending to 124th Street, between Lenox Avenue / Malcolm X Boulevard and Adam Clayton Powell Jr. Boulevard. 125th Street is a major two-way commercial artery through Harlem. At the project site, it has one travel lane, one dedicated bus-only lane, and a parking lane in each direction. It also has a midblock pedestrian crosswalk. The approved site for Ancillary A (Lot 44) is occupied by a one-story building that was previously an active retail store. MTA has acquired that property and the retail tenant relocated to a site nearby; the building on Lot 44 is now vacant. The adjacent property where the expanded Ancillary A is proposed (Lot 46) is currently occupied by one-story buildings with two vacant storefronts and two fast-food retail businesses: Raising Cane's and Panda Express.

The area immediately around the project site has been undergoing major changes in recent years. Today, the eastern end of the block, extending from Lot 44 to Lenox Avenue / Malcolm X Boulevard is occupied by a six-story residential building completed in 2017 and a six-story commercial building at the avenue, with national retail chains, including a supermarket, on the first and second floors. To the west of the project site, the Studio Museum in Harlem is constructing a new museum building, with opening planned for fall 2025. The north side of 125th Street near the project site includes the 19-story Adam Clayton Powell Jr. State Office Building set in a paved public plaza near the western end of the block. Across the street from the project site, two large commercial buildings include ground-floor retail space occupied by national retail chains.

South of the project site, 124th Street is a relatively narrow eastbound street with one moving lane and two parking lanes. Many of the buildings on the south side of 125th Street extend through the block to 124th Street. In addition, other buildings on the north side of 124th Street include a community health center (the Willis Green Jr. Community Health Center, which provides health care services for low-income and homeless adults). The south side of 124th Street has low-rise (three-story) rowhouses, an institutional building, an eight-story residential building, and four-and five-story walk-up apartment buildings.

4 POTENTIAL EFFECTS OF THE PROPOSED DESIGN MODIFICATION

Table 2 below provides an assessment of the effects of the proposed design modification in comparison to effects of the SAS2 Project as previously described in previous NEPA documents, including the 2004 FEIS, the 2018 Supplemental EA, and the 2020 Re-evaluation. The table includes each of the resource areas that have been previously evaluated as part of the NEPA environmental review for the Project. The table presents a summary of the conclusions related to the previous stages of design and identifies whether the proposed design modification would alter any of those previous conclusions.

Based on this Re-evaluation, including the assessment presented in **Table 2**, the proposed modification to Ancillary A would not result in any new adverse environmental impacts not previously identified and the conclusions of the Project's 2004 Final Environmental Impact Statement and Record of Decision remain valid.

