

MTA New York City Transit

Project Name: Gap Fillers Union Square: Phase 3
NYCT: MW01-6707 C-34762 **MTA: T5041408**

Object/Purpose of Project: The objective of this project is to complete the replacement of gap fillers at the 14th Street Station, bringing all gap fillers at Union Square into a state of good repair.

Units/Locations/Limits: Nine gap fillers will be replaced at the 14th Street Station/Union Square on the Lexington Avenue Line in the borough of Manhattan.

Summary Scope: This project is for the replacement of 3 Gap Filler Assemblies (9 gap filler units) on the southbound local track of the 14th Street Station of the Lexington Avenue Line in Manhattan. Gap fillers are moveable steel platforms that extend from the edge of the platform and fill the gap to the train door. On platforms that have pronounced curvature, the gaps are large enough to pose a safety hazard to the ridership. The gap fillers are signal actuated.

Six gap fillers at the southbound express track side were replaced under other locally funded contracts. This project will complete the replacement of the gap fillers at the 14th Street, Lexington Avenue Station, bringing all gap fillers at this station into a state of good repair.

This request is for \$27.2 million.

MTA New York City Transit

Project Name: West End Line: 7 Stations, ADA Bay Parkway, and Elevated Line Structure Rehabilitation

NYCT: A35797

MTA: Various

| <u>Description</u> | <u>NYCT</u> | <u>MTA</u> |
|--|-------------|------------|
| 71 st Street | ST07-4605 | T6041118 |
| 79 th Street | ST07-4606 | T6041119 |
| 18 th Avenue | ST07-4607 | T6041120 |
| 20 th Avenue | ST07-4608 | T6041121 |
| 25 th Avenue | ST07-6337 | T6041132 |
| Bay 50 th Street | ST07-6328 | T6041131 |
| Bay Parkway | ST07-5384 | T6041111 |
| ADA: Bay Parkway | ST04-5384 | T6041310 |
| Structure Rehab: 63 rd St to Bay 50 th | MW49-5925 | T6070306 |

Object/Purpose of Project: The purpose of this project is to bring these 7 elevated stations and the segments of the elevated structure on the West End Line into a state of good repair, and to provide full ADA accessibility improvements at the Bay Parkway Station.

Units/Locations/Limits: The work of this project will be performed within the limits of the individual stations on the West End Line (BMT) and NYC Transit's Right of Way in the borough of the Brooklyn.

Summary Scope:

Six stations: 71st Street Station, 79th Street Station, 18th Avenue Station, 20th Avenue Station, 25th Avenue Station and Bay 50th Street Station will undergo the following component rehabilitation work:

- Rehabilitate of street and platform stairs.
- Rehabilitate of platform floor.
- Replace platform cross girder.
- Painting.
- Miscellaneous mezzanine work.
- Fire standpipe system at 71st Street and 79th Street.

Bay Parkway Station will undergo extensive rehabilitation to bring it to a state of good repair. The work will include the following:

- Repair structural deficiencies throughout the station.
- Provide architectural treatment to customer areas of the station.
- Reorganize existing rooms.
- Upgrade communications, electrical service and lighting systems as necessary.
- Incorporate progressive accessibility requirements mandate by ADA (not including elevators).
- Modify agent booths as necessary.
- Eliminate visual clutter and install artwork.
- Upgrade station operating facilities.
- Replace platform lubrication room and remove communication room on mezzanine.

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- All work necessary to comply with approved NYCT policy and operating requirements.

Bay Parkway - ADA

The Bay Parkway Station has been identified as an ADA key station. To comply with the Americans with Disabilities Act, the NYCT is required to provide full accessibility to those stations nominated as "key" stations. This project will provide full vertical accessibility to this station through the installation of elevators. Three elevators with associated machine rooms will be constructed. One elevator will provide access from the street to the unpaid side of the mezzanine and two elevators will provide access from the paid side of the mezzanine to the northbound and southbound platforms. Coordination with the NYCDEP for utility relocation and NYCDOT for the approval of the street elevator will continue.

Elevated Structure

The project will address the repair of the substantial amount of structural defects, which have been identified by MOW as part of their on-going inspection program.

This request is for \$132.2 million.

MTA New York City Transit

Project Name: West End Line: 5 Stations and Elevated Line Structure Rehabilitation

NYCT: Various

MTA: Various

| <u>Description</u> | <u>NYCT</u> | <u>MTA</u> |
|---|-------------|------------|
| Fort Hamilton Parkway | ST07-4604 | T6041117 |
| 62 nd Street | ST07-5383 | T6041124 |
| 9 th Avenue | ST07-5415 | T6041126 |
| 50 th Street | ST01-6964 | T6041128 |
| 55 th Street | ST01-6965 | T6041129 |
| Structure Rehab: 9 th Ave to 63 rd St | MW49-5925 | T6070306 |

Object/Purpose of Project: The purpose of these projects is to bring five stations on the West End Line and these segments of the elevated West End Line into a state of good repair. The stations are elevated with the exception of 9th Avenue.

Units/Locations/Limits: The work of this project will be performed within the limits of the individual stations on the West End Line (BMT) and NYC Transit's Right of Way in the borough of Brooklyn.

Summary Scope:

Three stations, Fort Hamilton Parkway, 62nd Street, and 9th Avenue will undergo full station rehabilitations. The work at each station is similar, except for those noted. The work will include the following:

- Repair structural deficiencies throughout the station.
- Provide architectural treatment to customer areas of the station.
- Upgrade communications, electrical service and lighting systems as necessary.
- Incorporate progressive accessibility requirements mandate by ADA (not including elevators).
- Modify agent booths as necessary.
- Eliminate visual clutter and install artwork.
- Upgrade station operating facilities.
- Rehabilitate transfer passageway between the 62nd Street Station and the New Utrecht Avenue Station on the Sea Beach Line.

Two stations, 50th Street and 55th Street will undergo structural repair work, which is limited to the following:

- Platform repair including cement topping
- Repair platform edge including rubbing boards
- Install windscreens under canopy
- Install platform railings/panels beyond canopy
- Install platform lighting posts
- Construct new stairs
- Painting

Elevated Structure

The project will address the repair of the substantial amount of structural defects, which have been identified by MOW as part of their on-going inspection program.

This request is for \$110.7 million.

MTA New York City Transit

Project Name: Induction Loops: 642 Station Agent Booths
NYCT: ST04-7247 A-36124 MTA: T60413

Object/Purpose of Project: The objective of this project is to install Induction Loop Systems at station agent booths to provide improved audio for the hearing impaired.

Units/Locations/Limits: Induction Loop Systems will be installed at 642 agent booths system wide.

Summary Scope: Those that wear hearing aids experience difficulty hearing in a noisy environment since their hearing aid amplifies not only the desired sounds, but also the surrounding background noise as well. This situation makes it especially difficult for the hearing impaired to communicate with a token agent. To overcome this problem, an induction loop can be installed inside the station agent booth. The induction loop system creates a clear magnetic signal of an audio input. This signal can be picked up by many hearing aids on the market today, allowing an individual to hear only the desired audio source, as undesirable noise is filtered out.

Many off the shelf hearing aids are equipped with a tele-coil switch (T-switch) that allows the user to turn off the audio amplifier (eliminating the noise) and at the same time, allowing the hearing aid to pick up a magnetic signal (through the tele-coil) generated by the induction loop. The information contained in the magnetic signal is relatively pure and it contains only the audio that the hearing impaired person is interested in. The magnetic signal is created by connecting the audio source to a current driver/amplifier which then converts the electric signal into a magnetic one by allowing current to flow around a closed loop of wire.

