



# **PENN STATION TRANSFORMATION**

New York Penn Station Working Advisory Group (SWAG)

Thursday, January 16, 2025



# Safety and Security Moment



## Emergency Preparedness

Our physical address is 383 West 31<sup>st</sup> Street.

Who will call 911, and who is their backup?

Who is CPR/AED qualified?

Know the location of emergency equipment.



## Evacuation

Communicate the need to evacuate.

Follow the Facility Emergency Plan (FEP).

Know your evacuation plan/ route & muster point.

Assist those who may need help evacuating.

Wait for permission to re-enter the facility.



## Safety Reporting

Proactively identify & report unsafe conditions or behaviors.



## Health and Wellbeing

Take healthy actions:

Physical Activity

Healthy Nutrition

Adequate Sleep

Mental Well-being

Stay up to date with preventive services.

Take time to refresh & recharge.



## Security

If You See Something, Say Something®. Call 800-331-0008 / text 27311.

Active Shooter: Run, Hide, Fight.

Always be aware of surroundings.

Display and verify proper ID on Amtrak property.



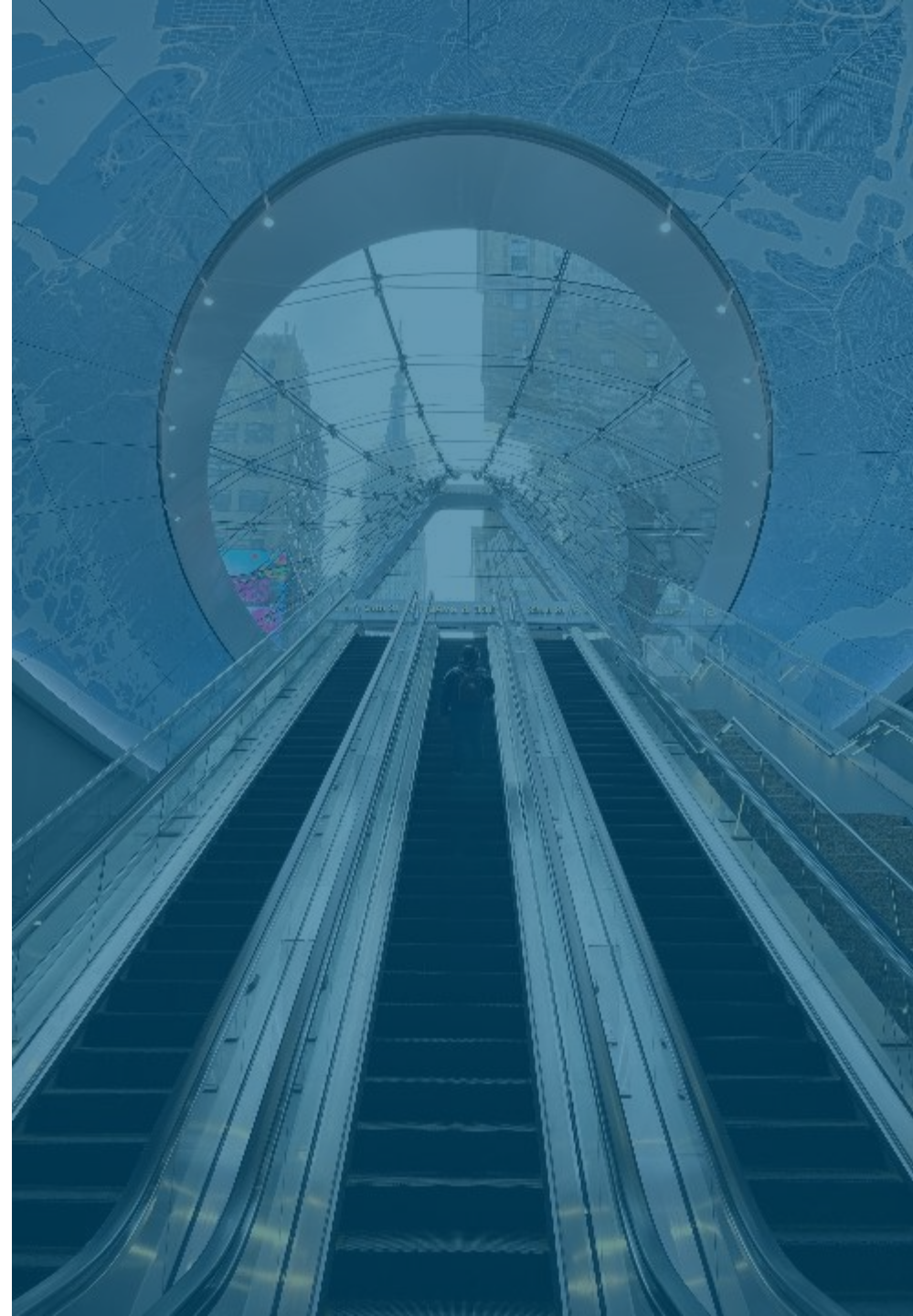
## Cybersecurity

Don't click on links or attachments from unknown sources.

Be alert for phishing traps.

# Agenda

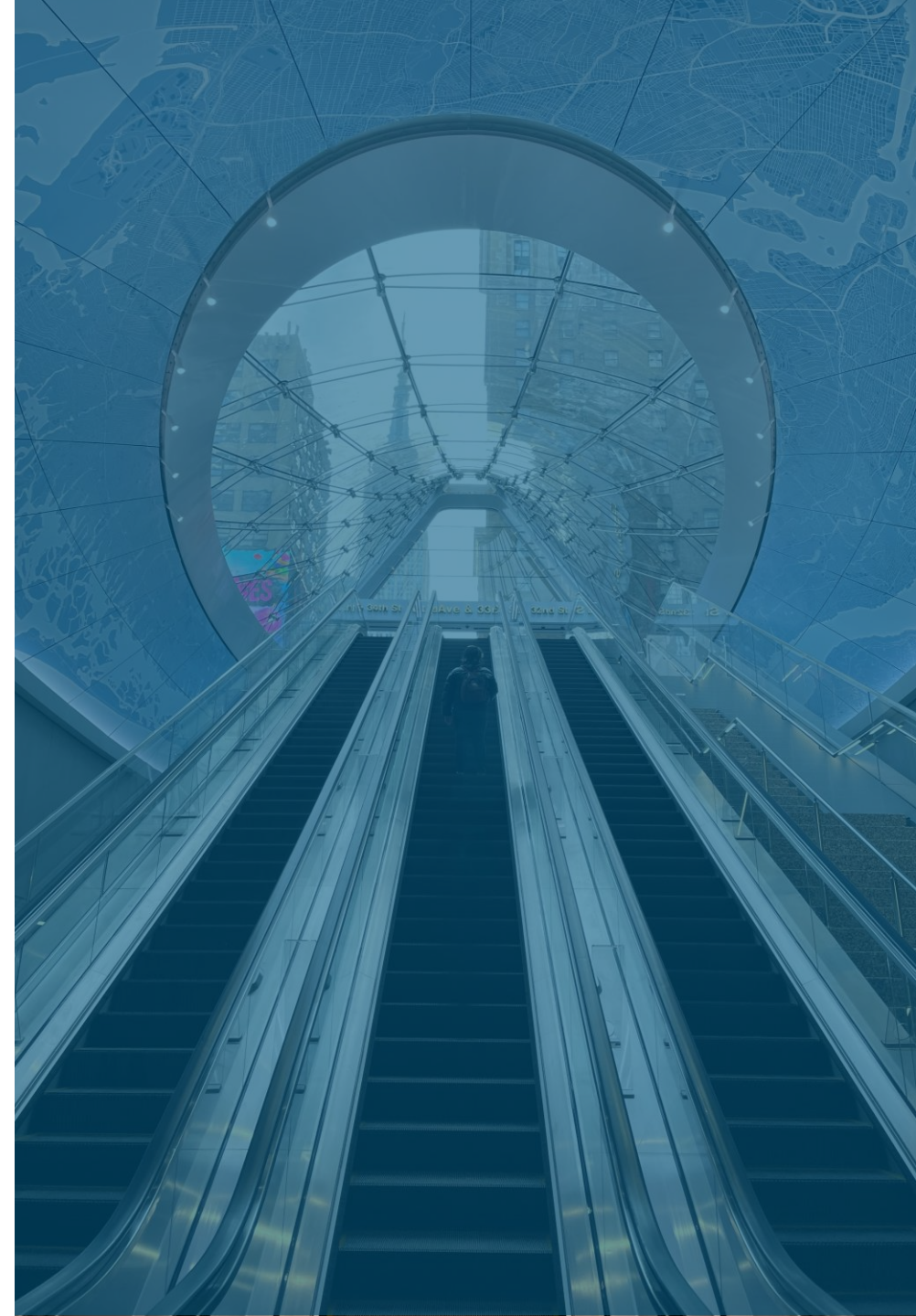
- Meeting Goals
- Penn Station Capacity Expansion (PennX)  
Draft Preliminary Alternatives
- Next Steps
- Discussion



# Meeting Goals

Introduce and begin to solicit early feedback on the Draft Preliminary Alternatives for PennX

Preview next steps to facilitate the upcoming PennX Alternatives Analysis process and greater public engagement



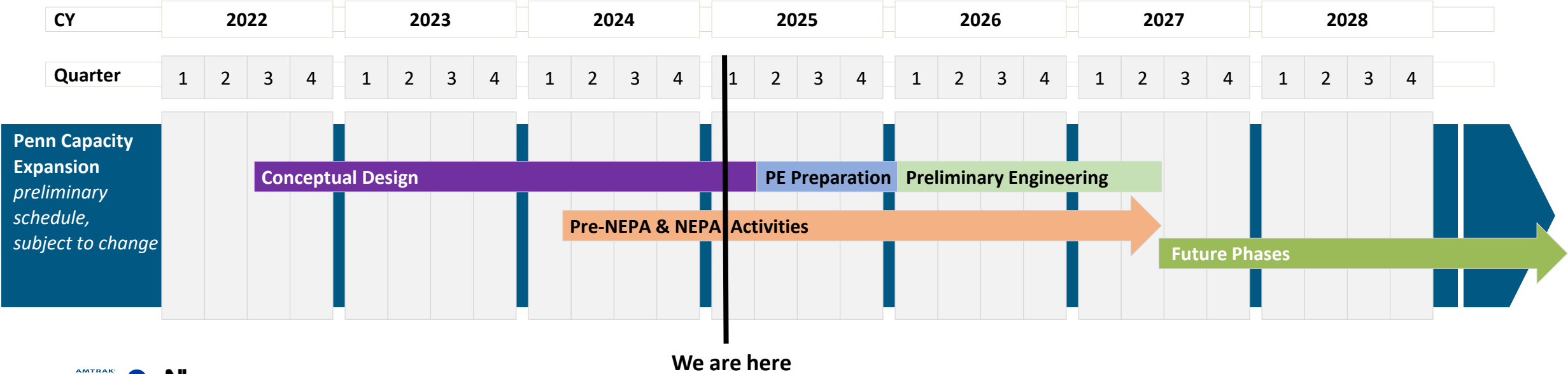
# PennX Project Status

Conceptual design phase underway

Grant awarded by Federal Railroad Administration (FRA) in November 2024 to fund preliminary engineering & NEPA activities

FRA will be leading pre-NEPA and NEPA activities

FRA has not yet reviewed or endorsed the preliminary alternatives proposed in this presentation – we are gathering early feedback