Table 2 - Potential Effects of Proposed Design Modification

Analysis Area	Impacts and Any Mitigation as Initially Disclosed			New Impacts or Updated Analysis	Change in Impacts
	2004 FEIS Design	*2018 Supplemental EA Design*	*2020 Re-evaluation Design*	*Current Design Modification*	
Transportation	Overall, the 2004 FEIS described that the completed Second Avenue Subway Project would have a beneficial impact from the introduction of new transit service. The FEIS identified potential impacts to pedestrian conditions at certain subway stations, which would be mitigated through changes to crosswalks. Note that Ancillary A was not included as part of the 2004 FEIS design.	The 2018 EA identified additional potential impacts to pedestrian conditions at certain subway stations, which would be mitigated through changes to crosswalks. No transportation impacts were identified related to the addition of Ancillary A to the Project.	The modification to Ancillary A in the 2020 Re-evaluation design did not result in any changes to the Project's transportation effects. No transportation impacts were identified related to Ancillary A.	The proposed design modification would not affect transportation or change the overall Project's effects on transportation. The overall SAS2 Project would have a beneficial impact from the introduction of new transit service.	The proposed design modification would not affect transportation or change the overall Project's effects on transportation. Therefore, the proposed design modification would not result in any new impacts related to transportation.
Land Use and Economics	The 2004 FEIS described that the overall Second Avenue Subway would result in beneficial impacts related to enhanced transit supporting economic growth and vitality. Ancillary A was not included as part of the 2004 FEIS design.	The 2018 EA evaluated the addition of Ancillary A to the Project, with two options for its location along 125th Street, depending on the storage capacity of the tail tracks: just east of Lenox Avenue (on Block 1722 Lots 62 and 63) or just west of Lenox Avenue (on Block 1909 Lot 41).Either proposed location for Ancillary A along 125th Street was in a commercial corridor and the 2018 EA did not identify adverse effects associated with the ancillary facility on land use or economics.	Subsequent to the 2018 EA, MTA identified the preferred option for the storage capacity of the tail tracks, and determined that Block 1909 Lot 41 was the preferred option for the location of Ancillary A. The 2020 Re-evaluation design incorporated a shift in the location of Ancillary A from Lot 41 to an adjacent property, Lot 44. Given the minor shift in location, the 2020 Re-evaluation did not identify any new adverse effects on land use or economics.	The proposed design modification would develop Ancillary A on a larger site than evaluated in the 2020 Re-evaluation, consisting of Block 1909 Lot 44, as evaluated in the 2020 Re-evaluation, together with one additional property, the adjacent property on Lot 46.	With the design modification, the size of the site for Ancillary A would be larger than in the 2020 Re-evaluation but would be similar to the 2018 EA design. The property previously contemplated for Ancillary A, Lot 44 on Block 1909, together with the new property, Lot 46, would be used together for the ancillary facility. Similar to the 2018 EA, addition of an ancillary facility would not adversely affect land use on 125th Street. In addition to the subway support functions in the ancillary facility, the building would also include space for street-level retail use, to maintain an active streetscape consistent with the retail use along 125th Street. Replacement of active retail space with a new ancillary facility would result in a loss of approximately 18,000 gross square feet of commercial space (of which approximately 4,700 square feet are currently vacant), which is a very small reduction to the commercial tax base in New York City. The new ancillary facility, like the ancillary facility in the approved design, would be consistent with existing land use and zoning in the surrounding area. Therefore, the proposed design modification would not result in any new impacts related to land use and economics.
Acquisitions, Displacements, & Relocation	The 2004 FEIS described that the Second Avenue Subway project overall would require acquisition of property for off-street entrances and ancillary facilities, and that all property would be acquired in compliance with the Uniform Relocation Assistance and Real Property Acquisition for Federal and Federally-Assisted Programs, and the Uniform Act Standards, as implemented by 49 CFR Part 24, for Federal acquisitions. The 2004 FEIS identified 12 full property acquisitions and 4 partial property acquisitions associated with SAS2, resulting in displacement of an estimated 42 employees and 36 residents. Ancillary A was not included as part of the 2004 FEIS design.	The 2018 EA evaluated the addition of Ancillary A to the Project with two potential sites for the facility: Block 1722 Lots 62 and 63, for a two-train storage option; or Block 1909 Lot 41, for a three-train storage option. The 2018 EA identified that acquisition of Block 1722 Lots 62 and 63 would result in displacement of an estimated 13 employees and acquisition of Block 1909 Lot 41 would result in displacement of an estimated 58 employees. Overall, the 2018 EA estimated that property acquisitions for the entire alignment of Phase 2 of the Second Avenue Subway would result in displacement of 170 residents and 157 to 505 employees (depending on site options for Ancillary A and the design of one of the entrances at the 125th Street Station).	Subsequent to the 2018 EA, MTA determined that Block 1909 Lot 41 was the preferred option for the location of Ancillary A. The 2020 Re-evaluation evaluated a package of design modifications, including a change in the site for Ancillary A to an adjacent property at Block 1909 Lot 44. This would have resulted in displacement of an estimated 13 employees, a decrease from the estimated 58 employees associated with Lot 41. With the design modifications included in the 2020 Re-evaluation, the total number of employees along the entire alignment of Phase 2 that would be displaced as a result of property acquisitions was lower than described in the 2018 EA, with an estimated 129 employees displaced.	MTA has acquired Block 1909 Lot 44 and the business formerly at that location has relocated to a site nearby. With the proposed design modification, an additional property, the adjacent lot (Lot 46), would also be acquired. This property is currently occupied by two vacant storefronts and two retail businesses: Raising Cane's and Panda Express. Based on the size of these businesses and using standard estimates of employees per square foot, this would result in the displacement of an estimated 80 additional employees: 50 at Raising Cane's and 30 at Panda Express.	The proposed design modification would require acquisition of one additional commercial property, Lot 46 on Block 1909. This would result in displacement of an estimated 80 additional employees, for a total of 209 employees for Phase 2 overall (the 129 employees displaced by the 2020 Re-evaluation design and the 80 additional employees) This would be within the range estimated in the 2018 EA (157 to 505). This acquisition would be a fee simple acquisition and would be conducted in accordance with the Project's approve Full Funding Grant Agreement (FFGA) with FTA, dated November 4, 2023, which establishes the conditions for property acquisition for the SAS2 project. The FFGA includes a baseline cost estimate and baseline schedule, which in which are based on the FTA's Standard Cost Categories (SCCs) for construction. SCC 60, authorizes purchase of real estate: "SCC 60. - Right-of-Way, Land, Existing Improvements. This SCC includes all private takings, temporary and utility easements, and standard relocation costs required for the project. It includes appraisal and consulting costs."

