

BUILDING TODAY FOR A BETTER TOMORROW

UNVEILING THE NEW
**Pennsylvania Station/
Farley Complex**



A blue-tinted historical photograph of a construction site. Several workers are visible on a complex steel framework, likely a skyscraper under construction. The workers are engaged in various tasks, some standing on beams and others working with ropes or cables. The background shows the dense urban environment of New York City.

Let's remember what
made New York –

New York...



For more than 100 years,
our founding fathers and mothers had a
driving vision to build a world capitol.



DEWITT CLINTON
GOVERNOR

It was
bold...

Erie Canal
Rexford Year Unknown
Completed 1825



ambitious...

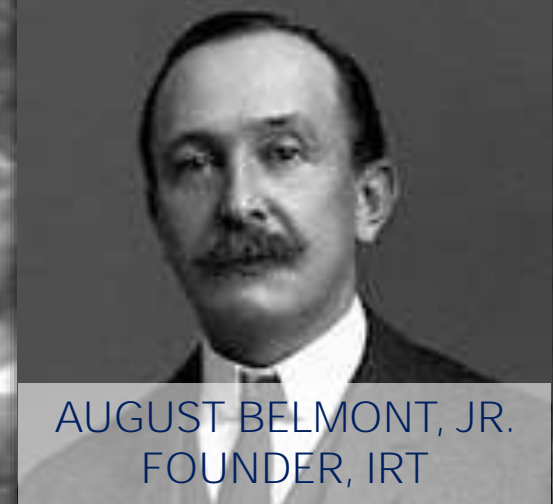
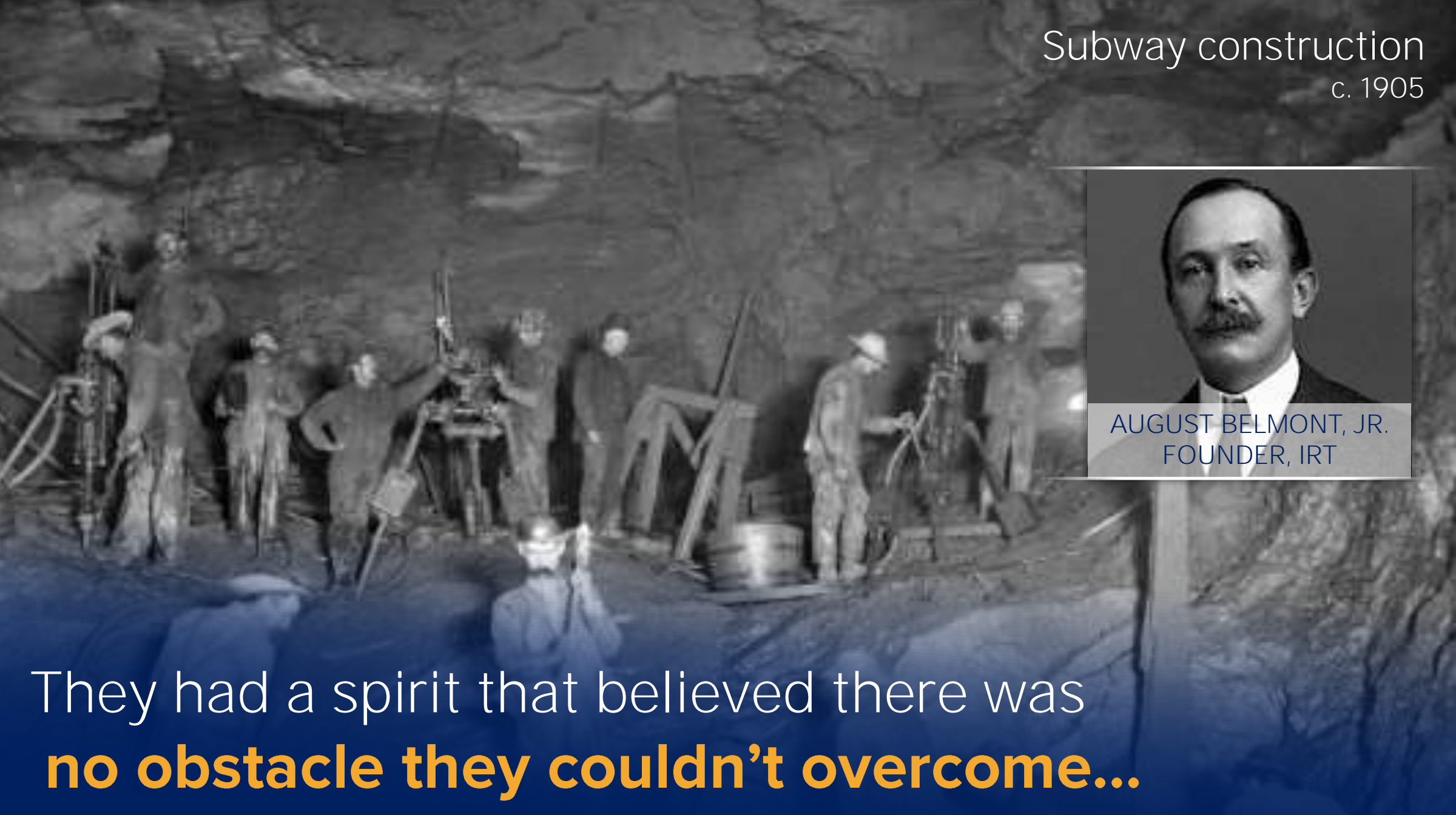
New York City Water Supply
High Bridge Aqueduct
1900