This project will address 642 agent booths system-wide. An induction loop will be installed around the perimeter of the window with a 1 ½ to 2-inch standoff from the aluminum window frame. The loop will be installed in an architecturally correct molding that will protect the loop and fasten it onto the window.

This request is for \$20.0 million.

MTA New York City Transit

Project Name: 5 Pelham Line IRT Stations – Station Rehabilitation
NYCT: Various **MTA:** Various

| <u>Pelham Line Station</u> | <u>NYCT</u> | <u>MTA</u> |
|----------------------------|-------------|------------|
| Buhre Avenue | ST07-6527 | T5041143 |
| Middletown Road | ST07-6528 | T5041144 |
| Zerega Avenue | ST07-6529 | T5041145 |
| Castle Hill Avenue | ST07-6530 | T5041146 |
| Pelham Bay Park | ST19-6633 | T6041193 |

Object/Purpose of Project: The purpose of this project is to bring these five elevated stations on the Pelham Line to a state of good repair.

Units/Locations/Limits: The work of this project will be performed within the limits of the individual stations on the Pelham Line (IRT) and NYC Transit's Right of Way in the borough of the Bronx.

Summary Scope: Each station except Pelham Bay Park Station will undergo extensive rehabilitation to bring it to a state of good repair. The Pelham Bay Park Station will undergo minor rehabilitation as part of a normal replacement since it underwent a partial rehabilitation in 1989. The original project was federally funded and reached substantial completion in 1989. The scope of that project included the installation of ADA elevators and rehabilitation of the mezzanine. There is no re-work involved. There was no work on the platforms.

The following station elements are included in the Pelham Bay Park Station scope of work:

- Replacement of the platform canopies and repair the windscreens;
- Installation of new tactile platform edge ADA warning strips as per NYCT Station Design Guidelines.

The scope of work for the remaining stations will include the following:

- Rehabilitation of street stairs including canopy and railings.
- Demolition and reconstruction of the station mezzanines including floors, walls, ceilings and associated rooms and associated equipment.
- Reconstruction of NYCT operation rooms at the mezzanine. These rooms include storage rooms, employee's toilet and facility rooms, and electrical closets.
- Refurbish station agent booths and reconfigure fare array.
- Replacement of platform stairs including railings.
- Reconstruction of platform edge including rubbing board and ADA boarding area.
- Replacement of selected deteriorated platform concrete panels with poured-in-place concrete.
- Replacement of platform, stair canopies, windscreens and railings.
- Repair of corroded steel and paint structural steel throughout the station.
- Installation of adequate drainage to the station.
- Provide new lighting and emergency light fixtures at the mezzanine and platforms
- Replace track, ties, and concrete structure and provide new waterproofing in the through-span section above the station mezzanine.

This request is for \$122.0 million.

MTA New York City Transit

Project Name: Vent Plant – Jackson Avenue
NYCT: MW24-5930 E-31276

MTA: T5060303

Object/Purpose of Project: Ventilation facilities are integral to the safety of the MTA New York City Transit subway system. They provide emergency tunnel ventilation to designated tunnel segments by removing heat and smoke caused by fires in the system. Vent plants operate in emergency supply and exhaust mode to support the required air flow. This project will replace three existing ventilation plants to bring them to a State-of-Good Repair and upgrade them to meet National Fire Protection Association 130 (NFPA 130) standards.

Units/Locations/Limits: The existing Plant 5103 located at Hunter Street and 43rd Avenue serves the Astoria Line and existing Plants 6406 and 6407, both located at Jackson Avenue between Purvis and Dutchkill Streets serve the Queens Boulevard and Crosstown Lines.

Summary Scope: This project includes the replacement of three vent plants on the Queens Boulevard, Astoria, and Crosstown Lines in Long Island City, Queens. The work will include installation of new fans with controls and communications connected to remote locations, and installation of necessary sensors, recorders, etc.

Work includes the installation of four (4) new fans with local control and connection to remote control locations and the installation of necessary sensors, recorders, and other equipment. Also included:

- Civil work including excavation, concrete and steel work, street restoration including major utility relocation/restoration to accommodate a new fan plant enclosure (380' x 28') in a void area within the existing subway structure for a complete facility ready to accept equipment, wall closures between all tracks, and drainage for all spaces.
- Architectural work for the fan chamber, electrical distribution room (EDR) and control room as required to accommodate new fans and related equipment.
- Mechanical work including installation of four (4) new fans with a total capacity of 500,000 CFM, ductwork, silencers, dampers, hoists, rolling platforms and normal ventilation systems for spaces.
- Necessary fiber-optic links (two links for redundancy) from the vent plant to adjacent subway station communication rooms to enable remote operation from the Rail Control Center (RCC) and from Hydraulics' Maintenance Center at Sand Street, Brooklyn.
- Communications work for telephones and fire extinguishers.
- Instrumentation and controls work including Programmable Logic Controllers (PLCs), control enclosures, electrical and electronic indicator and other equipment for a complete instrumentation and control system.
- Develop all necessary software for proper vent plant operation including local and remote operation.

This request is for \$89.5 million.

MTA New York City Transit

Project Name: Vent Plant – Northern Boulevard, Queens Boulevard Line
NYCT: MW24-6561 **MTA: T5060306**

Object/Purpose of Project: This project is for the construction of a new fan plant on the Queens Blvd. Line between the 36th Street and 65th Street Stations. This location was identified by the Risk Analysis Study as in need of emergency ventilation facilities due to the great distance between stations and the inability of any other means of fire protection to provide adequate safety for passengers and employees.

Units/Locations/Limits: This project is for the construction of a new below-ground vent plant on the Queens Blvd Line (QBL) between the 36th Street and 65th Street stations. This is a section of the QBL that passes below Northern Boulevard and is the bypass section for the E and F trains. The vent plant will be located under 46th Street between Northern Boulevard and 34th Avenue. The plenum will extend from the vent plant to under Northern Boulevard. No property acquisition is required.

Summary Scope: This project will construct a new below-ground ventilation plant which would include a plenum, control room, electrical distribution room, fan chambers, and connecting ductwork. The new vent plant will have an approximate capacity of 550,000 cubic feet per minute. The major work at this location will include:

- 1) Provide architectural work for the fan chamber, Electrical Distribution Room (EDR), and control room as required to accommodate new fans and related equipment and controls;
- 2) Provide civil work including excavation, concrete and steel work, street restoration including major utility relocation/restoration for a complete structure ready to accept equipment, wall closures between all tracks, and drainage for all spaces;
- 3) Provide mechanical work including new emergency fans, ductwork, silencers, dampers, hoists, rolling platforms, normal ventilation systems for spaces, and drainage pumps (if necessary);
- 4) Provide necessary fiber-optic links from the vent plant to adjacent station communication rooms to enable for operation from the Rail Control Center (RCC) and monitoring from Hydraulics Maintenance Center at Sand Street;
- 5) Provide telephones in the EDR and control room and fire alarms and extinguishers for a complete operating ventilation facility;
- 6) Provide instrumentation and controls including Programmable Logic Controllers (PLCs), control enclosures, electrical and electronic indicator and other equipment for a complete instrumentation and control system;
- 7) Develop all necessary software for proper vent plant operation including local and remote operation.

This request is for \$88.7 million.

MTA New York City Transit

Project Name: Modernize Interlocking: Church Avenue - Culver Line IND
Brooklyn

NYCT: MW38-5869 S32742

MTA: T6080312

Object/Purpose of Project: The objective of this project is to modernize and improve the reliability of the Church Avenue Interlocking, as well as to prepare for implementation of Communications Based Train Control (CBTC) and Automatic Train Supervision (ATS) in the near future.

Units/Locations/Limits: The existing signaling system between south of Church Avenue Station and south of 4th Avenue Station on the Culver Line (IND) shall be modernized.

