

# Penn Station Access

*Four new stations in the East Bronx with direct Metro-North service to Penn Station, Westchester and Connecticut*



**Metropolitan Transportation Authority**

Construction & Development

Metro-North Railroad

An aerial photograph of the East Bronx area, showing a mix of residential and commercial buildings, green spaces, and a large baseball field. A semi-transparent white text box is overlaid in the center of the image.

**Public Information Session**  
June 15, 2021

# Agenda

- Project Overview
- Environmental Review
- Community Engagement
- Public Comment Period



# Virtual Meeting Format

1



Join Meeting via Computer or Phone

2



Watch Project Presentation

3



Public Comment Period

## Submit an Oral Comment

- Those wishing to be heard during the public comment period must register. Registration will close at 6:30 PM tonight.
- When called upon during the public comment period, a member of the Project Team will unmute your audio. You will then have to unmute yourself.
- State your name and affiliation prior to submitting your comment. Verbal comments will be limited to two minutes.

# How to Submit Comments

Public comment period is open until: July 3

In addition to providing oral comments during tonight's meeting (June 15), written comments may be submitted via:

- Email: [PSAOutreach@mtacd.org](mailto:PSAOutreach@mtacd.org)
- Project website: [PennStationAccess.info](http://PennStationAccess.info)
- Mail comments to:
  - MTA Government & Community Relations
  - Re: Penn Station Access EA
  - 2 Broadway, D17.140
  - New York, NY 10004

All comments will be recorded and responded to in a Response-to-Comments document, which will be posted to the Project website



# Project Overview



# What is Penn Station Access?

- Provide new Metro-North rail service to and from Penn Station
- Upgrade Amtrak's existing Hell Gate Line, improving reliability and on-time performance for intercity rail
- Construct four new ADA-accessible stations in the East Bronx, which is an underserved area
- Transform our regional transportation system by improving reliability, reducing travel time, and expanding mass transit options

# Project Location



THE  
BRONX

MANHATTAN

QUEENS

New Rochelle  
Station

Co-op City Station

Morris Park Station

Parkchester / Van Nest Station

Hunts Point Station

Penn  
Station

To New Haven

# Station Locations

## Hunts Point

Vibrant residential community of 36,000 people. Employment center proximate to Hunts Point Market. Transfer point to 6 train.



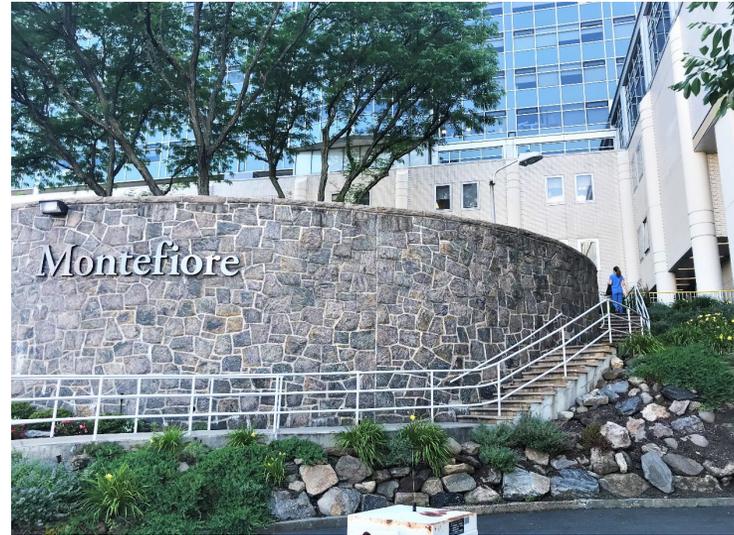
## Co-op City

Serves a major residential community of 50,000 people.



## Morris Park

Major hospital and employment center with over 13,000 employees and adjacent to the proposed reuse of the former Bronx Psychiatric Care Center site.



## Parkchester / Van Nest

Distinctive residential communities of 43,000 people.