Analysis Area	Impacts and Any Mitigation as Initially Disclosed			New Impacts or Updated Analysis	Change in Impacts
	2004 FEIS Design	*2018 Supplemental EA Design*	*2020 Re-evaluation Design*	*Current Design Modification*	
					The property acquisition would also be consistent with MTA's Real Estate Management Plan and Project Relocation Plan, which have been provided to FTA separately. MTA would retain the full property for use as part of the Project. As described in the 2004 FEIS and 2018 EA and detailed in the MTA Real Estate Management Plan and Relocation Plan as updated, MTA will acquire the property in compliance with the Uniform Relocation Assistance and Real Property Acquisition for Federal and Federally-Assisted Programs, and the Uniform Act Standards, as implemented by 49 CFR Part 24, for Federal acquisitions. All property acquisition for the Second Avenue Subway Project is being conducted in accordance with the Uniform Act, which is required for federally funded initiatives. For all displacement, whether temporary or permanent, the 2004 FEIS stated that MTA and NYCT would provide compensation and relocation assistance for owner-occupants or tenants needing to be relocated in accordance with applicable legal procedures and federal guidelines. In accordance with the Uniform Act, displaced business owners and commercial tenants will receive relocation benefits and assistance, moving payments, and other allowable payments related to moving costs. As part of the property acquisition process, MTA will work with the affected business owners to determine their specific relocation needs, and to identify potential relocation sites in the same community that meet those specifications. Business owners may choose one of those relocation sites, or another site, or they may choose to close rather than relocating. During Phase 1 of the Second Avenue Subway, all displaced businesses that elected to relocate were successful in finding relocation sites. At this time, retail space is available on 125th Street and nearby that may be appropriate for the displaced businesses. When the Project is complete, if excess property is available on the two lots, MTA may pursue a joint development opportunity or dispose of the excess property. Those actions would be subject to further NEPA evaluation at that time.

Analysis Area	Impacts and Any Mitigation as Initially Disclosed			New Impacts or Updated Analysis	Change in Impacts
	2004 FEIS Design	*2018 Supplemental EA Design*	*2020 Re-evaluation Design*	*Current Design Modification*	
Neighborhoods & Populations (Social Conditions)	Ancillary A was not included as part of the 2004 FEIS. Overall, the 2004 FEIS concluded that introduction of new subway service would result in beneficial impacts related to enhanced transit supporting economic growth and vitality.	The 2018 EA noted that while specific locations of some proposed SAS2 entrances and ancillary facilities were different than in the 2004 FEIS design, they would be in the same general locations as previously proposed and continue to be designed to blend in with the surrounding urban context of the neighborhood. Ancillary A was added in the 2018 EA design. This new facility would similarly be in a densely developed urban commercial corridor and no adverse effects with respect to social conditions were identified.	Given the minor shift in location of Ancillary A from Block 1909 Lot 41 in the 2018 EA to the adjacent Lot 44 in the 2020 Re-evaluation, the 2020 Re-evaluation did not identify any new adverse effects on social conditions.	The proposed design modification would develop Ancillary A on Block 1909 Lot 44, as with the 2020 Re-evaluation, together with the adjacent Lot 46. Ancillary A would be larger than proposed in the 2020 Re-evaluation, but would be similar in size and location as was proposed in the 2018 EA.	With the proposed design modification, Ancillary A would be in a similar location to the site previously evaluated in the 2018 EA and 2020 Re-evaluation, and would be similar in size to the design evaluated in the 2018 EA. Therefore, the proposed design modification would not result in any new impacts related to social conditions.
Visual Resources and Aesthetics	Ancillary A was not included as part of the 2004 FEIS. The 2004 FEIS described the potential appearance of ancillary facilities and design measures that would be included to minimize adverse effects on neighborhoods where they are located. As described in the FEIS, ancillary facility dimensions were estimated at about 25 to 40 feet wide (depending if combined with an entrance), 75 feet wide, 75 feet deep. They were to be designed to be compatible with surrounding urban context	The 2018 EA evaluated the addition of Ancillary A to the Project. It confirmed that ancillary facilities associated with Phase 2 of the Project would be in slightly different locations and be larger (footprint and height) than presented in the 2004 FEIS, but they would be similar in visual character and setting. In addition, they would incorporate materials and design elements that would be compatible with the urban design of the surrounding area. The 2018 EA did not specify the size of Ancillary A, but noted that it would be smaller than ancillary facilities at stations, which would be 80 to 100 feet wide, 80 to 110 feet deep, and various heights. The site on Block 1722 proposed for Ancillary A in the 2018 EA was 75 feet wide and 200 feet deep; the site on Block 1909 was 100 feet wide and 200 feet deep.	Ancillary A was reduced in size in the 2020 Re-evaluation because of the smaller site, with the facility at approximately 50 feet wide, 100 feet deep, and 45 feet tall. Given the minor shift in location, the 2020 Re-evaluation did not identify any new adverse effects on visual resources and aesthetics.	With the proposed design modification, Ancillary A would expand partly onto an adjacent property. The additional property would allow Ancillary A to be larger at approximately 80 feet wide, 100 feet deep, and 45 feet tall. As design proceeds, MTA may elect to reduce the building's height and instead increase its frontage along 125th Street.	Depending on final design, the Ancillary A building may be wider on the property than originally anticipated. This would change its appearance from the 2020 Re-evaluation, but would be similar to its planned size in the 2018 EA design. MTA would incorporate materials and design elements for the facility that would be compatible with the urban design of the surrounding area, as described in the 2018 EA. Therefore, the proposed design modification would not result in any new impacts related to visual resources and aesthetics.