Summary Scope: The existing Church Avenue Interlocking will be replaced with a modern relay based, fixed block interlocking and shall be CBTC/ATS ready.

Interlocking Work will include:

Construct a new Church Avenue Relay Room (RR) with associated Uninterrupted Power Supply (UPS) Room, Computer Based Train Control (CBTC) Room, and Fire Suppression Room (FSR). A two (2)-story above ground Relay Room will be located in the median island on McDonald Avenue between the north bound and south bound vehicular traffic adjacent to Avenue C in Brooklyn on NYCT property.

Automatic Area Work will include:

- Construction of a new Central Instrument Room (CIR), with associated UPS, FSR and a CBTC rooms at the 7th Avenue Station Mezzanine between Stair P4 and P6.
- Construction of a CIR, with associated UPS and FSR rooms at 15th Street-Prospect Park Station Mezzanine between Stair P3 and the existing communication room.
- Construction of a CIR with associated UPS, FSR and CBTC rooms south of Fort Hamilton Parkway Station between B1 and B2 tracks at stationing 570+75 and 569+40.
- Construction of a new Master Tower on the mezzanine of Church Avenue Station.
- All RR and CIRs shall be equipped with new relays, relay racks, Programmable Logic Control (PLC), transformers, Automatic Transfer Panels, rectifiers, cables, maintainer's control/indication panels.
- The existing tower located on the south end of southbound platform will be renovated and converted to a new Train Dispatcher's Office.
- Removal of four (4) switches and associated track on the lower level between stationing 547+00 and 551+00 south of Church Avenue Station.
- Removal and subsequent replacement of all existing signals, stop mechanisms, and associated cables and conduit.
- Removal of existing mechanical interlocking control machine, and replacement with new Entrance-Exit Interlocking (NX) control panel.
- Rehabilitate Track B3 between Church Avenue Interlocking and 4th Avenue Interlocking which will be used as a test track for CBTC.
- Perform all support Track, Electrical, Mechanical, Communications, Architectural, Structural, Environmental, work as needed.

This request is for \$235.7 million.

MTA New York City Transit

Project Name: Communication Rooms HVAC – Systemwide
NYCT: ST18-7129 **MTA:** T5080616

Object/Purpose of Project: This project will install equipment to create a cooler and thermostatically stable operating environment in NYCT Communications Rooms so that sensitive equipment is not placed at risk of overheating.

Units/Locations/Limits: This project will address approximately 37 communication rooms located throughout the subway system.

Summary Scope: The scope of this project includes:

- Ventilation: Rehabilitate or replace forced air fan ventilation systems in communications rooms.
- Room Air Conditioning: Improve performance, capacity and remote monitoring
- Cabinet Cooling Systems: Improve and/or replace air-conditioning units and filters to counter ambient temperature fluctuations.

This request is for \$28.3 million.

MTA New York City Transit

Project Name: Rehabilitate 3 IRT Substation Enclosures
NYCT: PW02-6697 C-30815 **MTA: T6090209**

Object/Purpose of Project: This project will rehabilitate three substations enclosures (one in Manhattan and two in the Bronx).

Units/Locations/Limits: The three substations are:

- Broadway-53rd Street Substation, an above ground substation located at 225 West 53rd Street, Broadway-7th Ave Line IRT, Manhattan.
- Pelham-St Anne's Avenue Substation, an above ground substation located at 584 East 138th Street, Pelham Line IRT, Bronx.
- Pelham-Tiffany Street Substation, an underground substation located at Tiffany Street and Southern Boulevard, Pelham Line IRT, Bronx.

Summary Scope: The existing substation enclosures need rehabilitation. The rehabilitation shall include but not be limited to:

Broadway-West 53rd Street Substation – The work will involve installing a new roof, repair and pointing of bricks and façade, renovation of bathrooms, elimination of water infiltration in the basement, expansion of the office area, and paint all interior walls and ceilings.

Pelham-St Anne's Avenue Substation – The work will involve removal and replacement of the roof, doors and incoming water service.

Pelham-Tiffany Street Substation – The work will involve waterproofing, installing new sump pumps, replacement of the steel hatchway, installing new steel staircase, grating and concrete repairs, and replacement of the substation doors.

All work will meet the Traction Power Subdivision Installation and Maintenance Standards in effect.

This request is for \$13.3 million.

MTA New York City Transit

Project Name: Jay Street Substation: DC Feeders/CBH 579
NYCT: PW09-6858 P-36316 **MTA: T6090217**

Object/Purpose of Project: This project is part of an ongoing MTA-NYCT program to achieve a State-of-Good Repair on its IND substations. This project will rehabilitate the Jay Street Substation enclosure and replace Circuit Breaker House (CBH) #579 in order to eliminate unsafe and unreliable conditions.

Units/Locations/Limits: The Jay Street Substation is an above ground substation located at 212 Jay Street, Brooklyn, New York. The new CBH #579 will be built in the void area between tracks in the subway adjacent to the existing CBH # 579.

Summary Scope: This project includes rehabilitation of existing substation building structure, replace existing substation DC switchgear, construction of new CBH # 579 enclosure, switchgear and DC feeder system as follows:

Work on the substation includes site preparation; exterior brick work; installation of roof walking pads; replacement of doors, frames, windows, guardrails and pipe railings; new emergency exit; repair of exterior/interior cracks; interior painting; new AC electric power distribution; removal/replacement of existing boiler; upgrade of the existing ventilation system; replacement of existing sump pump, water meter, and emergency eye wash; furnish and install new draw-out DC Switchgear, 4 new DC draw out machine circuit breakers, three tie breakers, eight DC draw out feeder breakers and all other items for complete installation; and the provision of Supervisory Control And Data Acquisition (SCADA) and Fiber Optic equipment. The existing water and sewer service outside the substation will be replaced.

The new Circuit Breaker House (CBH) will be constructed adjacent to the existing building and new ducts will be constructed from the CBH for power and control cables.

Work inside the Circuit Breaker House will include furnish and install eight (8) 4000 Amp capacity track breakers, wooden mounting sill, continuous copper bus, control terminal boxes, battery switch box, rail alive indication boxes, new lighting and heating and half inch rubber matting and all other items required for a complete installation and new CBH #579; remove existing circuit breakers, cables and other equipment from existing CBH #579; and furnish a spare track breaker 4000 Amp.

Work between the CBH and Substation will include furnish and install sixteen (16) 2000 MCM shielded cables and associated supports and cleats from substation D.C. switch gear in Jay Street Substation to breakers in the circuit breaker house #579.

Work between Substation and Track will include furnish and install fourteen (14) 2000 MCM negative cables from the substation to the tracks.

This request is for \$29.9 million.

MTA New York City Transit

Project Name: 207th Street Overhaul Shop – Electrical Service Upgrade

NYCT: CM03-5106E C34782

MTA: T6100401

Object/Purpose of Project: The purpose of this project is to expand and rehabilitate portions of the 207th Street Overhaul Shop in compliance with all applicable codes. The 207th Street Overhaul Shop is a vital component of NYCT's Rail Car Maintenance network. The building first opened in 1932, has not undergone any major rehabilitation.

This project is part of the overall rehabilitation of the 207th Street Overhaul Shop and Yard. The electrical system will be upgraded by installing new service and distribution systems to serve the overhaul shop and other yard facilities.

Units/Locations/Limits: The work under this project is for the 207th Street Overhaul Shop, located in the 207th Street Yard at 3961 10th Avenue, Manhattan. The yard is bounded by 215th Street on the north, 207th Street on the south, 10th Avenue on the west and the Harlem River on the east.