# Project Benefits



## Decreased Travel Times

Improves access to underserved neighborhoods and gets you to your destination faster



## Reverse Commuting Opportunities

Attracts new talent and broadens the job market



## Economic Vitality

Supports the local and regional economy



## Optimizing Existing Infrastructure

Delivers cost-effective transit solutions



## Bridging Communities

Connects you to several neighborhoods in the Bronx and throughout the region



## Regional Transportation Connectivity

Expands your travel opportunities



## Sustainability

Encourages drivers to switch to train travel, reducing traffic congestion and improving air quality



## Enhanced Network Reliability

Provides flexibility for Metro-North and improves on-time performance for intercity passengers

# Economic Benefits

- Investment of significant capital into local and regional economy
- Construction-related benefits
  - Temporary construction jobs
  - Construction worker local spending
- Long-term benefits
  - Improved access to major employment centers, institutional campuses, and commercial hubs
  - Reverse commuting opportunities



# Amtrak Benefits

- Improves on-time performance and reliability for intercity passengers
- Brings Amtrak's Hell Gate Line to a state of good repair, including:
  - Hell Gate Line catenary system
  - 100+ year old bridge structures
- Electrical upgrades, improved signal system, and state-of-the-art communication system
- Significant enhancements to stormwater management including new drainage