and confident.

7 Train Line
Queens Boulevard
1920

Subway construction c. 1905



AUGUST BELMONT, JR.
FOUNDER, IRT

They had a spirit that believed there was
no obstacle they couldn't overcome...

Empire State Building

Tallest buildings at its time
1932



WILLIAM FREDERICK LAMB
ARCHITECT

No **height** they couldn't scale...

Verrazano-Narrows Bridge

Longest bridge at its time

1964



OTHMAR AMMANN
ARCHITECT

No **distance** they couldn't span.



Some have called it
outrageous...

LI. Motor Parkway
Precursor to the Northern &
Southern State Pkwys
1908



arrogance...

LI. Motor Parkway
Precursor to the Northern &
Southern State Pkwys
1908



indomitable **spirit...**

LI. Motor Parkway
Precursor to the Northern &
Southern State Pkwys
1908



or chutzpah.

LI. Motor Parkway
Precursor to the Northern &
Southern State Pkwys
1908



And they were right.

Brooklyn Bridge
Painters
1914 (opened 1883)



But these visionaries
built the greatest state in the nation.



And what they constructed
carried us for decades.



They knew that growth and development
were driven by mobility and access...



The foundation of their vision was
an unmatched transportation system...



A platform to support, nurture and network
the New York entrepreneurial spirit.



And it worked.

Roads, bridges, tunnels and trains...



~ 75%
OF REGION'S
POPULATION

1940

1960

1980

TODAY

The metropolitan region grew and grew.



That growth began 100 years ago.
Since then, other regions across the globe
are building and developing their economies...

Incheon Int'l Airport - Seoul



Dubai Int'l Airport



Shinkansen Bullet Train - Tokyo



Shanghai Skyline



The choice is clear:
build and grow...



or
stagnate and falter.

West Side Piers
Chelsea, Manhattan
1973



New York must recapture the
ambition, drive and accomplishment
that made us the envy of the world.

New Tappan Zee Bridge

On Time – On Budget

Completion 2019



We have begun to accomplish that with a **\$100 billion plan** to rebuild our transportation system over five years.



We do not intend to repair or refurbish.

We intend to reimagine and transform.

Today we're focusing on the
Penn-Farley Complex.

DAILY PASSENGERS

JFK

NEWARK

298,650

LGA

PENN

650,000

Each workday, 650,000 people travel through Penn Station – far more than all our airports combined.

DAILY PASSENGERS

JFK

NEWARK

LGA

PENN

298,650

650,000

That's **triple** its designed capacity.



Penn Station,
like LaGuardia Airport,
is un-New York.