Background: This project was heard June 8, 2005 and June 7, 2006 as CM03-5106, 207th Street Overhaul Shop Rehabilitation and June 27, 2007 as CM03-6943, 207th Street HVAC Shop & Car Repair Shop Extension (Ph I). The single bid, received in December 2006, for CM03-5106 exceeded the engineer's estimate by more than \$100 million. NYCT cancelled the procurement and has repackaged the project into a succession of smaller contracts. The first contracts (listed below) address the most critical functional needs starting with the HVAC Shop and the heating system within the complex. The repackaging of the project will be accomplished in two phases.

Phase I will be divided into 5 contracts:

Contract I: HVAC Shop expansion

Contract II: Heating System Rehabilitation

Contract III: Environmental Remediation Work

Contract IV: Electrical Service Upgrade

Contract V: Track, Signal and other Yard Work, including yard hydrants and high mast poles will be included in a future capital program.

Phase II will be packaged as one contract. This will include the refurbishment of the Car Repair Shop, Truck Shop, House Shops, and Electric Bench Shop. This work, it is assumed, will be included in a future capital program.

Summary Scope: The scope of work for 207th Street Overhaul Shop Electric Service Upgrade includes the following items:

- Environmental Remediation work (Phase I Contract III) associated with the Electrical System work.
- New Con Edison (480 V) electric service and distribution system to the shop complex, maintaining-feeds to existing loads outside the HVAC Shop area and removing the existing high tension loop within the yard.
- Provide two new Electrical Distribution Rooms (EDRs)
- Provide a new AC Power Center
- Rehabilitate existing Transformer Houses

This request is for \$32.8 million.

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Project Name: 207th Street Overhaul Shop – HVAC Shop
NYCT: CM03-5106 C34784 **MTA: T6100401**

Object/Purpose of Project: This project is part of the overall rehabilitation of the 207th Street Overhaul Shop and Yard and consists of work in Contract I for the rehabilitation and expansion of the HVAC shop.

Units/Locations/Limits: The work under this project is for the 207th Street Overhaul Shop, located in the 207th Street Yard at 3961 10th Avenue, Manhattan. The yard is bounded by 215th Street on the north, 207th Street on the south, 10th Avenue on the west and the Harlem River on the east.

Background: This project was heard June 8, 2005 and June 7, 2006 as CM03-5106, 207th Street Overhaul Shop Rehabilitation and June 27, 2007 as CM03-6943, 207th Street HVAC Shop & Car Repair Shop Extension (Ph I). The single bid received for CM03-5106 exceeded the engineer's estimate by more than \$100 million. NYCT cancelled the procurement and has repackaged the project into a succession of smaller contracts. The first contracts (listed below) address the most critical functional needs starting with the HVAC Shop and the heating system within the complex. The repackaging of the project will be accomplished in two phases.

Phase I will be divided into 5 contracts:

- Contract I: HVAC Shop expansion
- Contract II: Heating System Rehabilitation
- Contract III: Environmental Remediation Work
- Contract IV: Electrical Service Upgrade
- Contract V: Track, Signal and other Yard Work, including yard hydrants and high mast poles will be included in a future capital program.

Phase II will be packaged as one contract. This will include the refurbishment of the Car Repair Shop, Truck Shop, House Shops, and Electric Bench Shop. This work, it is assumed, will be included in a future capital program.

Summary Scope: The major elements of the rehabilitation work include construction of the HVAC Shop between column lines R to T and 8 to 48. This includes expansion of the north end of the Shop between column lines L to T and 42 to 48 and complete rehabilitation of exterior walls and windows in this area. Major components of work in the HVAC shop include the following:

- Environmental Remediation work (Phase I Contract III) associated with the HVAC Shop
- New heating and ventilation system for the HVAC Shop
- New DC power distribution system from Dyckman Substation to the shop.
- New compressed air, gas and water systems.
- New fire detection and fire protection systems.
- New EPDM roofing will be installed on the new HVAC shop
- Extend existing Track 2 north to Column Line 46. Install bumper at end of track.
- New telephone and data distribution system for the HVAC Shop and maintenance of existing data network distribution system and equipment within the existing Shop.
- New administrative offices on the west mezzanine for Shop personnel.

This request is for \$149.8 million.

MTA New York City Transit

Project Name: 207th Street Overhaul Shop – Heating System
NYCT: CM03-5106 C34780 **MTA: T6100401**

Object/Purpose of Project: This project is part of the overall rehabilitation of the 207th Street Overhaul Shop and Yard and consists of work in Contract II for the rehabilitation of the heating system in the shop and associated environmental remediation work associated with the heating system.

Units/Locations/Limits: The work under this project is for the 207th Street Overhaul Shop, located in the 207th Street Yard at 3961 10th Avenue, Manhattan. The yard is bounded by 215th Street on the north, 207th Street on the south, 10th Avenue on the west and the Harlem River on the east.

Background: This project was heard June 8, 2005 and June 7, 2006 as CM03-5106, 207th Street Overhaul Shop Rehabilitation and June 27, 2007 as CM03-6943, 207th Street HVAC Shop & Car Repair Shop Extension (Ph I). The single bid, received in December 2006, for CM03-5106 exceeded the engineer's estimate by more than \$100 million. NYCT cancelled the procurement and has repackaged the project into a succession of smaller contracts. The first contracts (listed below) address the most critical functional needs starting with the HVAC Shop and the heating system within the complex. The repackaging of the project will be accomplished in two phases.

Phase I will be divided into 5 contracts: Contract I: HVAC Shop expansion; Contract II: Heating System Rehabilitation; Contract III: Environmental Remediation Work; Contract IV: Electrical Service Upgrade; and Contract V: Track, Signal and other Yard Work, including yard hydrants and high mast poles will be included in a future capital program.

Phase II will be packaged as one contract. This will include the refurbishment of the Car Repair Shop, Truck Shop, House Shops, and Electric Bench Shop. This work, it is assumed, will be included in a future capital program.

Summary Scope: The scope of work for 207th Street Overhaul Shop Heating System Upgrade includes the following items:

- Architectural work including the necessary repairs of the Boiler Houses to bring it to a state of good repair.
- Environmental Remediation work (Phase I Contract III) associated with the Heating System
- Structural/ Civil work includes repair of flooring in existing Boiler House; provision of equipment pads as required; provision of pile foundations for fuel oil tanks; and provision of drainage system, pipe trench and paving as required.
- Electrical work necessary to provide power to fuel oil tank heaters and pumps.
- Mechanical work required for the fuel oil storage tanks, the boiler plant and the steam distribution system
- Rehabilitation of the existing heating system to the Overhaul Shop and other buildings within the yard.
- Installation of all instrumentation, controls and interlocks, and associated wires and conduits for the following systems: two (2) new dual-fuel fired burners for the existing steam heating boilers; dual fuel changeover from gas to oil and oil to gas for each boiler controller; new master boiler control panel; condensate lift pumps and vacuum

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pumps; oil transfer pumps; chemical feeder and boiler make up; new motorized actuators for boiler air intake dampers; Oil tank leak and level detection.

This request is for \$21.3 million.

