



Empire State Passengers Association

Working For A Balanced  
Public Transportation  
Network For New Yorkers

[www.esparail.org](http://www.esparail.org)

# ESPA EXPRESS

News From The  
Empire State Passengers Association



USDOT

The 19th  
US Secretary  
Of  
Transportation  
Pete  
Buttigieg

Statements Made By 'Mayor Pete'  
During His Senate Confirmation Hearing...

*"As you know, I'm probably  
only the second biggest  
passenger rail enthusiast  
in this particular administration"*

*"I enjoy long train trips as well as short ones  
and I think that Americans ought to  
enjoy the highest standard  
of passenger rail service."*

Register NOW For The  
2021 NYS Rail Advocates  
'Virtual'  
Annual Meeting  
Saturday, March 13, 2021  
11:00am - 3:00pm  
Full Details At [www.esparail.org](http://www.esparail.org)



Office of the Governor

New Moynihan Train Hall Main Concourse

## Moynihan Train Hall Opens - Benjamin Turon

With a [ribbon-cutting ceremony on December 31st, 2020](#) led by Governor Andrew M. Cuomo, the 255,000-square-foot new Moynihan Train Hall (a westward expansion of New York City's Pennsylvania Station into the 100-year-old James A. Farley Building), was opened for passengers on New Year's Day.

Moynihan Train Hall is named for former U.S. Senator Daniel Patrick Moynihan, who in the 1990s proposed and advocated for the surplus space in the historic Farley Post Office to be used to expand Pennsylvania Station, previously confined underneath the Madison Square Garden complex.

(Continued on page 6 - Moynihan Train Hall)

### In This Issue...

NYC's Moynihan Train Hall Opens

MTA Orders New Dual-Mode  
Locomotives

MN & LIRR Complete PTC Installation

ESPA Engages An Executive Director

Amtrak Funding Advances

On-Line Membership Join, Renewal &  
Donation Portal New Available

And Much More...

NEW! Join ESPA, Renew Your ESPA Membership Or Donate To Support ESPA On-Line At [www.esparail.org](http://www.esparail.org)

## ESPA Creates Executive Director Position

President Gary Prophet

This past fall ESPA's Officers & Coordinators approved a proposal to establish a part-time Executive Director post for the Association. And ESPA's leadership retained the services of retired public transportation professional and long-time ESPA member, Steve Strauss, to fill the role.

In creating the Executive Director post ESPA President Gary Prophet said, "This is another step that our organization has taken in 2020, along with our re-launched website; a fully-secure on-line membership & donation portal and the updated newsletter, to build ESPA's capabilities and to advance rail advocacy across the State."

Strauss has a 35+ year career in public transportation and intercity passenger rail work. In 2019 he moved back to NYC after retiring from his position as Deputy Associate Director of the Transit Delivery Division of the District Department of Transportation (DDOT). In this position he managed the District's annual capital and operating contributions to the Washington Metropolitan Area Transportation Authority, oversaw contracts for the operation of the DC Circulator bus system and was responsible for the District's School Transit subsidy program.

During his time at DDOT Steve managed the expansion of the DC Circulator transit system, from five routes and 49 buses to six routes and 63 buses with procurement assistance from WMATA.

Steve also served as the District's primary specialist on High Speed and Intercity Passenger Rail (HSIPR) activities. Most of DDOT's Intercity Passenger Rail focus centered on maintaining Union Station as a high-quality intermodal transportation center and adding trans-Potomac rail capacity for Amtrak and VRE passenger trains. In 2009 Steve wrote two successful HSIPR grant applications totalling \$7.0 million, more than the entire state of Texas received from this program.

Earlier in his career Steve worked for the Metropolitan Transportation Authority (MTA) for ten years in a variety of increasingly more responsible positions in the budget and planning departments. He was also an Assistant Director of Government and Community Relations at New York City Transit, an operating subsidiary of the MTA, for nine years.

