

Moynihan Train Hall Timeline

October 1963: Pennsylvania Railroad begins razing original 1910 Pennsylvania Station building, confining rail passengers to the current subterranean replacement station facility.

1991: Amtrak develops Penn Station Facility Needs Assessment report, during which it becomes clear that space may become available at the Farley Building for passenger use.

April 1992: At a U.S. Senate Transportation Appropriations Subcommittee hearing chaired by Senator Frank Lautenberg, Amtrak President Graham Claytor testifies about Amtrak's preliminary plan to move its station facilities to the Farley Building.

May 1992: Amtrak released a feasibility study concluding that renovation of the Farley Building to include new Amtrak facilities and linking portions of it to the existing Penn Station had many benefits, and recommending that the Farley Building be included in the Penn Station Redevelopment program. Subsequently, Amtrak developed a plan (Master Plan III) that proposed to convert portions of the Farley Building into a passenger facility for Amtrak service, retail space, and non-public space for Amtrak.

April 1993: In a report to Congress, Amtrak President Claytor says that moving Amtrak's train station to the Farley Building would provide additional station capacity and "the opportunity to resurrect the architectural grandeur of the original Penn Station."

May 1993: Amtrak releases its design for the Farley Building train station.

February 1994: At the behest of Senator Daniel Patrick Moynihan, the leading proponent of the Farley train station project, Congress appropriates \$10 million to Amtrak for engineering and design work.

August 1994: Amtrak, the Federal Railroad Administration, New York State and New York City enter into a memorandum of agreement that calls for a portion of the Farley Building to be turned into a new station for Amtrak at an estimated cost of \$315 million. Amtrak was to manage the project, with completion projected for 1999.

February-April 1995: Following change in political control, House of Representatives eliminates \$40 million appropriation for Farley train station project House and Senate had agreed to in October 1994; Senator Lautenberg and New York City House members Jerrold Nadler, Nita Lowey and Charles Schumer credited by New York Times for successful effort to retain \$21.5 million for project in conference committee.

October 1995: FY 1996 Appropriations Act directs Amtrak to use \$20 million of its capital grant for Farley train station project.

November 1995: An amendment to the federal highway reauthorization act proposed in conference committee by Senator Moynihan provides an additional \$26.2 million for the Farley project.

March 1997: The Pennsylvania Station Redevelopment Corporation (PSRC), a New York State agency, takes over management of the Farley project. PSRC decides to discard Amtrak's design and hire a new architect to do a redesign.

March 1998: Post Office agrees to turn over space in the Farley Building for a train station.

October 1999: At a ceremony to launch the Farley train station project attended by New York area elected officials, President Bill Clinton urges Congress to appropriate an additional \$60 million to complete the project in honor of Senator Moynihan, and New York Governor George Pataki suggests that the new train station be named after him.

November 1999: Congress appropriates \$20 million for Farley train station project in each of FY 2000, FY 2001 and FY 2002; 2001 appropriations limited in 2001 Appropriations Act to life safety projects that would enable the Farley building to be used as a train station and there is no reference to appropriation in 2002 Appropriations Act.

April 2000: A U.S. Department of Transportation (USDOT) Office of Inspector General report finds that the projected cost of the Farley station project has more than doubled to \$768 million in the three years since PSRC assumed management of the project, due in part to a greatly expanded project scope, and that the project's new design is only 15% completed.

October 2001: Post Office suspends negotiations over sale of Farley Building, citing need for space following damage to lower Manhattan mail sorting facilities from September 11 attacks.

October 2002: Post Office agrees to sell Farley Building to New York State.

March 2003: Farley Building station project re-dedicated in honor of its most prominent champion, Senator Daniel Patrick Moynihan, upon his passing.

May 2004: Amtrak President David Gunn states that Amtrak will not move to the Farley Building as its new station, citing more pressing funding needs at the time.

July 2005: Governor Pataki and New York City Mayor Michael Bloomberg announce selection of Vornado Realty Trust and Related Companies as developers of the Farley project, which was to include a new train station for New Jersey Transit that would also serve the Long Island Rail Road.

March 2006: Tentative agreement announced to build new Madison Square Garden in the west half of the Farley Building.

March 2007: Empire State Development Corporation, a New York State agency, buys the Farley Building, with \$140 million of the \$230 million purchase price provided by the Port Authority of New York and New Jersey.

August 2007: Amtrak announces that it is once again considering moving its station operations to the Farley Building.

March 2008: Madison Square Garden pulls out of the Farley redevelopment plan; Senator Chuck Schumer, and subsequently New York Governor David Paterson, urge that the Port Authority take over the train station project.

September 2009: Amtrak announces that it will move its passenger-facing station operations to the Farley Building.

February 2010: USDOT announces that Phase 1 of the Farley project has been awarded an \$83.3 million TIGER (Transportation Improvements Generating Economic Recovery) grant. Phase 1 included construction of new station entrances and a widened and lengthened West End Concourse, including new elevators and stairs.

October 2010: Groundbreaking for Phase 1, West End Concourse expansion.

March 2011: Following New Jersey Governor Chris Christie's decision to halt Access to the Regions Core (ARC) project for new Hudson River tunnels, Amtrak, Senator Lautenberg and New Jersey Senator Robert Menendez announce Amtrak-developed Gateway Plan that includes new tunnels, Moynihan train station in Farley Building, and Penn Station South project that would add additional station tracks on block south of Penn Station.

February 2012: Port Authority announces plan for Phase 1; projected cost \$270 million, with completion projected in 2016.

January 2016: New York Governor Andrew Cuomo announces plan to solicit new developers for Phase 2 of Farley station project, citing the failure of Vornado and Related to advance Phase 2 more than a decade after their selection.

September 2016: Governor Cuomo announces agreement with Vornado, Related and Skanska AB for \$1.6 billion Phase 2 of project that will include a train hall for Amtrak and the Long Island Rail Road, as well as office and retail space, with projected completion in late 2020

June 2017: Phase 1 completed; expanded West End Concourse opens.

August 2017: Phase 2 commences; construction of Moynihan Train Hall begins.

January 2020: Governor Cuomo announces support for additional station tracks included in Penn Station South Project.

January 1, 2021: Moynihan Train Hall opens for revenue train service.