# Key Elements

THE BRONX

Hudson River

New Rochelle AC Substation

New Rochelle Yard

Pelham Lane Bridge

Bronx Interlocking

Pelham Bay Bridge

Co-op City Station

Pelham Bay Interlocking

Co-Op City AC Substation

Morris Park Station

Hell Gate Line New Track

Eastchester Road Bridge

Parkchester/Van Nest Station

Bronxdale Avenue Bridge

Tremont Interlocking

Van Nest AC Substation

Bronx River Bridge

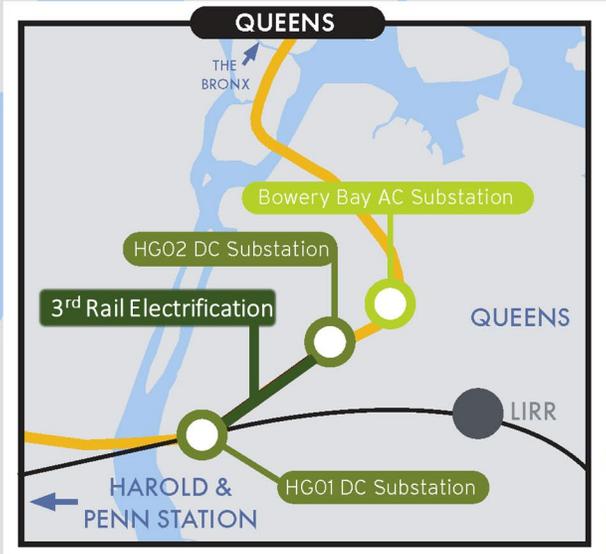