In 2002 Steve ran for an open seat in the New York State Assembly; from 2006 to 2008 Steve was the transportation policy advisor to New York City Comptroller William Thompson.



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## A Note From The Executive Director...

Thanks to the ESPA Officers & Coordinators for agreeing to take the next important step for the Association of bringing on a part-time Executive Director. It is often very hard for an all-volunteer group, like ESPA, to find enough time to advance all its goals and objectives.

Over the next two years I hope to help strengthen our organizational infrastructure, grow our membership, build alliances with like-minded environmental & transportation groups and further educate the Transportation Committees of the State Legislature on how Section 209 of the 2008 Passenger Rail Investment and Improvement Act (PRIIA) so greatly influences the quality and extent of Amtrak service in the Empire State.

The leadership of ESPA and I look forward to championing important passenger rail goals in Albany – strengthening the NYS DOT State Rail Program, developing a pipeline of passenger rail improvement projects north of Poughkeepsie that can be included in the "Biden Rail Renaissance" (my name for it) and improving State oversight of Amtrak service quality in New York. We will also be working to protect funding levels for Metro-North and the Long Island Railroad as well as NYC Transit and our upstate transit agencies, all heavily impacted by COVID-19 revenue losses.

We can't do it alone! When ESPA contacts you to attend a meeting or make a call, we hope you will say 'Yes', and if you have something you'd like us to work on right now, feel free to contact me at [straussnyc@verion.net](mailto:straussnyc@verion.net).

Steve Strauss

## **Metro-North & LIRR Complete Installation of PTC** - Benjamin Turon

It has been a long and bumpy haul, but the [Metropolitan Transportation Authority \(MTA\) announced in December 2020](#) that their two commuter railroads, Metro-North and the Long Island Rail Road, both completed their installation of Positive Train Control (PTC) eight days ahead of the federally-mandated deadline of December 31, 2020, to have the safety overlay system functioning on all required lines and locomotives.

Ronald L. Batory of the Federal Railroad Administration stated: "As FRA Administrator, it has been a privilege to oversee both Long Island Rail Road and Metro-North Railroad as they fully implemented FRA-certified and interoperable PTC systems on their required networks. I commend the perseverance and commitment at all levels of the Metropolitan Transportation Authority in successfully meeting this important deadline."

PTC is the ultimate in modern signaling and train control; its widespread adoption on railroad mainlines carrying a high frequency of passenger trains or dangerous freight was mandated by the US Congress in the Rail Safety Improvement Act of 2008 (RSIA) after a terrible commuter-freight train head-on collision in 2008 at Chatsworth, California. The four primary functions of PTC are: train separation and collision avoidance; line speed enforcement; temporary speed restrictions; and rail worker wayside safety. PTC can be a stand-alone system that completely replaces older signaling systems, but in the USA it is primarily being installed as an overlay of the existing signaling system.

PTC would have prevented both the December 2013 Spuyten Duyvil derailment on Metro-North's Hudson Line, and Philadelphia's May 2015 deadly train derailment on Amtrak's Northeast Corridor. An older collision avoidance system (Automatic Train Control), partially installed by Metro-North and Amtrak, was expanded by FRA-order after both disasters in order to control speed as well. PTC will provide even more safety on New York's commuter and intercity railroads.

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## **MTA Approves Order For Metro-North Dual-Mode Locomotives** - Benjamin Turon

In December 2020, the Board of the Metropolitan Transportation Authority (MTA) [approved a \\$335 million contract with Siemens Mobility, Inc.](#), for the design and manufacture of 27 new dual-mode diesel-electric locomotives to begin replacing its existing GE P32AC-DM Genesis dual-mode fleet which entered service in the late-1990s on Metro-North.

This decision opens the way for the Long Island Rail Road, Connecticut DOT, and the New York State DOT to exercise options in the contract to purchase their own dual-mode locomotives, replacing current locomotives operating beyond their expected life spans. Amtrak's fleet of eighteen P32AC-DM used by Empire Corridor trains have suffered from increasing failures in recent years, as they are exceeding their designed lifespan.

