

## NOTICE OF COMMENT PERIOD AND HEARING

**Topic:** Transit Project Proposals for Funding through the American Recovery and Reinvestment Act of 2009

**Comment Period:** April 16, 2009 through April 29, 2009

On behalf of its members – specifically the Metropolitan Transportation Authority (MTA) and Nassau, Putnam, Rockland, Suffolk and Westchester Counties – the New York Metropolitan Transportation Council (NYMTC) announces a public comment period for transit projects proposed for funding through the American Recovery and Reinvestment Act of 2009 (Recovery Act). The proposed projects have been or will be endorsed by the MPOs in the New York metropolitan region and conform to the State Implementation Plan (SIP) as required by the Clean Air Act Amendments of 1990.

The comment period opened on Thursday April 16, 2009 and will end on Wednesday April 29, 2009. Information on the proposed transit projects are posted at [www.NYMTC.org](http://www.NYMTC.org). Comments are due in writing via mail, e-mail or fax to the contact listed below by 4 pm on Wednesday April 29th. Additionally, public hearings will be held as listed below. The April 28<sup>th</sup> meeting will be webcast live on [www.NYMTC.org](http://www.NYMTC.org). Registration to speak at these hearings will begin at 4:30 pm and will end at 6:00 pm; all registered speakers will be given three minutes to make relevant comments.

In the Recovery Act, NYMTC is estimated to receive an allocation of approximately \$1.1 billion of Section 5307 funds and an additional \$254 million of Section 5309 funds, per apportionment amounts published by the FTA on March 5, 2009. The Recovery Act does not require a local share contribution for these funds, with the exception of New Starts. Because additional funds may become available to the NYMTC members and to allow for flexibility in funding projects, additional projects beyond the anticipated amounts are included in this notice.

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### **DATES AND LOCATIONS OF THE HEARINGS**

For all hearings, speaker registration begins at 4:30pm and closes at 6pm.

**Tuesday, April 21, 2009:** Westchester County Center, 198 Central Avenue, White Plains, NY

**Wednesday, April 22, 2009:** Town of Islip Town Hall, Town Board Meeting Room, 655 Main Street, Islip, NY

**Tuesday, April 28, 2009:** New York Metropolitan Transportation Council, Conference Room, 199 Water Street, 22<sup>nd</sup> Floor, New York, NY,

### **FOR MORE INFORMATION OR TO SUBMIT WRITTEN COMMENTS, CONTACT:**

**Lisa Daglian, 199 Water Street, New York, NY 10038, [NYMTC-Public-Info@dot.state.ny.us](mailto:NYMTC-Public-Info@dot.state.ny.us) or call (212) 383-7200.**

## 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 <sup>st</sup> Street	ST07-4605	T6041118
79 <sup>th</sup> Street	ST07-4606	T6041119
18 <sup>th</sup> Avenue	ST07-4607	T6041120
20 <sup>th</sup> Avenue	ST07-4608	T6041121
25 <sup>th</sup> Avenue	ST07-6337	T6041132
Bay 50 <sup>th</sup> Street	ST07-6328	T6041131
Bay Parkway	ST07-5384	T6041111
ADA: Bay Parkway	ST04-5384	T6041310
Structure Rehab: 63 <sup>rd</sup> St to Bay 50 <sup>th</sup>	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: 71<sup>st</sup> Street Station, 79<sup>th</sup> Street Station, 18<sup>th</sup> Avenue Station, 20<sup>th</sup> Avenue Station, 25<sup>th</sup> Avenue Station and Bay 50<sup>th</sup> 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 71<sup>st</sup> Street and 79<sup>th</sup> 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.

## MTA New York City Transit

- 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 <sup>nd</sup> Street	ST07-5383	T6041124
9 <sup>th</sup> Avenue	ST07-5415	T6041126
50 <sup>th</sup> Street	ST01-6964	T6041128
55 <sup>th</sup> Street	ST01-6965	T6041129
Structure Rehab: 9 <sup>th</sup> Ave to 63 <sup>rd</sup> 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 9<sup>th</sup> 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, 62<sup>nd</sup> Street, and 9<sup>th</sup> 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 62<sup>nd</sup> Street Station and the New Utrecht Avenue Station on the Sea Beach Line.