Hunts Point Station

Young Interlocking

Leggett Interlocking

Oak AC Substation

To New Haven

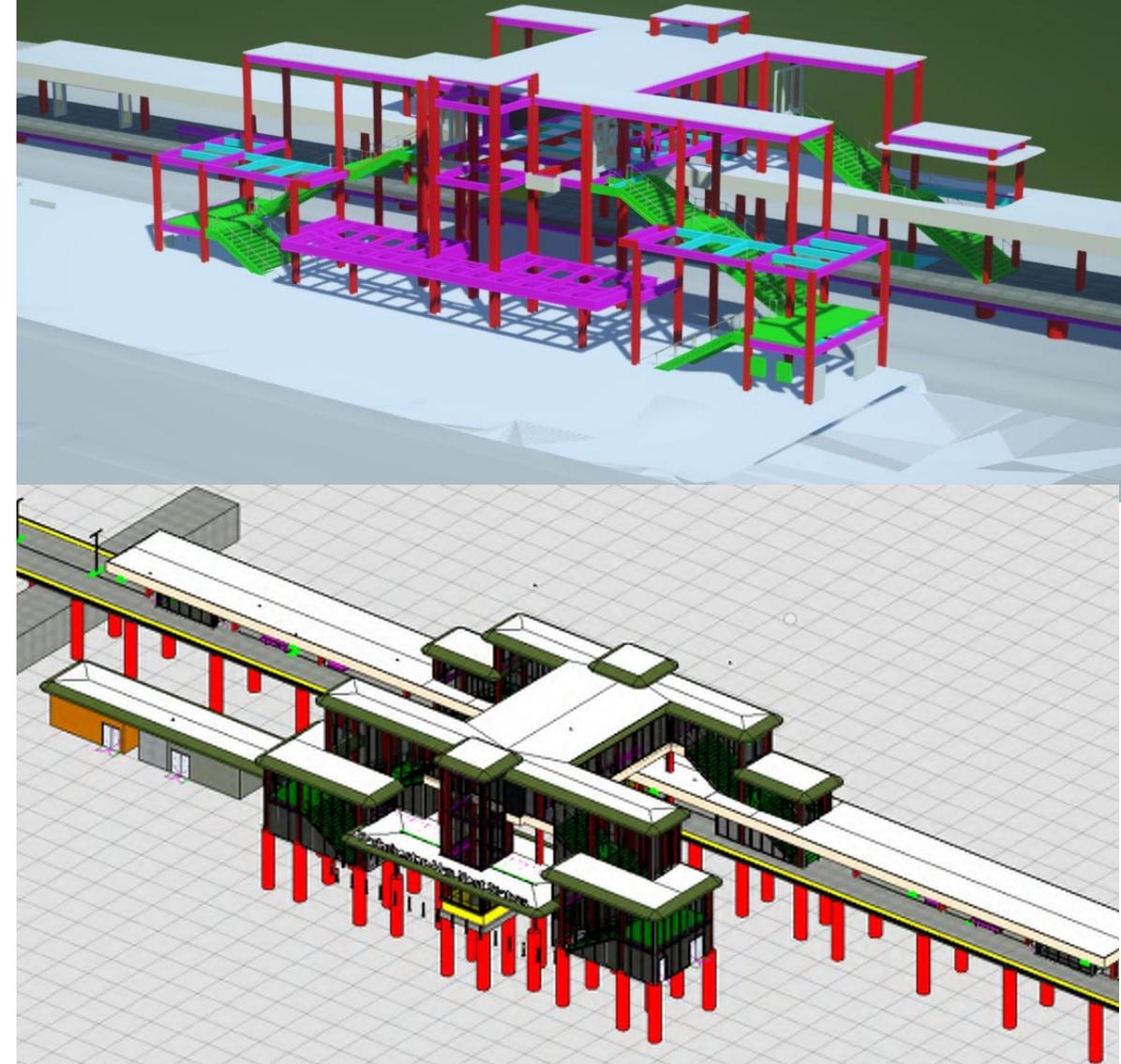


# New Stations and Station Design

Consistent with Metro-North Railroad Station Standards and Guidelines, the four new stations will include:

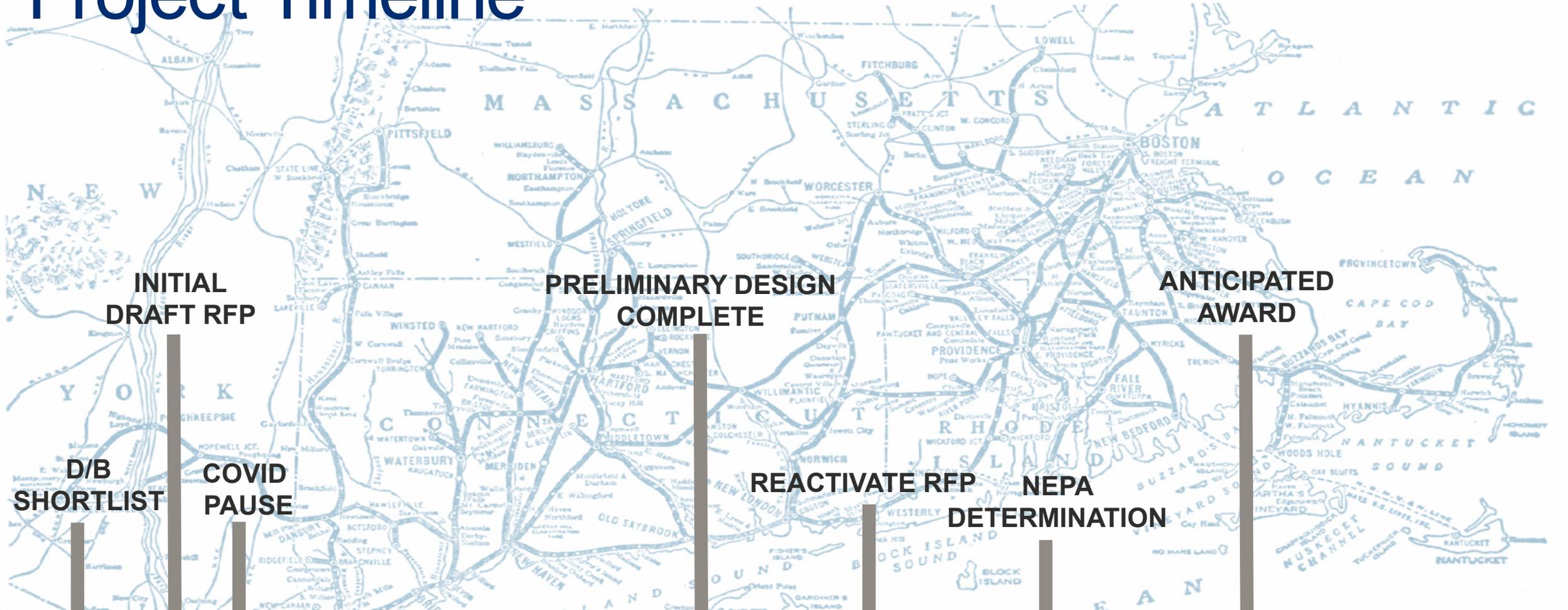
- Center Island Platforms
- Canopies
- Pedestrian Overpass with Stairs/Elevator
- Fully ADA Accessible
- Sensitive to surrounding urban context