Analysis Area	Impacts and Any Mitigation as Initially Disclosed			New Impacts or Updated Analysis	Change in Impacts
	2004 FEIS Design	*2018 Supplemental EA Design*	*2020 Re-evaluation Design*	*Current Design Modification*	
Air Quality	Ancillary A was not included as part of the 2004 FEIS design. The 2004 FEIS noted that ancillary facilities would generally have exhaust gratings and louvers primarily through the roof to minimize the amount of surface area needed at street level, with fresh air intake through louvers located toward the rear yard (away from vehicular traffic on the street side). Exhaust vents would be placed a minimum of 10 feet from operable windows in other buildings. The air emitted from the ancillary facilities would be air from the subway's tunnels and stations. Similar to subway vents throughout this city, this air would include some dust generated by train brakes and the interaction between the train wheels and the rails. The 2004 FEIS also concluded that the Second Avenue Subway Project would result in beneficial effects on air quality from improved transit access and reduced reliance on automobiles.	Ancillary A was added with the 2018 EA design. Like the other ancillary facilities included in SAS2, Ancillary A would incorporate the design measures stated in the 2004 FEIS (i.e., roof exhaust and rear yard air intake, and minimum 10 feet distance from operable windows in other buildings). The 2018 EA design also maintained the transit improvements that would have an overall beneficial effect on air quality. As such, the 2018 EA did not identify any new adverse effects related to air quality.	Ancillary A was reduced in size and shifted to an adjacent property in the 2020 Re-evaluation. The change in size would not meaningfully alter the ancillary facility's ventilation functions and the location would remain similar to the 2018 EA design. As such, the 2020 Re-evaluation did not identify any new adverse effects on air quality.	With the proposed design modification, Ancillary A would expand partly onto an adjacent property and would be larger.	The proposed expanded property for Ancillary A in the proposed design modification would not substantially change its location. In addition, its increased size would be comparable to the 2018 EA design, and ventilation features would remain consistent with the previous 2018 EA design and 2020 Re-evaluation design. Therefore, the proposed design modification would not result in any new impacts related to air quality.
Noise & Vibration	The 2004 FEIS concluded that the Second Avenue Subway Project would not result in adverse noise impacts. MTA committed to designing all above-ground mechanical equipment (including ancillary facilities) so that the noise level produced when the equipment is in use would not exceed 60 dBA as measured from the façade of the nearest residential property. The 2004 FEIS also concluded that the Project would not result in significant adverse vibration impacts, but that it would have potential significant adverse ground-borne noise impacts in the absence of mitigation measures. MTA committed to mitigating ground-borne noise impacts using resilient track fasteners or track support structures or other similar measures, which were predicted to reduce impacts to below FTA's impact thresholds.	Ancillary A was added with the 2018 EA design. It would incorporate the commitments stated in the 2004 FEIS (i.e., above-ground mechanical equipment would not exceed 60 dBA as measured at the façade of the nearest residential property). In addition, the 2018 EA design incorporated use of a dry cooler system, which would eliminate the need for rooftop cooling towers and therefore remove a source of noise at ancillary facilities. As with the ancillary facilities in the 2018 EA design, Ancillary A would not generate substantial vibration and ground-borne noise impacts. As such, the 2018 EA did not identify any new adverse effects related to noise and vibration.	Ancillary A was reduced in size and shifted to an adjacent property in the 2020 Re-evaluation. The change in size would not meaningfully alter the ancillary facility's mechanical functions and the location would remain similar to the 2018 EA design. As such, the 2020 Re-evaluation did not identify any new adverse effects on noise and vibration.	With the proposed design modification, Ancillary A would expand partly onto an adjacent property and would be larger.	With the proposed design modification, Ancillary A would continue to be in the same general location as evaluated in the 2020 Re-evaluation and would be similar in overall size and function to the 2018 EA design. the mechanical functions would remain consistent with the previous 2018 EA design and 2020 Re-evaluation design. Therefore, the proposed design modification would not result in any new impacts related to noise and vibration.