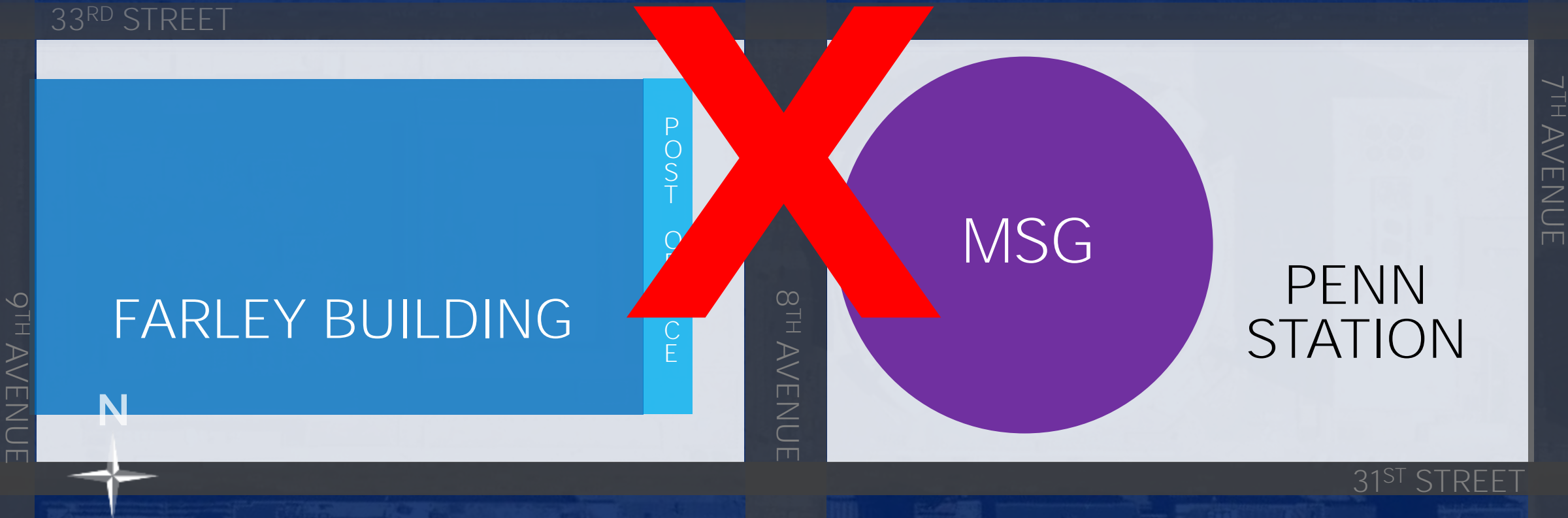
PENNSYLVANIA STATION


Overcrowded and decrepit, Penn Station is an affront to riders forced to use it.

Over 20 years ago, expansion into the Farley Post Office Building was proposed as a way to solve the problem.



Since then,
little has happened.





There were 2 problems
with the original plan:

1. Conceptual flaws
2. Antiquated development approach



Conceptual flaws –

First, the Farley Building was

exclusively for Amtrak's use and

the LIRR was to remain at Penn Station.



Additionally,
there was no plan to fix Penn Station.



It made no sense.

- Amtrak: 30,000 riders
- LIRR: 230,000 riders
- Amtrak owns Penn



Second,
government was going to be the builder.

Today we are announcing 4 major developments:

1. The Farley Building will be redeveloped into a world-class train hall, plus retail and office space. The use of the Farley Post Office Building/**Moynihan Train Hall** has been reimagined from the original plan to house both the LIRR and Amtrak rather than Amtrak alone.
2. The **Long Island Rail Road concourses and the two subway stations** in Penn Station will be rebuilt by the MTA.
3. ESD and Amtrak will partner on an RFP to **rebuild the current Amtrak portion of Penn Station**.
4. The preferred developer-builder for the Moynihan Train Hall **has been selected** and agreed to a fixed price, construction cost and schedule.

33RD STREET

FARLEY BUILDING

RETAIL &
OFFICE
SPACE

MOYNIHAN
TRAIN
HALL

POST OFFICE

8TH AVENUE



PENN
STATION

31ST STREET

7TH AVENUE

1

The Farley Post Office Building will become Moynihan Train Hall and include 700,000 square feet of retail and office space.

33RD STREET

FARLEY BUILDING

RETAIL &
OFFICE
SPACE

MOYNIHAN
TRAIN
HALL

POST OFFICE

9TH AVENUE

8TH AVENUE



PENN
STATION

7TH AVENUE

31ST STREET

The **original concept** was to build a train hall for Amtrak at Farley, while the LIRR remained in Penn...

But now we will build Moynihan Train Hall to accommodate both Amtrak and the LIRR.

