



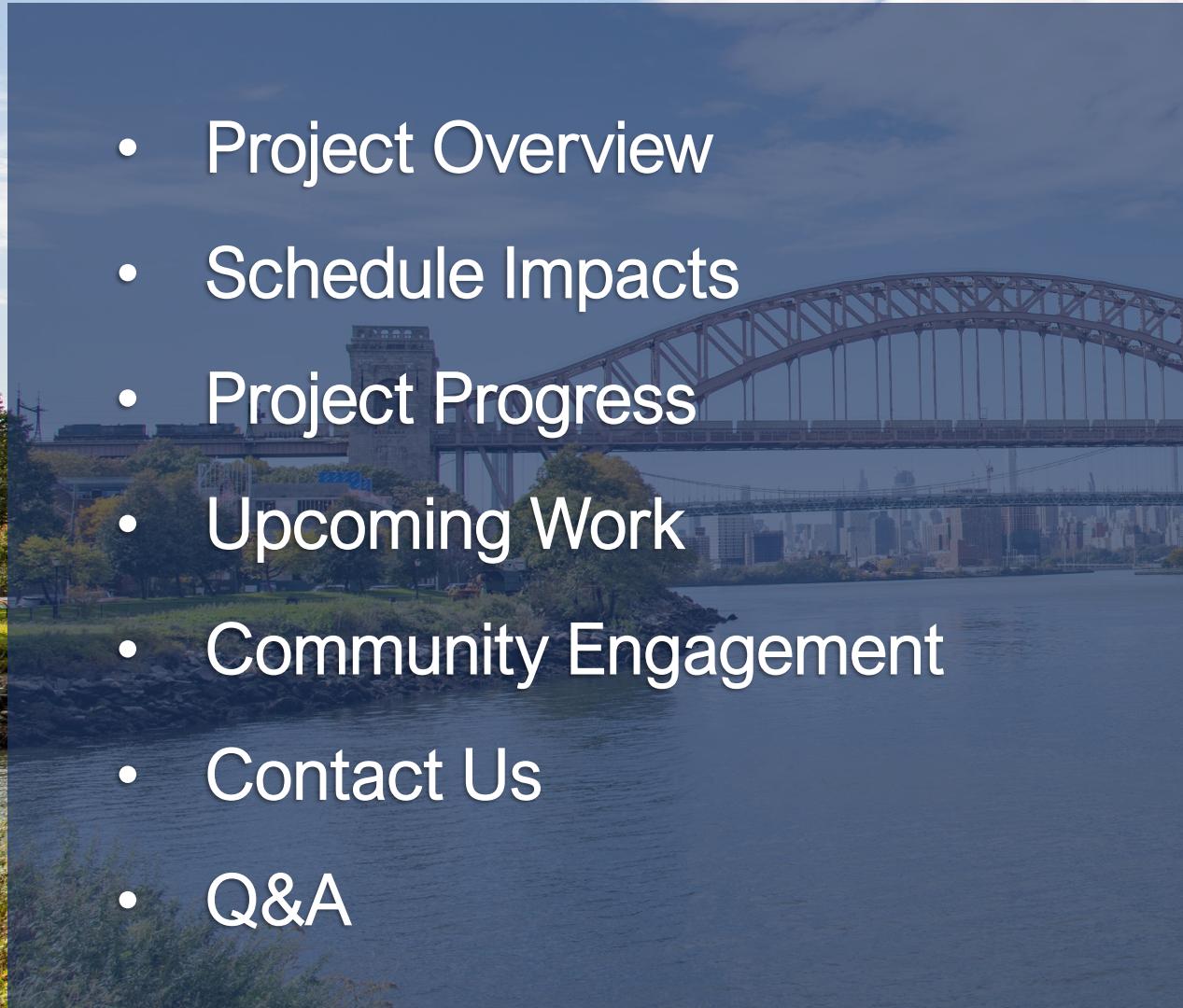
Metropolitan Transportation Authority
Construction & Development
Metro-North Railroad