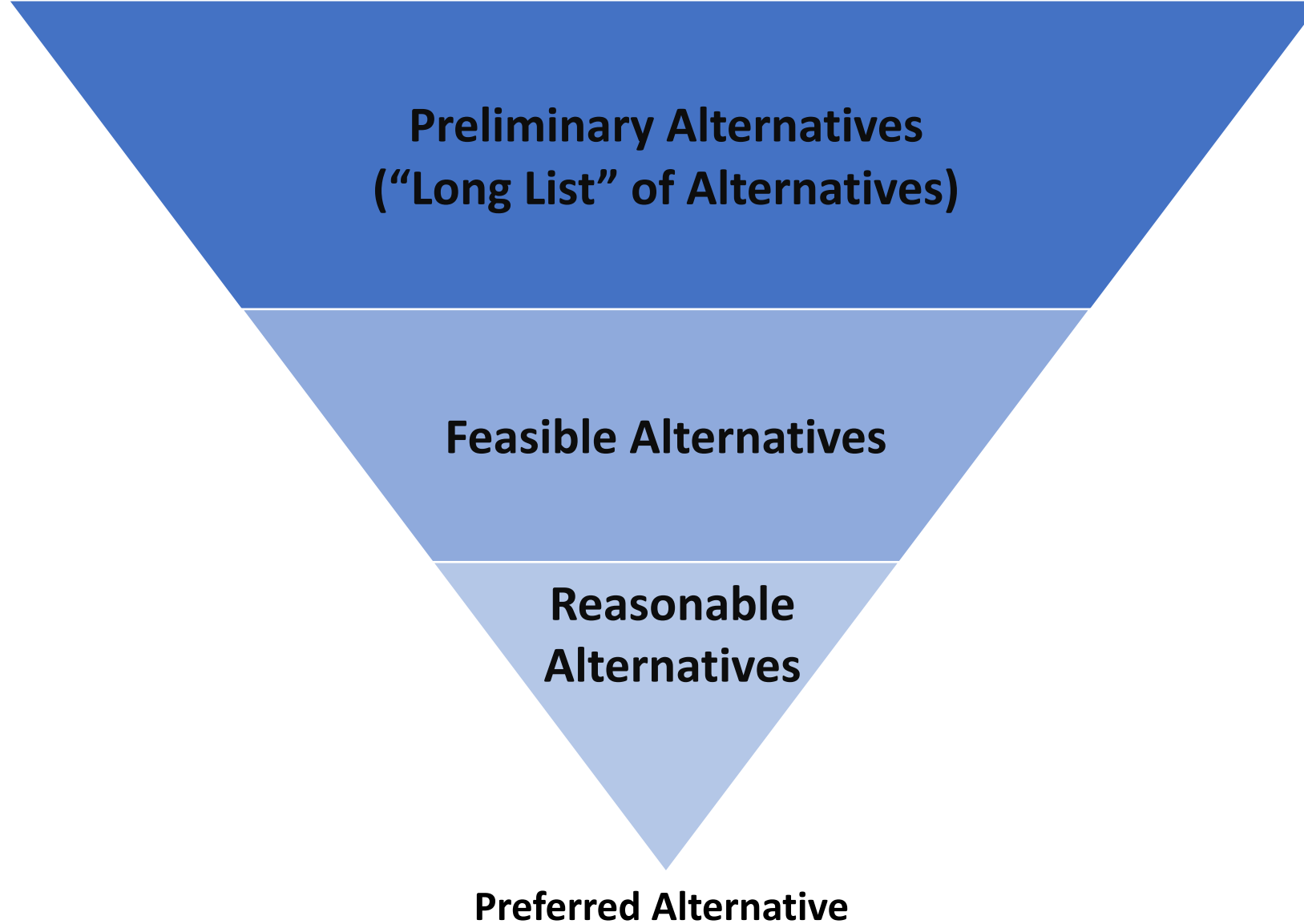






# **PENNX DRAFT PRELIMINARY ALTERNATIVES**

# Draft Alternatives Analysis Process





# Initial Considerations that Informed the Draft Preliminary Alternatives

- **Operations and feasibility**
  - Rail capacity
  - Operational reliability and flexibility
  - Interoperability
  - Constructability
  - Cost-effectiveness
- **Passenger experience**
  - Connectivity
  - Convenience
- **Urban integration**
  - Potential environmental impacts
  - Civic presence of the station
- **Program opportunities**
  - Compatibility with regional and local plans
  - Sustainability and resilience





# Draft Preliminary Alternatives Analyzed to Date

## Overview & Context Map

Through-Running  
Without Expansion\*

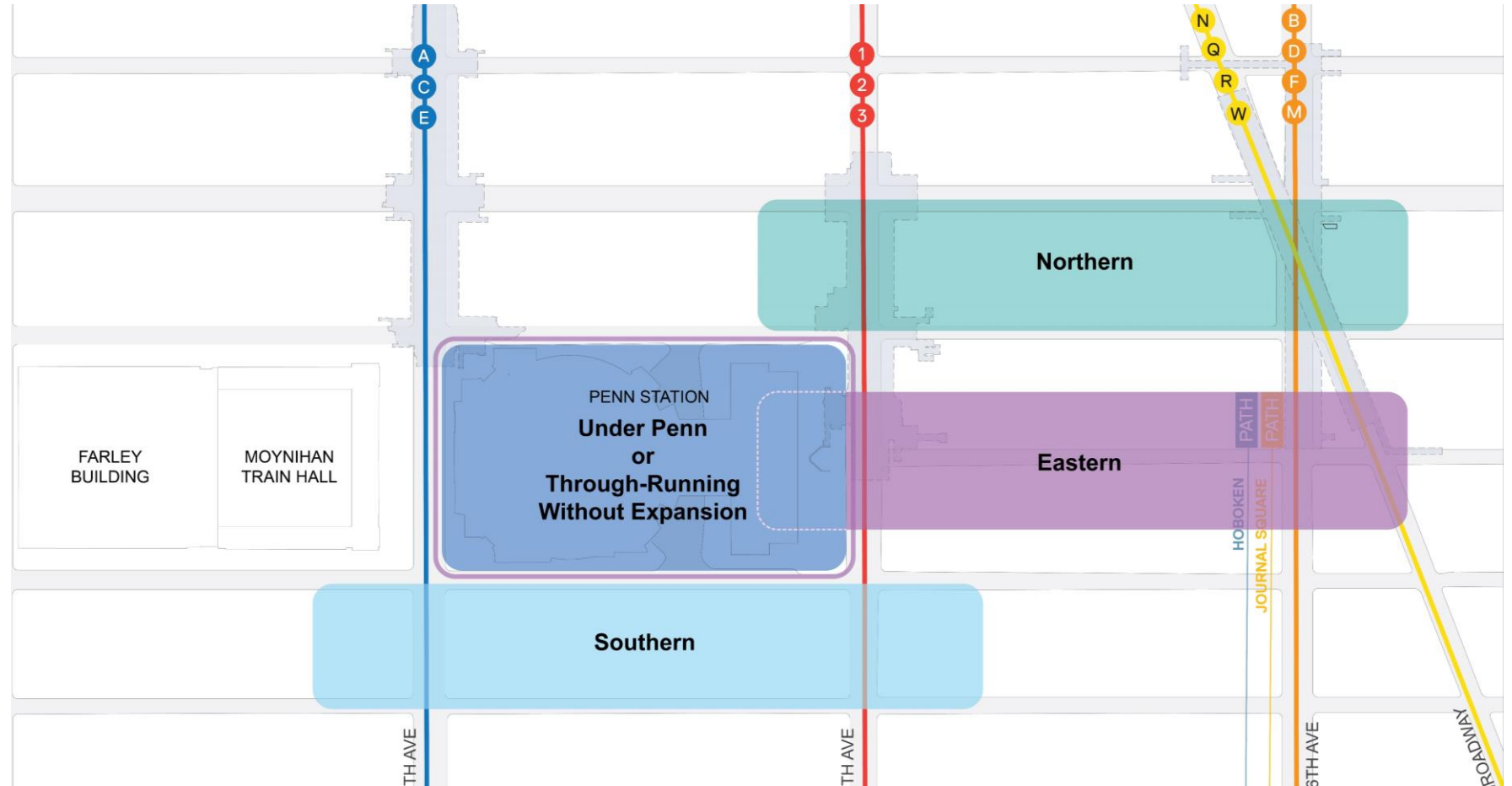
Under Penn\*

Northern

Eastern

Southern

Hybrid



\* Concept(s) analyzed in the “Doubling Trans-Hudson Train Capacity at New York Penn Station” feasibility study available on the project website: <https://pennstationcomplex.info/>

# Draft Preliminary Alternatives Analyzed to Date

*Multiple Concepts for Many Alternatives*

**Through-Running  
Without Expansion\***

- Full Reconstruction
- Limited Reconfiguration

**Under Penn\***

- Single Level (multiple concepts)

**Northern**

- Single Level
- Bi-Level

**Eastern**

- Bi-Level

**Southern**

- Single Level
- Split Level
- Bi-Level (multiple concepts)

**Hybrid**

- Eastern Extension of Existing Tracks 1-4 + Southern Expansion
- Limited Reconfiguration + Southern Expansion

\* Concept(s) analyzed in the “Doubling Trans-Hudson Train Capacity at New York Penn Station” feasibility study available on the project website: <https://pennstationcomplex.info/>



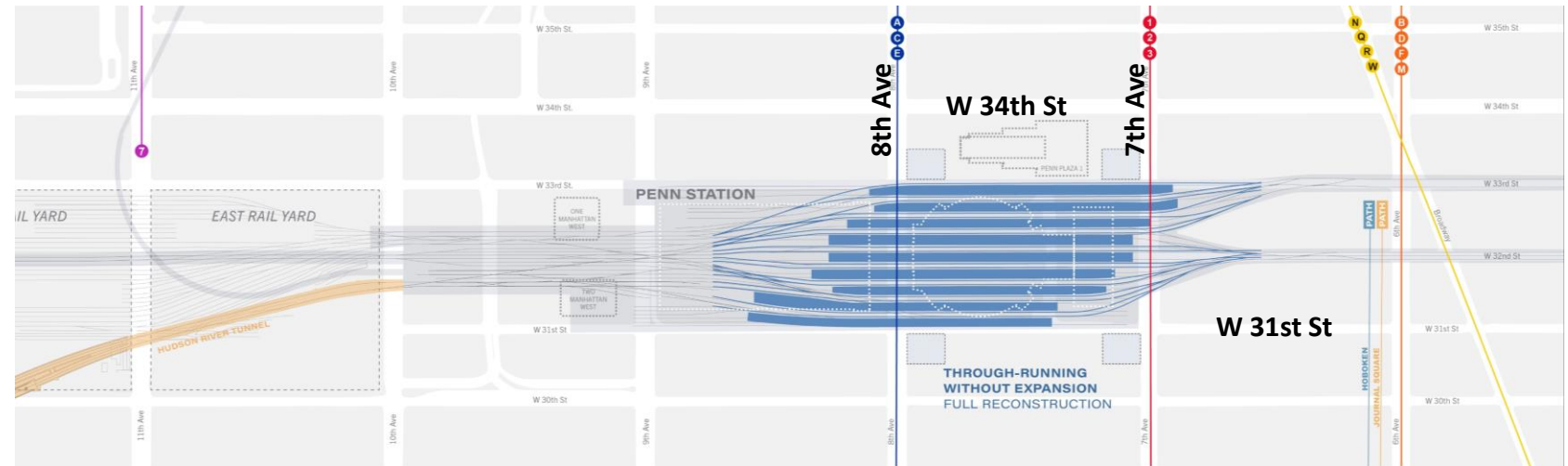
# Draft Preliminary Alternative: Through-Running Without Expansion

## Through-Running Without Expansion\*

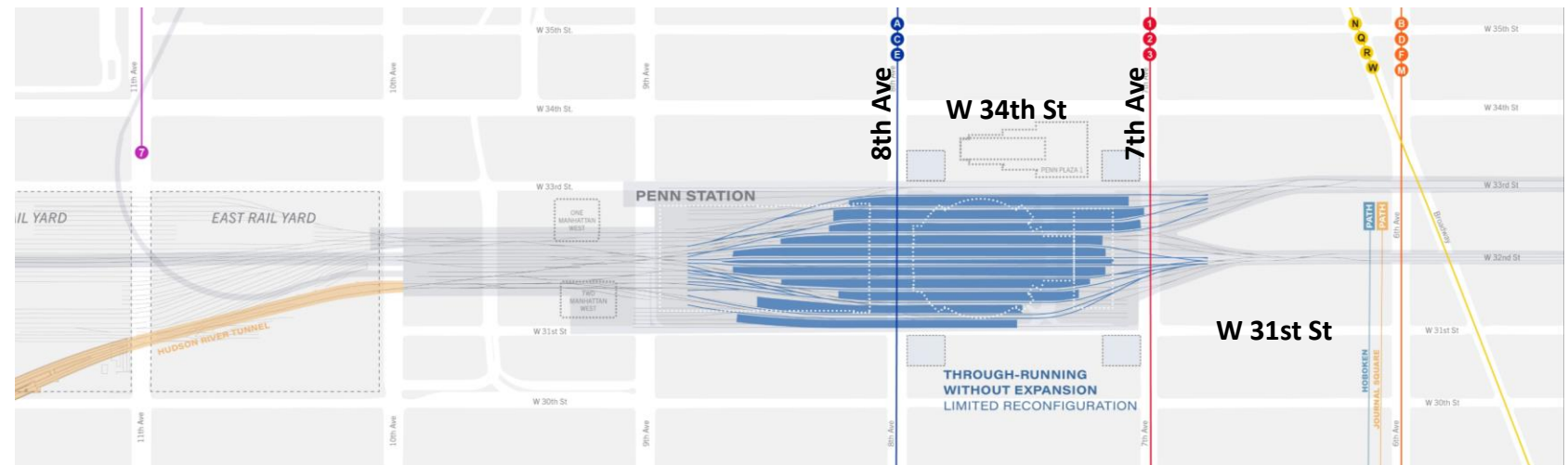
- **Location of tracks/platforms:**  
Within existing station footprint, generally between 31st and 33rd Streets and 7th and 8th Avenues
- **Net new platform tracks:**  
Ranges from -4 to -9 among the concepts (negative number due to reduction of existing platform tracks in both concepts)
- **Offers improved regional connectivity, with no change in subway connectivity**
- **Concepts differ with respect to number and arrangement of platform tracks**