Metro-North has taken the lead on this procurement, a process that started many years ago with specifications drawn up by the Next Generation Equipment Committee as required by PRIIA Section 305 of the Passenger Rail Investment and Improvement Act of 2008. Metro-North in August, 2018, began a Request for Proposal (RFP) process for ordering a new fleet of dual-mode locomotives.

In the end, and after two other locomotive/railcar builders expressed interest, the only bidder was Siemens, the German international railway equipment manufacturer. Siemens is offering a dual-mode design based on the Siemens Charger, a in-service and in-production diesel-electric locomotive. This would follow the path of the P32AC-DM, which is a direct successor of the GE Genesis locomotives mass produced for Amtrak's use nationwide in the 1990s.

Siemens builds its SC-44/SCB-40/ALC-42 Charger diesel locomotives, ACS-64 Cities Sprinter electric locomotives, and Siemens Venture coaches in Sacramento, California. Siemens first entered the North American railroad market with its new electric locomotives for Amtrak's Northeast Corridor, second by providing streamlined integrated locomotive-coach trainsets for the new Florida Brightline service, and followed up with orders for locomotives and coaches for Amtrak corridor services in the Midwest, California, as well as new corridor trainsets for Canada's VIA Rail.

Siemens did not bid the base specifications of the RFP but instead provided an alternative design based on their standard Charger locomotive platform, customized to meet Metro-North's crucial technical requirements. The Charger is based on the European locomotive "Vectron" design, a diesel-electric dual-mode version introduced in 2019.

(Continued On Page 4 - Dual-Mode Locomotives)



**Dual-Mode Locomotives** (Continued From Page 3)

The original RFP called for a locomotive for Metro-North that could push or pull up to 8 multilevel coaches at speeds of up to 90-mph with the locomotives able to operate in electric mode whenever possible. The design is also constrained by clearances and weight restrictions at both Penn Station and Grand Central Terminal.

The RFP also included three other alternative design options with a higher top speed of 110 to 125mph. This includes: (1) a diesel-electric DC third-rail dual-mode design variant for the Empire Corridor; (2) a diesel-electric AC overhead dual-mode locomotive design variant for the Northeast Corridor; and (3) an all-electric locomotive with both DC third rail and AC overhead capability for Metro-North's Connecticut services.

MTA's first locomotives reportedly could take as long as 50 months to arrive, due to the very full order book that Siemens has for manufacturing Chargers in Sacramento.

Retired NYSDOT rail division employee Jack Madden – now senior project engineer with the engineering services firm Erdman Anthony & Associates – stated to the Albany Times Union that new locomotives for the Empire Corridor could potentially be primarily paid for by a federal grant or by the state leasing them from Siemens. Amtrak's 'Equipment Asset Line Plan', released in 2020, proposed acquiring 20 locomotives to replace the existing dual-mode fleet, but the Metro-North contract with Siemens has an option for up to 26 locomotives for New York State service. (Continued On Page 8 - Dual-Mode Locomotives)

**Attention! You can now renew your membership; join the Association or donate to ESPA (all with a credit/debit card) on-line, in addition to updating your membership information (address; e-mail, etc.) anytime!**

To access your ESPA membership account please follow these steps:

- Go to [www.esparail.org](http://www.esparail.org)
- Select "Join" & Then "Renew/Donate"
- Click on "Contact Us" For Assistance With Your ESPA User Name & Password (*if needed*)
- Complete The Contact Form With Your Name, E-Mail Address And Enter 'Yes - I Need Help' & Click "Send"
- The ESPA Membership Help Desk Will Respond (As Quickly As Possible) Via E-Mail With Your Membership Account User Name & A Temporary Password
- You Can Then Log-Into Your ESPA Membership Account By Selecting "Join" - "Renew/Donate" & "Access My Account" - For Security Purposes Please Change Your Password To One Of Your Own Selection
- If You Forget Your Password In The Future You Will Be Able To Re-Set It Using Your E-Mail.