FARLEY
COMMERCIAL
SPACE



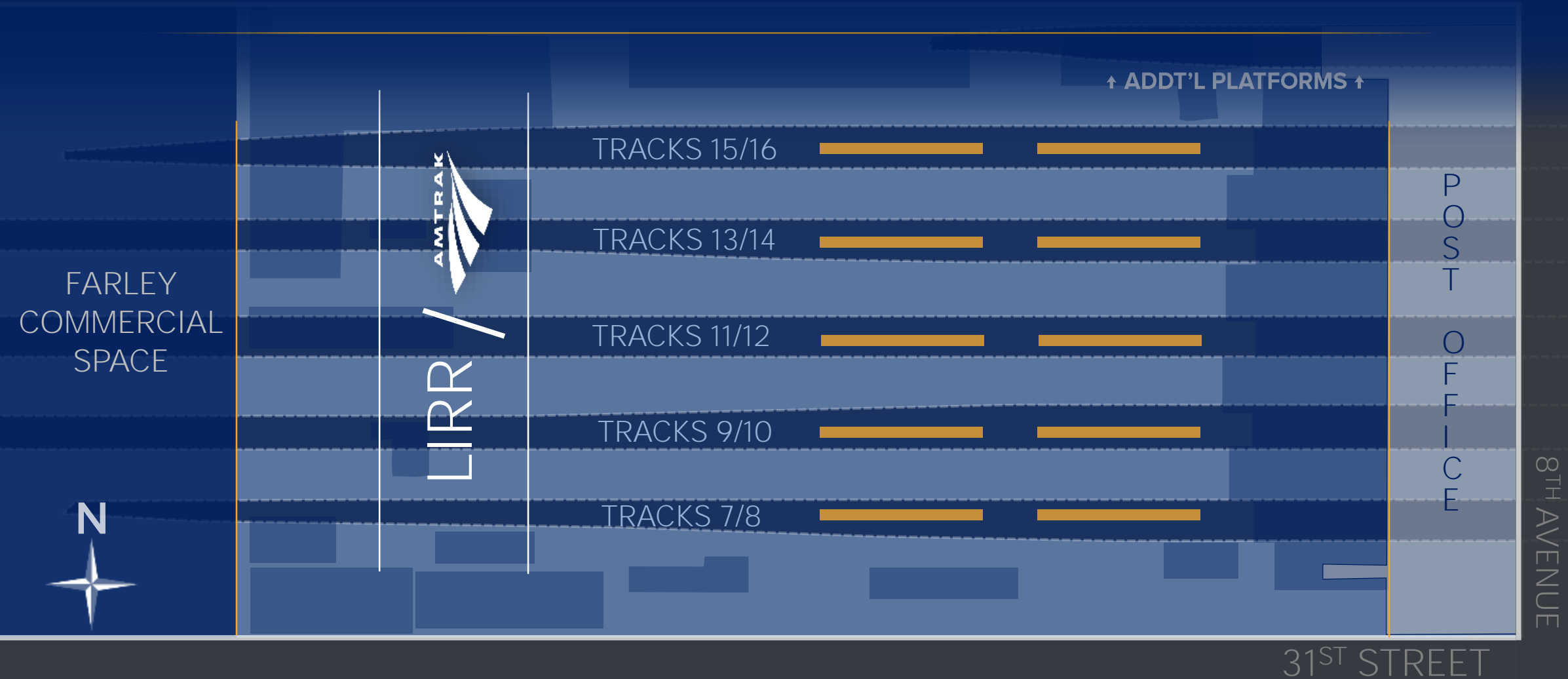
P
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S
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C
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8TH AVENUE

31ST STREET

Overhead View: Moynihan Train Hall





Moynihan will be a
world-class train hall.

In size,
it's massive...



Long Island Rail Road

WELCOME TO NEW YORK.

11
12

TIME	NO.	TRAIN	TO	TRACK
4:05	102	LIRR EXPRESS	ROCKAWAY	11
4:05	102E	LIRR	ROCKAWAY	11
4:05	102	AMTRAK	ROCKAWAY	11
4:05	102	LIRR	ROCKAWAY	11
4:05	102	LIRR	ROCKAWAY	11
4:05	102	LIRR	ROCKAWAY	11

NOW BOARDING - TRACK 17
4:32 - RONKONKOMA

9
10

AMTRAK WAITING

31ST

7
8



92 ft high

NEARLY 10 STORIES HIGH

250,000 square feet



92 ft high

50% INCREASE

in floor space from Penn Station

250,000 square feet

Bigger Than Grand Central

Moynihan
Train Hall
250,000 SF



Grand Central
Main Concourse
233,000 SF



ARCHITECTURALLY SIGNIFICANT



The Train Hall's airy glass arches evoke the grand design of the early 1900s...

4 glass arches





Nearly an acre of glass supported by **Farley's original iconic steel trusses**

Moynihan Train Hall will be a **destination in and of itself...**



In amenities,
it's state-of-the-art...



Featuring a
70,000 square foot balcony level...



Modern dining option

Moynihan Train Hall will attract travelers to world-class dining and shopping on the balcony level.