\* Analyzed in the “Doubling Trans-Hudson Train Capacity at New York Penn Station” feasibility study available on the project website:

<https://pennstationcomplex.info/>



## Full Reconstruction Concept

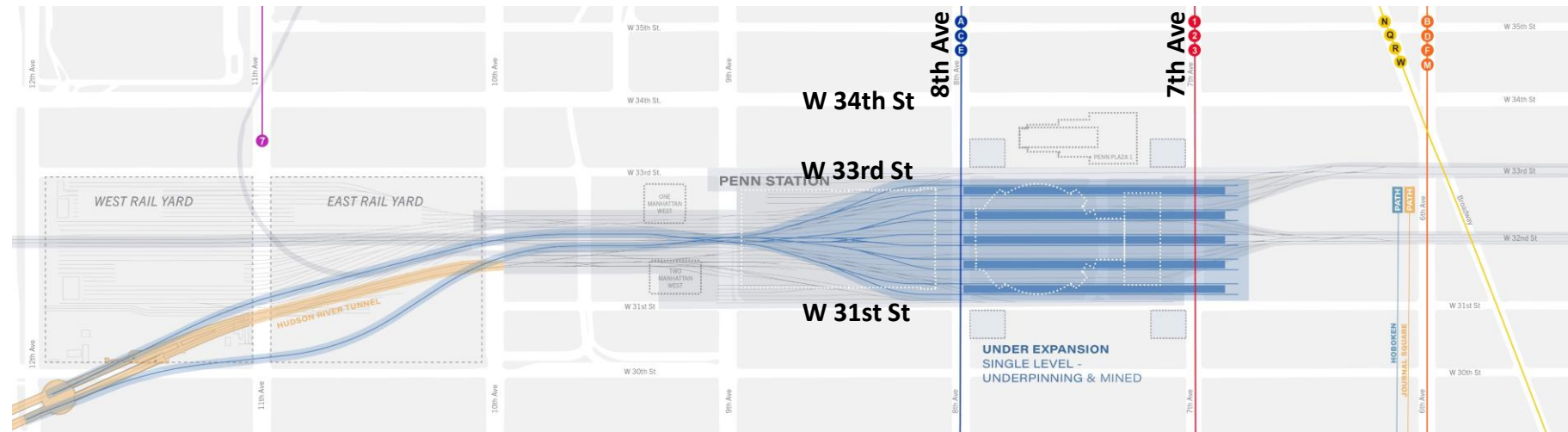


## Limited Reconfiguration Concept

# Draft Preliminary Alternative: Under Penn

## Under Penn\*

- **Location of tracks/platforms:**  
Within existing station footprint, generally between 31st and 33rd Streets and 7th and 8th Avenues
- **Net new platform tracks:**  
Ranges from 8 to 10 among concepts
- **Concepts differ with respect to construction method (Underpinning vs. Mined) and number/arrangement of platform tracks**



Single Level – Underpinning & Mined Concepts

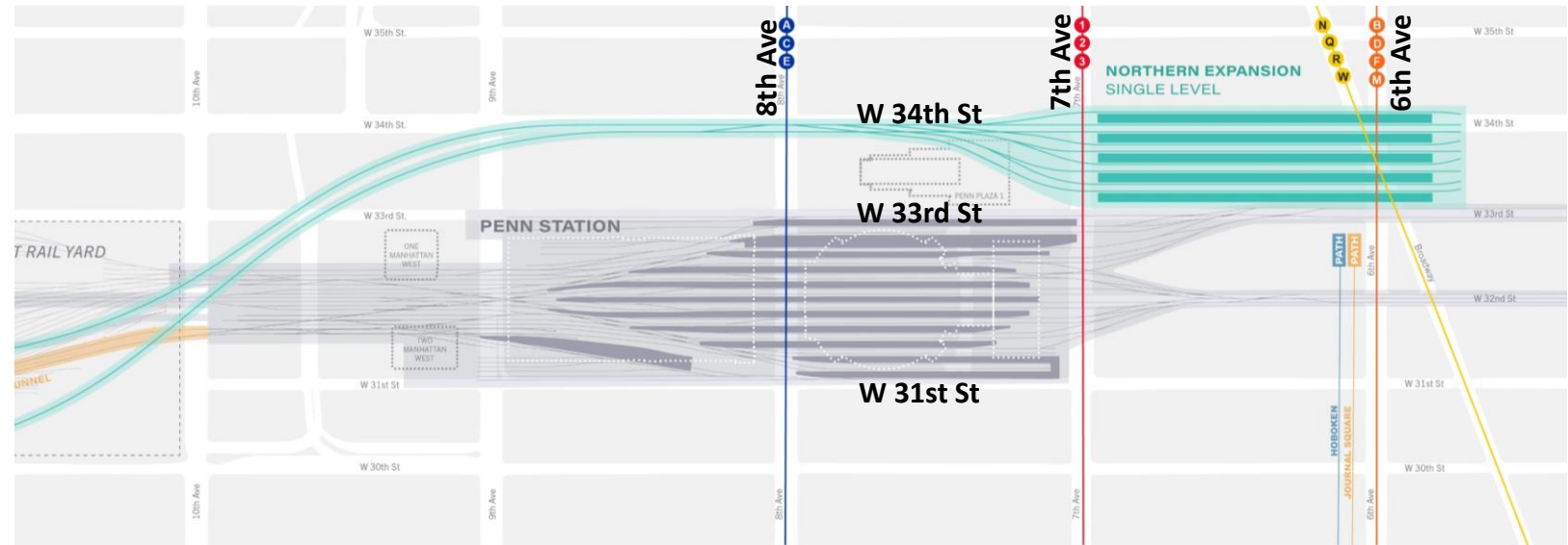
\* Under Penn concepts analyzed in the “Doubling Trans-Hudson Train Capacity at New York Penn Station” feasibility study available on the project website: <https://pennstationcomplex.info/>



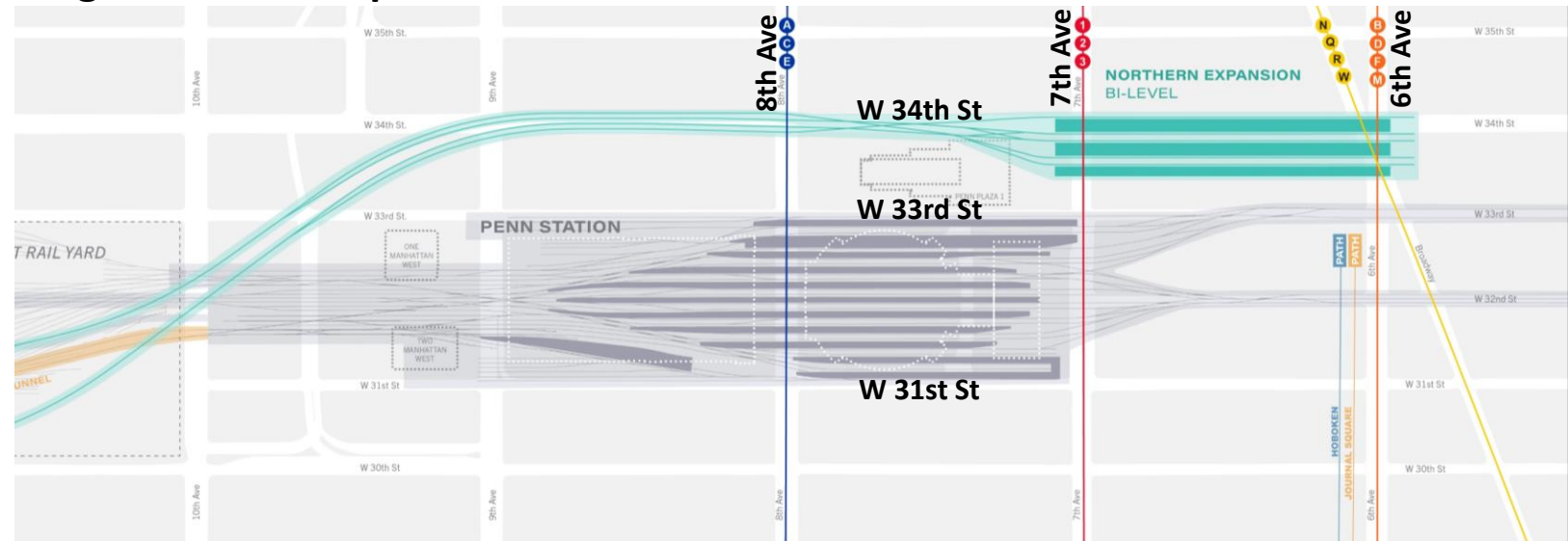
# Draft Preliminary Alternative: Northern Expansion

## Northern Expansion

- **Location of tracks/platforms:**  
Northeast of existing station footprint, generally between 33rd and 34th Streets and 6th and 7th Avenues
- **Net new platform tracks:**  
Ranges from 9 to 10 among concepts
- **Offers improved connectivity to Herald Square subway lines, but diminished connectivity to existing station**
- **Concepts differ with respect to number/arrangement of platform tracks**



## Single Level Concept

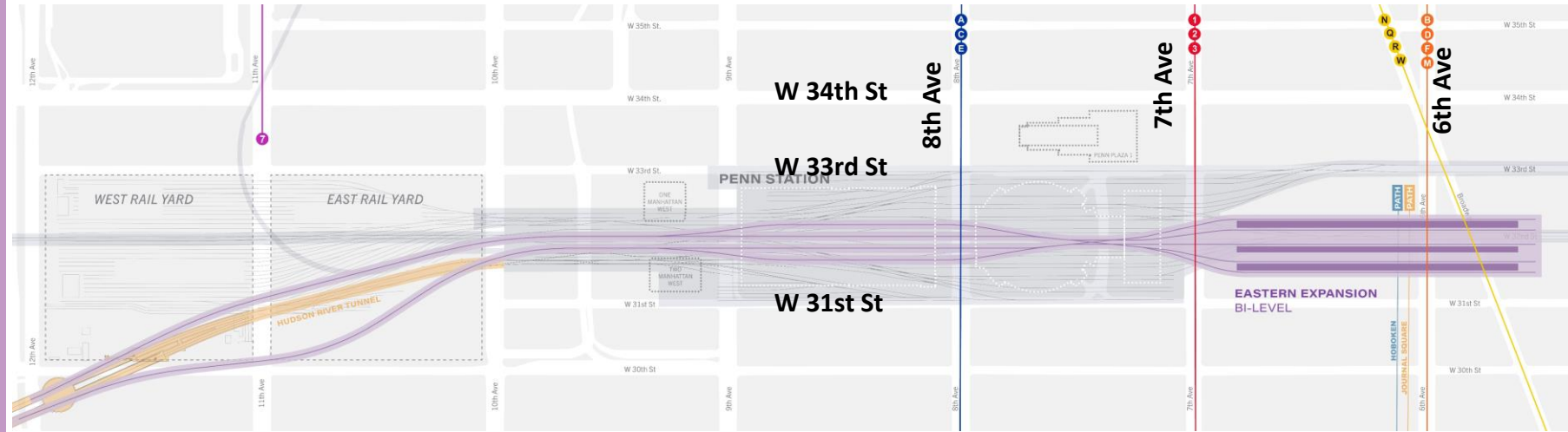


## Bi-Level Concept

# Draft Preliminary Alternative: Eastern Expansion

## Eastern Expansion

- **Location of tracks/platforms:**  
East of the station footprint, generally between 31st and 33rd Streets and 6th and 8th Avenues
- **Net new platform tracks: 10**
- **Offers improved connectivity to Herald Square subway lines, but diminished connectivity to existing station**



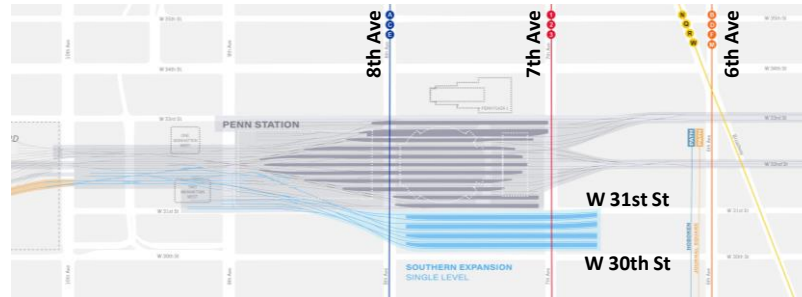
Bi-Level Concept



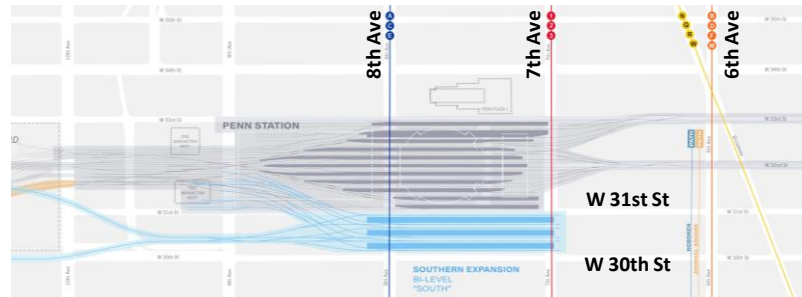
# Draft Preliminary Alternative: Southern Expansion