MTA New York City Transit

Project Name: Rehabilitation of Yard Fencing 18 Locations, Systemwide
NYCT: Various **MTA: Various**

| <u>Description</u> | <u>NYCT</u> | <u>MTA</u> |
|---------------------------------------|-------------|------------|
| Yard Fencing – Priority I (8 yards) | MW09-7163 | T61102 |
| Yard Fencing – Priority II (5 yards) | MW09-7349 | T61102 |
| Yard Fencing – Priority III (5 yards) | MW09-7385 | T61102 |

Units/Locations/Limits: The 18 yards are:

Manhattan: 207th Street Yard

Bronx: 240th Street Yard, 239th Street Yard, Jerome Yard, Concourse Yard, Westchester Yard, East 180th St Yard,

Queens: Fresh Pond Yard, Rockaway Park Yard, Jamaica Yard, Corona Yard

Brooklyn: East New York Yard, 38th Street Yard, Linden Yard, Pitkin Yard, Canarsie Yard, Livonia Yard, Coney Island/Stillwell Complex

Summary Scope: Project will be procured as 3 separate projects in order to get a larger pool of prospective bidders for each contract. Contracts are split as follows:
C-31611 – Coney Island/Stillwell Complex, 207th Street, ENY, East 180th, Jerome, Concourse Yard, 239th Street, Pitkin.
C-31312 – Westchester, 240th Street, Canarsie, Corona Yard, Livonia
C-31613 – 38th Street, Jamaica, Linden, Fresh Pond, Rockaway Park Yard

Based on a survey of the yards, the following work items are required:

- Furnish all labor, materials, tools and equipment for a property line survey and for the installation of upgraded security fencing including gates, 'bear claws'[in some areas], and gate bollards.
- Remove existing fencing and install new fencing.
- Clear, grub and grade the Work site, including pruning or removal of trees, shrubs and vegetation as needed to install the fence system.
- A temporary fence shall be installed prior to removal of the existing fence so that security is maintained at all times.

This request is for \$60.2 million.

MTA New York City Transit

Project Name: Installation of 40 Roll-Up Doors
NYCT: SF04-7387 **MTA: T51299/01**

Object/Purpose of Project: The objective of this project is to purchase and install (40) rapid rollup doors at five bus depot locations.

Units/Locations/Limits: Provide 40 Rapid rollup doors as follows:

| Depot | Rapid Rollup Doors |
|---------------------------------|---------------------------|
| Flatbush Depot, Brooklyn | 5 |
| Kingsbridge Depot, Manhattan | 5 |
| Queens Village, Queens | 20 |
| Ulmer Park Depot, Brooklyn | 5 |
| Yukon Depot, Staten Island | 5 |
| Total | 40 |

Summary Scope: This project will purchase and install rapid rollup doors to reduce unauthorized entry to NYCT DOB facilities. These doors use a magnetic sensor loop to control the opening and closing of the doors insuring doors remain closed when not in use and will reduce heating costs for the depots.

This request is for \$2.8 million.

MTA Bus Stimulus Project Request

New Bus Washer at Baisley Park and JFK Bus Depots

Object/Purpose of Project: Construct two new bus washers.

Summary Scope: Under this project two new bus washers will be designed and constructed at each depot with the latest energy and water savings features including reclamation systems. In total four bus washers will be replaced. The existing bus washes at Baisley Park and JFK are inadequate and have exceeded their useful life. The new system will wash buses effectively and maintain the useful life of the bus fleet. This will allow for reliable and efficient servicing and fueling of the current fleet.

Locations: Baisley Park and JFK Depots, Queens.

Amount Requested: \$8.0 million.

MTA Bus Stimulus Project Request

Storeroom Racking Systems at 7 depots

Object/Purpose of Project: The objective of this project is to purchase and install material storage equipment at seven storeroom locations.

Summary Scope: This project will upgrade the material storage systems in order to improve inventory space management and the retrieval of assets for effective distribution.

Units/Locations/Limits: Provide 9 Vertical Lift Machines, 4 Adjustable Stacker Systems, and 451 Cabinets as follows:

| Depot | VLMs | Stacker Systems | Cabinets |
|---------------|-------------|------------------------|-----------------|
| Yonkers | 2 | | 50 |
| Eastchester | 1 | | 50 |
| Spring Creek | 1 | 1 | 50 |
| Baisley Park | 1 | | 50 |
| LaGuardia | 2 | 1 | 34 |
| J F Kennedy | 2 | 1 | 50 |
| College Point | | 1 | 167 |
| Total | 9 | 4 | 451 |

Amount Requested: \$4.0 M

MTA Bus Stimulus Project Request

Rapid Rollup Doors at 6 depots

Object/Purpose of Project: The objective of this project is to purchase and install (84) rapid rollup doors at six bus depot locations.

Summary Scope: This project will install rapid rollup doors to reduce unauthorized entry to MTA Bus facilities. These doors use a magnetic sensor loop to control the opening and closing of the doors insuring doors remain closed when not in use. This also reduces heating costs related to manual operation of steel doors.

Units/Locations/Limits: Provide 84 Rapid rollup doors as follows:

| Depot | Rapid Rollup Doors |
|---------------------|---------------------------|
| Spring Creek Depot | 18 |
| Baisley Park Depot | 2 |
| LaGuardia Depot | 3 |
| JF Kennedy Depot | 6 |
| Eastchester Depot | 26 |
| College Point Depot | 29 |
| Total | 84 |

Amount Requested: \$5.9 M

Proposed Program of Projects Economic Recovery

Agency

Long Island Rail Road

Project Name

Rolling Stock Support Equipment

Object/Purpose of Project

This project will purchase and install three new wheel truing machines to replace existing machines, which have reached the end of their useful life. Wheel truing machines remove defects from the wheel tread and flange, and maintain the required wheel pr

Units/Locations/Limits

Three wheel truing machines, one at each location: Hillside Facility (Queens), West Side Yard (Manhattan), and Morris Park (Queens).

Summary

Work to be completed under this project includes: purchase and install one wheel truing machine at each of the following locations: Hillside Facility (Queens), West Side Yard (Manhattan), and Morris Park (Queens). The budget for this project is \$6.0 mil

ACEP ID

L501-99-MY

Planning Number / PIN

Proposed Program of Projects Economic Recovery

Agency

Long Island Rail Road

ACEP ID

L502-99-2Y

Project Name

Station Railing Replacement Program

Planning Number / PIN**Object/Purpose of Project**

The purpose of this project is to replace station platform railings at various stations in Nassau and Suffolk County. The new station railings will enhance customer safety. The current station platform railings are over 20 years old and do not comply wi

Units/Locations/Limits

Locations may include stations on the Port Jefferson Branch and Ronkonkoma Branch both in Suffolk County, and the Hempstead Branch in Nassau County.

Summary

Work to be completed under this project includes replacing station platform railings at various stations in Nassau and Suffolk County. The budget for this project is \$12.0 million. This request is for \$12.0 million.

Proposed Program of Projects Economic Recovery

Agency

Long Island Rail Road

ACEP ID

L504-99-BY

Project Name

Atlantic Avenue Viaduct - Phase IIa

Planning Number / PIN**Object/Purpose of Project**

This project will continue the rehabilitation of LIRR's existing Atlantic Avenue Viaduct, which is located in Brooklyn between Nostrand Avenue and Ralph Avenue. The structure was built in 1901 and is utilized by trains traveling between Atlantic Terminal

Units/Locations/Limits

Atlantic Avenue Viaduct between Nostrand Avenue and Ralph Avenue, Brooklyn.

Summary

Phase I of this project was previously federally funded. Of the total 199 spans, up to 87 of the 102 remaining will be rehabilitated in this project. The work includes replacing girders, cap beams, and other structural elements (including cross frames,

Proposed Program of Projects Economic Recovery

Agency

Long Island Rail Road

ACEP ID

L504-99-BZ

Project Name

Atlantic Avenue Viaduct - Phase IIb

Planning Number / PIN**Object/Purpose of Project**

This project will continue the rehabilitation of LIRR's existing Atlantic Avenue Viaduct, which is located in Brooklyn between Nostrand Avenue and Ralph Avenue. The structure was built in 1901 and is utilized by trains traveling between Atlantic Terminal

Units/Locations/Limits

Atlantic Avenue Viaduct between Nostrand Avenue and Ralph Avenue, Brooklyn.

