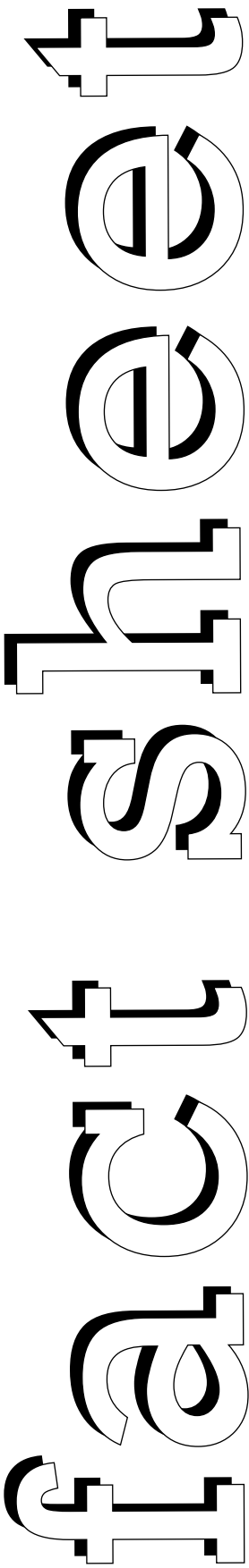


Metro-North Penn Station Access MIS/DEIS



Overview

Metro-North Railroad has initiated a Major Investment Study/Draft Environmental Impact Statement (MIS/DEIS) to examine the potential social, economic and environmental impacts of connecting Metro-North's Harlem, Hudson and New Haven Line services to Pennsylvania Station, New York (Penn Station). Metro-North's Harlem, Hudson and New Haven Lines currently terminate at Grand Central Terminal on the East Side of Manhattan. There are existing track connections from Metro-North's New Haven and Hudson Lines to Penn Station on the West Side of Manhattan which could be used to provide access for Metro-North trains into Penn Station. Alternatives using the Harlem Line may require track reconstruction. In addition, the study will examine the potential to construct and provide service to intermediate station(s) on the Hudson Line on the West Side of Manhattan, and on the New Haven Line at Co-Op City in the Bronx. The Penn Station Access MIS/DEIS will include analysis of alternatives, environmental documentation, and proactive public outreach and interagency coordination.

Study Objectives

The MIS/DEIS will thoroughly examine the demand for, and the opportunities and constraints related to, providing improved access to Penn Station from the Metro-North service territory and enhancing regional connectivity. Penn Station access may also serve to increase Metro-North ridership, improve system flexibility, provide additional capacity to accommodate potential future growth in Metro-North ridership, and support regional economic development goals and improvements in regional air quality and quality of life.

Provision of service to areas not currently served by Metro-North could improve the following types of travel:

- Travel to work on Manhattan's West Side (Penn Station and Upper West Side areas);
- Travel to suburban work places in Long Island and New Jersey (via transfer at Penn Station to Long Island Rail Road or New Jersey Transit service);
- Travel to work places in the vicinity of possible new stations on the West Side of Manhattan and Co-Op City in the Bronx;
- Travel from the West Side of Manhattan and Co-Op City to work places in communities in the Metro-North service area;
- Non-work-related travel to Long Island and New Jersey; and
- Non-work-related travel to Manhattan's West Side for visits to shops, shows and museums.

Study Schedule

The Penn Station Access Study was initiated in Winter 1999. Initial project activities include data collection, establishing study goals and objectives, and preparing the study public outreach and interagency coordination program. The study is anticipated to take approximately 18 months to complete.

The schedule for project activities is:

- September/October 1999: *Public Scoping Meetings; Identification of Alternatives*
- Fall 1999/Winter 2000: *Detailed Development and Evaluation of Alternatives*
- Summer 2000: *Distribution of MIS/DEIS*

**Public Outreach
and
Interagency
Coordination**

The Metro-North Penn Station Access study will involve coordination with local, state and federal agencies and outreach to interested organizations and members of the general public. A public outreach/interagency coordination program has been prepared and will be carried out to facilitate dissemination of information about the study; encourage open discussion of project details and issues; and give ample opportunity for comments and questions from the public and involved agencies. The public outreach/interagency coordination program will be initiated with public and agency scoping sessions in September/October and continue throughout the study with project committee meetings (Technical Advisory Committee, Community Liaison Committee) and may include public open houses; workshops; public hearing(s); and distribution of study fact sheets and newsletters.

If you wish additional information on the Penn Station Access Study, or wish to be placed on the study's mailing list, please:

**Find Out More...
Sign Up for the
Mailing List**

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