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	2004 FEIS Design	*2018 Supplemental EA Design*	*2020 Re-evaluation Design*	*Current Design Modification*	
Ecosystems (Vegetation & Wildlife)	Given that the proposed subway would be underground and above-ground components (i.e., ancillary facilities) would be on existing developed sites, the 2004 FEIS concluded that the Project would not result in adverse effects related to aquatic and terrestrial vegetation and wildlife.	Ancillary A was added with the 2018 EA design. Like the other planned ancillary facilities, Ancillary A would be on an existing developed site and would not adversely affect vegetation and wildlife.	Ancillary A was reduced in size and shifted to an adjacent property in the 2020 Re-evaluation. Similar to the 2018 EA design, the new planned site for Ancillary A was developed and no new adverse effects to vegetation and wildlife were identified.	Since the 2020 Re-evaluation, the potential for presence of additional protected or candidate species has been identified within proximity of the Project alignment. These include the northern long-eared bat (*Myotis septrentrionalis*), which is federally listed as endangered, and the monarch butterfly (*Danaus plexippus*), which is a candidate species for federal listing. In addition, review of a New York State mapping tool for state-protected species indicated the potential presence of the peregrine falcon (*Falco peregrinus*), which is listed by the New York State Department of Environmental Conservation (NYSDEC) as endangered in New York State. provides information on the federally protected species.	The planned alignment for the Project does not include suitable habitat for any of the identified protected species potentially occurring in the Project area and therefore neither the Project nor the proposed modification to Ancillary A would adversely affect protected species. Additionally, the proposed expanded property for Ancillary A is currently developed and no habitat would be removed. Therefore, the proposed design modification would not result in any new impacts related to natural resources.
Water Resources	The 2004 FEIS concluded that the Project would not result in adverse effects related to groundwater, floodplains, and water quality. It noted that portions of the study area in East Harlem along the SAS2 alignment are within 100- and 500-year floodplains, but the below-ground subway would not affect flooding and above-ground ancillary facilities would be on existing sites that are already developed with impervious surfaces and would also not affect flooding.	Ancillary A was added with the 2018 EA design. Like the other planned ancillary facilities, Ancillary A would be on an existing developed site and would not adversely affect water resources. The planned site for Ancillary A was outside the 100- and 500-year floodplains.	Ancillary A was reduced in size and shifted to an adjacent property in the 2020 Re-evaluation. Similar to the 2018 EA design, the new planned site for Ancillary A was developed and outside the 100- and 500-year floodplains, and no new adverse effects to water resources were identified.	With the proposed design modification, Ancillary A would expand partly onto an adjacent property and would be larger. The adjacent site is currently developed with buildings and impervious surfaces.	The proposed design modification would not affect any water resources and would remain outside the 100- and 500-year floodplains. Therefore, the proposed design modification would not result in any new impacts related to natural resources.
Energy & Natural Resources	The 2004 FEIS stated that power for the Second Avenue Subway would be obtained from the existing Con Edison electrical grid, distributed through substations within the below-ground station boxes. The estimated power usage would be a very small fraction of the total energy consumed in New York City.	Ancillary A was added with the 2018 EA design, but no new impacts with respect to energy were identified in the 2018 EA. Energy supply would continue to be coordinated with Con Edison. The 2018 EA noted that due to new flood protection standards, substations would be required to be above ground and located in ancillary facilities, but this would not affect their function or result in new adverse impacts.	Ancillary A was reduced in size and shifted to an adjacent property in the 2020 Re-evaluation. No new impacts related to energy were identified.	With the proposed design modification, Ancillary A would expand partly onto an adjacent property and would be larger.	The expanded ancillary facility with the proposed design modification would be similar to the 2018 EA design and would not substantially alter energy consumption of the overall SAS2 project. Energy supply would continue to be coordinated with Con Edison. Therefore, the proposed design modification would not result in any new impacts related to energy and natural resources.
Geology & Soils	The 2004 FEIS noted that a substantial amount of excavation of soil and bedrock would be required for the Project, but no adverse impacts to geological or soils conditions were identified.	Ancillary A was added in the 2018 EA design, and would require excavation to connect to the below-ground subway tunnels, but this would not result in substantial new excavation as compared to the overall SAS2 project. In addition, the 2018 EA design included design modifications to increase the areas of mining in place of cut-and-cover construction, particularly at the 125th Street Station, which would substantially reduce the amount of excavated materials from an estimated 465,000 cubic yards to about 150,000 cubic yards.	Ancillary A was shifted to an adjacent, smaller size in the 2020 Re-evaluation and reduced in size. Given the smaller size of the facility, most of the planned equipment was moved to a permanent vertical shaft beneath the 125th Street streetbed that would connect to the lowest level of Ancillary A via a horizontal shaft. These changes would not substantially alter the overall excavation needed for the ancillary facility site.	With the proposed design modification, Ancillary A would expand partly onto an adjacent property and would be larger. The below-ground vertical shaft would also be moved to the Ancillary A site.	The proposed design modification would shift the excavation area onto Lot 46 but eliminate the need for excavation within 125th Street for the vertical shaft and related utility relocations. Therefore, the proposed design modification would not result in any new impacts related to geology and soils.