Bronx-Westchester Community Council
December 2, 2025

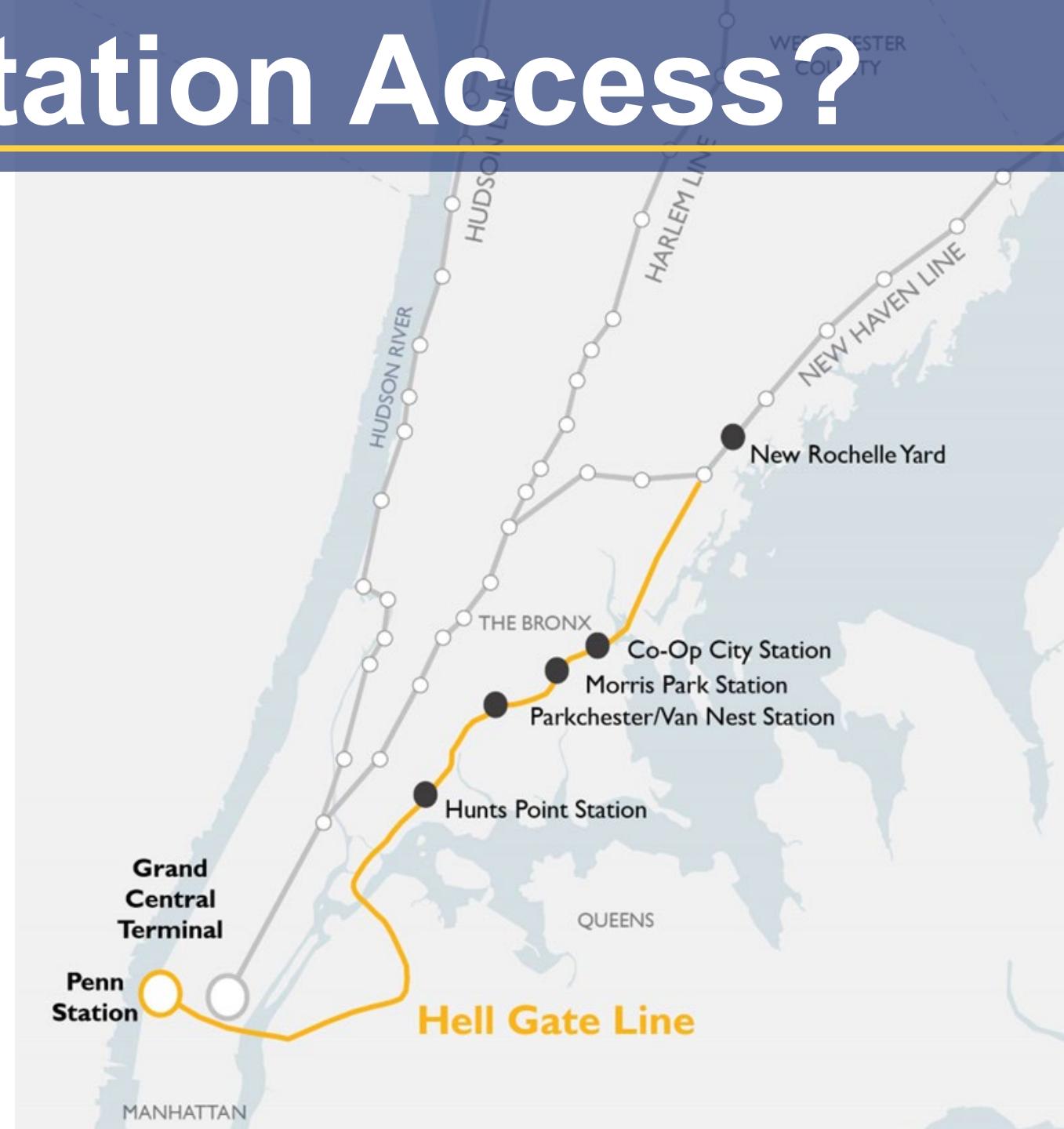
Agenda

- Project Overview
- Schedule Impacts
- Project Progress
- Upcoming Work
- Community Engagement
- Contact Us
- Q&A



What is Penn Station Access?

- New Metro-North rail service to and from Penn Station
- 4 new ADA stations in the Bronx; reduce commutes to Midtown up to 50 minutes each way
- Regional transportation connectivity

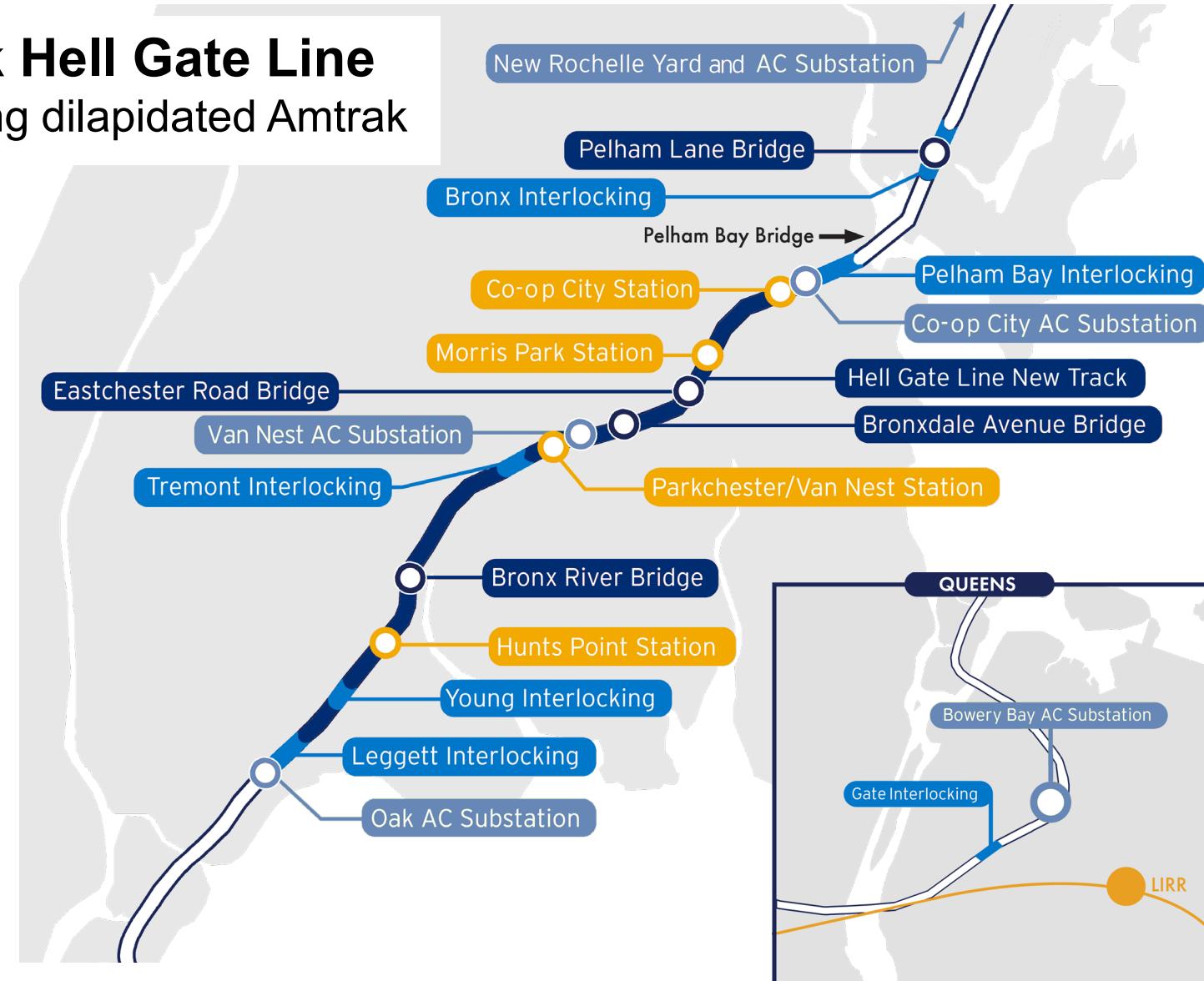


Project Components

Project requires rebuilding Amtrak Hell Gate Line

Majority of budget is rebuilding and upgrading dilapidated Amtrak infrastructure:

- **19 miles of track work**
- **4 new interlockings**
- **1 reconfigured interlocking**
- **4 new substations**
- **1 upgraded substations**
- **4 bridge rehabilitations**
- New drainage infrastructure
- New Rochelle Yard expansion



Project Benefits



Faster Travel Times

Improves access to underserved neighborhoods and passengers to their destination faster



Economic Vitality

Supports the local and regional economy



Connected Communities

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



Sustainable Infrastructure

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



Reverse Commuting Opportunities

Attracts new talent and broadens the job market



Optimization of Existing Infrastructure

Delivers cost-effective transit solutions



Regional Transit Connectivity

Expands travel opportunities

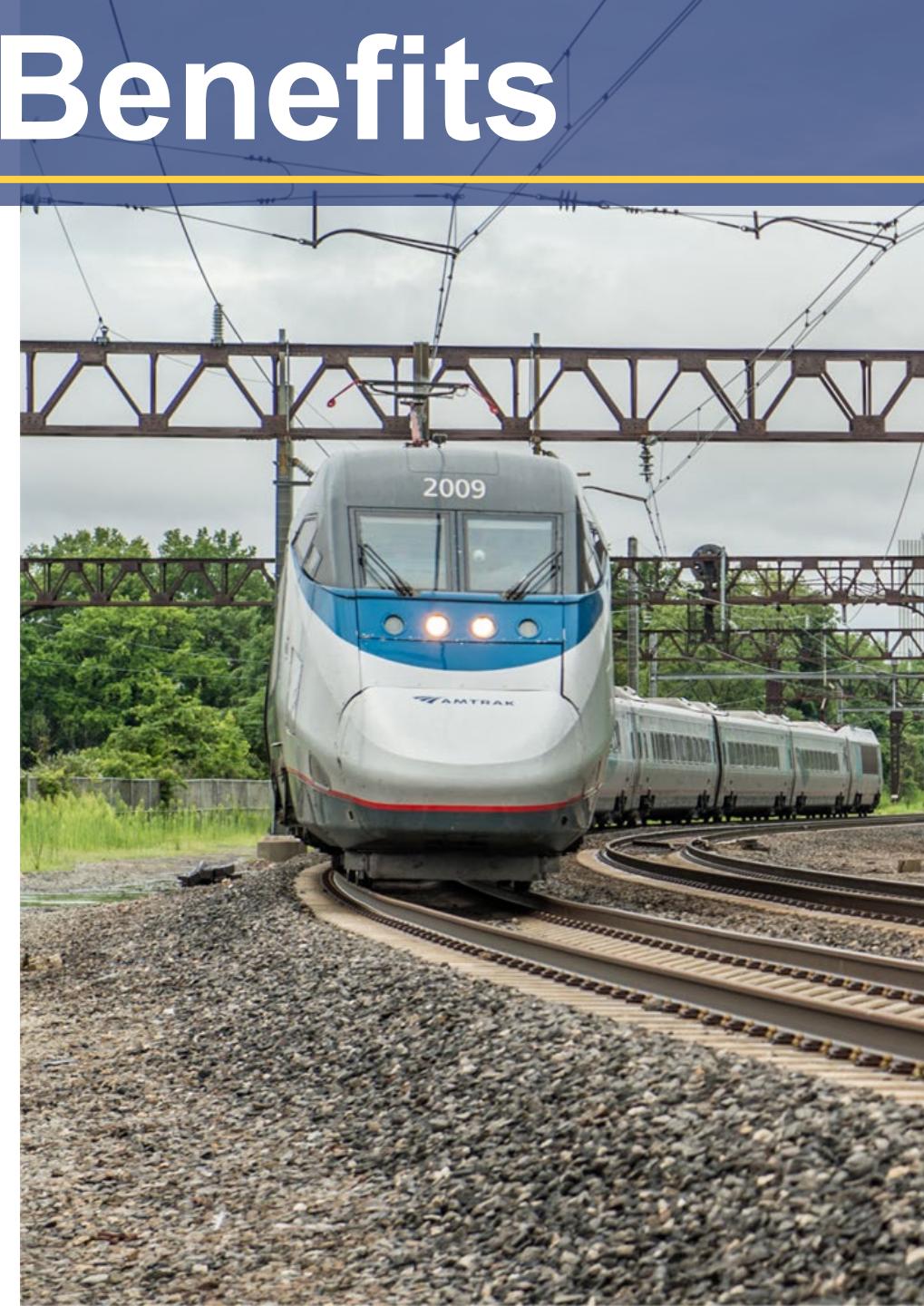


Enhanced Network Reliability

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

Amtrak and Freight 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

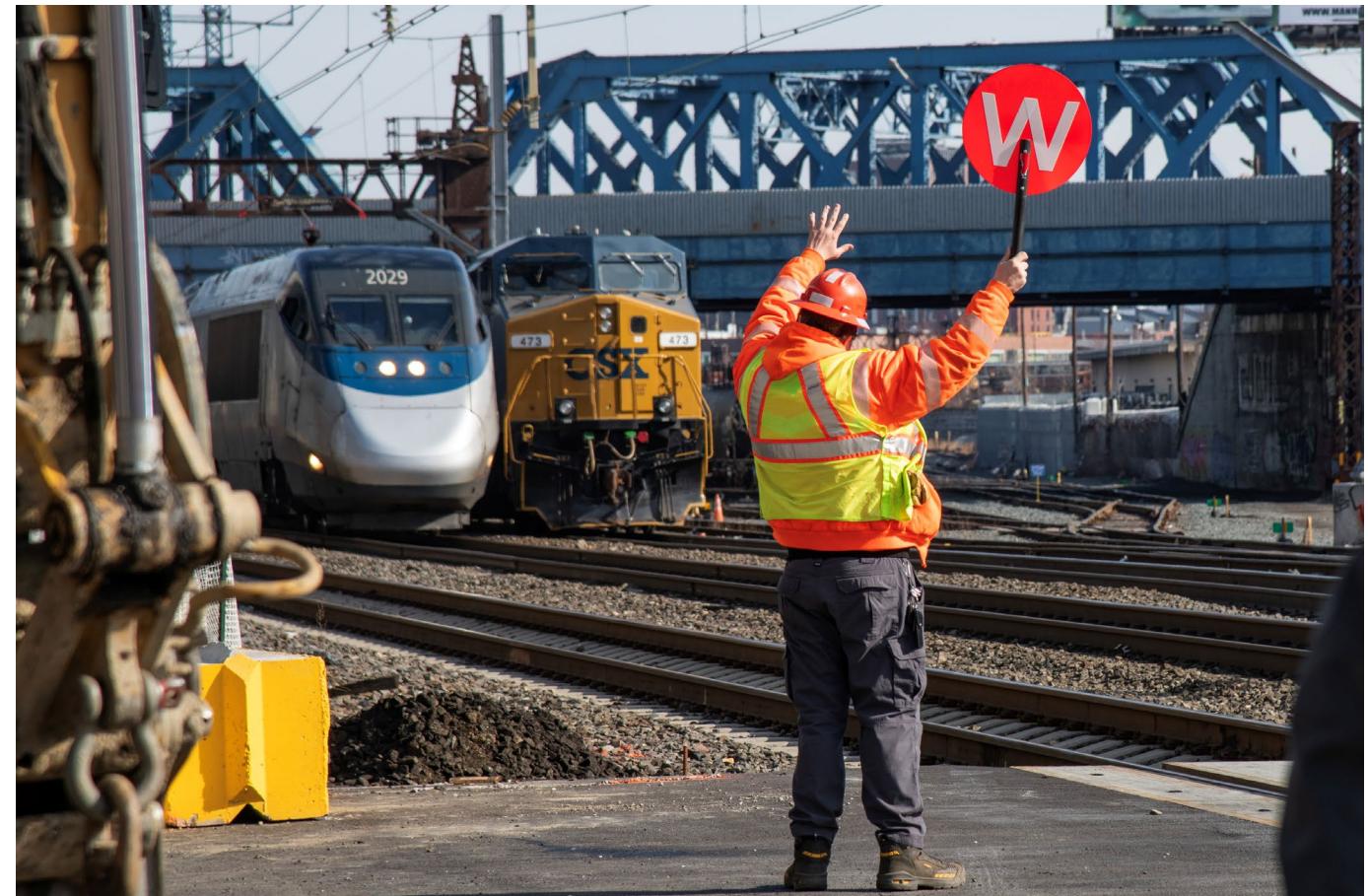


Schedule Updates

The Project's substantial completion date has been moved to **Q2 2030**.
Temporary service could begin running in **2027**

We need Amtrak to take action to get the project back on track:

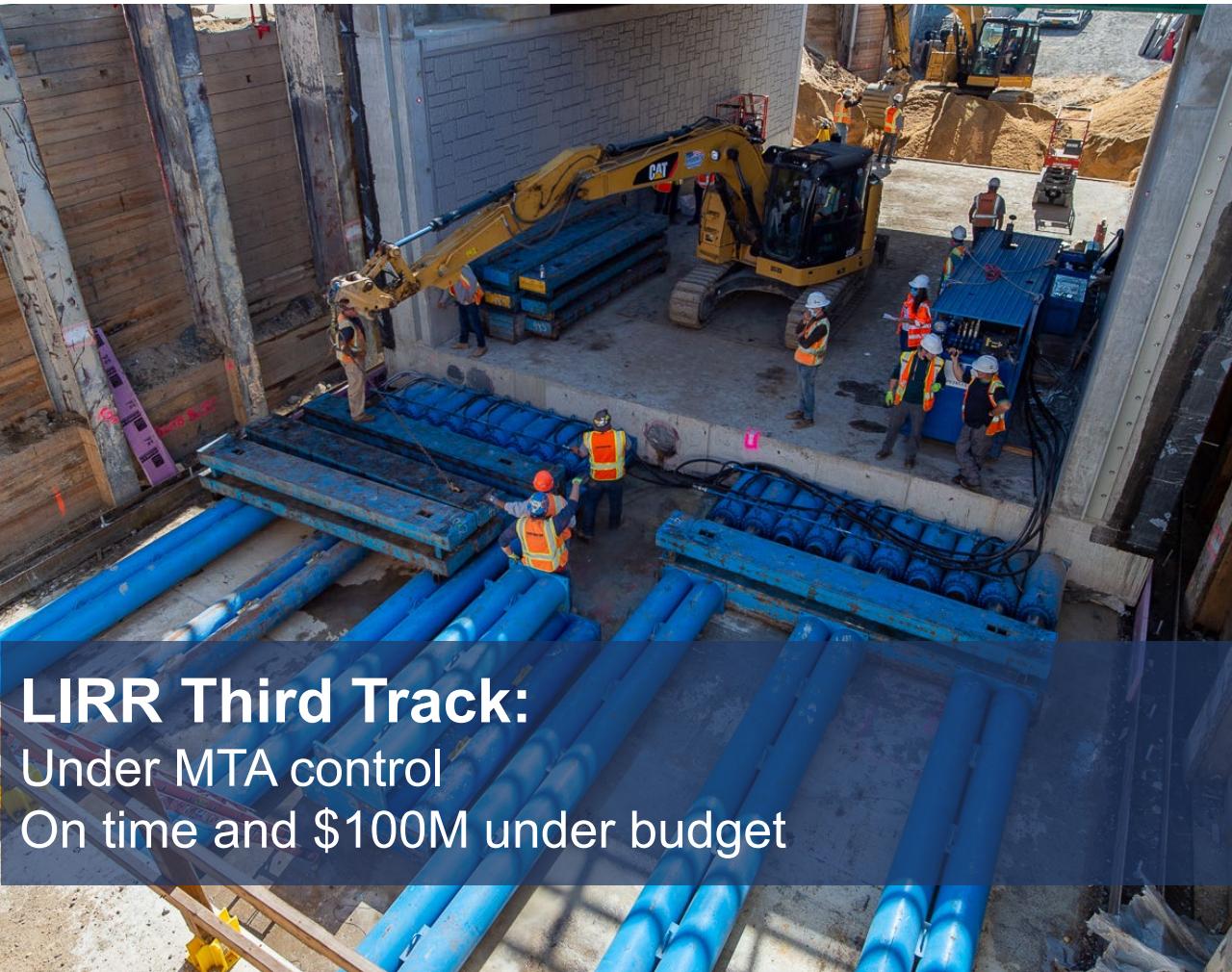
- Cooperate in achieving new scheduled completion date
- Allow MTA to commence temporary service in 2027