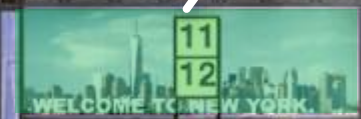
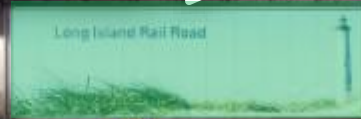
Free Wi-Fi

Real-time mobile train alerts

USB & laptop charging stations

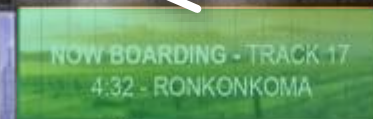


4 large high-resolution LED display boards will show train information, security alerts and advertising



TIME	NO.	TRAIN	TO	TRACK
4:05	102	LIR	ROCKY HAVEN	11
4:05	103	LIR	ROCKY HAVEN	12
4:05	104	LIR	ROCKY HAVEN	13
4:05	105	LIR	ROCKY HAVEN	14
4:05	106	LIR	ROCKY HAVEN	15
4:05	107	LIR	ROCKY HAVEN	16
4:05	108	LIR	ROCKY HAVEN	17
4:05	109	LIR	ROCKY HAVEN	18
4:05	110	LIR	ROCKY HAVEN	19
4:05	111	LIR	ROCKY HAVEN	20

CURRENT TIME: 4:24





Moynihan Train Hall is designed for our
new world of safety and security challenges.



We face a global threat more sophisticated and unpredictable today than any other time in history.

Designed with the capacity to incorporate emerging security technologies, such as:

1. Video facial recognition technology
2. Automated video identification of abandoned bags
3. Real-time chemical and biological contamination detection
4. Radiation sensors throughout the facility

All coordinated through a unified
Joint Operations Command Center

33RD STREET

FARLEY BUILDING

RETAIL &
OFFICE
SPACE

MOYNIHAN
TRAIN
HALL

POST OFFICE

8TH AVENUE



PENN
STATION

31ST STREET

7TH AVENUE

In addition to building the Moynihan Train Hall,
we will transform the west side of the Farley block...



To 112,000 square feet of retail
plus 588,000 square feet of tech office space.



The Moynihan Train Hall and Farley development will **extend New York's premier transit hub to 9th Avenue** and the doorstep of the newly developing Far West Side.

33RD STREET

FARLEY BUILDING

RETAIL &
OFFICE
SPACE

MOYNIHAN
TRAIN
HALL

POST OFFICE

8TH AVENUE



31ST STREET

7TH AVENUE

2

We will begin rebuilding Penn Station.

An aerial photograph of a circular transit station, likely a light rail station, with a central circular area. The image is overlaid with a large yellow graphic that resembles a stylized 'T' or a path. A blue vertical bar is on the left side of the yellow graphic. The text 'WEST LIRR CONCOURSE (8TH AVE.)' is on the blue bar, and 'NORTH LIRR CONCOURSE (33RD ST.)' is on the yellow bar.

NORTH LIRR
CONCOURSE (33RD ST.)

WEST LIRR
CONCOURSE
(8TH AVE.)

First...



NORTH LIRR
CONCOURSE (33RD ST.)

The

North LIRR Concourse



LONG ISLAND RAIL ROAD

CONCOURSE D

20
21

← ELEVATOR
← SUBWAY 1 2 3

TRACK
10
11
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100

LONG ISLAND RAIL ROAD
LIRR TICKETING
CUSTOMER SERVICE

7TH AVE

This is a complete redesign
of an underground labyrinth.