Summary

This project provides for additional replacement of spans of the viaduct that have not been replaced under Phase IIa. The work includes replacing girders, cap beams, and other structural elements (including cross frames, lateral bracing, and bearings).

Proposed Program of Projects Economic Recovery

Agency

Long Island Rail Road

Project Name

Babylon Car Wash

Object/Purpose of Project

This project will construct a replacement train wash to clean the LIRR's electric fleet. The previous train wash on this site, which dated from the 1970's, had exceeded its useful life and was demolished. This previous structure was made of corrugated s

Units/Locations/Limits

Babylon, Suffolk County.

Summary

Work to be completed under this project includes construction of: solar panels mounted on the train wash bay roof, water recycling storm water collection/management, drip pan collection system, HVAC and plumbing systems, oil water separator, and a proces

ACEP ID

L506-99-YY

Planning Number / PIN

Proposed Program of Projects Economic Recovery

Agency

Long Island Rail Road

Project Name

Long Island City Yard (Phase 3)

Object/Purpose of Project

This project is the final phase (Phase 3) of work to upgrade Long Island City Yard in Queens, which is used to store, clean, inspect and maintain diesel fleet equipment. This project will improve environmental conditions at Long Island City Yard.

Units/Locations/Limits

Long Island City Yard in Queens.

Summary

Work to be completed under this project includes: removal of petroleum contaminated soil, construction of two new car cleaning service platforms, installation of new electric tracks (Tracks 9, 10, 11 and 12), construction of asphalt roadways and walkways,

ACEP ID

L506-99-YZ

Planning Number / PIN

MTA Metro-North Railroad

M502-02-01

Tarrytown Station Platforms and Canopies

Scope:

The purpose of this project is to construct critical improvements to station elements at Tarrytown Station. The project entails complete tear down and replacement of both the north and south overpasses. The new north overpass will be serviced by elevators. In addition, the replacement of track 2/4 Island and track 3 side platforms will be completed.

Construction work includes but is not limited to, grubbing and clearing; environmental protection; sedimentation and erosion control; dewatering; public and railroad utility identification/location and relocations/protection; maintenance and protection of pedestrian traffic including temporary platforms, overpasses and stairways. In addition, excavation and installation of concrete footings/foundations for platform, pedestrian overpasses, elevator towers, and stairways will be done. Finally, installation of underground electric service, distribution conduit and cable/wire will be completed including grading, erection of structural steel, roofing, and architectural finishes.

Platform reconstruction includes all ancillary items such as but not limited to canopies, stairways, ramps, electrical and elevator machine rooms, electrical supply and distribution systems, grounding systems, under canopy and free standing new energy efficient lighting fixtures. The following tasks will also be performed: installation of signage, guardrails, benches, trash receptacles, end ladders and gates, tactile warning strips, public address and ADA compliant visual information systems.

All new pedestrian overpasses and stairways will be historic in style, fully enclosed, and the North overpass will be serviced by elevators.

Construction will be performed by a third party contractor.

Design was completed in February 2006.

Budget:

\$42.0M

MTA Metro-North Railroad

M502-02-02

Croton/Peekskill Stations

Scope:

This project will provide for improvements to the Croton-Harmon and Peekskill Stations as follows:

PEEKSKILL:

-- Overpass Rehabilitation:

An enhanced repair of the overpass that includes a light milling and an overlay of the overpass floor. The underside of the deck will receive minor repairs. Lead abatement and painting of exposed elements will be performed. The elevators will receive new door books.

-- Overpass Stairs:

The stairs will be replaced with a fully enclosed staircase, including new foundations and modification to the existing high level platforms and be constructed next to the inbound platforms. The out bound stair case will be designed and built pending available funding.

-- Canopy Rehabilitation:

Installation of cane detection; painting; bird netting, and new soffits on existing platform canopies will take place.

-- Platform rehabilitation:

The platform edges will be inspected and repairs will be performed to areas that contain major cracking and spalling as an option. Tactile warning strips will be installed for ADA compliance.

CROTON-HARMON:

-- The improvements at Croton-Harmon include roof replacement of the station barrel roof, flat roofs and seven of the eight stair cases roofs on the northern overpass structure. Platform improvements include two car lengths of a new platform between tracks 2 and 4 for two car lengths, and refurbished column covers.

Construction will be performed by a third party contractor.

Design was completed February 2, 2009.

Budget:

\$12.0M

MTA Metro-North Railroad

M502-02-03

Poughkeepsie Station Building – Windows and Doors

Scope:

This project is a continuation of the Poughkeepsie Station Rehabilitation project. The improvements at Poughkeepsie station are necessary to the building itself to bring it to a state of good repair. The building now leaks and allows water in to the upstairs floor as well as the Main Waiting room.

The scope of this project includes the replacement and/or rehabilitation of windows/doors with lintels and other critical repair needs as well as minor electrical upgrades at this station.

Construction will be performed by a third party contractor.

Design was completed February 6, 2009.

Budget:

\$7.5M

MTA Metro-North Railroad

M502-01-05 GCT Elevators

Scope:

The project consists of improvements to the ten existing (3,500 pound capacity) passenger elevators (3 -“A” Hall, 4 – “D” Hall and 3 – “B” Hall) within Grand Central Terminal to meet current life safety codes and ADA requirements. The work includes the provision of new controllers and drive units; relocation of controls and call stations; addition of automatic recall; addition of emergency telephones and communications; as well as the provision of a central monitoring station. Additionally, all ten of the passenger elevators will have their cabs fully reconditioned.

Construction will be performed by a third party contractor.

Design was completed July 2008.

Budget:
\$8.2M

MTA Metro-North Railroad

M502-01-09

GCT Facilities Rehabilitation

Scope:

The purpose of this project is to replace the existing Tennis Club on the 3rd floor and adjacent rooms including two mezzanines in GCT with adequate, suitable, environmentally-friendly locker/rest facilities for Train & Engine (T&E) crews, Building Services/Customer Service Representatives, and Fire Brigade personnel.

This location has been identified because of security concerns and Metro-North no longer wants the public to access this area due to the sensitive nature of other facilities located adjacent to this location. Additionally, the location the employees currently utilize is below ground, has numerous leaks in the interior area and the current facilities are overcrowded due to the increased personnel added to maintain the current level of Metro-North service provided.

The scope of work includes demolition of interior walls- masonry and dry walls; removing existing plaster ceilings, floor finishes, metal pan stairs; removing mechanical and electrical disconnects; removing existing access doors and frames. New work shall include but not limited to: patching/rectifying interior walls; installing new metal pan stairs; cleaning existing historical windows and painting to match; roughing/finishing carpentry; patching existing roofing; install new doors, frames and hardware, etc.; upgrading existing existing elevators and their components to access additional floors; building new wall, ceiling and all associated HVAC and electrical work. The work also includes the design and construction of two additional structural floors approximately ten thousand square feet (10,000 sf) each level depending on design/builders cost proposals . The two additional floors would remain unfinished space except for the design of the sprinkler system and minimum lighting levels to meet the building codes. All work will be performed within the existing footprint of the current facility.

Construction will be performed by a third party contractor as a design/build project. We are at 30% design.