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Hazardous Materials	The 2004 FEIS included a preliminary Environmental Site Assessment (ESA) for the full-length Second Avenue Subway, and noted that areas to be disturbed would be further evaluated closer to initiation of construction. All disturbed materials would be handled and disposed of in accordance with all applicable regulations. Hazardous materials associated with operation of the new subway would conform to all applicable regulations and NYCT standards. Ancillary A was not included as part of the 2004 FEIS.	The 2018 EA included a Contaminated Material Screening Assessment, focusing on sites for proposed acquisition (including ancillary facility sites), which identified 29 sites along the SAS2 alignment recommended for further investigation. Given the alignment's urban setting and long history of dense development, the screening recommended Phase I Environmental Site Assessments (ESAs) be conducted for each site that would be acquired, which may then recommend further assessments (e.g., Phase II investigations). As with the 2004 FEIS design, disturbed materials would be handled and disposed of in accordance with all applicable regulations and hazardous materials associated with operation of the new subway would conform to all applicable regulations and NYCT standards.	A Phase I ESA was conducted for the proposed Ancillary A site (Block 1909, Lot 44) that identified Recognized Environmental Conditions (RECs) and stated that a Phase II Environmental Site Investigation appears warranted. As with the 2004 FEIS and 2018 EA designs, disturbed materials would be handled and disposed of in accordance with all applicable regulations and hazardous materials associated with operation of the new subway would conform to all applicable regulations and NYCT standards.	With the proposed design modification, Ancillary A would expand partly onto an adjacent property and would be larger. The below-ground vertical shaft would also be moved to the Ancillary A site.	A Phase I ESA will be conducted for the additional property (Block 1909, Lot 46) needed for Ancillary A to determine potential contamination at the site. T If indicated by the Phase 1 results, a Phase II Environmental Site Assessment would be conducted. he site may have contaminated materials, but this would be similar to the previously proposed sites of Ancillary A and would not result in new adverse impacts. As with the 2004 FEIS, 2018 EA, and 2020 Re-evaluation designs, disturbed materials would be handled and disposed of in accordance with all applicable regulations and hazardous materials associated with operation of the new subway would conform to all applicable regulations and NYCT standards. Therefore, the proposed design modification would not result in any new impacts related to hazardous materials.
Public Services	The 2004 FEIS did not identify adverse impacts to community facilities and emergency services. The 2004 FEIS noted that emergency staircases would be provided for evacuation of stations and tunnels and to allow access by emergency services personnel in emergency situations. Beneficial effects would result from improved transit access to community facilities.	Ancillary A was added with the 2018 EA design. The 2018 EA design continued to incorporate emergency egress and emergency access measures into the design, including Ancillary A, in accordance with applicable design requirements. No new impacts with respect to public services were identified.	Ancillary A was shifted to an adjacent, smaller size in the 2020 Re-evaluation and reduced in size. Emergency egress and emergency access measures were included in the design, and new no impacts to public services were identified.	With the proposed design modification, Ancillary A would expand partly onto an adjacent property and would be larger.	The larger Ancillary A would be similar to the 2018 EA design. Emergency egress and emergency access measures have been incorporated in the design in accordance with applicable design measures. Therefore, the proposed design modification would not result in any new impacts related to public services.
Utilities	The 2004 FEIS design noted utilities within the streetbed would be relocated or protected, as needed, with construction of the Project. All utilities would be restored once the Project is operational, and some utilities would benefit from new infrastructure. Ancillary A was not included as part of the 2004 FEIS.	Ancillary A was added with the 2018 EA design. Ancillary A would require utility connections for water, sewer, and energy, but no adverse impacts related to the supply of these services were identified and utility connections would be coordinated with the appropriate service providers. The 2018 EA noted that design modifications were incorporated for the overall SAS2 project that reduced utility impacts, such as making minor shifts to avoid the Empire City Subway (ECS) utility duct along Second Avenue and creating a deeper tunnel for the subway along 125th Street, which would reduce potential conflicts with utilities.	Ancillary A was reduced in size and shifted to an adjacent property in the 2020 Re-evaluation. No new impacts related to utilities were identified.	With the proposed design modification, Ancillary A would expand partly onto an adjacent property and would be larger. This design modification would avoid the need for extensive relocation of utilities in the 125th Street streetbed during construction.	The expanded ancillary facility with the proposed design modification would be similar to the 2018 EA design. Similar to the 2004 FEIS, 2018 EA, and 2020 Re-evaluation designs, Ancillary A would require utility connections, but this is not expected to result in adverse impacts to utility supplies. Utility connections would be coordinated with the appropriate service providers. Therefore, the proposed design modification would not result in any new impacts related to utilities. This design modification would avoid the need for extensive relocation of utilities in the 125th Street streetbed during construction.

