New York did not just happen...
New Yorkers made New York the Empire State.
Our founding fathers shaped, designed, constructed, and made New York the great state it is today.
New York is a built space.
New York’s ambition created much of the highway and parks systems we still depend on, by designing for the future, not just the present.
A 60-mile water aqueduct, miles of underground subways, the Verrazano Bridge and George Washington Bridge, the Long Island Expressway and Northern State Parkway, opened the entire region to growth.
Governor Nelson Rockefeller built the World Trade Center and much of our public university system.
The greatest project was in Upstate.

It was the most visionary – and transformed New York into the nation’s economic powerhouse.
We have to reignite our ambition, creativity and capacity.
New York’s economic success for the next 100 years depends on our ability to plan and build now.
New York’s tomorrow depends on what we do today.
In this year’s State of the State, I will propose the biggest construction program in our state’s history.

- Air
- Rail
- Mass transit
- Roads and bridges
For Upstate, we are proposing an unprecedented $22 billion roads and bridges plan.
We’re investing in an ambitious modernization plan for the MTA’s unprecedented $26 billion capital program.
We’re overhauling dozens of subway stations and adding:
• 1,400 new subway cars
• 3,100 new buses
• New technology
We are upgrading Metro-North – a vital connection between the Hudson Valley and New York City – with $2.3 billion in redevelopment.
We are building new Metro-North stations in the Bronx, connecting the railroad to Penn Station for the first time ever.
We are adding a 3rd track to the LIRR, reducing delays, enabling reverse commuting and taking cars off the road.
The LIRR will deliver passengers to Grand Central Terminal upon completion of East Side Access.
We’re building the Gateway Tunnel to accommodate the region’s growth in partnership with New Jersey and the federal government.
Gateway Tunnel – first new cross-Hudson rail tunnel in 100 years.
And we are modernizing our gateways to the world: New York’s airports.
We are building a new airport at LaGuardia.
LGA: Going from substandard to world-class.
We’re connecting the new airport to the LIRR and subway system by constructing a new AirTrain.
For the first time ever, passengers will be able to take the train from Penn Station to LGA.
At John F. Kennedy International Airport, we are creating a master plan that will present a unified vision for its maze of terminals.
On Long Island at Republic Airport, we are marketing tax-free sites to attract new business opportunity.
And MacArthur has the potential to become an international destination. I will propose $6 million in this year’s budget to fully fund a Federal Customs Inspection Station at the airport.
At Stewart Airport in the Hudson Valley, we are marketing over 270 acres of industrial and commercial properties to bring jobs and investment to the region.
Penn Station will be the nexus for all this increased capacity.

We estimate doubling the traffic into Penn over the next 15 years.
The original Penn Station opened in all its majesty in 1910.
In true New York fashion, it was the largest building ever constructed at one time.
Penn Station was the grand and triumphant entrance that New York deserved.
After WWII, the Pennsylvania Railroad demolished the above ground station.
Today, Penn Station – which is owned and operated by Amtrak – is the most traveled hub in the hemisphere at 650,000 people per day.
Penn Station is “un-New York.”

...dark and constrained

...ugly, dated architecture

...lost opportunity
Travelers are relegated to a bleak warren of corridors and waiting rooms that we all know so well.
Frankly, it’s a miserable experience.
It’s a terrible impression of New York.
It has been tolerated for far too long.
New York State Senator Daniel Patrick Moynihan, who as a child shined shoes in Penn Station, dreamed of recreating the lost grandeur of the old Penn Station.

His vision was to take the Farley Post Office and convert it into a train station.
The Farley Post Office concept has been continually explored for decades.
The Farley Post Office sits across 8th Avenue from Penn Station.
The Farley Post Office sits across 8th Avenue from Penn Station.
Penn Station’s design problem is that it is under Madison Square Garden.
There was another proposal to move Madison Square Garden into the Farley Building.
It never came to fruition.
Today we have an opportunity – no, an obligation – To dream big just like our founding fathers.
And then do it!
Three components to our vision:

1. Redevelop Penn Station.
2. Build a new train hall ringed by shops and restaurants at the Farley Building.
3. Link the two structures into one, interconnected complex.
First we will form a joint entity.

- Empire State Development
- Amtrak
- MTA
- Long Island Railroad
We will redevelop Penn Station.

- This week, we will issue a joint solicitation by ESD, Amtrak and MTA/LIRR for Penn redevelopment by a private developer.
- The private developer will finance Penn Station redevelopment in exchange for retail development rights.
- Our solicitation will be flexible and there are several design options for redeveloping Penn Station.
REDEVELOPING PENN STATION

Design options include...
REDEVELOPING PENN STATION

a.) A friendly, negotiated condemnation and removal of the MSG Paramount Theater, creating the opportunity to construct an 8th Avenue grand entrance with concourse, retail and commercial space.
Visualization of 8th Avenue entrance
b.) Close 33rd Street and use skylights and a new entrance to bring natural light to the concourse below.
Visualization of new 33rd Street entrance
Visualization of improved concourse under 33rd Street
c.) Open the site through new entrances at the corners and mid-block.
Midblock
d.) Create a 7th Avenue grand entrance.
e.) Renovate Penn Station as is, improving the configuration of the interior, facilities and retail, but without major external changes…
Better navigation...
And wider concourses...
For a better passenger experience.
Next, we will redevelop the Farley Post Office.
We will build a state-of-the-art train hall in the Farley Building.

- Increase concourse and circulation space.
- 30 new escalators, elevators and stairs to speed passenger flow.
- Iconic yet energy-efficient architectural design.
The new train hall will also include retail space and modern amenities such as wi-fi and digital ticketing.
The two complexes will be joined by underground concourses.
Together making one great Empire State Station.
In summary, our plan calls for a public-private partnership to:

- Issue a joint RFP/RFEI this week
- Allow for maximum flexibility

Options Include:

- Private partner to redevelop Farley alone
- Private partner to redevelop Penn alone
- Private partner to do both
- Private partner may be a consortium
Timetable:
Responses to joint solicitation will be due in 90 days.
A special thanks to…

Amtrak President Joseph Boardman
ESD Commissioner Howard Zemsky
MTA Chairman Thomas Prendergast
Senator Charles Schumer
Empire State Station: Part of our overall statewide transportation development plan...
Penn Station has more passenger traffic than Kennedy, LaGuardia and Newark Liberty Airports combined.
This project will be transformative for the State of New York and one of the most important developments in New York City in decades.
Transportation is our economic circulatory system.
It’s what built this state for the past 100 years.
And it will continue to make this state the Empire State for the next 100 years.
Building to lead.