## Southern Expansion

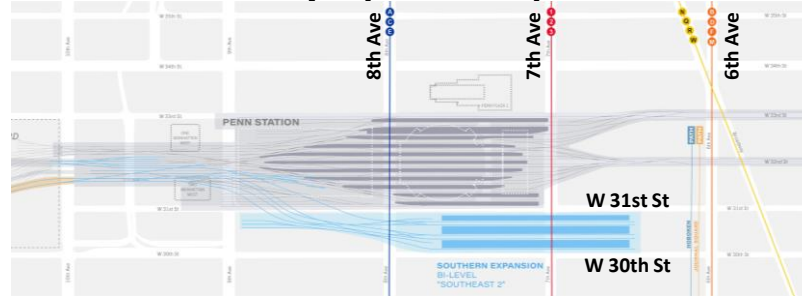
- **Location of tracks/platforms:**  
South of existing station footprint, generally between 30th and 31st Streets and 7th and 8th Avenues
- **Net new platform tracks:**  
Ranges from 9 to 12 among concepts
- **Offers convenient connectivity to existing station;** farther from Herald Square subway lines
- **Concepts differ with respect to number and arrangement of platform tracks and location of station box**



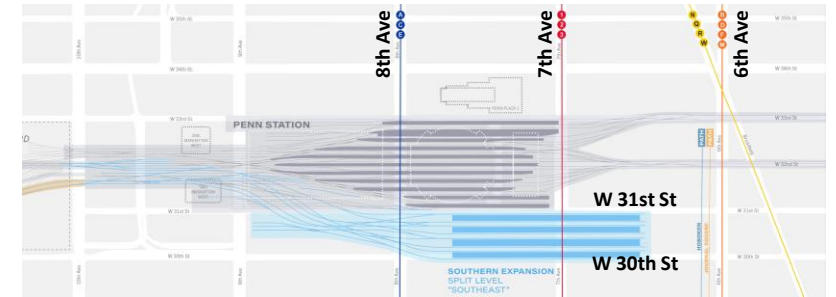
Single Level Concept



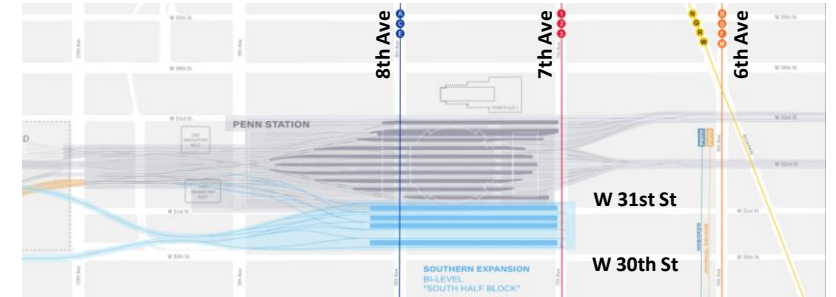
Bi-Level Concept ("South")



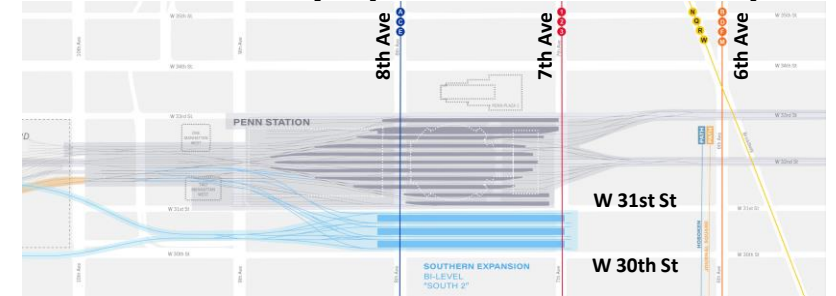
Bi-Level Concept ("Southeast 2")



Split-Level Concept ("Southeast")



Bi-Level Concept ("South Half Block")

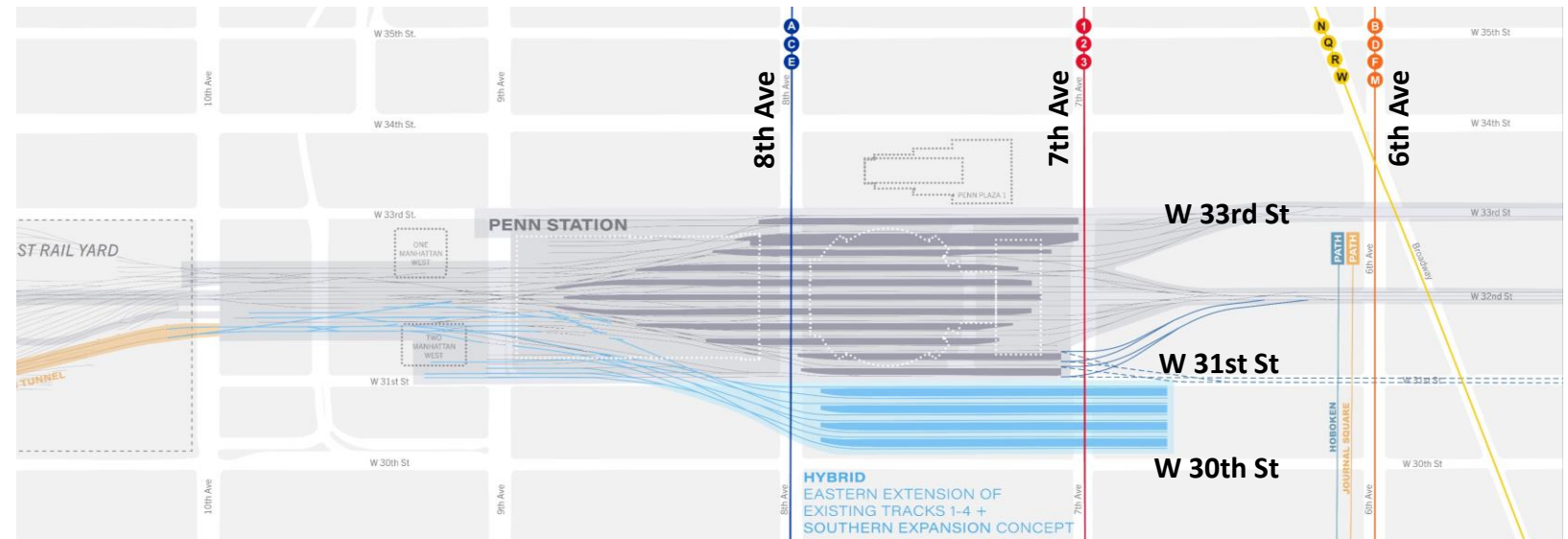


Bi-Level Concept ("South 2")

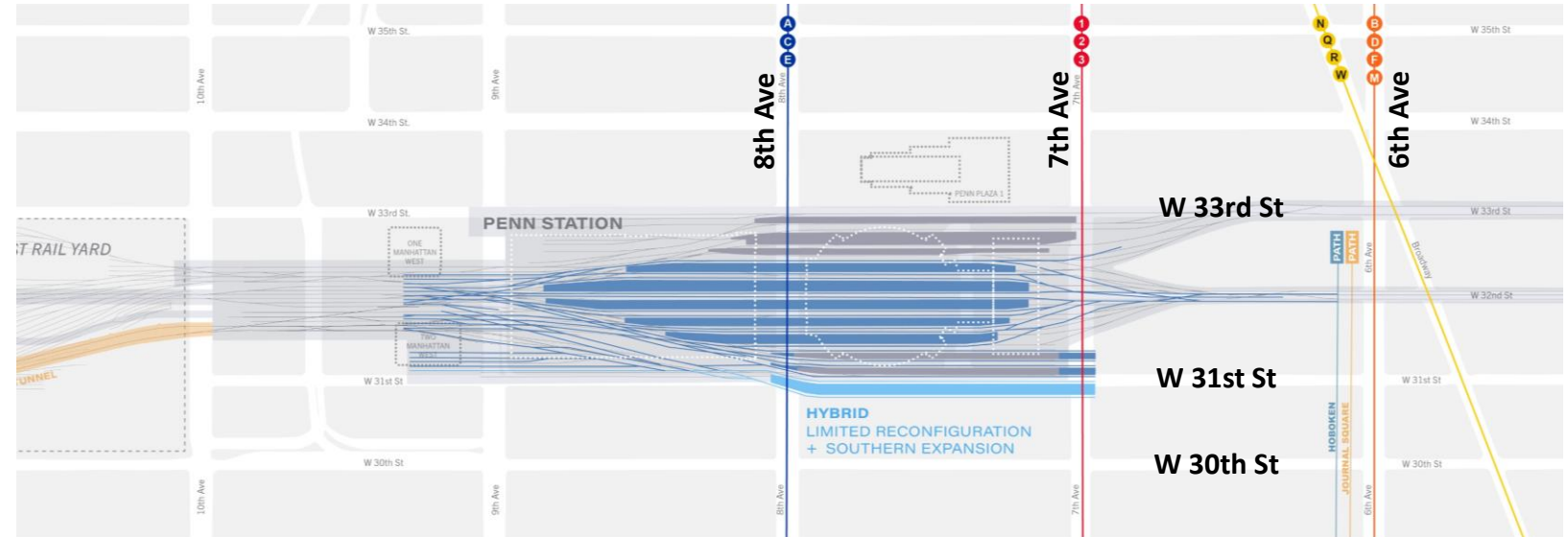
# Draft Preliminary Alternative: Hybrid

## Hybrid

- **Location of tracks/platforms:**  
Within existing station footprint and south of existing station footprint, generally between 30th and 33rd Streets and 7th and 8th Avenues
- **Net new platform tracks:**  
Ranges from 0 to 8 among the concepts (due to reduction of existing platform tracks in reconfiguration)
- **Largely same connectivity as existing station**
- **Concepts differ with respect to number and arrangement of platform tracks**



**Eastern Extension of Existing Tracks 1-4 + Southern Expansion Concept**



**Limited Reconfiguration + Southern Expansion Concept**



An aerial photograph of a city, likely New York City, showing the Hudson River, the Manhattan skyline, and surrounding areas. The image is overlaid with a semi-transparent blue filter. The text "NEXT STEPS" is prominently displayed in white, bold, sans-serif capital letters on the left side of the image.

# **NEXT STEPS**



# Next Steps

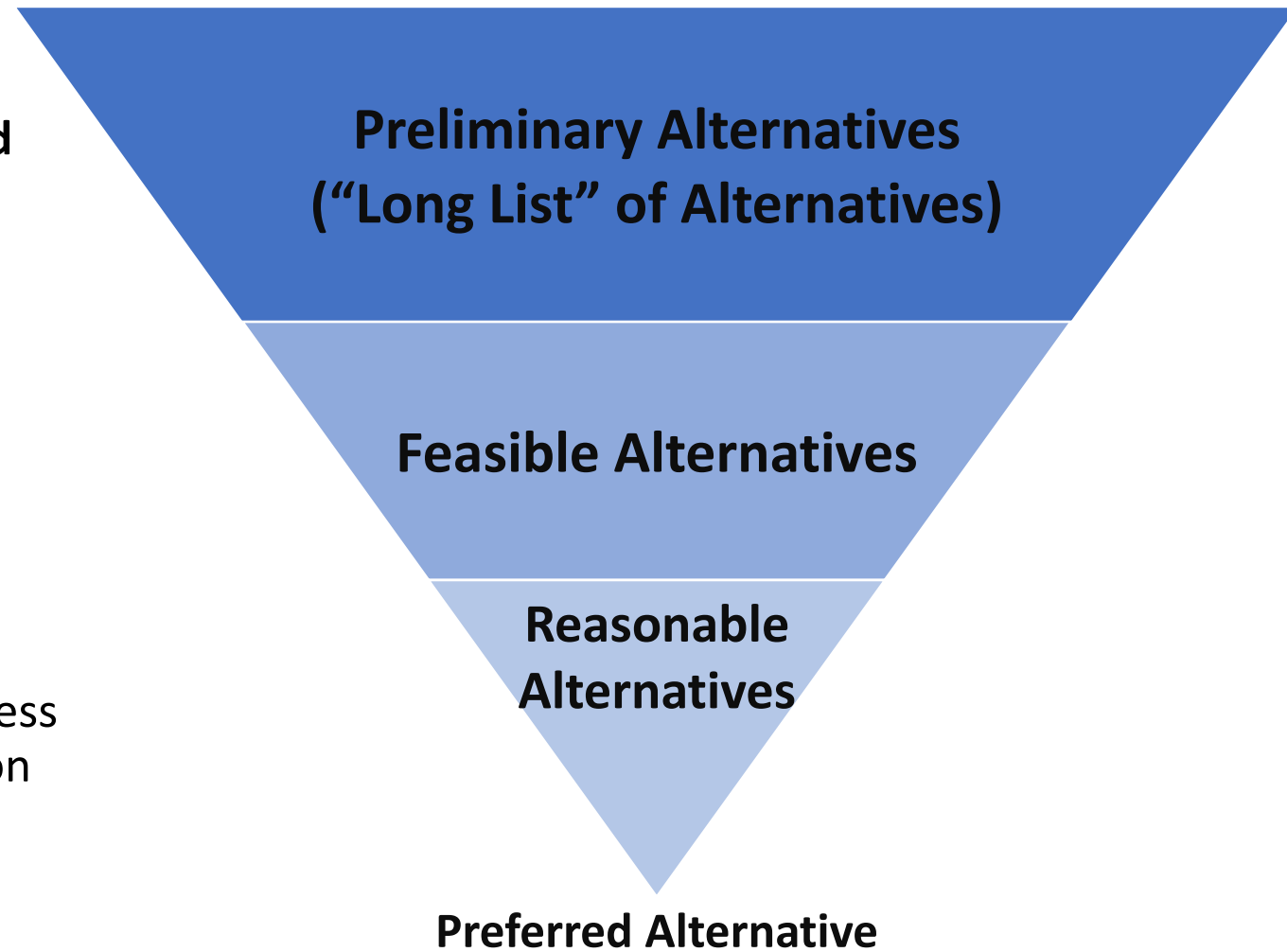
Work with FRA to develop a Draft Purpose and Need document for the Project