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Historic, Cultural, & Archaeological Resources	As the result of Section 106 consultation during preparation of the 2004 FEIS, FTA, MTA, and the New York State Historic Preservation Officer (SHPO) executed a Programmatic Agreement (PA) setting forth procedures to be followed to document and protect historic properties that could be adversely affected by the Project. Ancillary A was not included as part of the 2004 FEIS.	The 2018 EA evaluated potential effects associated with two possible locations for Ancillary A. Analysis of effects on historic properties was undertaken in accordance with the requirements of the 2004 PA and no adverse effects were identified.	The 2020 Re-evaluation considered a shift in the location of Ancillary A to an adjacent site. Analysis of effects on historic properties was undertaken in accordance with the requirements of the 2004 PA and no adverse effects were identified. One additional historic resource was identified within the 200-foot Area of Potential Effect (APE) of the new Ancillary A location, which would be included in the Construction Protection Plan (CPP) pursuant to the 2004 PA.	The proposed modification to Ancillary A would affect a different property than previously analyzed and would result in a revision to the APE for the Project for both architectural resources and archaeological resources. One additional architectural resource would fall within the 200-foot APE due to the additional property to be acquired for Ancillary A, and this additional resource would be included in the Project's CPP pursuant to the 2004 PA.	FTA and MTA have evaluated the potential effects on historic properties of the proposed modification in accordance with the requirements of the 2004 PA, including consultation with the SHPO and the New York City Landmarks Preservation Commission. Based on this evaluation, they have concluded, and SHPO has concurred in a letter dated September 19, 2024, that the proposed modification would not result in adverse effects to historic properties, including architectural or archaeological resources.
Parklands & Recreation	Ancillary A was not included as part of the 2004 FEIS. The 2004 FEIS did not identify adverse impacts to parks along the SAS2 alignment.	Ancillary A was added with the 2018 EA design. The 2018 EA noted that several new recreational resources were within about a block of the SAS2 alignment that were not identified in the 2004 FEIS, but no recreational or open space resources were in proximity to the proposed site options for Ancillary A. No new impacts to parklands or recreation were identified in the 2018 EA.	The 2020 Re-evaluation considered a shift in the location of Ancillary A to an adjacent site. This new location was not in proximity to any recreational or open space resources and no new impacts to parklands or recreation were identified.	With the proposed design modification, Ancillary A would expand partly onto an adjacent property. The property proposed for acquisition for the modification to Ancillary A is not a park or in proximity to any recreational or open space resources, and the property is not a Section 4(f) property as defined in Section 4(f) regulations at 23 CFR 774.	The proposed design modification would have no effect on parks. Therefore, the proposed design modification would not result in any new impacts related to parklands and recreation.
Construction Impacts	The 2004 FEIS described the extensive construction impacts that would occur during construction of the Second Avenue Subway and the measures that would be implemented to reduce those impacts where possible. The 2004 FEIS described that the Project's tail tracks on 125th Street would be constructed using a TBM that would be removed from a shaft within the street.	The 2018 EA described areas where construction means and methods for Phase 2 had been modified since the 2004 FEIS to reduce surface impacts during construction, particularly along the 125th Street corridor. For the Project's tail tracks, the 2018 EA described that the TBM would be removed from a location adjacent to 125th Street rather than within the street, which would reduce construction-related disruption on this portion of 125th Street. Ancillary A was added with the 2018 EA design, but it would be constructed at the end of the tail tracks along 125th Street and would not substantially expand the construction zone or construction impacts.	The 2020 Re-evaluation considered a shift in the location of Ancillary A. With this shift, additional permanent equipment needed for Ancillary A would be relocated into the Project's permanent vertical shaft beneath 125th Street, requiring construction within 125th Street in this area. After completion of the 2020 Re-evaluation, as design has progressed, the Project design team has determined that the 2020 Re-evaluation design would require extensive disturbance in 125th Street. Placing the vertical shaft within the street would require that the sewer, other utilities, and Con Edison infrastructure be relocated for the full block between Lenox Avenue / Malcolm X Boulevard and Adam Clayton Powell Jr. Boulevard, which would involve extensive disruption to Central Harlem for up to four years.	The proposed design modification is needed to accommodate a shift in the vertical shaft connecting the tunnels beneath 125th Street and Ancillary A, to reduce required construction activities within 125th Street. With the currently approved design, the permanent vertical shaft connecting Ancillary A to the tunnels below would be within the 125th Street right-of-way. That shaft would be used during construction for access to the tunnels and removal of the Project's TBM and after construction would be a permanent Project element. However, as the design has progressed, the Project design team further evaluated the potential construction activities associated with placement of that vertical shaft within 125th Street and determined that construction of the shaft within the street would require that the sewer, other utilities, and Con Edison infrastructure be relocated for the full block between Lenox Avenue / Malcolm X Boulevard and Adam Clayton Powell Jr. Boulevard, which would involve extensive disruption to Central Harlem for up to four years. To avoid that disruption, MTA is now proposing to shift the permanent vertical shaft to the Ancillary A site and to use that site for removal of the TBM. However, the site currently planned for Ancillary A is too small to accommodate the vertical shaft and removal of the TBM; it also does not provide sufficient space for the construction contractor to stage TBM activities, such as spoils removal and processing and contractor access to the tunneling. With this design modification, the planned vertical shaft connecting to the train tunnels would be shifted southward onto Lots 44 and 46 of Block 1909 and both Lot 44 and Lot 46 would both be used for construction staging and removal of the TBM, followed by construction of Ancillary A.	Acquisition of an additional property for Ancillary A would require that an additional building be demolished, but overall would reduce the Project's impacts because it would reduce the extensive disruption that would otherwise be required for the full block of 125th Street between Lenox Avenue / Malcolm X Boulevard and Adam Clayton Powell Jr. Boulevard. The currently approved design with the shaft in 125th Street would require lane closures occupying half the width of 125th Street—two of the four moving lanes and the southern parking lane—to accommodate construction of the shaft within the street. Sidewalks would be narrowed, and pedestrian traffic on the south side of 125th Street would be shifted into the adjacent parking lane to allow the sidewalk in front of the Ancillary A site to be used for construction. These lane closures would extend for the full block, from Malcolm X Boulevard / Lenox Avenue to Adam Clayton Powell, Jr. Boulevard, to accommodate necessary utility reconstruction; additional utility work beyond the block could also be necessary. Moving lane closures would last 24 to 48 months and closure of the parking lane and shift to the sidewalk would last 30 to 48 months. This would likely result in traffic diversions to nearby streets, including 124th Street. With the proposed design modification, an expanded site for Ancillary A would allow MTA to shift construction activities for the vertical shaft out of 125th Street and remove the TBM using the off-street site, rather than removing it from within 125th Street. Relocating the vertical shaft would avoid the need for utility reconstruction and extensive construction disruption that would otherwise be required. With the proposed design modification, fewer lane closures would be required than with the currently

