

January 6, 2026

Mr. Christopher Allen
Environmental Engineer
New York State Department of Environmental Conservation
Division of Environmental Remediation
47-40 21st Street
Long Island City, New York 11101

Re: Progress Report for Fourth Quarter 2025
Sunnyside Yard, Queens, New York (NYSDEC Site No. 241006)

Dear Mr. Allen:

On behalf of the National Railroad Passenger Corporation (Amtrak) and New Jersey Transit Corporation (NJ Transit), Roux Environmental Engineering and Geology, D.P.C. (Roux) has prepared this *Progress Report for Fourth Quarter 2025* to provide a summary of investigative and remedial efforts performed at Amtrak's Sunnyside Yard (Yard), Queens, New York (NYSDEC Site No. 241006) during the fourth quarter of 2025. As you are aware, for technical and/or administrative reasons, the Yard was separated into six Operable Units (OUs), two of which (OU-1 and OU-2) have been completed and are not discussed further in this progress report. An Order on Consent (OOC) agreement for the Yard between New York State Department of Environmental Conservation (NYSDEC), Amtrak, and NJ Transit was signed and went into effect on May 20, 2010. The remainder of this document summarizes work performed during the fourth quarter of 2025 under the OOC for each remaining OU and work anticipated for the first quarter of 2026.

Operable Unit 3 (OU-3)

Work completed in the fourth quarter of 2025 included:

1. Roux completed implementation of the NYSDEC approved the Spill Investigation Work Plan (SIWP)¹ dated April 7, 2025 to delineate the spill areas encountered within OU-3 (NYSDEC Spill #2209440 and Spill #2406650) and provide data in support of the eventual closure of the open spills. Work was completed between September 8th and December 3rd, 2025 and included the advancement of 16 soil borings, installation of seven monitoring wells, and collection of five soil samples. Separate phase hydrocarbons (SPH) were detected in one monitoring well, SISB-13.
2. Roux submitted daily reports including CAMP results, to the NYSDEC and New York State Department of Health (NYSDOH) documenting all field activities completed during the implementation of the SIWP. No CAMP exceedances were recorded during this reporting period.

Work anticipated for the first quarter of 2026 includes:

1. Implementation of the proposed long-term groundwater monitoring plan. This will include gauging the OU-3 monitoring wells at a frequency of once per quarter until NYSDEC approval of the Site Management Plan.

¹ Work related to the SIWP spans across OU-3 and OU-4, however it is being tracked under OU-3.

2. Since SPH was detected in one monitoring well during the implementation of the SIWP, Roux will develop an SPH Monitoring/Recovery Plan in consultation with NYSDEC.
3. Roux will submit a Construction Completion Report for the Acela/Ready Tracks Construction Project.

Operable Unit 4 (OU-4)

Work completed in the fourth quarter of 2025 included:

1. Amtrak awarded the contract and issued notice to proceed to the construction contractor for the Airo and Crewbase Facility (Airo/CBF) construction project at Sunnyside Yard. In accordance with the NYSDEC approved Excavation Work Plan (EWP) for Infrastructure and Yard Upgrade Project (Airo and Crewbase Facility) dated October 17, 2024, Roux issued formal written notification to NYSDEC ahead of the start of field construction on October 3, 2025.
2. Roux began providing oversight for the Airo/CBF construction project. Work began on November 20, 2025. Amtrak's subcontractors completed soil boring activities for geotechnical and waste characterization purposes. During all ground disturbance activities, the Community Air Monitoring Program (CAMP) was implemented in accordance with the NYSDEC-approved EWP dated October 17, 2024.

Work anticipated for the first quarter of 2026 includes:

1. Roux will continue providing oversight of soil boring activities for the Airo/CBF construction project. It is anticipated that the soil boring activities will be completed in the first quarter of 2026, at which time Roux will begin providing oversight for the next phase of the Airo/CBF construction project which is likely to include soil excavation and disposal.
2. Roux will provide oversight of the demolition and re-installation of a concrete platform identified as Platform 25/26. A portion of this platform that will be removed and reinstalled is adjacent to Remedial Zone PCB-4, which is located in the Track 26 area of OU-4 and beneath the Honeywell Street Bridge. Although these platforms are not directly in Remedial Zone PCB-4, we will be treating the portions of the subgrade concrete that will be removed as part of the demolition activities as hazardous waste. The concrete waste will be transported to a permitted facility and disposed of as Toxic Substances Control Act (TSCA) polychlorinated biphenyls (PCB) waste. During all ground disturbance activities, the Community Air Monitoring Program (CAMP) will be implemented in accordance with the NYSDEC-approved EWP dated October 17, 2024.
3. Roux will provide oversight of the excavation and disposal of Remedial Zone PCB-11. The excavated soil will be transported to a permitted facility and disposed of as TSCA PCB waste. During all ground disturbance activities, the Community Air Monitoring Program (CAMP) was implemented in accordance with the NYSDEC-approved EWP dated October 17, 2024.

Operable Unit 5 (OU-5)

Work completed in the fourth quarter of 2025 included:

1. None.

Work anticipated for the first quarter of 2026 includes:

1. The biennial inspection of MH-40 (OU-5) and, if deemed necessary, the cleanout of MH-40 in accordance with the OM&M Plan for OU-5.

Operable Unit 6 (OU-6)

Work completed in the fourth quarter of 2025 included:

1. None.

Work anticipated for the first quarter of 2026 includes:

1. With the completion of the Acela/Ready Tracks Construction Project, Roux will complete a comprehensive OU-6 well inventory/inspection and propose well replacement, as appropriate. Once well replacement is complete, an OU-6 monitoring round will be completed.

An access agreement is currently being negotiated with Metropolitan Transportation Authority (MTA) to access areas within OU-3 and OU-5. The full scope of work described for those OUs cannot be implemented until the access agreement is finalized.

If you have any questions concerning this summary or require additional information, please do not hesitate to call.

Sincerely,

ROUX ENVIRONMENTAL ENGINEERING AND GEOLOGY, D.P.C.



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Project Geologist



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