Hold public meetings and solicit public and agency feedback on:

- Draft Purpose and Need
- Alternatives Analysis

Draft documents will be posted throughout the process and comments may be submitted via the Penn Station Projects website: <https://pennstationcomplex.info/>

## Draft Alternatives Analysis Process



# **DISCUSSION**





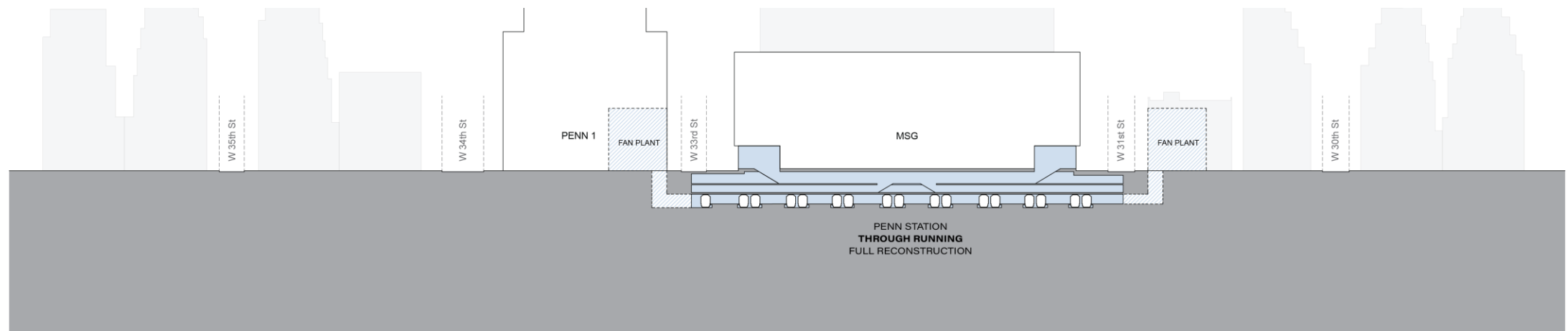
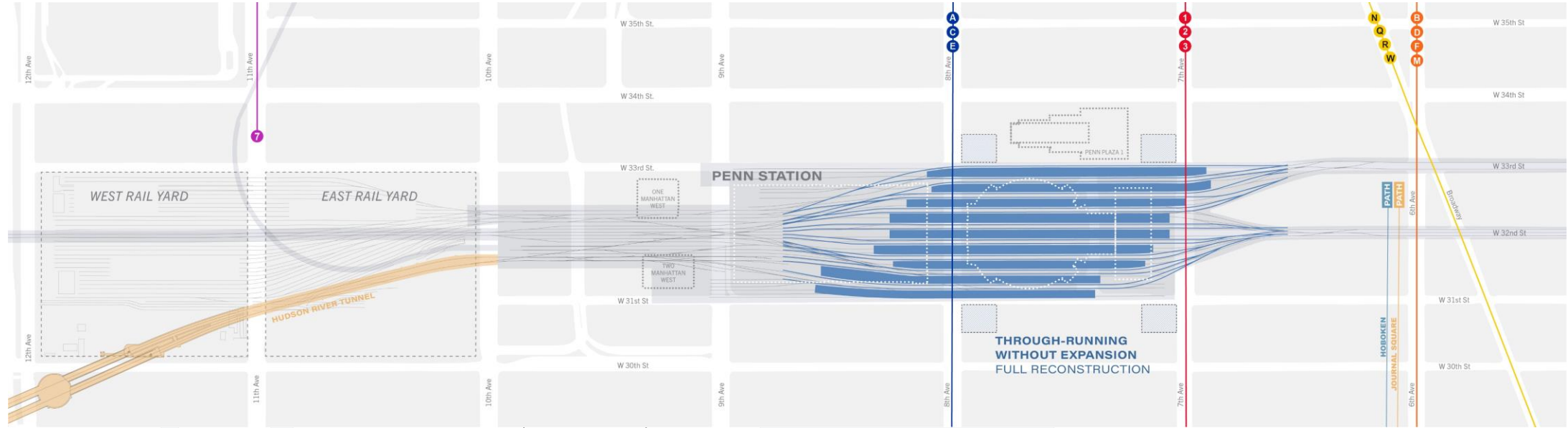
An aerial photograph of a city, likely New York City, showing a river (the Hudson River) and a dense urban area. The image is overlaid with a semi-transparent blue filter. The word "APPENDIX" is written in white, bold, uppercase letters on the left side of the image, preceded by a vertical white line.

# APPENDIX



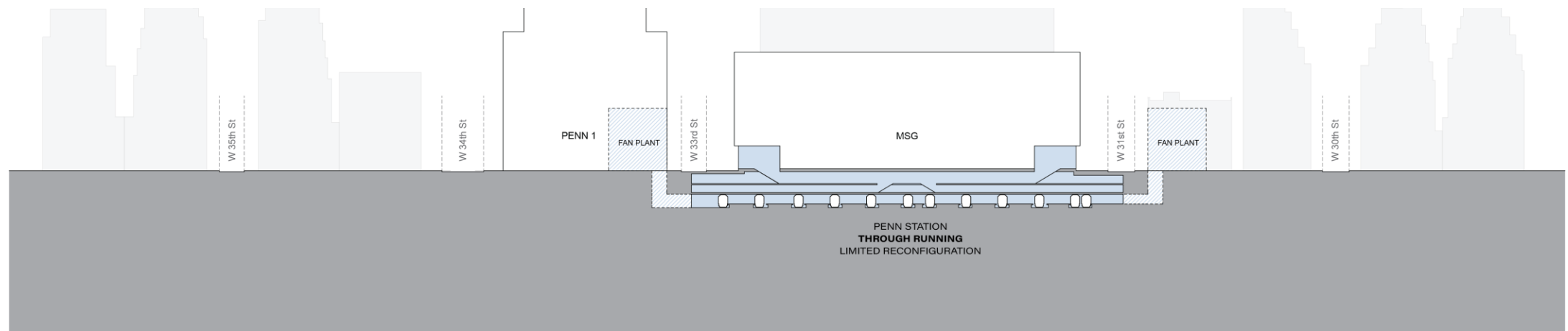
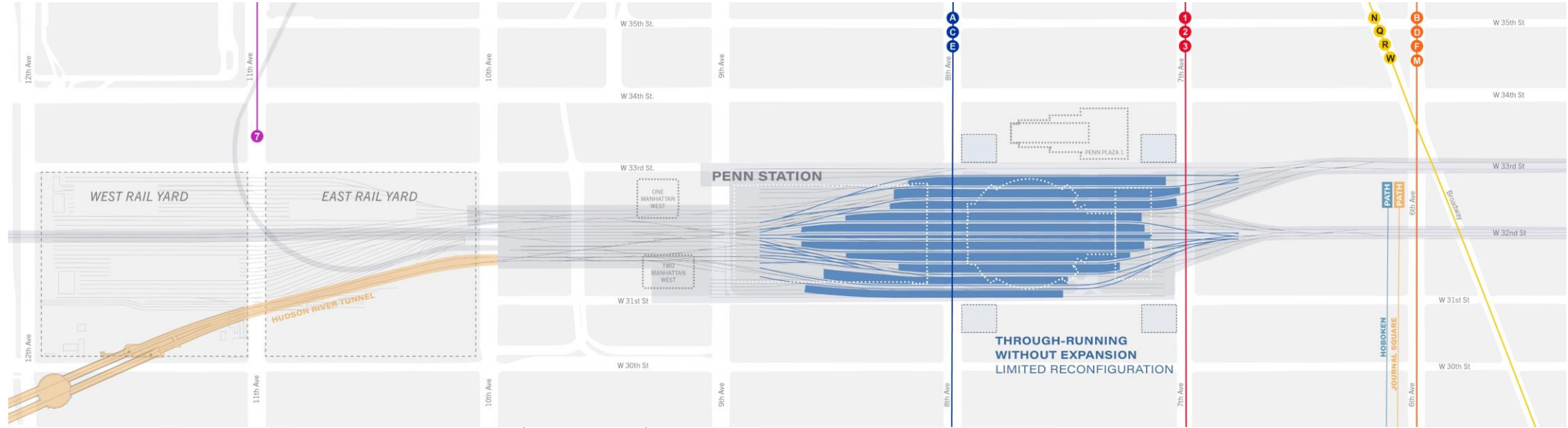
# Draft Preliminary Alternative: Through-Running Without Expansion

## Full Reconstruction Concept



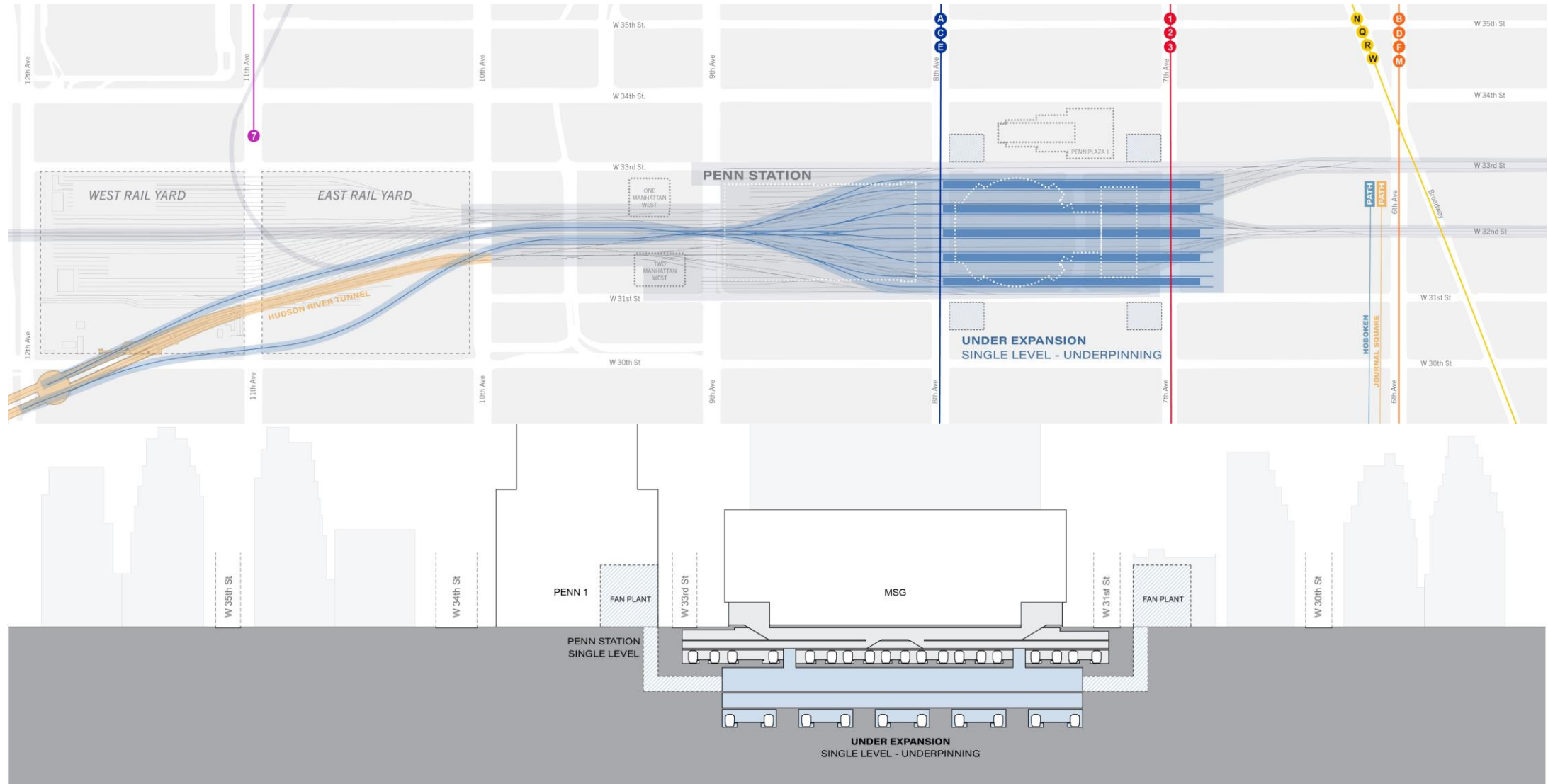
# Draft Preliminary Alternative: Through-Running Without Expansion