Past Precedents

Challenges & Successes

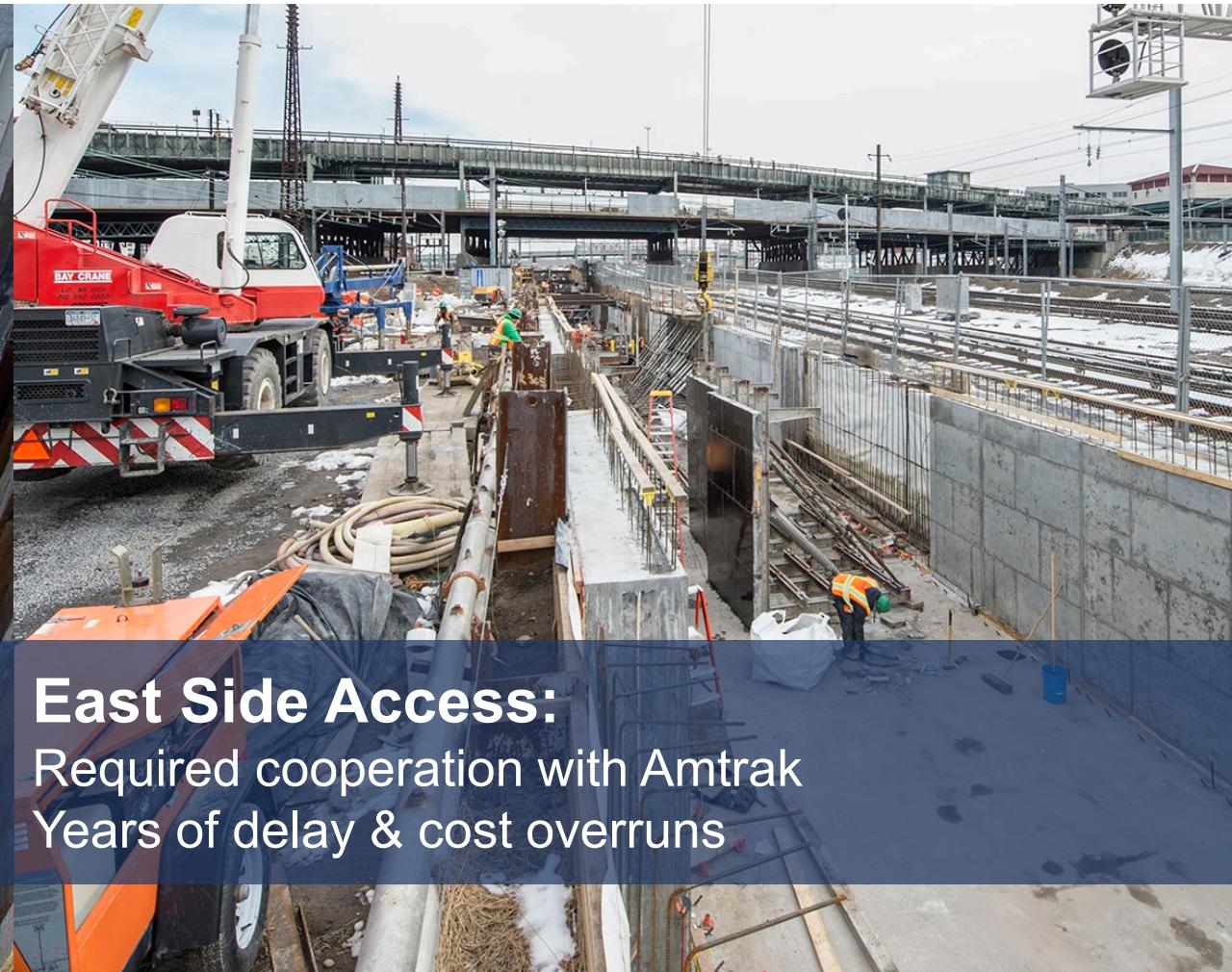
MTA worked to set the project up for success based on the Third Track model.



LIRR Third Track:

Under MTA control

On time and \$100M under budget



East Side Access:

Required cooperation with Amtrak

Years of delay & cost overruns

Delays to Date

Delays to date: predominantly Amtrak failures

Contractual obligations have not been met

Outages

No access to perform work

2 of 10 promised weekend outages in the first year

5 of 38 in year two (14%)