If You Have Questions Or Need Assistance With Your Account, Simply Complete & Submit The "Contact Us" Form!

**ESPA Meetings**

All ESPA members and other interested persons are welcome and encouraged to participate in ESPA Meetings! Please contact President Gary Prophet at [thegp@aol.com](mailto:thegp@aol.com) for more information or if you would like to participate. Advance registration is required!

**2021 ESPA/RPA 'Virtual' Annual Meeting**

Saturday, March 13, 2021  
11:00am - 3:00pm

**2021 ESPA In-Person Annual Meeting & Lunch**  
*Canceled Due To Public Health Concerns*

**2021 ESPA Working Group Meetings**  
*Dates & Times To Be Announced*

Dates, times & locations are subject to change!

Check 'Events' at [www.esparail.org](http://www.esparail.org) for the most current meeting information!

**ESPA Membership**

The Empire State Passengers Association is an all volunteer network of people working to improve intercity rail, mass transit and bus service across New York State.

- Introductory Membership (\$15.00 for first year)
- Regular Individual Membership (\$30.00 per year)
- Student, Senior, Fixed-Income Membership (\$20.00 per year)
- Family Membership (\$40.00 per year)
- Sustaining Membership (\$60.00 per year)
- Patron Membership (\$100.00 per year)
- Association/Non-Profit Org. (\$300.00 per year)
- Corporate Membership (\$500.00 per year)
- Lifetime Membership (\$500.00 One Time)

Join or Renew On-Line At [www.esparail.org](http://www.esparail.org) or

Send A Check Made Payable To 'ESPA' To 'ESPA', P.O. Box 434, Syracuse, NY 13209

## Passenger Rail Gets Holiday Present - Tony Rudmann

Months of negotiations and false starts produced a Congressional Holiday present for the passenger rail community wrapping both regular federal fiscal year 2021 funding and new COVID-19 relief support in a single package.

When Federal Fiscal Year 2021 began October 1, 2020, Congress had yet to craft a budget agreement to keep the federal government open until September 20, 2021. Instead, the government was kept open by a "Continuing Resolution" which allowed funding at previous year levels.

The adopted budget provided Amtrak with \$1.3 billion for the national network's long-distance and State-supported trains which included \$50 million for safety costs on State-supported routes. The Northeast Corridor was allocated \$700 million for operating and capital projects with \$75 million earmarked to bring Amtrak served facilities and stations into compliance with the Americans with Disabilities Act. The adopted bill set aside \$100 million to support purchase of new single level passenger equipment for use by Amtrak and on state-supported routes.

Congress reminded Amtrak that they had removed the prohibition on the use of federal funds to cover any operating losses with providing food and beverage service on Amtrak routes. The provision was created years ago at the insistence of long-out-of-office Florida Congressman John Mica. Unfortunately, Amtrak leadership had ignored the prior Congressional action slashing and cheapening food service and storing new delivered dining cars.

The House & Senate agreed to \$375 million for the Consolidated Rail Improvement and Safety Improvement (CRISI) program for rail capital projects with at least \$75 million reserved for development of new intercity passenger rail routes.

Mass Transit was not forgotten as the Federal Transit Administration was allocated \$18 billion. Some of those funds will support the work of New York State entities such as the Metropolitan Transportation Authority (MTA) and the Niagara Frontier Transportation Authority (NFTA).

Because the 116th Congress was completing its two-year life, the regular budget legislation was joined with a bill providing relief for the damage caused by the continuing COVID-19 pandemic.