## *Limited Reconfiguration Concept*



# Draft Preliminary Alternative: Under Penn Expansion

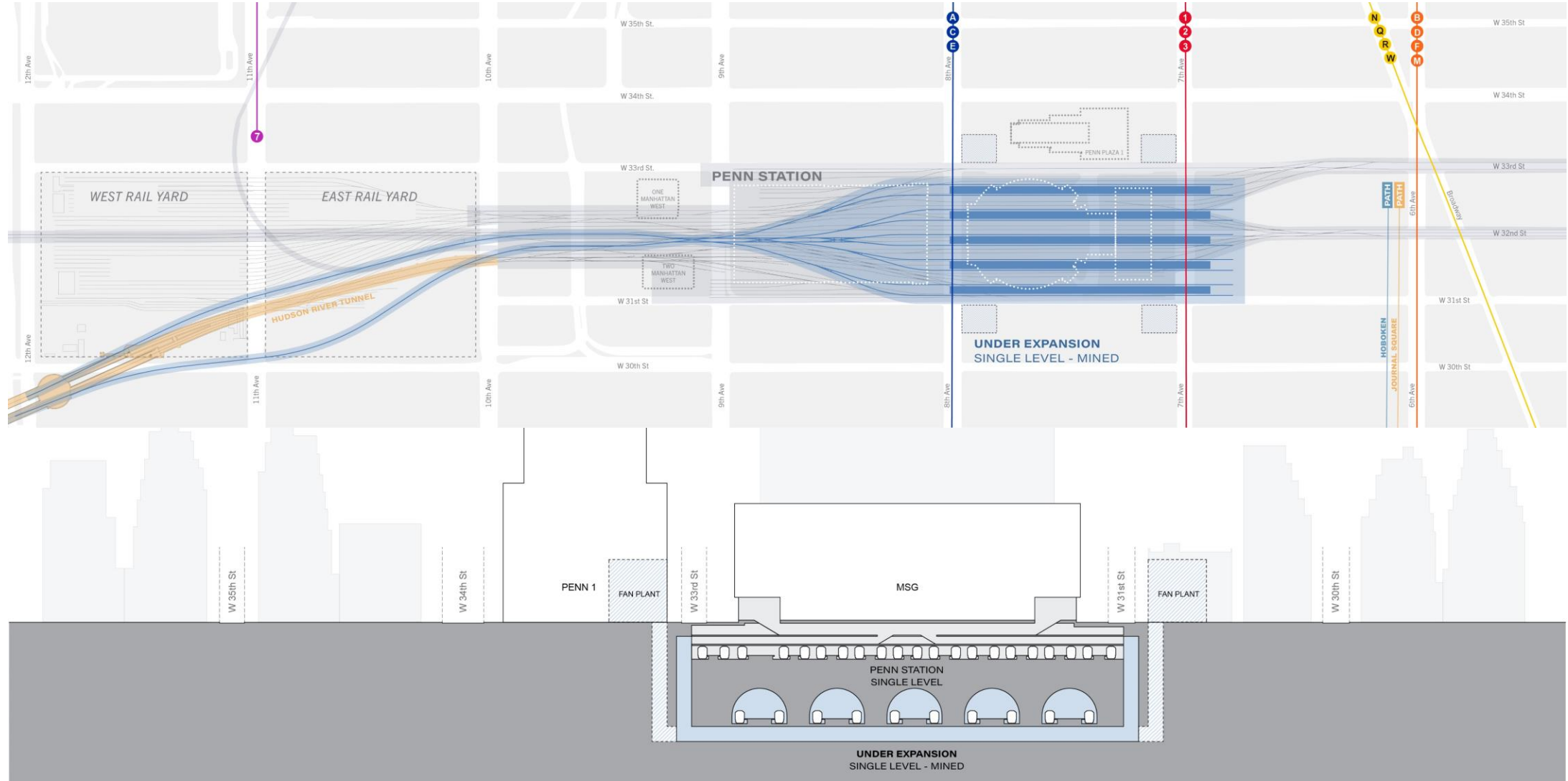
## *Single Level – Underpinning Concept*





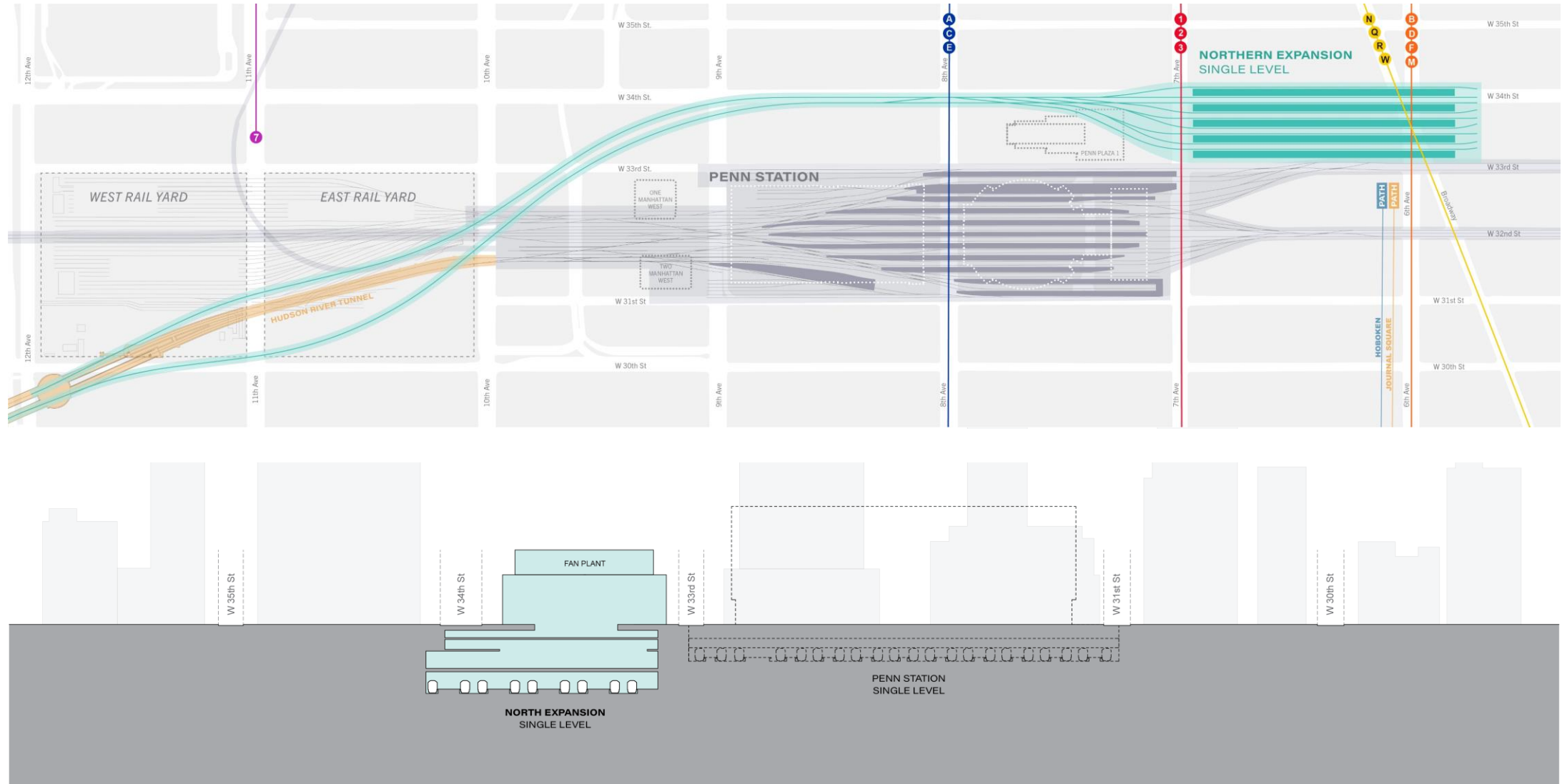
# Draft Preliminary Alternative: Under Penn Expansion

## *Single Level – Mined Concept*



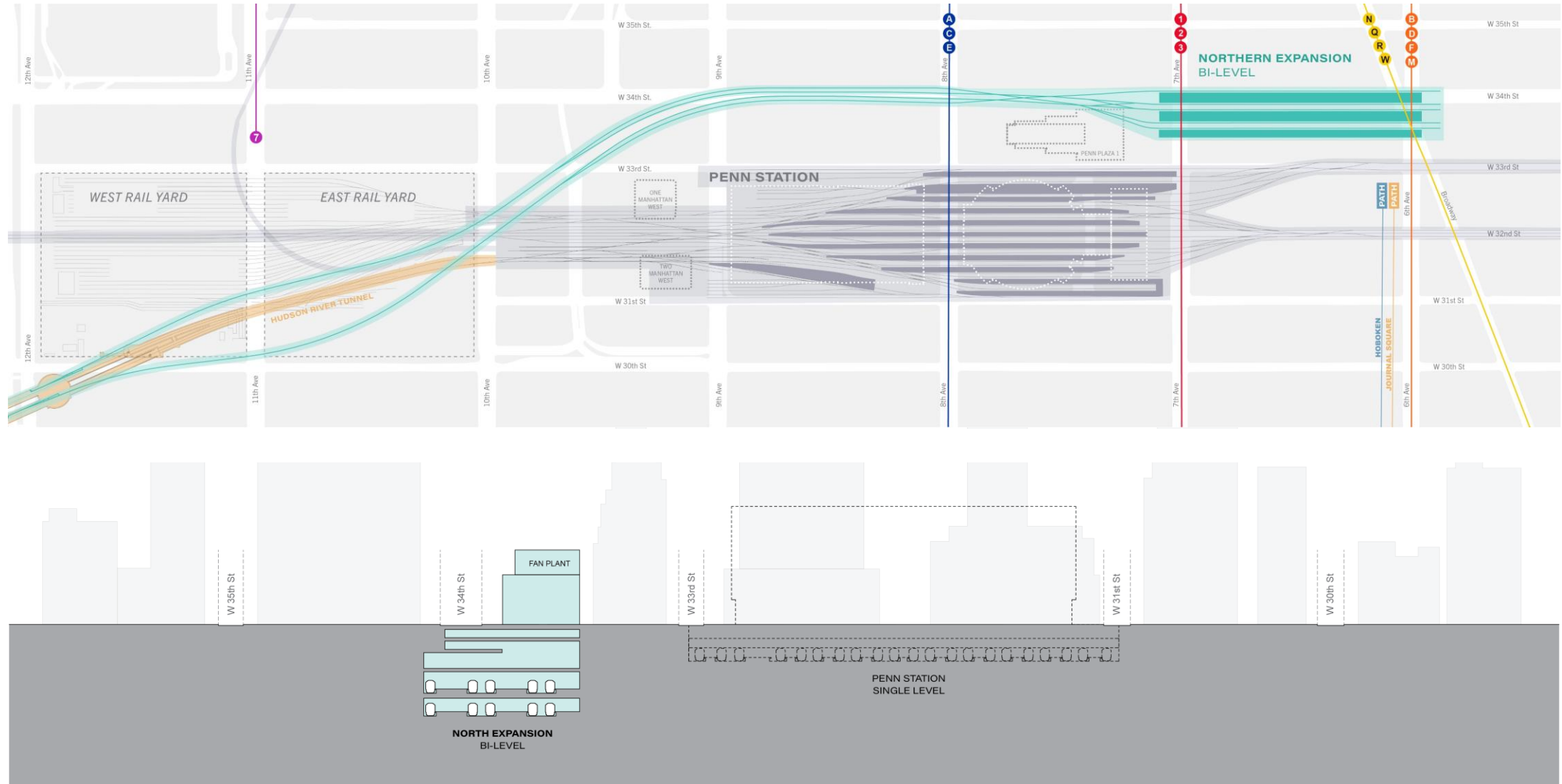
# Draft Preliminary Alternative: Northern Expansion