Analysis Area	Impacts and Any Mitigation as Initially Disclosed			New Impacts or Updated Analysis	Change in Impacts
	2004 FEIS Design	*2018 Supplemental EA Design*	*2020 Re-evaluation Design*	*Current Design Modification*	
					approved design. Rather than closing the two southern moving lanes and parking lane (three lanes total) for the full block between Malcolm X Boulevard/Lenox Avenue and Adam Clayton Powell, Jr. Boulevard, the proposed design modification would require closure of the parking lane on the south side of 125th Street and the parking lane on the north side of 124th Street in the immediate proximity of the Ancillary A site. This would allow for narrowing and shifting of the adjacent sidewalk into the parking lane. These closures would last approximately 30 to 48 months. Construction vehicles would likely arrive at the site using 125th Street and depart using 124th Street. Overall, the proposed design modification would substantially reduce construction disruption on 125th Street in comparison to the currently approved design while adding some activity on 124th Street related to new vehicle trips that would not occur in the currently approved design. Using 124th Street for some construction access is consistent with the analysis presented in the 2004 FEIS, which noted the potential for construction vehicles on side streets. Therefore, the impacts with the proposed design changes would not be greater than the impacts originally disclosed in the 2004 FEIS.
Secondary / Cumulative Effects	Ancillary A was not included as part of the 2004 FEIS. The 2004 FEIS noted that indirect effects of the new subway once it is operational would be beneficial by expanding transit options and supporting local and regional economic growth and productivity. The shift of passengers from the Lexington Avenue (4/5/6) line to the new Second Avenue Subway may direct patrons away from businesses near the Lexington Avenue stations, but may also increase patronage near the new Second Avenue Subway stations. The Lexington Avenue line would continue to be well-used, and businesses in these areas were not expected to be affected greatly. With respect to cumulative effects, the 2004 FEIS stated that the Second Avenue Subway would result in beneficial cumulative impacts with other large-scale transportation projects planned at the time of the 2004 FEIS, including the East Side Access Project and the No. 7 train extension to the far West Side of Manhattan. These transportation projects were to provide an overall benefit to the regional transportation system.	Ancillary A was added with the 2018 EA design. At each site option for Ancillary A, the proposed facility would blend with the surrounding urban context of the sites and include ground-level retail consistent with the existing commercial and mixed-use corridor of 125th Street in this area. As such, Ancillary A would not indirectly affect future development patterns. The 2018 EA did not identify any new potential indirect and cumulative effects.	The minor shift of Ancillary A to an adjacent property in the 2020 Re-evaluation design would not change the Project's potential indirect and cumulative effects.	With the proposed design modification, Ancillary A would expand partly onto an adjacent property.	The expansion of the Ancillary A site and structure would not change the Project's potential indirect and cumulative effects. The size of the facility would also be similar to that evaluated in the 2018 EA design. Therefore, the proposed design modification would not result in any new impacts related to indirect or cumulative effects.

5 PUBLIC AND STAKEHOLDER OUTREACH

Since 2017, MTA has initiated a comprehensive community outreach program that included establishing a physical presence in the heart of East Harlem at the Project's Community Information Center (CIC) at 69 East 125 Street, with a fully bilingual staff.

Since implementation, the CIC and MTA's outreach team have served 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 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. The CIC team has also visited local schools to provide presentations on the Project and STEM-related curriculum matters to educators and students. The Second Avenue Subway Project has received widespread support for its anticipated transit benefits.

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

The change to Ancillary A would avoid substantial disruption along 125th Street that would otherwise be required for the approved Project and therefore is likely to receive support.

6 CONCLUSION

This Re-evaluation has been prepared in accordance with 23 CFR Part 771.129 and in accordance with the Record of Decision issued in 2004 for the Second Avenue Subway. Based on this Re-evaluation, including the assessment presented in **Table 2**, the proposed modification to Ancillary A would not result in any new adverse environmental impacts not previously identified and the conclusions of the Project's 2004 Final Environmental Impact Statement and Record of Decision remain valid.