Parkchester/Van Nest  
Building Information Modeling (BIM)

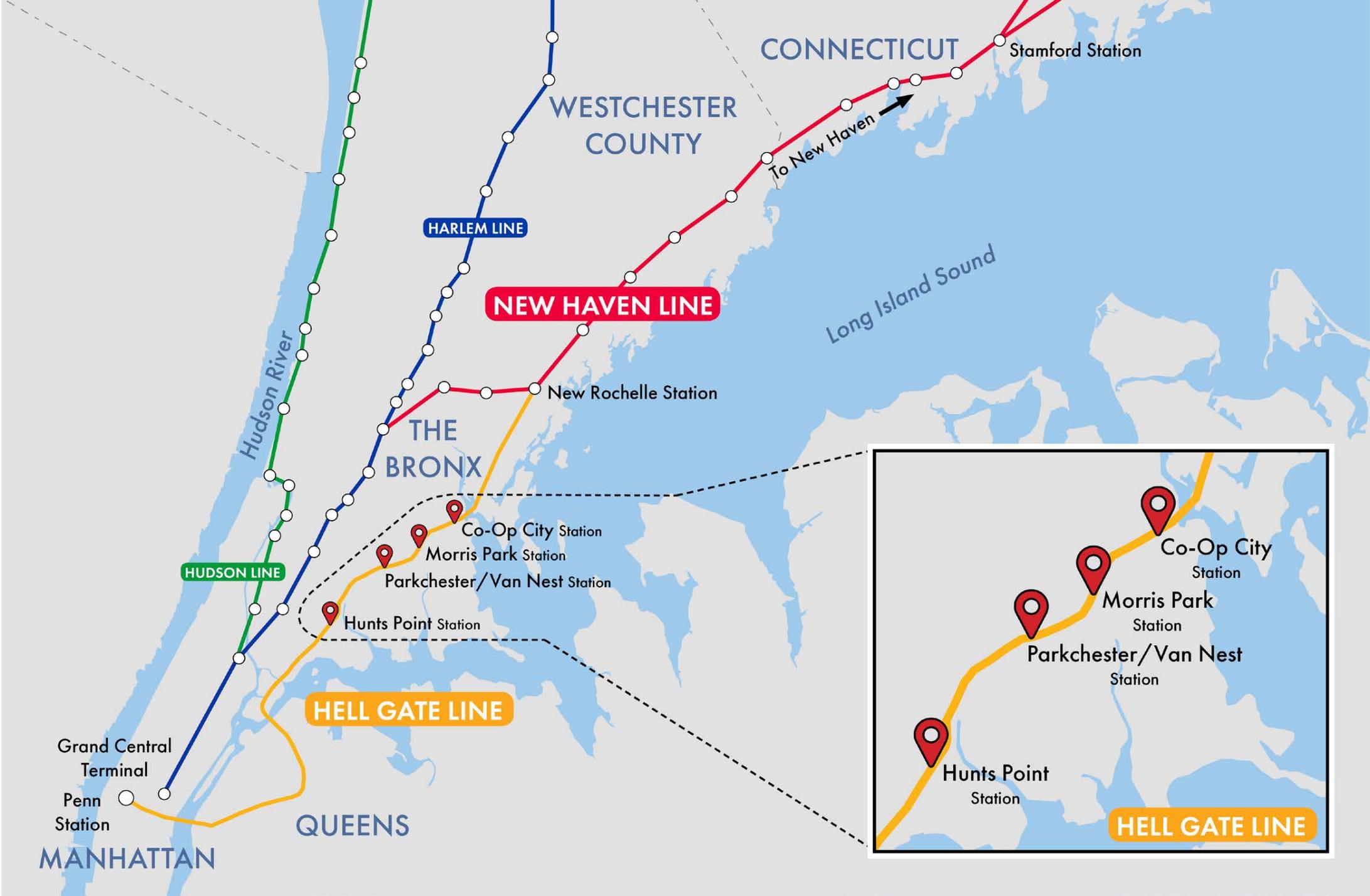


# Project Timeline

Total Mileage, 1,838.89.



We Are Here



# Operational and Service Benefits

- Delivers a new transit option to underserved neighborhoods of the Bronx
- Introduces 12 peak-period Metro-North trains to Penn Station
- Strengthens network reliability by providing Metro-North flexibility to travel into both Grand Central Terminal and Penn Station
- Connects communities along the Hell Gate Line



An aerial photograph of a city, likely New York City, showing a mix of residential and commercial buildings, green spaces, and a prominent railway line running through the center. The sky is clear and blue. A large, semi-transparent white box with a black border is centered over the image, containing the text "Environmental Assessment (EA) and Draft Section 4(f) Evaluation".

# Environmental Assessment (EA) and Draft Section 4(f) Evaluation

# What is NEPA?

National Environmental Policy Act (NEPA) requires that agencies take a “hard look” at the environmental consequences of a proposed project.

The EA and Draft Section 4(f) Evaluation have been prepared to meet the requirements of:

- Federal Transit Administration (lead Federal agency) and the Federal Highway Administration’s Environmental Impact and Related Procedures
- The Council on Environmental Quality regulations implementing NEPA
- State Environmental Quality Review Act (SEQRA)

# Alignment Options

- Several alignment options were advanced into conceptual design and operations simulation
- The 3+4 track option is the preferred option
  - Additional operational flexibility and
  - Aligns with the NEC FUTURE long term configuration

Number of Passenger Tracks		Platform Configuration
Hunts Point	Parkchester-Van Nest, Morris Park & Co-op City	
2	4	Center Island
2	4	Center Island
2	3	Center Island and Side
3	3	Center Island (and/or Side)
3	4	Center Island
4	4	Center Island

# EA Technical Areas

- Land Use, Zoning and Public Policy
- Socioeconomic Conditions
- Community Facilities and Services
- Visual Resources
- Public Open Space and Recreation
- Natural Resources
- Historic Resources
- Archaeological Resources
- Draft Section 4(f) Evaluation
- Transportation
- Air Quality, Energy, Greenhouse Gases
- Noise and Vibration
- Contaminated Materials
- Safety and Security
- Construction
- Environmental Justice



# Property Acquisitions

- Permanent acquisitions are required for station and substation construction adjacent to HGL corridor
  - Most acquisitions only a small portion of each property
  - Acquisition of ~7.6 acres of private property
  - Easements on ~0.2 acres of private property
  - Full acquisition of up to two nonresidential private properties
- MTA will provide relocation assistance and compensation, as necessary
- MTA will work with property owners and tenants before property acquisition occurs

# Natural Resources

- MTACD will coordinate closely with regulatory agencies, including NOAA, USACE, USCG and NYSDEC
- Removal of between 300 - 500 trees along the ROW
- Less than 0.25 acres permanent wetland impact
- Measures to minimize harm will be evaluated in accordance with state and federal regulations regarding:
  - No in-water work between Jan 1 and June 30 at the Bronx River
  - Ensuring waterborne equipment floats at all stages of the tide in the Bronx River