New North LIRR Concourse

NEARLY 3x WIDER

than the existing corridor of 25 feet

70 feet wide

LONG ISLAND RAIL ROAD

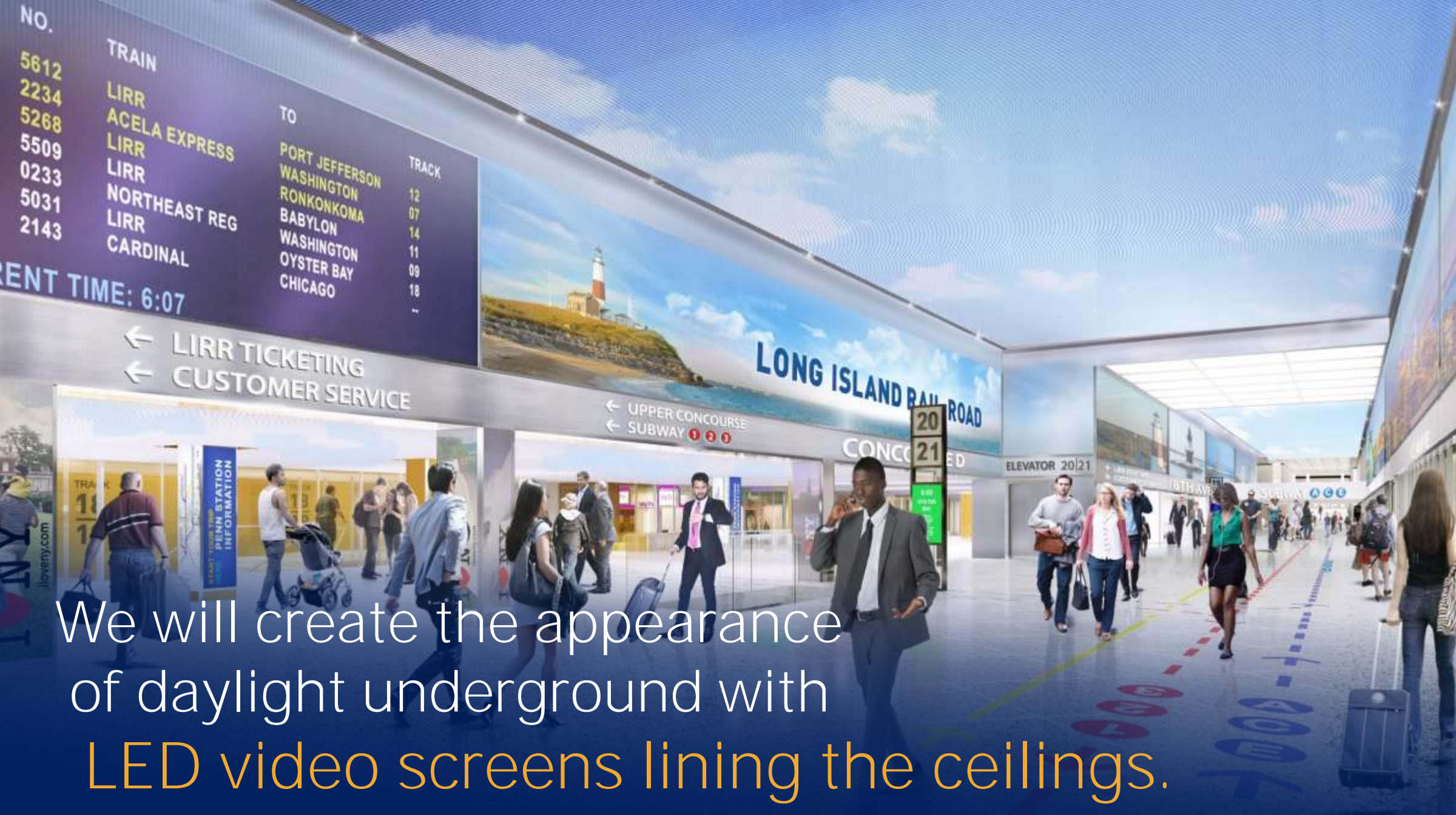
CONCOURSE D

TRACK
18
19



18 feet high

HIGHER CEILING
from 16' to 18' – completely
eliminating the barrel ceiling



NO.	TRAIN	TO	TRACK
5612	LIRR	PORT JEFFERSON	12
2234	ACELA EXPRESS	WASHINGTON	07
5268	LIRR	RONKONKOMA	14
5509	LIRR	BABYLON	11
0233	LIRR	WASHINGTON	09
5031	NORTHEAST REG	OYSTER BAY	18
2143	LIRR	CHICAGO	--
	CARDINAL		

ENT TIME: 6:07

← LIRR TICKETING
← CUSTOMER SERVICE

LONG ISLAND RAILROAD

← UPPER CONCOURSE
← SUBWAY 1 2 3

CONCEALED

ELEVATOR 20/21

We will create the appearance of daylight underground with LED video screens lining the ceilings.



Wayfinding to subways and taxis

New digital information systems

TRAIN	TO	TRACK
LIRR ACELA EXPRESS	PORT JEFFERSON	12
LIRR	WASHINGTON	07
LIRR	RONKONKOMA	14
NORTHEAST REG	BABYLON	11
LIRR	WASHINGTON	09
CARDINAL	OYSTER BAY	18
	CHICAGO	..

TIME: 6:07

← LIRR TICKETING
← CUSTOMER SERVICE

LONG ISLAND RAILROAD

← UPPER CONCOURSE

20
21

ELEVATOR 20/21

START YOUR JOURNEY
PENN STATION
INFORMATION

TRACK 11
11



We are building glass walls to increase visibility between the concourse and platform.



And LIRR passengers will have top-flight retail and dining options throughout the concourse.

An aerial photograph of a circular transit station, likely a light rail station, with a central circular area. The image is overlaid with a large yellow shape that resembles a stylized 'T' or a path. A blue vertical bar is on the left side, and a white box is on the left side containing text. The background is a dark blue gradient.

NORTH LIRR
CONCOURSE (33RD ST.)

WEST LIRR
CONCOURSE
(8TH AVE.)

Next...



WEST LIRR
CONCOURSE
(8TH AVE.)

The
West LIRR Concourse.



The West LIRR Concourse spans
all tracks between 31st and 33rd Streets.



It also uses LED video screens to give the appearance of daylight underground.