## *Single Level Concept*



# Draft Preliminary Alternative: Northern Expansion

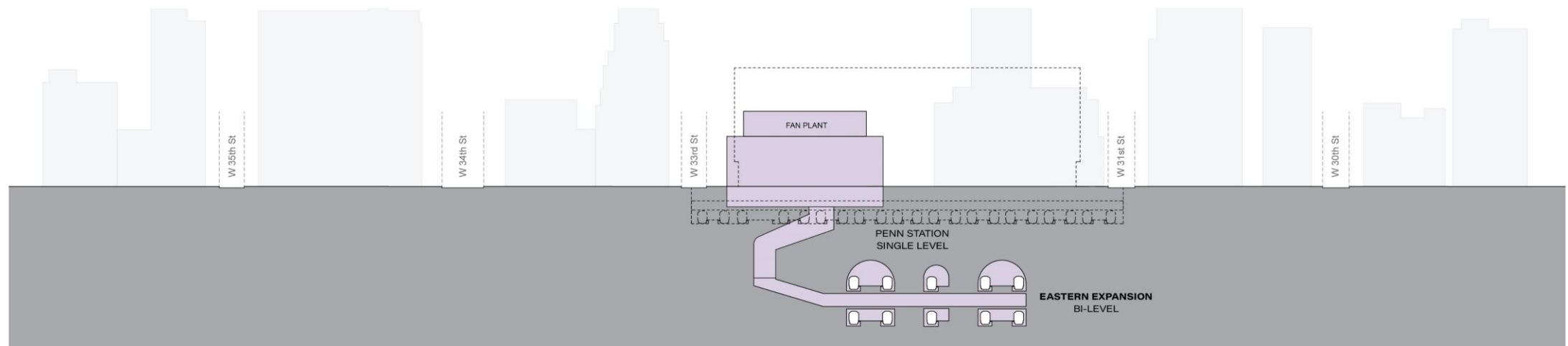
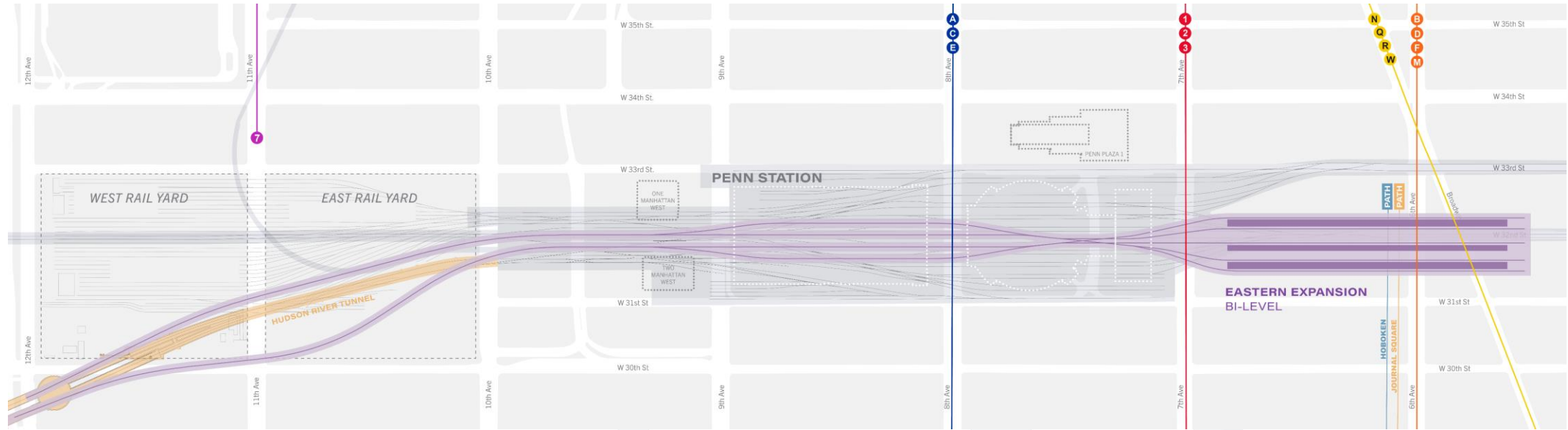
## *Bi-Level Concept*





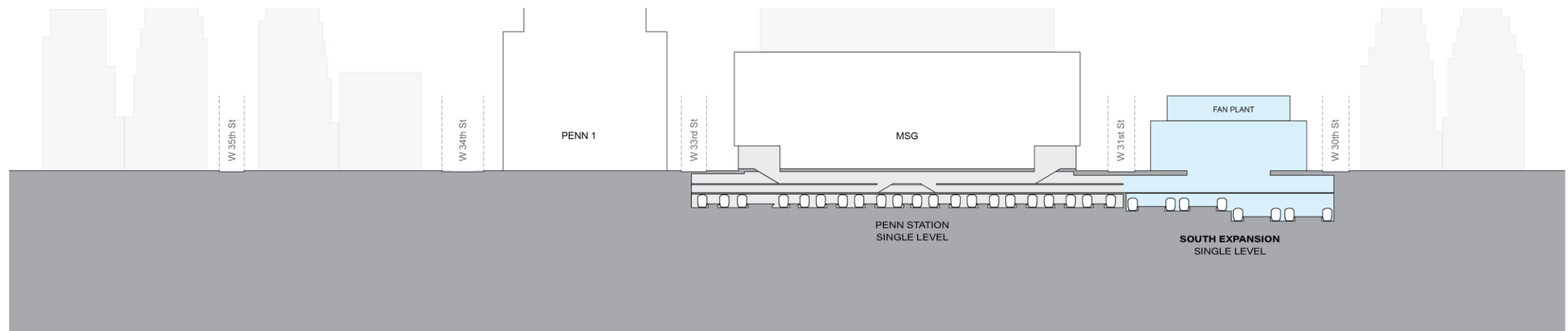
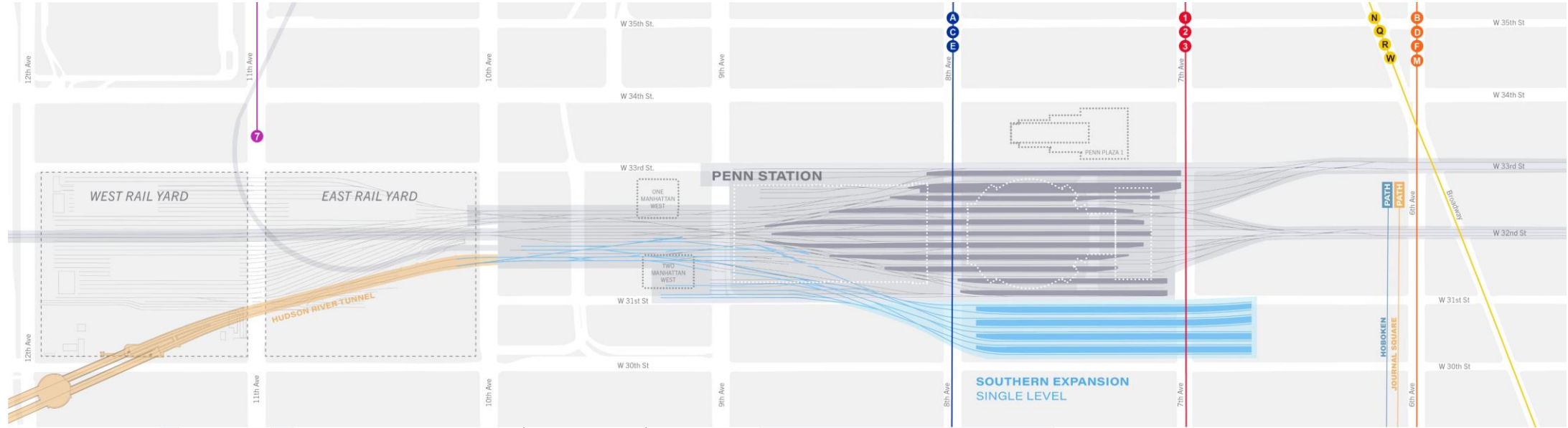
# Draft Preliminary Alternative: Eastern Expansion

## *Bi-Level Concept*

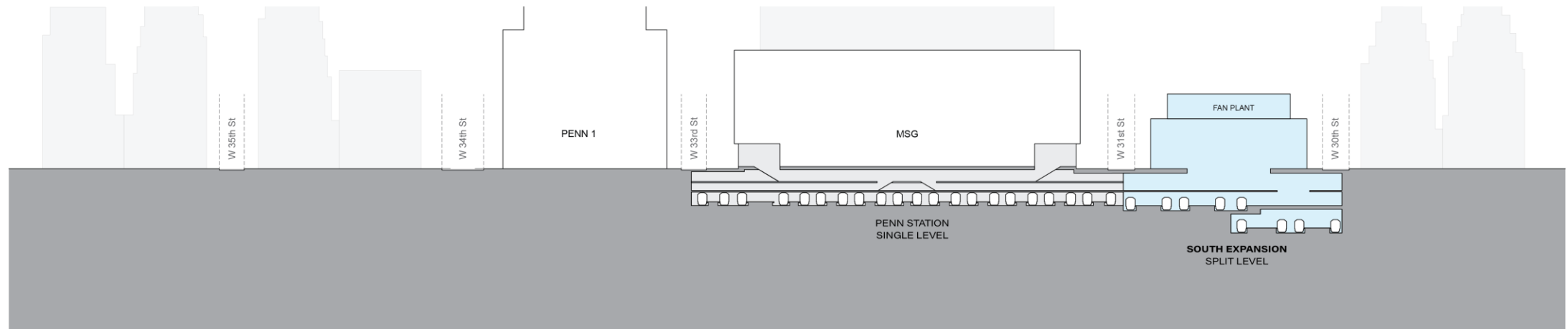


# Draft Preliminary Alternative: Southern Expansion

## *Single Level Concept*



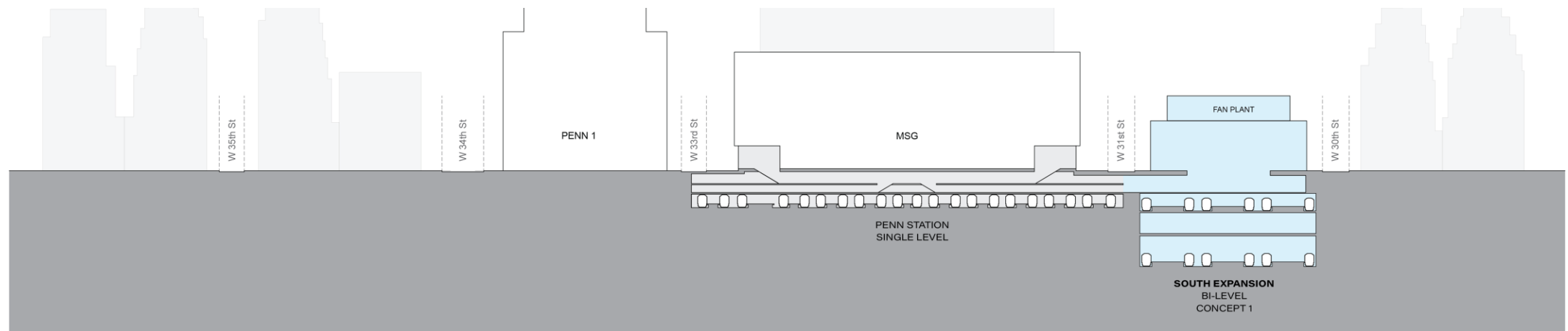
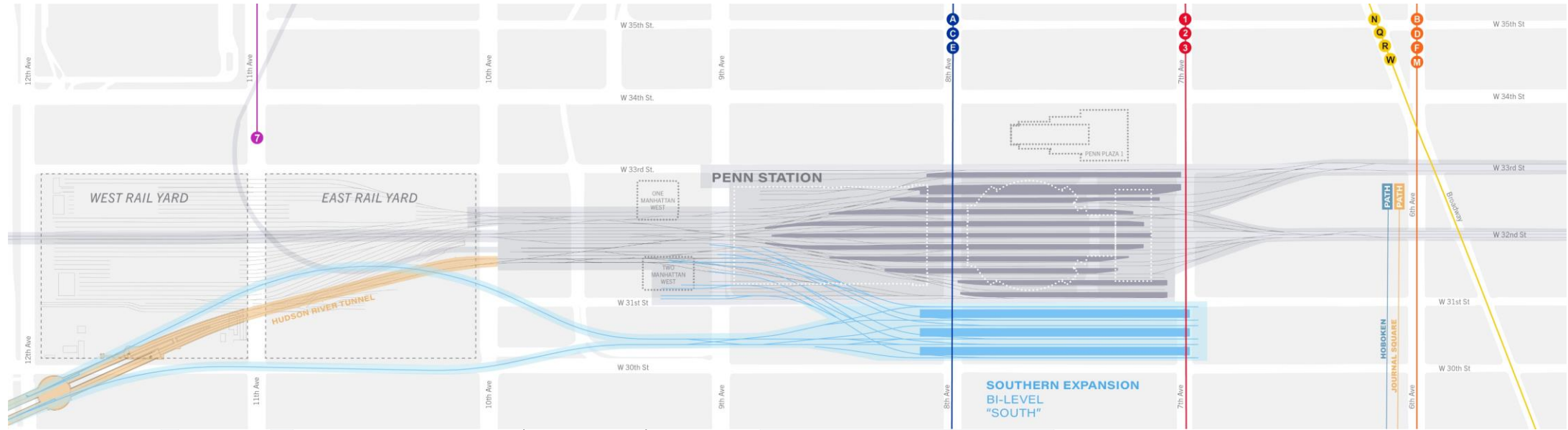
### ***Split-Level Concept (“Southeast”)***





