

Welcome to the Penn Station Access Project quarterly newsletter. Penn Station Access will bolster equity, regional connectivity, and reliability by upgrading existing infrastructure and providing a new accessible transit option. Read on to learn more about recent progress, community engagement, and upcoming work. For past newsletter issues, [click here](#). For updates on specific areas along the project corridor where work will take place, sign up [here](#).

Recent Progress

During the second quarter of 2024, the Penn Station Access team has started site preparation and installation of minipiles for the future Co-op City, Hunts Point, Parkchester/Van Nest, and Morris Park stations. Additionally, the overhead catenary structures at Hunts Point Station, Parkchester/Van Nest Station, and Leggett Interlocking are being replaced to allow for an increased number of trains to run on the tracks. Rehabilitation work on bridges is continuing for the 100+-year-old Eastchester Road Bridge near Morris Park and the Bronxdale Avenue Bridge near Parkchester/Van Nest.



A completed portal at Leggett Interlocking. February 2024.

What's Next? Upcoming Work

As summer approaches, rehabilitation work will continue to take center stage at Bronxdale Avenue Bridge. Half of the existing bridge has been removed in preparation for the construction of half of the new bridge structure, which will carry two new tracks. Construction on the Pelham Lane Bridge is underway and partial demolition of the existing bridge will take place later this year. At Bronx River Bridge, work is underway to prepare the existing abutments and pier for the new bridge installation scheduled for later this year. From replacing caissons to installing new columns, work on the catenary structures at the Co-op City substation will move forward in the coming months. At Leggett Interlocking, construction of new tracks and supporting infrastructure will begin, including retaining wall construction and installation of a new drainage system.

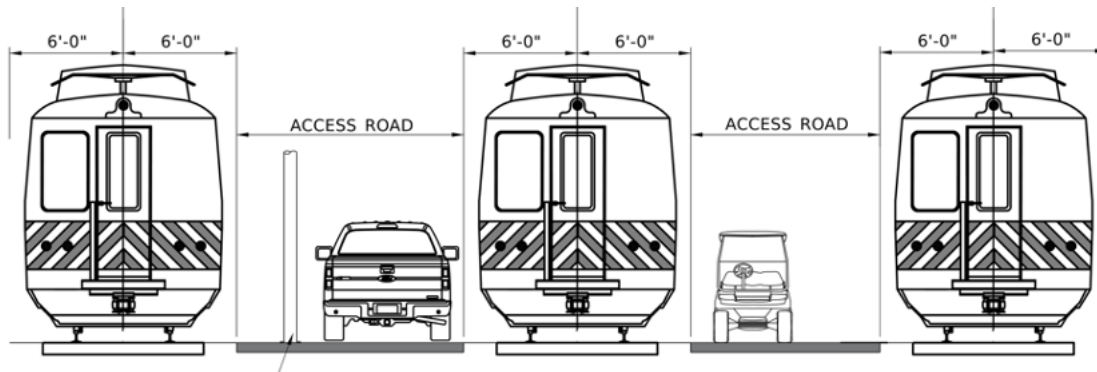


Crews work on the demolition of half of the existing bridge at Bronxdale Avenue Bridge. February 2024.

Update: New Rochelle Yard Expansion

Metro-North's New Rochelle Yard, between Renewal Place and Joyce Road (east of New Rochelle Station), currently houses maintenance vehicles, supplies, and equipment. As part of the Penn Station Access Project, the yard is being expanded and reconfigured to include storage for the new train fleet, as well as new facilities for personnel, equipment, and maintenance operations.

Expansion of the yard involves the design and construction of new tracks to support fleet storage capacity. The site will also be upgraded by incorporating new access roads, retaining walls, drainage improvements, and parking for employees. New single-story buildings, used for personnel and maintenance operations, will be constructed. Improvements to the site also include signal and communication system upgrades, site security, and lighting. The design of the yard is currently underway, and construction is scheduled to begin in 2025.



Plans for the New Rochelle Yard Expansion, scheduled to begin in late 2024 or early 2025.

Celebrating Earth Day (April 22): Sustainable Rail

Sustainable transportation systems help reduce our carbon footprint. To reduce energy consumption and emissions, architects and engineers think about the life cycle of rail systems from early material procurement through to regular daily use. Did you know that when a train's steel wheels run on steel rails, there is very little friction, and this combination boosts energy efficiency while the train is in motion? The amount of friction between the wheels and tracks can be affected by the weather, which impacts the amount of energy needed to operate the trains. Trains typically consume less energy in the summer months because of better environmental conditions and reduced friction between the wheels and tracks. In winter months, the presence of snow or ice on the tracks increases friction, leading to higher energy consumption for operation.



On projects like Penn Station Access, engineers and architects increase sustainability by integrating several key principles including:

- reducing the use of hazardous materials and substances
- using raw materials that can be repurposed, disassembled, or remanufactured
- reducing energy consumption
- using life-cycle assessments throughout the project to impact decisions on sustainability for future planning.

Transit Connections: *First Mile Last Mile (FMLM):*

The MTA has developed a First Mile Last Mile (FMLM) [Toolkit](#) as a resource to encourage environmentally friendly and car-free connections to commuter rail, including Long Island Railroad and Metro-North Railroad stations in the New York area. The Penn Station Access Project will bring tremendous benefits to the region through the construction of four accessible passenger rail stations in the Bronx. These stations will not only help alleviate traffic and reduce parking, but they will more efficiently connect Connecticut, Westchester, and Bronx residents to passenger rail services (Long Island Railroad, Metro-North Railroad, and Amtrak). Commuters who end their trip at Penn Station will also now have immediate access to numerous subway lines and better access to additional New York City Transit buses.

Meet the Team: Shirley Moy

I am the Deputy Project Executive for Penn Station Access. I've contributed to the recently completed East End Gateway and LIRR Concourse Widening Projects. Before the Penn projects, I worked on the planning and concept design for the Penn Station Access Project. Over the last 30 plus years, I've managed the design and construction at over 80 NYC transit stations including many in the Bronx. I'm a registered architect and am Co-Chair of AIANY's Transportation + Infrastructure committee. I have a Masters of Architecture from UCLA and a Bachelor of Arts from Harvard University. I think that the most important element of PSA is the stations. I'm partial to stations as I've spent my career fixing up subway stations and then Penn Station. Creating something from scratch is a very exciting prospect. The stations are the public interface and the purpose of PSA. To be able to travel from New Rochelle and the stations in the East Bronx will be transformative to the lives of the residents. Commute times will be shortened and job opportunities will be available as new transportation options are created. The exciting thing about working on projects in the built environment is that at the end, there is a tangible product for your efforts. The ability to walk inside the station, stand on the platform, touch the handrails, see the art and ride on the Metro-North train into Penn Station is amazing.



Shirley Moy, Deputy Project Executive Penn Station Access. April 2024.

Community Corner

The Penn Station Access Project impacts many commuters, community members, and stakeholders. It is the project team's goal to keep the community involved and informed every step of the way. Recently, the project team shared updates with Co-op City Section 5 in February, and with the Bronx Westchester Community Council in March. Beginning in May, the outreach team will also implement its upcoming Penn Station Access/steMTA program in local schools.



The Penn Station Access project team presents at the Co-op City Section 5 Public Information Session on February 7.



Contact Us

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