# Historic Resources



Amtrak HGL bascule bridge over the Bronx River



Kaufman Building



Parkchester Apartment Complex

Compliance with Section 106 of the National Historic Preservation Act; four historic resources affected

The Proposed Project would not have an *Adverse Effect* to three of the four historic resources if measures are taken such as:

- Execute a Programmatic Agreement with SHPO
- Comply with the Secretary of the Interior's Standards
- Design to be compatible with existing structures
- Implement a construction monitoring plan

# Historic Resources (Cont.)



Pelham Lane Pathway Bridge

- Replacement of the Pelham Lane Pathway Bridge would have an *Adverse Effect* under Section 106
- However, following the process described in the Draft Programmatic Agreement, MTA will:
  - Explore alternatives to demolition and
  - Consult with SHPO regarding minimization and mitigation measures to avoid an adverse effect.

# Archaeological Resources

- Potential for archaeological resources in some areas:
  - Co-op City and Morris Park Station sites
  - Hell Gate Line corridor beneath approx. 22 in. of ballast
- A Field Testing Protocol will be submitted to SHPO
- Impacts will be avoided through further investigation or mitigation measures prior to construction, as outlined in the Draft Programmatic Agreement



# Draft Section 4(f) Evaluation



- “*De minimis*” (minimal) use of a portion of Starlight Park and Pelham Bay and Split Rock Golf Courses
- Section 4(f) use of Pelham Lane Pathway Bridge
  - Replacement or rehabilitation of the National/NY State Register-eligible bridge
  - Replacement of the bridge would be an *Adverse Effect* under Section 106
  - Adherence to the stipulations in the Draft Programmatic Agreement will incorporate all possible planning to minimize harm