Amtrak was appropriated \$900 million which included \$665.4 million for the Northeast Corridor and \$ 344.6 million for the National Network. Of the Northeast Corridor funds, \$109.8 million is to be used in place of capital payments from states and Commuter Rail Authorities. Of the National Network appropriation, \$174.9 million is to be used instead of PRIIA Section 209 payments for State-supported corridors.

Under the COVID-19 bill, Amtrak must use the fund to prevent further employee furloughs and may not make further reductions in the frequencies of long-distance trains. Also, Amtrak may not replace furloughed workers by contracting out any service that those workers performed.

Mass transit will receive up to \$14 billion for Transit Infrastructure grants, which includes \$678 million for rural transit providers and \$50 million for paratransit providers.

The December 2020 legislation will be helpful to NYSDOT, the MTA, the NFTA and other Empire State transportation organizations. For example, New York State will be relieved of at least part of the burden of PRIIA Section 209 payments for its state-supported intercity passenger trains,

According to MTA Chief Executive Officer Pat Foye, "We are relieved and thankful to see Congress pass another coronavirus relief that includes \$4 billion in federal relief. The crucial funding will allow us to get through 2021 without devastating service cuts and layoffs of over 9,000 colleagues." The Buffalo News reports that the Niagara Frontier Transportation Authority (NFTA) anticipates the stimulus will provide \$43 million for transit assistance and \$7 million for its regional airports. "It allows us to continue to operate amid all the challenges we have," said NFTA spokeswoman Helen Tederous.

## Breaking Amtrak Funding Update...

As this issue goes to press, the House has passed a Covid Relief bill, supported by President Biden, that would direct \$1.5 billion to Amtrak to bring back employees furloughed due to COVID-19 and also require the restoration of daily long-distance train service. In addition, \$30 billion would go to public transit systems. The overall funding relief measure (as currently written) faces uncertain prospects in the Senate, though the proposed Amtrak funding may well survive intact.

## Moynihan Train Hall (continued from page 1)

A new East End Gateway to Penn Station at 33rd Street & 7th Avenue also opened on New Year's Day, part of the ongoing renovation of the LIRR Concourse.

A \$1.6 billion project led by Empire State Development (ESD) was accomplished through a public-private partnership between ESD, Vornado Realty Trust, The Related Companies, Skanska, the MTA, the Long Island Rail Road, Amtrak, and the Port Authority of NY and NJ. Skidmore, Owings & Merrill (SOM) was the architectural firm that oversaw the design and construction of the project.

The centerpiece of the Moynihan project is its Train Hall built under an acre of glass within the former mail sorting room. The mid-block entrances were once utilized by mail trucks. Moynihan Train Hall includes retail space, a 320-seat waiting area, and public bathrooms; being connected to the LIRR Concourse on the lower level of Penn Station through the new West End Concourse opened in 2017.

On January 11, 2021, as part of his State of the State presentation, Governor Cuomo announced a proposal to connect the High Line linear park to the Moynihan Train Hall. The connection would include a 1,200-foot two-block spur, running along 30th Street and Dyer Avenue to the Farley Building. With the sunken open-air West Side Yard being built over by a forest of skyscrapers, the Farley Building and Moynihan Train Hall have become a keystone connection between the new Hudson Yards development and Midtown Manhattan.

Pennsylvania Station is the busiest passenger transportation facility in the Western Hemisphere, normally used by more than 700,000 passengers per day - more than LaGuardia, John F. Kennedy and Newark International Airports combined. The completion of the Moynihan Train Hall project and the ongoing rebuilding of the LIRR Concourse the first two steps toward efforts to improve and expand the century-old facility.

Even more important is the Gateway Program, the effort to build two new tunnels under the Hudson River to New Jersey, thereby expanding rail capacity and allowing the existing two portals to be rebuilt account of their age and damage from Hurricane Sandy. In January 2021, the Federal Transit Administration approved \$766.5 million in funding for construction of a new \$1.8 billion Portal Bridge over the Hackensack River in New Jersey. This would allow the existing lift bridge to be replaced with a new high-level span, eliminating a big bottleneck and source of frequent train delays on the Northeast Corridor on their approach to the North River Tunnels and Penn Station.