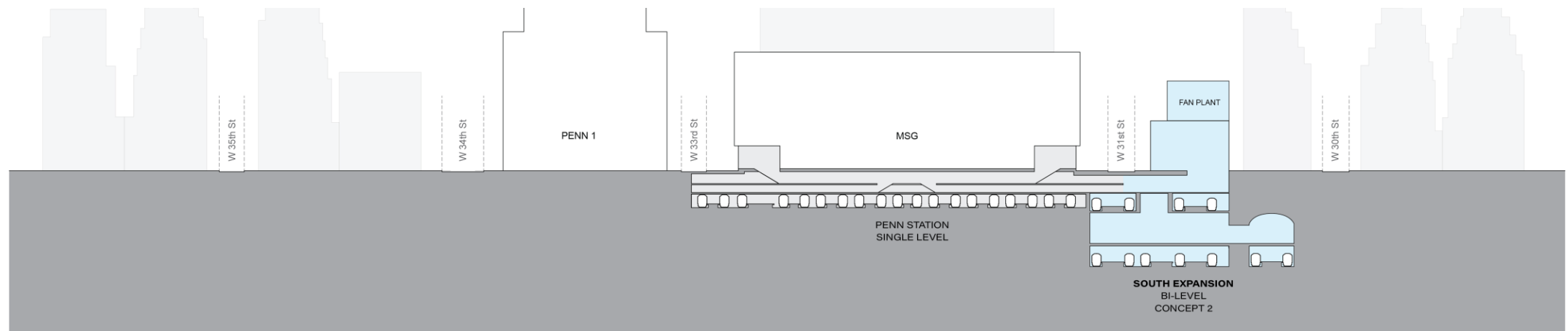
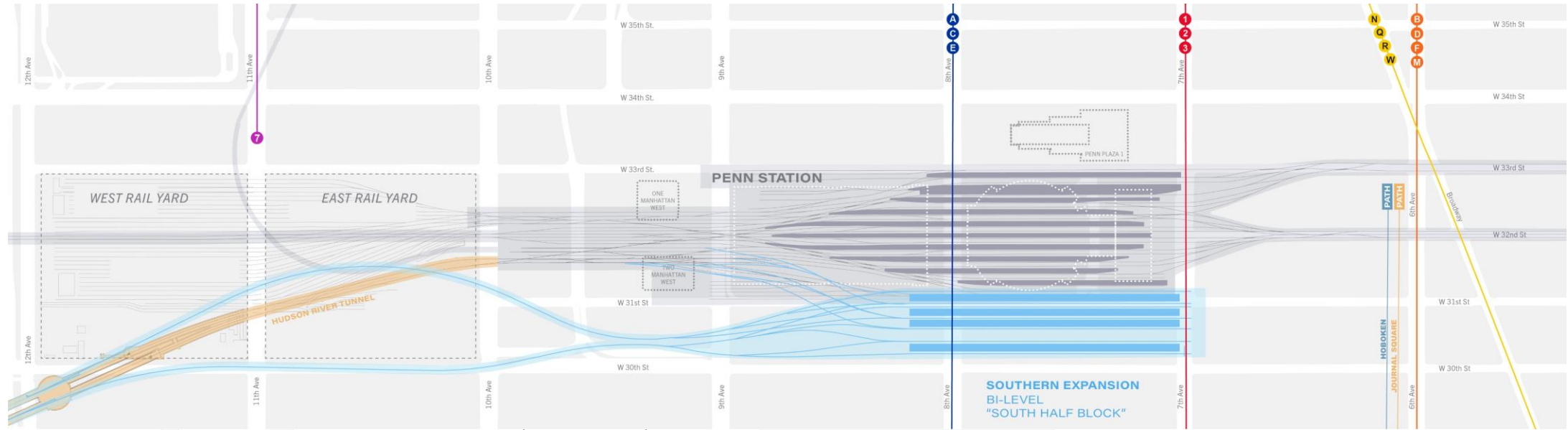
# Draft Preliminary Alternative: Southern Expansion

## *Bi-Level Concept ("South")*



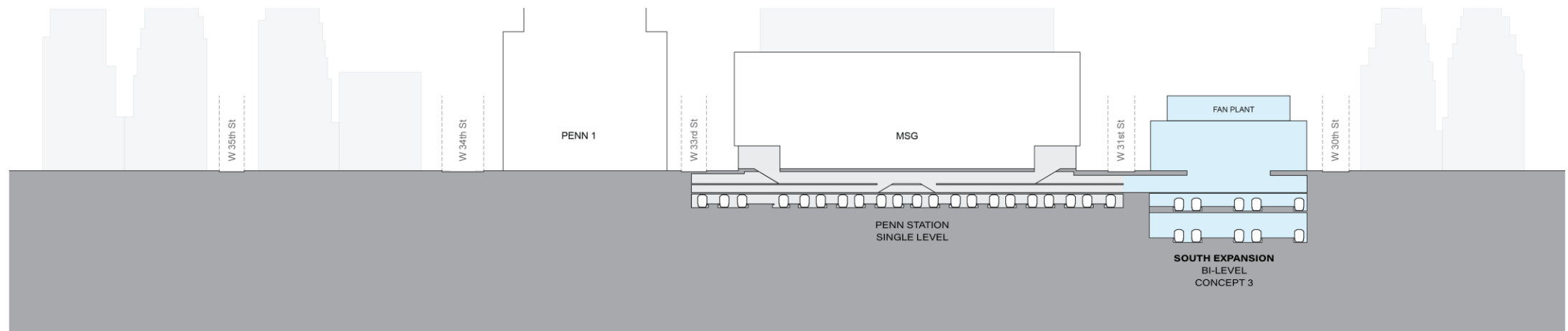
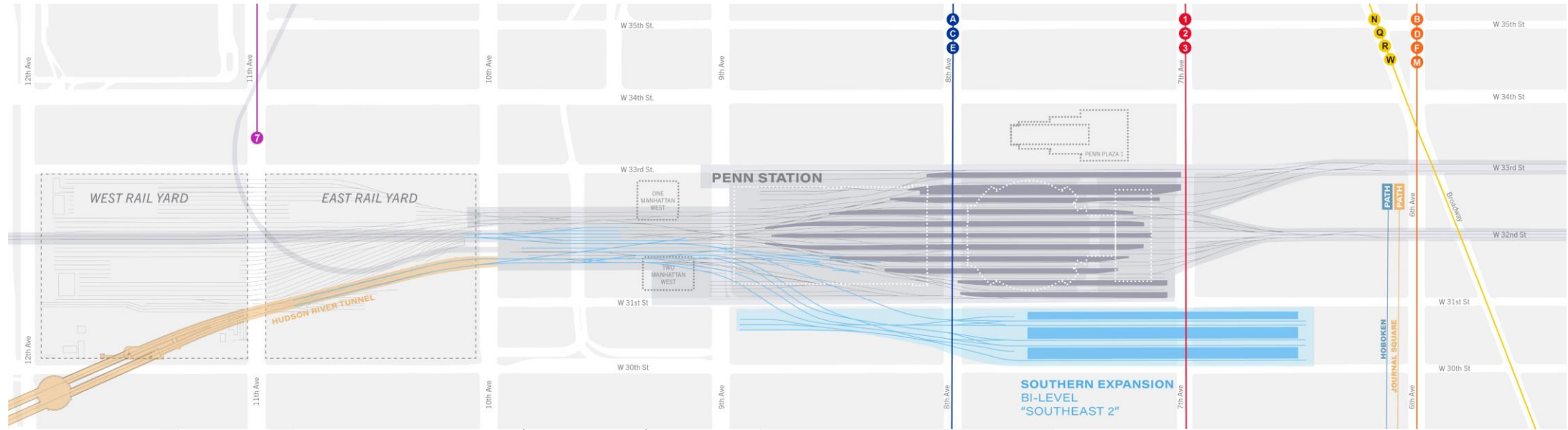
# Draft Preliminary Alternative: Southern Expansion

## *Bi-Level Concept ("South Half Block")*



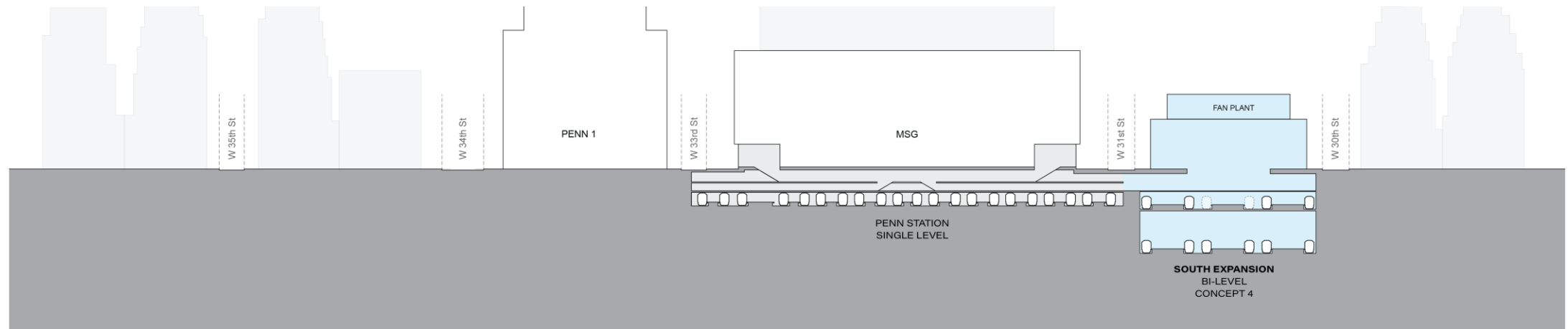
# Draft Preliminary Alternative: Southern Expansion

## *Bi-Level Concept ("Southeast 2")*

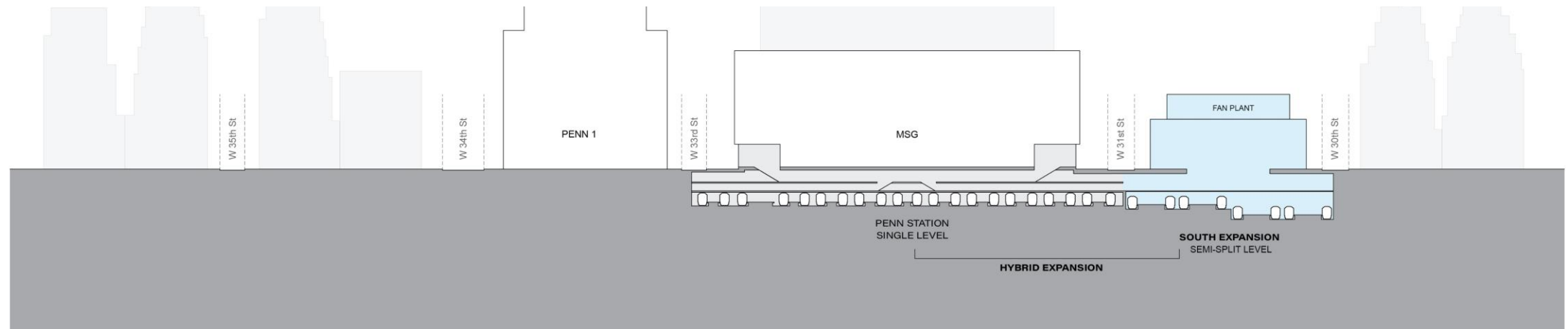




### ***Bi-Level Concept (“South 2”)***



### ***Eastern Extension of Existing Tracks 1-4 + Southern Expansion Concept***



# Draft Preliminary Alternative: Hybrid

## *Limited Reconfiguration + Southern Expansion Concept*

