

5.1 INTRODUCTION

This chapter describes the process used to solicit public and agency participation for the environmental review phase of the Project. Federally funded mass transportation projects are required to be developed in accordance with NEPA, which provides a role for the public in the planning and decision making process. FRA guidance encourages citizen involvement at every stage of the environmental assessment of a proposed FRA action. As described below, public and community outreach efforts have been undertaken for the proposed project, along with federal, state, and local agency coordination.

The Project has been the focus of considerable community interest since it was initially proposed in 1994. Public involvement in the project has included numerous meetings with private agencies, elected officials, business organizations and leaders, and community groups to ensure their concerns and ideas were incorporated into planning for the project. Those meetings included, but are not limited to, the agencies, offices, and organizations listed below.

5.2 PUBLIC INVOLVEMENT

The various incarnations of the Project have had differing non-station elements, but as explained in Chapter 3, “Alternatives,” the train station itself has remained largely the same. Improvements to the train station design have been developed, in part, through coordination with the agencies, offices, organizations, and elected officials described below, and through opportunities for public comment.

OPPORTUNITIES FOR PUBLIC COMMENT

The first public scoping meeting for the project was held in October 1994. After the issuance of the 1999 Draft Environmental Assessment, a public meeting was held and written public comments were invited for the Pennsylvania Station Redevelopment Project. In June 2003 public comments were solicited, and a public meeting was held, on the Modified Project at the James A. Farley Building; and a General Project Plan and Draft SEA were made available for public review at that meeting. On January 31, 2006 a Draft Scope of work for the draft environmental impact statement regarding the Farley/Moynihan Project was issued pursuant to both SEQRA and NEPA. A public scoping meeting was also held on February 26, 2006 and the public comment period was held open through February 28, 2006. After the DEIS for the Farley/Development Project was issued on April 27, 2006, a public meeting, held under both SEQRA and NEPA, was held at the Farley Post Office on May 31, 2006 to receive public comment. The public comment period was extended through June 30, 2006 before the FEIS was issued in August 2006. On March 12, 2007, a public meeting was held regarding the purchase of the Farley Complex by ESDC.

AGENCY COORDINATION

Throughout the environmental review process, the following federal, state and city agencies and operating railroads have been consulted.

RAILROADS

- Amtrak;
- MTA Long Island Rail Road;
- MTA New York City Transit;
- MTA Metro-North Railroad; and
- New Jersey Transit.

CITY AGENCIES

- New York City Office of the Mayor;
- New York City Department of City Planning;
- New York City Department of Transportation;
- New York City Landmarks Preservation Commission;
- New York City Economic Development Corporation;
- Hudson Yards Development Corporation;
- New York City Police Department; and
- The Joint Terrorism Task Force.

STATE AND REGIONAL AGENCIES

- Port Authority of New York and New Jersey;
- Metropolitan Transportation Authority;
- New York State Department of Transportation; and
- New York State Historic Preservation Office.

FEDERAL AGENCIES

- United States Department of Transportation;
- Federal Highway Administration;
- Federal Transit Administration; and
- United States Postal Service.

CIVIC GROUP COORDINATION

ESDC/MSDC has consulted, via written correspondence or meetings, with the following civic groups:

- Regional Plan Association of New York, Connecticut, and New Jersey;
- Friends of Moynihan Station;
- 34th Street Partnership;

- New York Building Congress;
- Building Trades Association;
- International Association of Iron Workers;
- Building and Construction Trades Council;
- Teamsters Joint Council 16, Teamsters Local 807, Teamsters Local 638;
- Real Estate Board of New York;
- The Municipal Art Society of New York;
- Landmarks Conservancy;
- Association for a Better New York City;
- Partnership for New York City;
- Preservation League of New York State;
- General Contractors Association of New York;
- UNITE; and
- Moynihan Station Community Advisory Committee.

NEIGHBORHOOD COORDINATION

Manhattan Community Board 4 and Manhattan Community Board 5 function in the area of the Farley Complex and the Penn Station Complex. Throughout the Project's history, MSDC has met repeatedly with Community Boards 4 and 5 to keep the community aware of the Project, to hear the community's concerns, and whenever feasible, to incorporate the community's recommendations into the Project.

COORDINATION WITH ELECTED OFFICIALS

In addition to Senator Daniel Patrick Moynihan of New York, who conceived the Project, ESDC has worked with elected officials to refine and improve the project throughout the Project's history. The officials consulted include members of the United States House Subcommittee on Railroads, the United States House Transportation and Infrastructure Committee, and the Office of the President of the United States. Other elected officials consulted on the Project include, but are not limited to, the officials listed below:

- United States Senator Charles Schumer of New York;
- United States Senator Kirsten Gillibrand of New York;
- Former United States Senator Hillary Clinton of New York;
- United States Senator Frank Lautenberg of New Jersey;
- United States Representative Jerrold Nadler of New York City;
- New York State Governor David Paterson;
- State of New Jersey Governor Jon Corzine;
- State Senator Thomas Duane;
- State Assembly Member Richard Gottfried;
- New York City Mayor Michael Bloomberg;
- New York City Councilperson, and speaker, Christine Quinn; and

- Manhattan Borough President Scott Stringer.

5.3 SECTION 106

Section 106 of the NHPA requires that any federal agency having direct or indirect jurisdiction over a proposed federal or federally assisted undertaking or license thereof, take into account the effect of the undertaking on any district, site, building, structure, or other object that is included or eligible for inclusion on the National Register of Historic Places. Section 106 consultation for the proposed development of an intermodal transportation facility in the Farley Complex has been underway since 1994. In 2006, a Programmatic Agreement was prepared in accordance with the Section 106 regulations and entered into by the FRA, ESDC, MSDC, SHPO, and the conditionally designated developer. An MOA among the USPS, ESDC, and SHPO was also executed in 2006 in accordance with the Section 106 regulations and acknowledged by the Advisory Council on Historic Preservation for the transfer of the Farley Complex from the USPS to ESDC. As part of the ongoing Section 106 consultation, an amendment to the 2006 Programmatic Agreement has been prepared and will be entered into by FRA, ESDC, MSDC, SHPO, PANYNJ, the conditionally designated developer, and, if it elects to participate in the historic review process, the Advisory Council on Historic Preservation to satisfy FRA's Section 106 responsibilities, as well as to satisfy ESDC's New York State Historic Preservation Act responsibilities under state law and regulations. *