Budget:

\$18.0M

MTA Metro-North Railroad

M503-03-03

Moodna Viaduct Priority Repairs- Phase II

Scope:

This project will continue the phased rehabilitation of Moodna Viaduct, (MP55.03 JS), crossing the Moodna Creek and Route 94 in Orange County on the Port Jervis Line. The viaduct is a 3,200 foot long steel deck girder bridge of 53 spans. Elements include:

1. Fabricate, install and remove column temporary support system at seven (7) additional column locations. The work shall include, but not be limited to, drilling and grouting reinforcing into existing concrete pedestal, placing the reinforcement and casting concrete for constructing temporary support foundations, removal of rivets and replacement with high strength bolts, fabricating, installing and removing steel support systems as shown on the contract drawings and jacking of the columns.
2. Perform structural lifting operations at the seven (7) pier locations.
3. Perform paint removal operations, including lead paint abatement, at the column base repair locations.
4. Demolish and dispose portions of the seven (7) existing deteriorated concrete pedestals (after saw cutting) and portions of deteriorated existing anchor rods.
5. Construct seven (7) new concrete pedestal extensions and install anchor bolt extensions.
6. The project will also provide for the procurement of construction supervision and inspection services (resident engineering) to monitor the work of the construction contractor performing Tasks 1 through 5, above.

Budget:

\$2.5M

M505-01-08
Harlem & Hudson Lines Power Improvements

Scope:

The primary objective of this project is to construct up to ten (10) new additional DC traction power substations on the Upper Harlem Line at the following locations: Valhalla, Hawthorne, Pleasantville, Readers Digest (Roaring Brook Road), City Water Crossing, Green Lane Crossing, Katonah, Goldens Bridge, Croton Falls, and Brewster.

The new substations will utilize a prefabricated structure that can be pre-assembled, transported to the site, and installed on pre-constructed concrete pads. The project is necessary to insure the continued reliability of train service between North White Plains and Brewster.

Easement agreements or licenses will be needed at the various locations from the NYS Department of Transportation, NYC Department of Environmental Protection and Village of Mt. Kisco. The process for obtaining these is underway.

Construction will be performed by a third party contractor.

Design was completed October 2008.

Project Budget:
\$50.0M

MTA Metro-North Railroad

M506-01-03

Harmon Shop Priority Repairs

Scope:

The Harmon Main Shop, which occupies over 260,000 square feet, is the largest and oldest maintenance facility on Metro-North Railroad. The facility is currently used to inspect and perform scheduled preventative maintenance activities and unscheduled repairs for Metro-North's fleet of diesel locomotives, push-pull coaches, and M-1, M-3, and M-7 electric cars. The facility operates three shifts a day, seven days a week. Over 400 people work in the Mechanical Department alone. The building is reaching nearly a century of use, and many components of the building and its equipment systems have outlived their useful life.

To secure safe and reliable operations within the facility, and to accommodate the phasing of the Harmon Replacement Program evaluation and design of the existing shops deficiencies were performed. This project implements critical priority repairs that assure personnel safety and reliable operations. Additionally, it will extend the longevity of the existing shop another 15 years to accommodate the ongoing maintenance work and future retirement of the Main Shop. The project elements are as follows:

- Repairing/replacing parapets and masonry
- Repairing/replacing roof drainage
- Partial/full replacement of roof deck
- Repairing/rehabilitating coping

Construction will be performed by a third party contractor.

Design will be complete March 6, 2009.

Budget:

\$7.30M

MTA Metro-North Railroad

M506-01-03

Harmon Shop Recycling Facility

Scope:

To further expand MTA Metro-North Railroads efforts for sustainability within the Croton Harmon Yard a new Recycle Center Facility has been incorporated into the Harmon Replacement Program. The facility will allow the coordination of and the centralization of the recycling efforts of the entire yard, which includes but is not limited to wood, plastics, paper, and glass.

Advancement of this project improves Croton-Harmon Yard's overall recycling program. In addition, it advances our overall Harmon Replacement Program by decommissioning and demolishing the existing recycling facility that is currently within the building footprint of the future Support Shop Building.

Construction will be performed by a third party contractor.

Design was completed January 20, 2009.

Budget:

\$7.3M

MTA Capital Construction Project Descriptions for ARRA Grants

SECOND AVENUE SUBWAY

Project Description

Phase 1 of the Second Avenue Subway involves the construction of 2.3 miles of new subway on Manhattan's East Side from 96th to 63rd Streets, connecting with the existing Broadway Line at the 63rd Street station. The project will include construction of three new stations at 96th, 86th, and 72nd Streets and modification of the existing 63rd Street station. New tunnels will be built from 92nd to 63rd Streets. The Phase 1 project is the first part of a planned 8.5-mile subway line extending the length of Manhattan's East Side from 125th Street in East Harlem to Hanover Square in the Financial District.

The project will relieve overcrowded conditions and improve service reliability on the Lexington Avenue Line, and improve current mobility and meet future demand for commuters throughout New York City and the metropolitan area.

The American Recovery and Reinvestment Act includes funding for New Starts projects. The allocation for this project has not yet been published. The MTA anticipates requesting \$197.0 million

MTA Capital Construction Project Descriptions for ARRA Grants

EAST SIDE ACCESS

Project Description

The East Side Access project is a new direct 3.5-mile commuter rail extension from LIRR's Main and Port Washington Branch Lines in Long Island and Queens, to Grand Central Terminal (GCT) on Manhattan's East Side. The project includes the construction of new tunnels beneath Sunnyside Yard connecting to the currently unused lower level of the 63rd Street Tunnel beneath the East River. In Manhattan, the project will continue west beneath 63rd Street and toward Park Avenue under the Lexington Avenue subway, turning south beneath the existing MTA-Metro North Railroad tracks under Park Avenue to a new LIRR passenger concourse in the lower level of GCT. At GCT, the project will provide new tracks, platforms, entrances, waiting areas, ticket windows, and other services.

Nearly half of LIRR's 106,000 existing daily riders have destinations on Manhattan's East Side, and currently spend approximately 20 minutes "doubling back" from Penn Station on the island's West Side. The project will provide travel time savings for these customers and relieve congestion at Penn Station.

The American Recovery and Reinvestment Act includes funding for New Starts projects. The allocation for this project has not yet been published. The MTA anticipates requesting \$215.0M,

**MTA Capital Construction
Project Descriptions for ARRA Grants**

**A/C Mezzanine Reconstruction and J/M/Z Vertical Circulation
PIN: G500-99-01**

Project Description

The reconstruction of the mezzanine and platform levels of the A/C Broadway - Nassau Street Station. This includes: completion of the structural connection between the A/C Mezzanine and the Transit Center substructure; structural reconstruction of the A/C mezzanine west and east; all MEP + communications fit-out and architectural finishes for the reconstructed A/C Mezzanine; design and installation of a new temporary communications system to allow continued service to the A/C and 4/5 Stations to be replaced by the permanent communications system upon completion of the Transit Center; systems and finishes for A/C east and A/C west; installation of two escalators and three elevators

This ALI will also fund improvements to vertical circulation for the J/M/Z Nassau Street Station. This includes new entrances at 129 Fulton Street, 135 and 150 William Street and rehabilitation of J/M/Z station to provide for an elevator at 129 Fulton Street.

The request for this PIN is \$210 million

MTA Capital Construction Project Descriptions for ARRA Grants

4/5 Station Rehabilitation and Dey Street Headhouse

PIN: G500-99-02

Project Description

The Fulton Street 4/5 station on the Lexington Avenue Line. This work includes southbound platform roof replacement including waterproofing; completion of the northbound platform; completion of the southbound platform, including a new escalator and elevator; construction of new electrical rooms; architectural finishes for all 4/5 Station platform level areas, including new rooms in the Dey Street Platform level area, and; installation of mechanical equipment.

This ALI also includes the completion of the Dey Street Headhouse (DSHH). This work includes construction of the DSHH superstructure; systems and finishes; construction of new rooms in the 4/5 Platform Level Connection; installation of pipes, ductwork and conduits; provision for temporary electric services to the DSHH; installation of 2 elevators and one escalator.

The request for this PIN is \$56 million.