An aerial photograph of a circular transit station, likely a light rail station, with a yellow and blue color scheme. The station is circular with a central area and several radial paths. A yellow horizontal bar is at the top, and a blue vertical bar is on the left. The text 'WEST LIRR CONCOURSE (8TH AVE.)' is on the blue bar, and 'NORTH LIRR CONCOURSE (33RD ST.)' is on the yellow bar. The word 'Next...' is at the bottom in white.

NORTH LIRR
CONCOURSE (33RD ST.)

WEST LIRR
CONCOURSE
(8TH AVE.)

Next...

A C E

NORTH LIRR
CONCOURSE (33RD ST.)

1 2 3

WEST LIRR
CONCOURSE
(8TH AVE.)

The North LIRR Concourse is
bookended by two of the busiest
subway stations in the system.



So to create a seamless travel experience, the MTA is rebuilding the **two LIRR-connected subway stations** at the Penn-Farley Complex.



Construction of the **LIRR Corridor** will cost an estimated \$170 million. The **two subway stations** will cost approximately \$50 million total.

A blue-tinted photograph of a busy transit station concourse. People are walking in various directions. In the foreground, a yellow wall has the text "WELCOME TO PENNSYLVANIA" written on it. To the right, a sign indicates "TRACK 18/19" and "TO LIRR CONCOURSE". A blue arrow on the floor points to the left. The overall scene is a modern, well-lit transit hub.

The MTA will do a separate design-build RFP for concourse **construction...**



It goes out today.

33RD STREET

FARLEY BUILDING

RETAIL &
OFFICE
SPACE

MOYNIHAN
TRAIN
HALL

POST OFFICE

9TH AVENUE

8TH AVENUE




31ST STREET

7TH AVENUE

3

ESD and Amtrak will partner on a RFP to rebuild the current Amtrak portion of Penn Station.

An architectural rendering of a modern transit station, overlaid with a dark blue semi-transparent filter. The rendering shows a multi-level structure with glass facades and walkways. Silhouettes of people are visible on the upper levels. A sign for 'WOLFGANG'S' is visible on the lower level. The text is centered and reads:

A number of **design concepts**, including those received through the RFEI process, are under review that would add retail and improve passenger experience and station function.

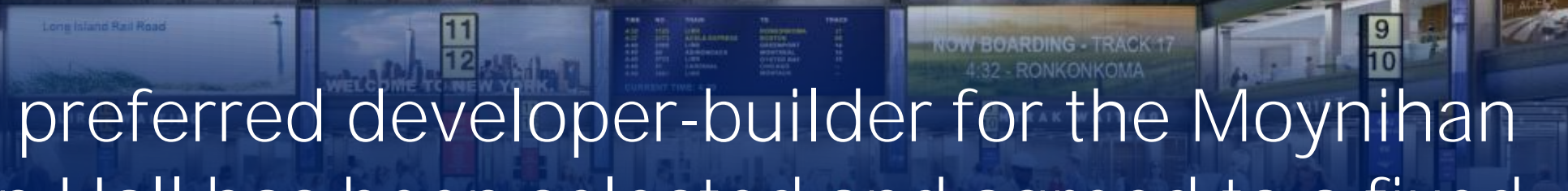
An architectural rendering of a modern transit station, overlaid with a dark blue semi-transparent filter. The scene shows a multi-level structure with glass railings on upper levels and a ground-level platform. Silhouettes of people are visible on the walkways. In the background, tall skyscrapers rise against a light sky. A sign for 'WOLFGANG'S' is visible on the right side of the ground level.

Further Penn development will also coordinate with plans to increase the number of tracks and train platforms through the Gateway Project and link with broader West Side community planning.



4

The preferred developer-builder for the Moynihan Train Hall has been selected and agreed to a fixed price, construction cost and schedule.



History

- A contract for development rights was made in 2005 with no deadlines. It was still pending this year.
- We cancelled that contract and rebid the development rights AND construction contracting.

Comparison of Old vs New Contract

<i>DEVELOPER-BUILDER RESPONSIBLE FOR...</i>	<u>OLD</u>	<u>NEW</u>
Construction Management	No	Yes
Construction Start Deadline	No	Yes
Construction Milestones	No	Yes
Retail Start Deadline	No	Yes
Train Hall Completion Deadline	No	Yes
LIRR as Train Hall Co-Tenant	No	Yes
30% MWBE Goal	No	Yes



Moynihan Train Hall RFP responses were reviewed by blue-ribbon panels of private and public sector leaders in the field of real estate, **construction, finance and design...**

