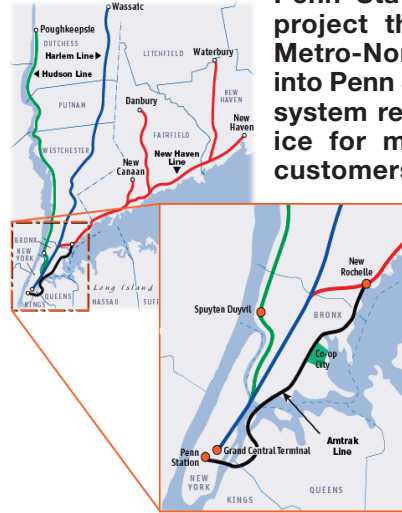


Metro-North Penn Station Access



Penn Station Access is an MTA project that would open a new Metro-North Railroad link directly into Penn Station, providing critical system resiliency to protect service for more than 275,000 daily customers in the event of natural or other disasters.

Only three miles of new track on an existing right-of-way—and no new tunnels—would need to be built for this project.

For the most part, Metro-North's New Haven Line would use existing track, owned by Amtrak, to go directly into Penn Station.

As part of this project, the MTA would also build four new Metro-North stations in the Bronx—near Co-op City, Morris Park, Parkchester, and Hunts Point. Metro-North service to Penn Station would begin after completion of the MTA's East Side Access project, which will provide direct Long Island Rail Road service to Grand Central Terminal.

New York needs Penn Station Access, because of its important resiliency benefits. The need for additional resiliency on the Metro-North system was made clear by Superstorm Sandy and other recent events and the damage caused by them. These events cut-off Metro-North service between Manhattan and the northern suburbs, adversely affecting the regional and national economy.

Currently, all of Metro-North's East-of-Hudson service travels over a segment of shared track through Mott Haven Junction, over the Harlem River Lift Bridge and the Park Avenue Viaduct.

Using existing tracks, Penn Station Access would establish new links for Metro-North's New Haven Line that avoids these vulnerable points in the event of a service disruption. In the case of an emergency affecting Grand Central Terminal or its tunnel and viaduct approaches, Penn Station Access customers would still be able to use Metro-North to enter or leave Manhattan via a second Manhattan terminal.

If you'd like more information on Penn Station Access you can visit the project website at mta.info/mta/planning/psas

You can also contact the Penn Station Access Manager, Todd DiScala, at 420 Lexington Avenue, New York, NY 10017

In addition to increased system resiliency, more regional rail service to Penn Station would:

- *Substantially reduce travel times* for people who rely on public transportation to travel between Manhattan's West Side and areas within Metro-North's East-of-Hudson service territory.
- *Provide a new train ride—without transfers—from New Haven Line communities to jobs, shopping, and other destinations on Manhattan's West Side.*
- *Provide cost-effective transportation improvements—using existing infrastructure—that can be implemented with minimal adverse social, economic, and environmental impacts.*
- *Improve regional connectivity and mobility* by completing direct connections at Penn Station among all of the New York metropolitan region's regional and intercity rail carriers—Metro-North, LIRR, New Jersey Transit, and Amtrak.
- *Promote the economic and environmental health and vitality of the New York metropolitan region.*

Adding Metro-North stations in the Bronx would:

- *Introduce convenient, direct rail service* to communities underserved by mass transit.
- *Provide benefits to East Bronx residents and employers by:*
 - introducing a convenient, one-seat ride between the East Bronx and Manhattan's West Side;
 - introducing direct rail service from East Bronx communities to suburban employment centers in Westchester and Connecticut, substantially reducing travel times;
 - introducing direct rail service to East Bronx employers from communities along the New Haven Line in Westchester and Connecticut;
 - supporting economic development in the East Bronx.

Project Status

- Governor Cuomo strongly endorsed the Penn Station Access project in his 2014 State of the State address and has included it in his Coordinated Transportation Resiliency Program.
- The MTA is working on a federal Environmental Assessment outlining the potential impacts of Penn Station Access. Metro-North is working on environmental studies that will be included in this assessment. MTA expects environmental and federal reviews to be complete by 2017.
- The MTA is working to secure federal funds to support the project.
- Metro-North is working with Amtrak to further confirm the project elements and operating plans.
- The MTA is completing a multi-year analysis of future rail operations at Penn Station to gain a better understanding of operations that can be run at the station.

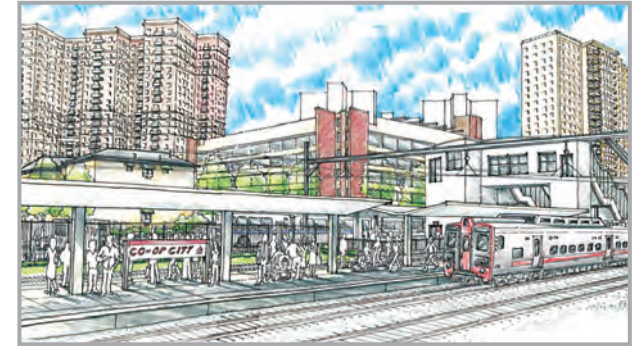
Penn Station Access

Proposed "Build" Alternative

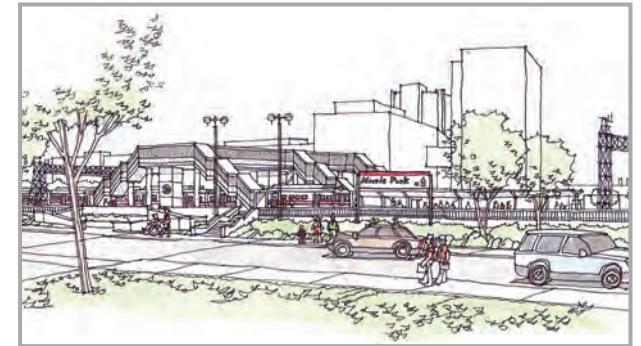
- Existing Amtrak line/proposed MNR New Haven Line
- Existing MNR lines
- Proposed new station locations



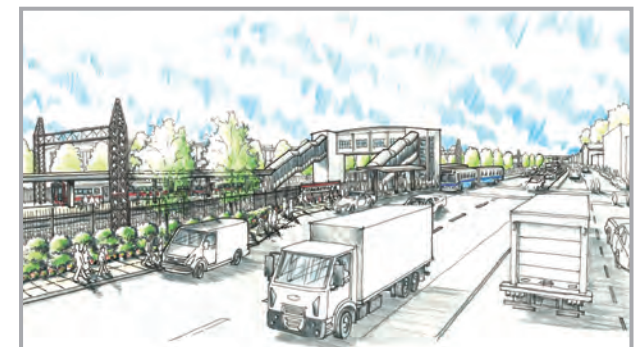
Artist's renderings of proposed stations



Co-op City station



Morris Park station



Parkchester/Van Nest station



Hunts Point station