Then there is the controversial "Penn South" proposal to add more platform tracks by demolishing the block immediately south of Penn Station. Governor Cuomo, in his 2021 "State-of-the-State" address, stated that the state would start a comprehensive \$16 billion project to reconstruct the existing station and add track capacity, expanding train capacity by 40 percent.

Despite the thirty-year conception to completion of the Moynihan Train Hall project, big things can still be done in New York. Over the coming years, as people use the open concourse – rivaling that of Grand Central Terminal in size – and stare up past the original steel trusses and through the vaulted parabolic skylight 92-feet above the floor, some of the wonder and awe that passengers felt as they entered the original Pennsylvania Station may return.

## And A First-Hand Report - Gary Prophet

The new Moynihan Train Hall is not intended to be a re-creation of the original Pennsylvania Station, destroyed in the early 1960s to allow for the construction of Madison Square Garden, but instead is an attempt to separate Amtrak passengers from the small, cramped Penn Station boarding area. In early January I visited the new Moynihan Train Hall and I can say that the new facility accomplishes this goal very well.

The new Train Hall features include an Amtrak ticketing & baggage office and a separate LIRR ticketing area. There is a specific waiting area for ticketed Amtrak passengers & an expansive new Metropolitan Lounge on the Mezzanine Level for first class & sleeping car passengers. Red Caps can be found in a clearly marked area for passenger assistance. The abundant signs & digital displays provide for very clear directional & train information. Continued on Page 7 - Visiting Moynihan





**Visiting Moynihan** (continued from page 6)

Announcements could be heard clearly throughout the facility.

Each track is clearly marked and is accessible in the middle of Train Hall by escalators, with elevators & stairways also available around the perimeter of the Hall. To board LIRR trains, one must follow the signs marked "West End Concourse", as many LIRR-served tracks are not accessible from the main Train Hall. For New Jersey Transit (NJT) trains, one can only board from the current Penn Station, as many of the tracks used by NJT do not extend under the new Train Hall.

Time	No.	Departures	Destination	Status	Track
1:20	283	Empire Service	Niagara Falls	On Time	
2:00	174	Northeast Regional	Boston	On Time	
2:02	93	Northeast Regional	Norfolk	On Time	
2:15	19	Crescent	New Orleans	On Time	
2:20	291	Ethan Allen Express	Albany-Rensselaer	On Time	
3:00	2163	Acela	Washington	On Time	
3:15	97	Silver Meteor	Miami	On Time	
3:30	176	Northeast Regional	Boston	On Time	

12:45:51 pm MOYNIHAN TRAIN HALL Tue Dec 29



Office of the Governor

Yes, one can walk from Moynihan Train Hall directly into Penn Station, either by exiting the facility and walking across 8th Avenue or by following signage that takes one past the 8th Avenue subway entrance and then into the lobby of Penn Station. There are entrances to Moynihan Train Hall on 8th Avenue on both 31st & 33rd Streets, as well as mid-block on 31st and 33rd streets. On the Mezzanine Level, the Moynihan Train Hall also directly connects with the Post Office on 8th Avenue.

All Amtrak & LIRR trains are still announced in the current Penn Station, as I witnessed passengers boarding their Amtrak trains there, despite the new Hall just across the

street being a much more attractive facility. Moynihan Train Hall is closed from 1:00am to 5:00am, so those boarding trains during those overnight hours must use Penn Station, which continues to be open 24 hours a day.

Moynihan Train Hall will have an extensive Food Hall (scheduled to open in late 2021) for takeout & sit-down eating options, but for now just a Starbucks is available and this is only for takeout (due to COVID-19). During my visit, the new Train Hall (including the public restrooms) were very clean, with staff actively maintaining all of the spaces.