Blue Ribbon Advisory Panels

REAL ESTATE VALUATION

Jennifer Schwartzman
NGKF

David Bosch
Amtrak

Jeff Rosen
MTA

Leslie Whatley
ESD

Richard Eaddy
Savills Studley

MaryAnne Gilmartin
Forest City Ratner

Bob Lieber
Island Capital

OVERALL CONSTRUCTION

John Kuprenas
STV

John Hyland
LIRR

Bob Sanna
Forest City Ratner

Andrew Winters
Cornell University

Bruno Signorelli
PANYNJ

Joel Pickett
Gotham Organization

Elizabeth Velez
Velez Organization

Sandra Wilkin
Bradford Construction

RAIL CONSTRUCTION

Robert Davidson
STV

Bruno Signorelli
PANYNJ

John Hyland
LIRR

Sam Caliciotti
Jeff Gerlach
Bob Cottrell
Marty Mack
Mark Bencivengo
Gary Lindenmuth
Scott Kalner
Amtrak

FINANCE

Tom Rousakis
E&Y

Robert Paley
MTA

David Bosch
Amtrak

Bob Megna
SUNY

Rob Godley
ESD

Adrian Swierczewski
NYS DOB

Paul Williams
Arent Fox

DESIGN

David Burney
Pratt Institute

Cynthia Brey
Amtrak

Jeff Gerlach
Amtrak

John Hyland
LIRR

Ruth Pierpont
SHPO

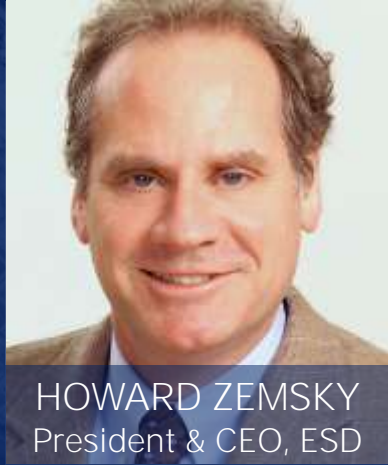
Nancy Marshall
MTA

Karen Fairbanks
Barnard College



Proposals for Farley/Moynihan
development were scored by a
7-member evaluation committee...

Evaluation Committee



HOWARD ZEMSKY
President & CEO, ESD



TOM PRENDERGAST
Chairman, MTA



JOE LHOTA
Senior VP, NYU Langone



MIKE DECATALDO
Senior VP, Amtrak



GERRARD BUSHELL
President & CEO, DASNY



STEPHEN GARDNER
Vice President, Amtrak



RODRIGO BITAR
Senior VP, Amtrak



The selected preferred developer-builder team for the Moynihan Train Hall is comprised of 3 companies: Skanska AB, Related Companies, and Vornado Realty LP.

Train Hall Cost Breakdown

Design-build responsibility under
fixed-price construction contract \$1.264 billion

Project management
costs to the State \$330 million

TOTAL: \$1.595 billion

Funding Sources

- \$600 million from developer payments for the Farley commercial and Moynihan Train Hall retail
- \$570 million from ESD
- \$425 million from a combination of Amtrak, LIRR, Port Authority and federal government

Train Hall Construction Schedule

Today

Preferred bidder selected

Q4

Early work begins

Q1 2017

Final contract signed

2019

Completion of skylight and enclosure of the Moynihan Train Hall

Q4 2020

Moynihan Train Hall opens

We project this development will
create 5,066 construction jobs.

All union jobs.



- WELCOME TO THE NEW -
Penn-Farley Complex



But...



The Penn-Farley Complex is only
one component of our \$100 billion
“Building The New NY” Plan.

From the east...



New Airport
at LGA

LGA AirTrain

MacArthur Airport

East Side
Access

LIRR Third Track

LIRR Double Track

JFK

Republic Airport

From the **north**...



Upstate Roads
& Bridges

Upstate
Airports

Stewart
Airport

New Tappan Zee Bridge

Bronx Metro-
North Stations

New Airport
at LGA

2nd Avenue
Subway

LGA AirTrain

MacArthur Airport

East Side
Access

LIRR Third Track

LIRR Double Track

JFK

Republic Airport

From the **west**...



Upstate Roads
& Bridges

Upstate
Airports

Stewart
Airport

New Tappan Zee Bridge

Javits
Convention
Center

Bronx Metro-
North Stations

New Airport
at LGA

2nd Avenue
Subway

LGA AirTrain

MacArthur Airport

Gateway
Tunnel

**Penn-Farley
Complex**

East Side
Access

LIRR Third Track

LIRR Double Track

JFK

Republic Airport

BUILDING THE NEW NY



BUILDING TODAY FOR A BETTER TOMORROW

UNVEILING THE NEW
**Pennsylvania Station/
Farley Complex**



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