Staffing

Not enough staff to support work

98 days without Amtrak Foremen

77 days without Amtrak Electric Traction Linemen

Work Rule Limits

Inconsistent rules to limit how much work can be done

Just 53 activities per month vs 92 planned

Work Plan/Design Review & Approvals

Slow, contradictory responses to Design-Build documents

Average 6 months to design approval; 18 Work Plans currently outstanding

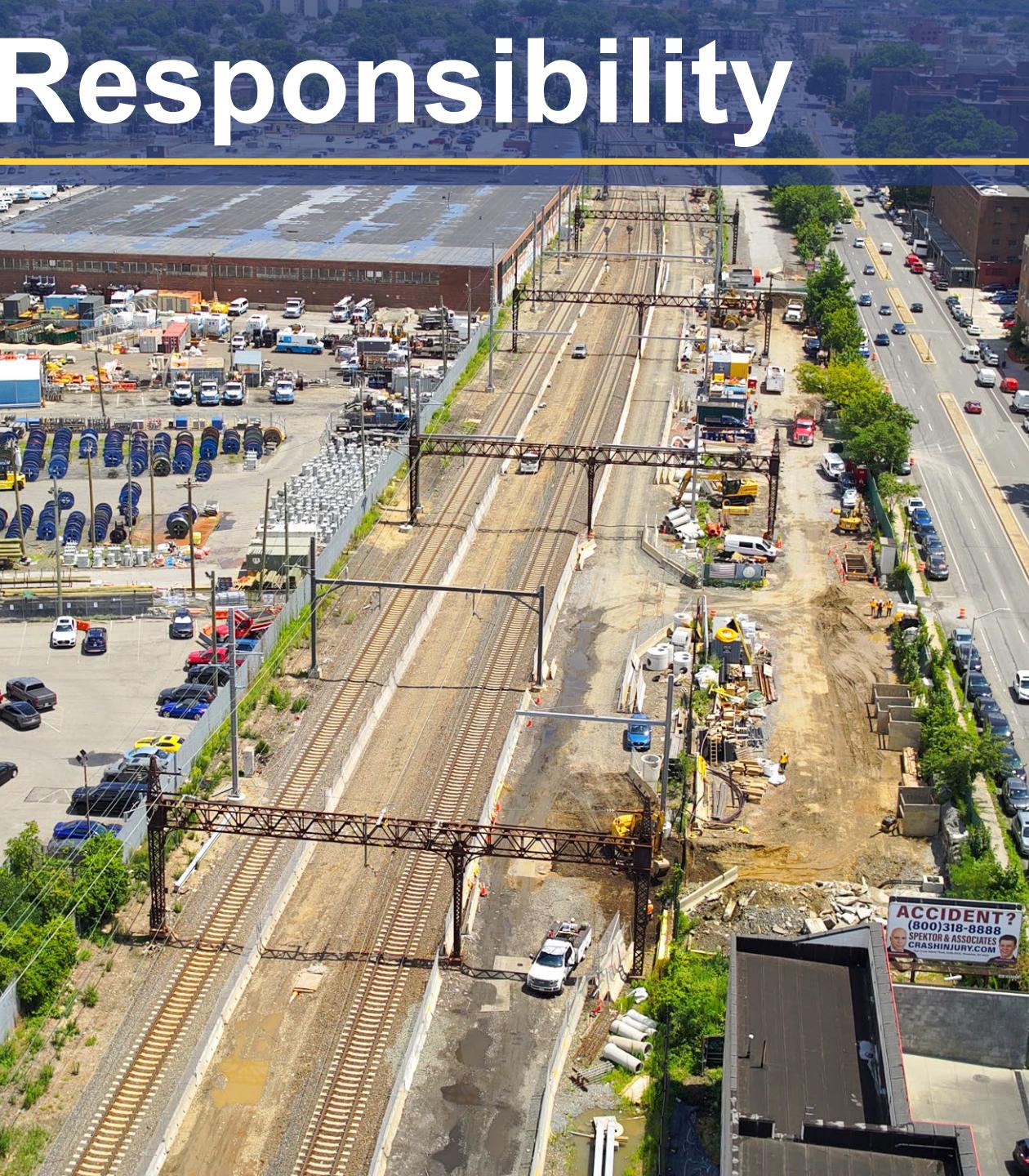
Amtrak Must Take Responsibility

Amtrak materially breached the contract with MTA by failing to meet minimum commitments to support the work

Amtrak's breaches are primary cause of delay and cost impacts.

We need Amtrak to take action to get the project back on track:

- **Cooperate in achieving new scheduled completion date**
- **Allow MTA to commence service in 2027**
- **Share cost impacts arising out of delay**



Schedule Updates

Amtrak cooperation to reach 2030 date

Action Needed

Double-Block Outages

Eliminate Week Between Outages for Track Hardening

Take Over all Catenary & Signal Power Wire Work

Increase Force Account & Reform Work Rules to Increase Productivity

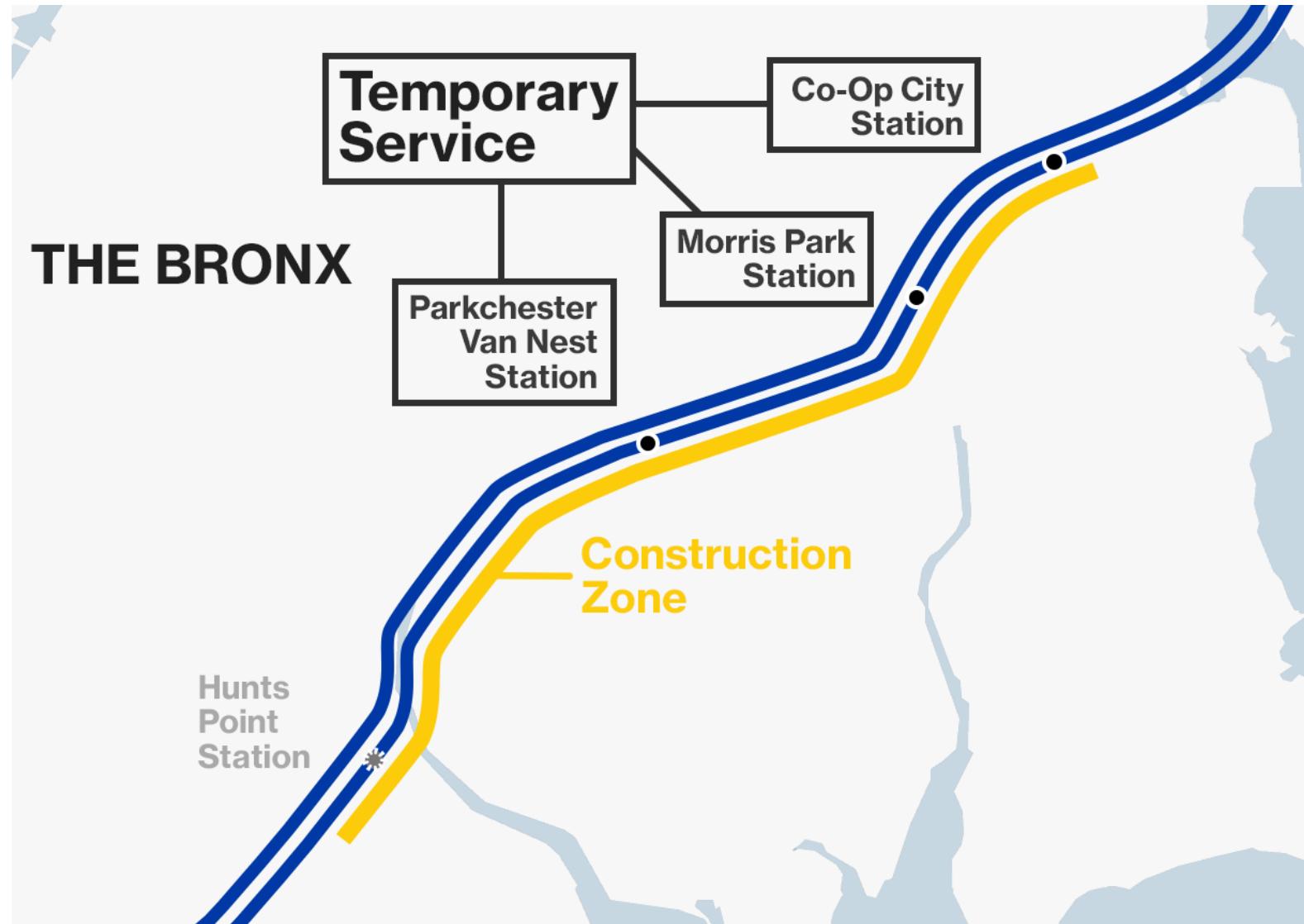
Embrace Design-Build, including Faster Approval for Designs & Work Plans