Unfortunately, Penn Station has not yet been renovated and the homeless would appear to have taken over its waiting area, especially with most of the businesses either temporarily or permanently closed. And as has been long-noted, the new Moynihan Train Hall is an appreciably further walk from the popular 7th Avenue subways.

**New York Wins \$19.7 Million in Federal Grade Crossing Funds** - Tony Rudmann

The U.S. Transportation Department awarded New York state transportation entities a grant totaling \$19.7 million on January 14, 2021, to improve safety where highways and rail lines cross. NYSDOT, the Metropolitan Transportation Authority and Metro North Railroad will use the money to improve safety at nine crossings along the Metro North Harlem Line in Westchester, Dutchess and Putnam counties. Planned work includes upgrading or replacing existing at-grade crossing warning systems; reconstructing railroad crossing structures and approaches currently in place.

The New York grant was part of a \$40 million package to help five states improve safety at commuter rail crossings in both rural and urban areas which had experience a serious accident investigated by the National Transportation Safety Board (NTSB) and for which the agency issued an accident report. The awards followed the December 15, 2020, publication of a final rule for "State Highway-Rail Grade Crossing Action Plans" applicable to all states & the District of Columbia. The final rule responds to the federal FAST Act (Fixing America's Surface Transportation Act) which directs states to develop and implement (or update, if applicable) action plans.

Grade crossing accidents and incidents are the second leading cause of rail-related deaths in the United States, but nearly every one of them is preventable," said FRA Administration Ronald Batory. "The action plans give states a tool to engage with federal and state partners, railroads, and rail safety advocates to identify high risk crossings and develop strategies to save lives." Earlier rules dating to 2010 required ten states having the most highway-railroad grade crossing collisions to develop action plans and submit them to the FRA for approval. New York was not impacted by that earlier rule but is subject to the new final regulation and must submit its plan to the FRA by February 2022.



## Dual-Mode Locomotives (Continued from Page 4)

Former ESPA President Bruce Becker noted to the Times Union that Amtrak is also in the process of acquiring new single-level coaches to replace the existing 1970's-era Amfleet cars utilized for its Northeastern regional services, with at least 60 new coaches required for the Empire Corridor. The Siemens Venture line of passenger cars is a possible option for such a contract.

In the Times Union, NYSDOT spokesman Joe Morrissey stated that the DOT worked with the MTA to develop "a common specification for these locomotives as they also operate in Metro-North territory" with the "overarching goal is to harmonize this equipment throughout the Empire Corridor."

## Final East-West Mass. Rail Study Released

MassDOT has released the [Final Report for their East-West Rail Study](#). There appears to be few if any changes from the draft released in November 2020, that was covered in the Fall Issue of the ESPA Express. ESPA and Western Massachusetts passenger rail advocates will continue to advocate for extending the planning work to include Albany as the logical western terminus for an intercity passenger rail corridor service across the Bay State. The study can be viewed online at: [www.mass.gov/east-west-passenger-rail-study](http://www.mass.gov/east-west-passenger-rail-study)

### Moynihan Train Hall At Penn Station

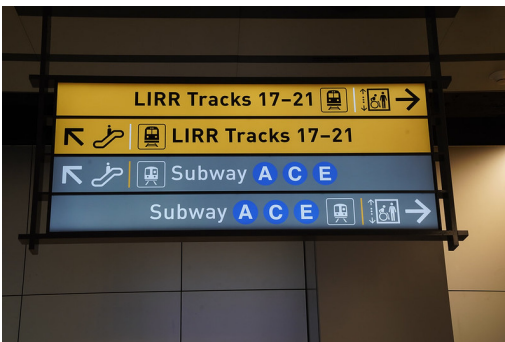
All Photos - Office of the Governor



Exterior View At 33rd St. & 8th Ave.



Hanging Clock In The Main Hall



Directional Signage To LIRR & Subway



Escalator To Platform

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Full Details At [www.esparail.org](http://www.esparail.org)