**MTA Capital Construction
Project Descriptions for ARRA Grants**

**Dey Street Underground Finishes
PIN: G500-99-04**

Project Description

The Dey Street Concourse and additional scope items for the R/W Underpass. The work includes: MEP and communications, including all ducts, conduit and piping, for the R/W Station and underpass, the Dey Street Concourse and the 4/5 Underpass; architectural finishes for the R/W Station and Underpass, Dey Street Concourse and 4/5 underpass; installation of two elevators; new stairway connecting the R/W southbound platform to the existing Cortlandt Street Underpass; relocation of the existing fare array at the south end of the southbound platform.

The full cost of this contract is \$42 million. The request for this PIN is \$31 million. The balance will be funded by MTA local funds.

**MTA Capital Construction
Project Descriptions for ARRA Grants**

Activity Line Item: Corbin Building Rehabilitation
PIN: G500-99-06

Project Description

The rehabilitation of the Corbin Building. This work includes: hazmat abatement of exterior doors, windows, and roofing; roofing replacement; stone façade cleaning and restoration; window replacement and exterior doors. Coordination with SHPO is ongoing.

The request for this PIN is \$126 million.

Agency: MTA Long Island Bus

Project Name: CNG Bus Purchase

Purpose of Project: Purchase replacement and expansion buses, and associated spare parts.

Units/Locations/Limits: 32 - 40' CNG Buses / Nassau County

Summary:

LI Bus requests AARA funds to purchase up to 18 - 40' CNG buses and associated spare parts to replace a portion of the peak fleet that will be reaching the end of their useful life, and 14 - 40' CNG buses for expansion to provide the required capacity of the fixed route service to serve the Nassau Hub. The vehicles are needed to maintain operating efficiency, capacity, and continued CNG usage. LI Bus strives to continue in the reduction of emissions by utilizing alternative fueled vehicles in its fixed route fleet.

The total cost of this project is \$14.543M

**PROPOSED PROGRAM OF PROJECTS
Economic Recovery**

Agency

Putnam County

ACEP ID

Not Applicable

Project Name

Purchase five (5) vans and two (2) buses

PIN Number

8TRM77

Object/Purpose of Project

This project provides for the purchase of five (5) paratransit vans (8-passenger) and two (2) transit buses (20-passenger) for the Putnam County PART transit bus system.

Units/Locations/Limits

Vehicles will be utilized on all five transit routes throughout Putnam County.

Summary

This project will purchase five (5) paratransit vans and two (2) transit buses for the PART transit system in Putnam County.

The budget for this project is \$.590 million. This request is for \$.590 million.

**PROPOSED PROGRAM OF PROJECTS
Economic Recovery**

| | |
|--------------------------------------|-------------------|
| Agency | ACEP ID |
| Putnam County | Not Applicable |
| Project Name | PIN Number |
| Maybrook Bikeway II – Security Fence | 8821.71 |

Object/Purpose of Project

This project provides for construction of 5.4 miles of security fence separating the MetroNorth Railroad tracks from the Maybrook Bikeway II project to be constructed under a separate PIN utilizing FHWA funding. The chain link fence, required by MNR, will be six-feet high to prevent anyone on the bikeway from entering the railroad track corridor. Openings will be provided at all road crossings and other locations (with gates) selected by MNR.

Units/Locations/Limits

Fence location will extend from Pumphouse Road in Southeast to the Connecticut border, a distance of 5.4 miles.

Summary

This project includes installation of a six-foot high chain link fence to provide security for the railroad track owned by MNR. The fence separates the MNR Beacon Line tracks from the county's Maybrook Bikeway (phase II) which runs parallel to the railroad tracks.

The budget for this project is \$.760 million. This request is for \$.760 million.

Rockland County Dept of Public Transportation

PURCH FOUR (4) 35' LOW-FLOOR HYBRID TOR BUSES (REPL)

TOTAL \$2,400,000 FTA \$1,400,000/LOCAL \$1,000,000

The new buses will be low-floor hybrid (diesel and electric) and will include, wheelchair lifts and will be ADA and ITS compatible. The project PIN 8TRM78.

PURCH TWO (2) 40' LOW-FLOOR HYBRID TOR BUSES (REPL)

TOTAL \$1,400,000

The new buses will be low-floor hybrid (diesel and electric) and will include, wheelchair lifts and will be ADA and ITS compatible. The project PIN 8TRM79.

PURCH THREE (3) 45' LOW-FLOOR HYBRID TZx SHUTTLE BUSES (REPL)

TOTAL \$2,700,000

The buses will be used on various TZx routes to transport commuters over the much-congested Tappan Zee Bridge. They make scheduled stops in Tarrytown to meet connections with Metro-North Trains and travel into White Plains before returning to Rockland County.

The new buses will be hybrid (diesel and electric) that will include, wheelchair lifts and will be ADA and ITS compatible. The project PIN is 8TRM55.

Proposed Program of Projects Economic Recovery

Agency
Suffolk County Transit

Acep ID

Project Name
Transit Bus Purchase

Planning Number / PIN
082610

Object/Purpose of Project
Purchase replacement transit buses

Units/Locations/Limits
Up to 30 Transit Buses

Summary

Suffolk County intends to replace up to 30 transit buses in the Suffolk Transit fleet that are eligible for replacement under Federal Transit Administration (FTA) age/mileage criteria. This procurement will added as an option to a Request for Bid for 55 transit buses which is currently in progress by the County and which is utilizing Section 5307 funds from FTA grants NY-90-X558 and NY-90-X602 and Section 5309 funds from FTA grant NY-03-0448.

This request is for \$9.5 million.

**Proposed Program of Projects
Economic Recovery**

Agency
Westchester County

ACEP ID
N/A

Project Name
Preventive Maintenance

Planning Number / PIN
8822.06

Object/Purpose of Project
To maintain the existing bus fleet

Units/Locations/Limits
Westchester County's Beeline bus fleet consists of 343 vehicles

Summary
Westchester County requests funds to conduct preventive maintenance on our bus fleet to provide safe and efficient fleet operations.

The total cost of this project is \$1.782 million and this request is for \$1.782 million.

Proposed Program of Projects Economic Recovery

Agency

Westchester County

ACEP ID

N/A

Project Name

Vehicle Purchase

Planning Number / PIN

8822.23

Object/Purpose of Project

Purchase replacement paratransit vehicles

Units/Locations/Limits

15 paratransit vehicles

Summary

Westchester County requests capital funds to purchase up to 15 paratransit vans to replace a portion of the paratransit fleet that will be reaching the end of their useful life. The vehicles are needed to maintain operating efficiency and capacity.

The total cost of this project is \$1.125 million and this request is for \$1.125 million.

Proposed Program of Projects Economic Recovery

Agency

Westchester County

ACEP ID

N/A

Project Name

Modernization of Bee-line Maintenance Facilities

Planning Number / PIN

8822.97

Object/Purpose of Project

Improvements to modernize bus maintenance facilities

Units/Locations/Limits

Yonkers and Valhalla bus garages

Summary

Westchester County requests capital funds to conduct needed repairs and modernization projects at our two main bus garages.

The total cost of this project is \$1.15 million and this request is for \$1.15 million.

Proposed Program of Projects Economic Recovery

Agency

Westchester County

ACEP ID

Project Name

Vehicle Purchase

Planning Number / PIN

8TRM.13

Object/Purpose of Project

Purchase replacement buses and associated spare parts

Units/Locations/Limits

12 30-foot hybrid (diesel electric) buses

Summary

Westchester County requests capital funds to purchase up to 12 30-foot hybrid buses along with associated spare parts to replace a portion of the peak bus fleet that will be reaching the end of their useful life. The vehicles are needed to maintain operating efficiency, capacity and reduced bus emissions as the hybrid buses will be replacing diesel vehicles.

The total cost of this project is \$9.213 million and this request is for \$9.213 million.