Our Top Priority

Service to the Bronx in 2027

Temporary Service:

- 5 trains inbound AM peak
- 2 trains reverse AM peak
- 5 trains outbound PM peak
- Hourly, bi-directional service weekdays between 6AM and 8:30 PM



Project Progress

- Leggett Interlocking
- New Tracks & Drainage
- New and Upgraded Bridges
- Electrical System Upgrades
- New Stations



Leggett Interlocking

Leggett Interlocking was successfully commissioned on July 8th 2025.

- Amtrak trains can now switch between Track 1 and Track 2, cutting a 10-mile segment of non-controlled track into two shorter segments.
- Enables extended single-track outages that allow our crews to execute major work.



New Tracks & Drainage

Track Work

- Underway near Parkchester / Van Nest Station
 - Existing Track 1 demolition
 - Installation of the new Track 3



New Drainage System

- Components installed across the Project Corridor so far:
 - **51%** of Manhole structures (190)
 - **45%** of drainage pipe (19,666 LF)
 - **58%** of Detention tanks (30)



New and Upgraded Bridges

The Bronx River Bridge took a unique approach—a bridge “launch”

- The 350-ton bridge span was built in place on one side of the river.
- Once complete, a 12-ton air winch dragged the bridge across the river.

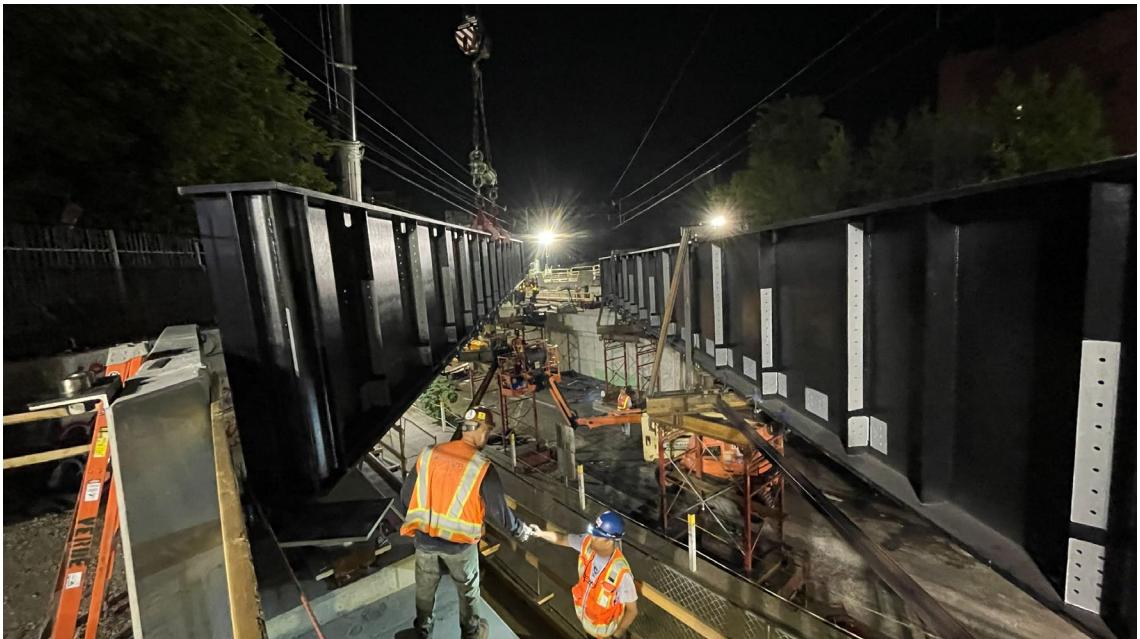
Current Progress

- The bridge structure was successfully launched in May 2025.
- Structural work has been completed
- Waterproofing is underway



New and Upgraded Bridges

- Bronxdale Avenue Bridge Phase 1 is complete.
- Girders for track 3 were installed at Eastchester Road Bridge.
- North Bay demolition and footing installation is complete at Pelham Lane Bridge.



Electrical System Upgrades

Replacing the 100+ year old catenary system.

- Over 200 new galvanized steel catenary structures will be constructed.

Current Progress

- Parkchester / Van Nest (Zone 1) Catenary system is complete.
- Components installed across the Project Corridor so far:
 - **74%** of Caissons (290)
 - **36%** of Columns (123)
 - **24%** of Portals / Cantilevers (61)
- Demolition of existing structures is underway



Electrical System Upgrades

New Substations

- Oak substation surveying complete
- Van Nest Substation
 - Concrete pads have been installed
 - Conduit installation underway
- Co-op City Substation
 - Foundation work is underway
 - Conduit installation complete



