



## **NEWS RELEASE**

**For Immediate Release:**  
Thursday, August 9, 2007

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**\*\*\*electronic graphic files of new station design are available\*\*\***

### **RPA Releases Report Outlining Transit Benefits of Proposed East and West Moynihan Station**

#### **Group Offers Assessment of Current Plans and Recommendations**

#### **Urges Developers, Transit Agencies, Public to Resolve Issues Swiftly to Seize Historic Opportunity**

Today the Regional Plan Association released a report outlining transit benefits of the proposed East and West Moynihan Station, offered an assessment of current development plans and made recommendations for moving forward swiftly to seize an historic opportunity to reshape the busiest rail hub in the nation.

The report analyzes the scope of transit benefits that could result from current plans by the Venture – a joint effort by Vornado Realty Trust and Related Companies – which call for a redesign of the Farley Post Office building (Moynihan West) and a brand-new train station on the existing Penn Station/Madison Square Garden site (Moynihan East).

The 22-page report entitled, “A Regional Rail Center: Moynihan East and West” outlines potential transit benefits of the project, including:

- Transforming Penn Station into a new Regional Rail Center;
- Creating a great new public space and gateway to New York City;

**- more, more, more -**

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- Anchoring transit-oriented development in the Moynihan Station area;
- Creating a passenger-friendly design;
- Integrating the Station with the neighborhood; and
- Providing more efficient, more productive and less costly train operations.

“The proposal has the potential to make Moynihan Station one of the premier transportation centers in world,” said Robert Yaro, President of Regional Plan Association.

Overall, the report offers high marks for the Venture Plan in these areas, but makes the following recommendations:

- promoting a sense of a public space in the train hall, much like Grand Central Terminal;
- continuing to considering transferring development rights to other sites in the area;
- offering adequate seating and amenities for both Amtrak travelers and commuters;
- studying the feasibility of assigning a few of the dozens of Farley Building; Post Office windows to transit agencies and TKTS in addition to Madison Square Garden and the Post Office; and
- creating a broader district-wide strategy for bringing construction equipment and materials into and out of the Far West Side.

“The Venture is on the right track but care should be taken to ensure development plans do not interfere with Moynihan Station becoming the great train station the region will need in the coming decades,” said Jeffrey Zupan, RPA Senior Transportation Fellow and report co-author.

“With a new Moynihan Station, rail users will finally get what they deserve – an uplifting travel experience, not a confusing maze of hallways, depressing interiors and lack of amenities,” said Juliette Michaelson, RPA Senior Planner and report co-author.

“Today we can be more hopeful than at any time for the fulfillment of my father’s vision...after years of delays and false starts, we cannot let optimism slip into complacency,” said Maura Moynihan, daughter of the late Senator Daniel Patrick Moynihan and RPA Senior Fellow.

Currently the Venture is working with Madison Square Garden, the Empire State Development Corporation, the City of New York and transit agencies on preliminary designs for both Moynihan East and West. While the Venture does not yet have exclusive rights to develop

**- more, more, more -**

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Moynihan East, they do have a natural advantage as they are already the designated developer for Moynihan West and have real estate holdings in the immediate vicinity to transfer development rights from the site if the City allows them to do so.

The report recommends that future modifications be measured in terms of the described transit benefits and urges developers, transit agencies and the public to swiftly resolve outstanding design and function issues that satisfy the parties varying objectives. Outstanding issues include: location of each transit agency in the complex; how to maintain service while staging construction; location of ticket windows for each transit operator; configuration of platform stairs and escalators; use of commercial facilities to fit with customer flow and needs; amount and location of retail outlets and signage.

On a daily basis, one-third of Amtrak's daily customers travel to, from or through Penn Station. It is also the major terminus of the nation's most-used commuter rail operator – the Long Island Rail Road – and the third busiest, NJ TRANSIT. In the last decade, the number of commuter rail and Amtrak customers has swollen 26% and subway ridership in nearby stations 34%, trends that are predicted to increase as the New York metropolitan region grows by over a million new residents in the coming decades.

This report was made possible through the generous support of the Leon Levy Foundation and was written by RPA in conjunction with the Friends of Moynihan Station, a group of civic, business and community organizations dedicated to seeing Moynihan Station built. It is the first in a series of three reports examining the proposed Moynihan Station. The complete report can be found on web at

<http://www.rpa.org/pdf/temp/neysa/moynihan/Moynihan.pdf>. For more information about Friends of Moynihan Station, visit: <http://www.moynihanstation.org>.