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Press Release

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[Metro-North](#)

IMMEDIATE

Metro-North, NYC Hit Home Run; Yankee Stadium Station Slated for '09 Opening

High Resolution Yankee Stadium Renderings:

[Aerial Image](#) (404kb JPG, 1336x941)

[Station Concept Drawing](#) (140kb JPG, 1382x915)

[Station Plan](#) (165kb JPG, 1391x933)

A commuter rail station at Yankee Stadium will soon become a reality, now that another New York team - MTA Metro-North Railroad and the City of New York - have come to agreement on how the new station will be paid for, operated and maintained.

The new station will enhance public transportation to the area and greatly reduce neighborhood traffic around the stadium on game days. It is estimated that between 6,000 and 10,000 people will use the station for Yankee home games, which will also provide service to the area on non-game days. The new station will be open for Yankee fans and reverse commuters by the second quarter of 2009.

"This new station will be a dream come true for Yankee fans throughout our territory in New York and Connecticut. Moreover, once this station is built, it will also make Metro-North service available to people who live and work in this area of the Bronx," said MTA Metro-North Railroad President Peter A. Cannito. "Ultimately, the new Yankee Stadium will be one of the most transit-accessible stadiums in the country, and the station will provide better service for Metro-North customers and a healthier environment for Bronx residents."

"Making the new stadium, as well as the resurgent surrounding South Bronx, accessible to people from around the region via Metro North will be essential to reducing traffic and pollution in the area," said Deputy Mayor Daniel Doctoroff. "Continuing to improve and expand our transportation infrastructure is essential to allowing our City and region to grow in the right way."

The station will boast two 10-car-length island platforms. Four staircases and two elevators will connect the platforms to a 10,000-square-foot covered mezzanine, making the station fully ADA-compliant. From the mezzanine, a 450-foot-long, 25-foot wide overpass will lead to the stadium and the new parks being constructed on the waterfront. The overpass will be located north of 153rd Street.

Although the new station is located on Metro-North's Hudson Line south of the Morris Heights station, the intent is to provide service on game days from all three Metro-North services. In addition to scheduled service on the Hudson, Harlem and New Haven lines, there will be special shuttles from GCT and 125th Street. Regular weekday and weekend train service from the new station to Grand Central and to points north will also be provided. The new Metro-North service will complement existing MTA New York City Transit subway service on the B, D and #4 lines.

Exact schedules have not yet been determined, but will be finalized well in advance of second quarter 2009 when the new station is anticipated opening.

The next step in the process is to present the agreements and contracts to the MTA Board for approval. These items are:

The agreement with the City of New York that defines the cost-sharing and building operation and maintenance responsibilities. It calls for the MTA to contribute \$52 million and the city to contribute \$39 million toward the \$91 million project. The MTA is paying for the station, ticketing facilities, customer information system and half the cost of the mezzanine. The city is paying for the overpass and half of mezzanine. MNR will operate and maintain the station and mezzanine.

A design-build contract with CCA Civil Inc./ Halmar International LLC and a construction management contract with DMJM Harris Inc.

Temporary and permanent easements to allow construction. These easements were negotiated with the City of New York, New York City Parks Department, the New York State Department of Transportation and two private companies, GAL Manufacturing Corp. and The Related Companies.

A Declaration of Negative Impact, indicating that construction of a railroad station will have no significant environmental impact according to the findings of the Environmental Assessment conducted by the railroad.

Funding for the MTA's \$52 million contribution to the station comes from the MTA Capital Program (\$44 million), higher than anticipated program income (\$4 million) and Legislative earmarks (\$4 million) from Assemblywoman Carmen Arroyo, Assemblyman Jose Rivera, and Congressman Jose Serrano.