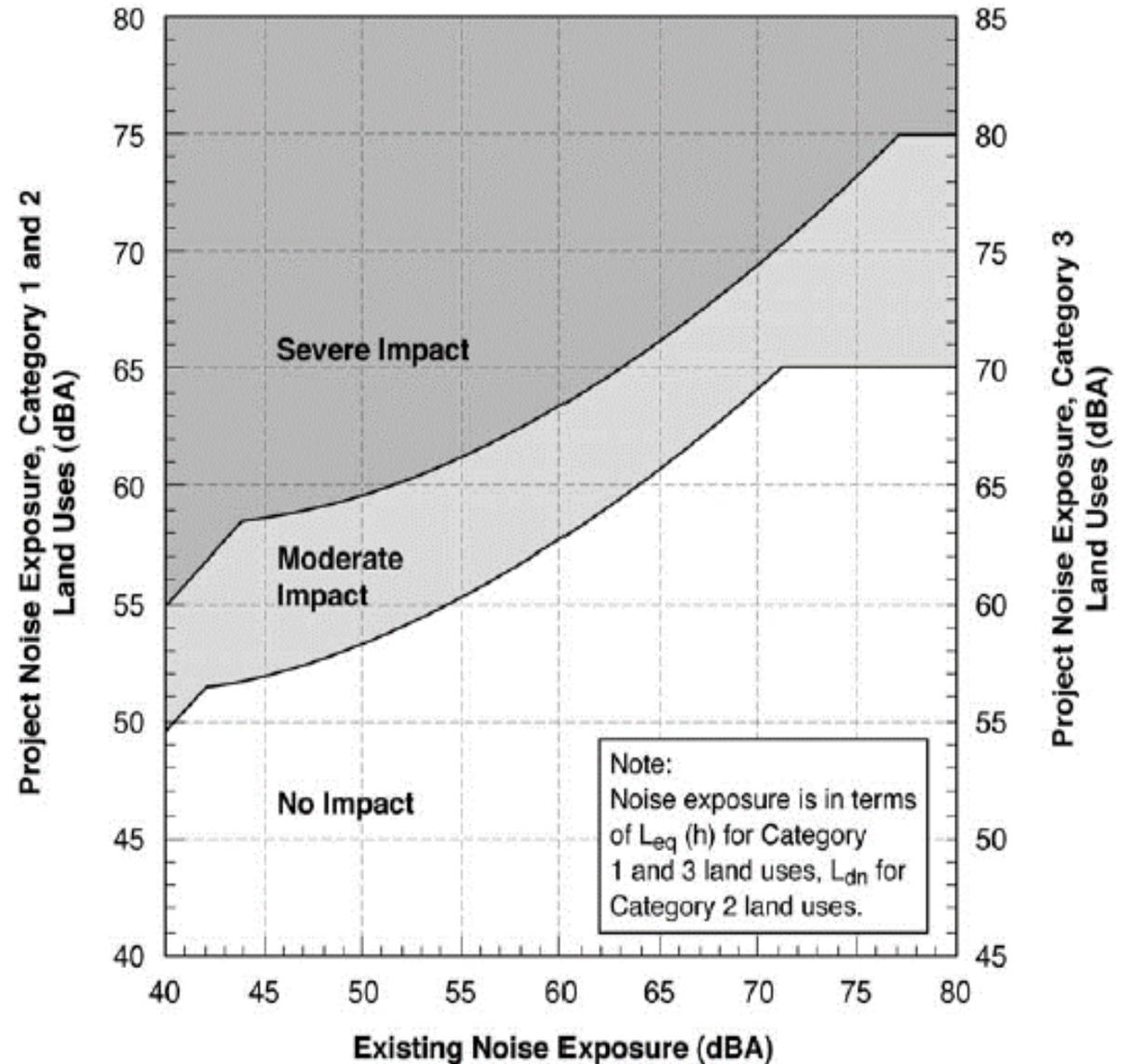
# Noise and Vibration

Moderate noise impacts at 270 (765 dwelling units) buildings

Severe noise impacts at 17 buildings (34 dwelling units) mitigated by:

- Noise walls where space is available, or
- New soundproof windows

Vibration impacts at 84 dwelling units mitigated with new, modern railroad technologies (e.g. under-rail pads and resilient fasteners)





# Contaminated Materials

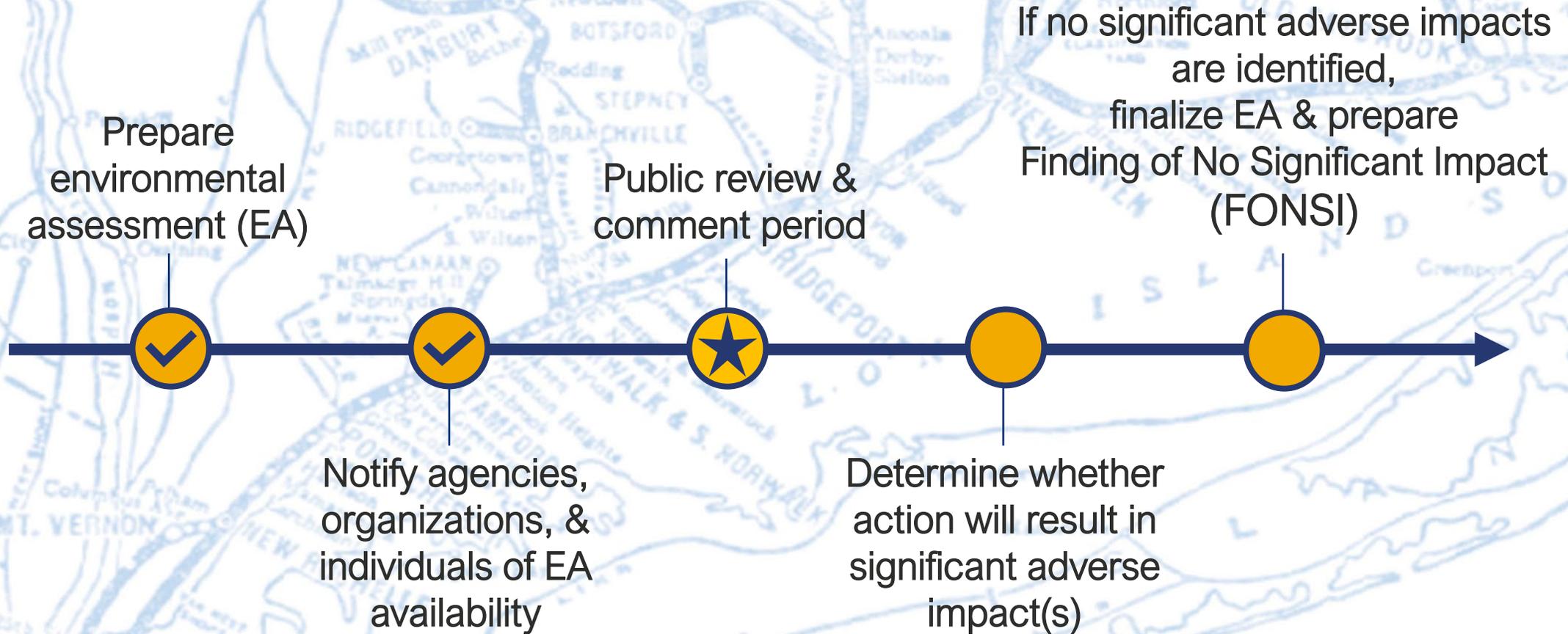
- Contaminated materials may be encountered during construction
- Additional surveys will be conducted
- Numerous plans will be mandated, including:
  - Air Quality Control Plan
  - Community Air Monitoring Plan
  - Site-Specific Safety and Health Plan
  - Exposure Monitoring Plans
  - Remedial Action Plan
  - Non-hazardous Materials Work Plan
  - Hazardous Materials Management Plan