New Stations – Hunts Point



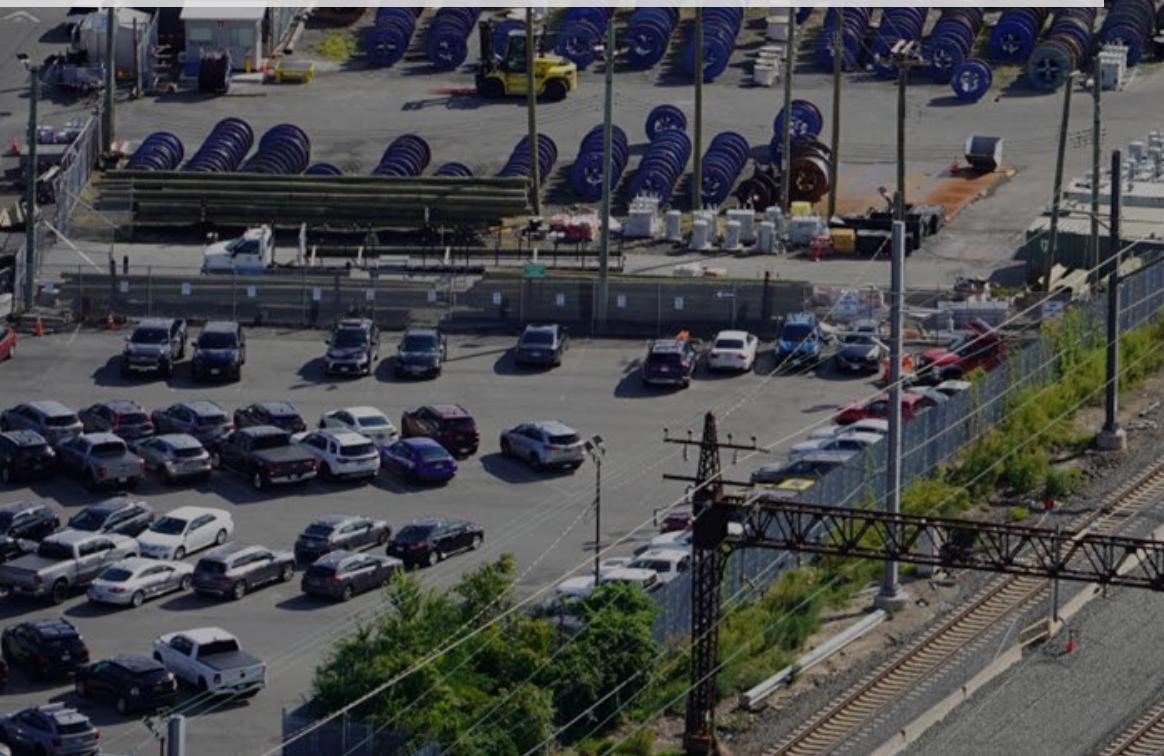
New Stations – Morris Park



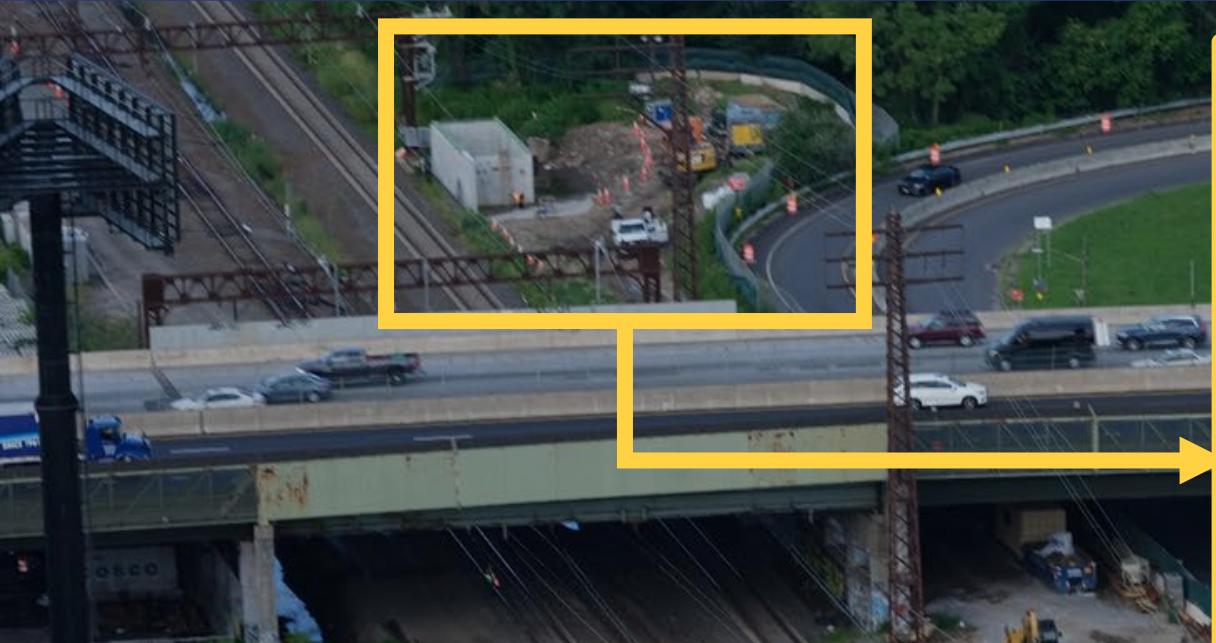
New Stations - Parkchester / Van Nest

Main Entrance

- Foundation and underground utility installation complete
- Entranceway steel installation underway
- Pre-cast concrete stair installation underway



New Stations - Co-op City



East and West Entrance

- Drainage, electrical utilities and foundation installation complete
- Water utilities installation underway



West Entrance Foundation

Upcoming Key Activities

Bronx River Bridge

- Complete waterproofing of Bronx River Bridge deck bay



Overhead Catenary Structures

- Continue installation of new catenary structure near the Morris Park and Bronx 1 zone
- Begin demolition of existing portals in Bronx Zone 1



Morris Park Station

- Begin structural steel installation

Community Engagements



- Community Engagements
- Stay Informed



Community Engagements

Robust Outreach Program:

- Bronx-Westchester Community Council
- Bronx Community Boards 2, 9, 10, and 11
- New York Metropolitan Transportation Council
- PSA / steMTA Program in local schools
- Community & stakeholder meetings
 - Co-op City Section 5 Public Information Session
 - Center for Bronx Non-Profits
 - Bronx Chamber of Commerce
 - Hunts Point-Longwood Community Coalition
 - Bronx EDC
 - Hunts Point EDC Spring Mingle



Stay Informed



Telephone Hotline: 347-263-7837



Email: PSAOutreach@mtacd.org



Sign-up for updates and newsletters on the website



Project Webpage: <https://new.mta.info/project/penn-station-access>



Thank You
Questions?

New Stations