# Construction

- Construction will last approx. 4-5 years
- Approx. 18 months of work at each station; less than 24 months for substations
- Shorter durations of work along the corridor
- Actions to minimize construction impacts:
  - Maintain communication with community
  - Emphasize community safety and quality of life
  - Monitor environmental performance
  - Include performance incentives and penalties in DB contract



# NEPA Next Steps



An aerial photograph of a city, likely Chicago, showing a mix of residential and commercial buildings, green spaces, and a railway line. A semi-transparent dark box with a white border is centered over the image, containing the text "Community Engagement" in white. The background shows a dense urban area with various building styles, including high-rise apartment buildings and smaller commercial structures. A prominent railway line runs vertically through the center of the image. The sky is clear and blue, and the overall scene is brightly lit, suggesting a sunny day.

# Community Engagement

# Public Outreach

- 1999 - Early outreach meetings began for a previous iteration of the project
- 2011 - Public outreach for the Proposed Project was initiated
- 2012 - Open-house-style public information meetings were held at each of the proposed station areas
- 2018-2021 – Continued community coordination



# Recent Meetings

- Workshops with NYCDTCP and East Bronx stakeholders for the Bronx Metro-North Station Area Study
- Launched a joint Bronx & Westchester Community Council
- Provided project updates to:
  - The offices of Bronx Borough President Ruben Diaz, Jr., Westchester County Executive George Latimer
  - The Bronx Borough Board
  - All four Community Boards with jurisdiction over the proposed new station areas



An aerial photograph of a city, likely New York City, showing a mix of residential and commercial buildings, green spaces, and a railway line. A large, semi-transparent white box with a black border is centered over the image, containing the text "Public Comment Period" in a bold, white, sans-serif font. The background shows a dense urban landscape with various building styles, including high-rise apartment blocks and lower-rise commercial buildings. A prominent railway line runs vertically through the center of the image. To the right, there are several baseball fields and parking lots. The sky is clear and blue, suggesting a bright day.

# Public Comment Period

# EA and Draft Section 4(f) Evaluation Availability

- The EA and the Draft Section 4(f) Evaluation are available on the Project website:

[PennStationAccess.info](http://PennStationAccess.info)

- This presentation will be available on the Project website.
- Flash drives of the entire EA and/or a paper copy of the Executive Summary of the EA are available at no charge upon request.
- Hard copies of the complete EA are available at local repositories and are available for purchase.
- Email [PSAOutreach@mtacd.org](mailto:PSAOutreach@mtacd.org) to obtain hard copies of the EA.

# Commenting Instructions



Those wishing to be heard during the public comment period were required to register by 6:30 PM tonight.



When called upon, please enable your camera and microphone by clicking the camera and microphone icons on the bottom of your Zoom screen. We will give you ten seconds to turn your microphone on before moving on to next speaker.



State and spell your name and affiliation (e.g. resident, press, etc.) prior to providing your comment. Verbal comments will be limited to two minutes.



Thank You  
PennStationAccess.info