Two stations, 50<sup>th</sup> Street and 55<sup>th</sup> 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 43<sup>rd</sup> 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 36<sup>th</sup> Street and 65<sup>th</sup> 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 46<sup>th</sup> Street between Northern Boulevard and 34<sup>th</sup> 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 4<sup>th</sup> 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 7<sup>th</sup> Avenue Station Mezzanine between Stair P4 and P6.
- Construction of a CIR, with associated UPS and FSR rooms at 15<sup>th</sup> 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 4<sup>th</sup> 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-53<sup>rd</sup> Street Substation, an above ground substation located at 225 West 53<sup>rd</sup> Street, Broadway-7<sup>th</sup> Ave Line IRT, Manhattan.
- Pelham-St Anne's Avenue Substation, an above ground substation located at 584 East 138<sup>th</sup> 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 53<sup>rd</sup> 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: 207<sup>th</sup> 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 207<sup>th</sup> Street Overhaul Shop in compliance with all applicable codes. The 207<sup>th</sup> 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 207<sup>th</sup> 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 207<sup>th</sup> Street Overhaul Shop, located in the 207<sup>th</sup> Street Yard at 3961 10<sup>th</sup> Avenue, Manhattan. The yard is bounded by 215<sup>th</sup> Street on the north, 207<sup>th</sup> Street on the south, 10<sup>th</sup> 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, 207<sup>th</sup> Street Overhaul Shop Rehabilitation and June 27, 2007 as CM03-6943, 207<sup>th</sup> 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 207<sup>th</sup> 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.

## MTA New York City Transit

**Project Name: 207<sup>th</sup> 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 207<sup>th</sup> 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 207<sup>th</sup> Street Overhaul Shop, located in the 207<sup>th</sup> Street Yard at 3961 10<sup>th</sup> Avenue, Manhattan. The yard is bounded by 215<sup>th</sup> Street on the north, 207<sup>th</sup> Street on the south, 10<sup>th</sup> 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, 207<sup>th</sup> Street Overhaul Shop Rehabilitation and June 27, 2007 as CM03-6943, 207<sup>th</sup> 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: 207<sup>th</sup> 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 207<sup>th</sup> 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 207<sup>th</sup> Street Overhaul Shop, located in the 207<sup>th</sup> Street Yard at 3961 10<sup>th</sup> Avenue, Manhattan. The yard is bounded by 215<sup>th</sup> Street on the north, 207<sup>th</sup> Street on the south, 10<sup>th</sup> 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, 207<sup>th</sup> Street Overhaul Shop Rehabilitation and June 27, 2007 as CM03-6943, 207<sup>th</sup> 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 207<sup>th</sup> 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

## **MTA New York City Transit**

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: 207<sup>th</sup> Street Yard

Bronx: 240<sup>th</sup> Street Yard, 239<sup>th</sup> Street Yard, Jerome Yard, Concourse Yard, Westchester Yard, East 180<sup>th</sup> St Yard,

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

Brooklyn: East New York Yard, 38<sup>th</sup> 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, 207<sup>th</sup> Street, ENY, East 180<sup>th</sup>, Jerome, Concourse Yard, 239<sup>th</sup> Street, Pitkin.  
C-31312 – Westchester, 240<sup>th</sup> Street, Canarsie, Corona Yard, Livonia  
C-31613 – 38<sup>th</sup> 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:

<b>Depot</b>	<b>Rapid Rollup Doors</b>
Flatbush Depot, Brooklyn	5
Kingsbridge Depot, Manhattan	5
Queens Village, Queens	20
Ulmer Park Depot, Brooklyn	5
Yukon Depot, Staten Island	5
<b>Total</b>	<b>40</b>

**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:

<b>Depot</b>	<b>VLMs</b>	<b>Stacker Systems</b>	<b>Cabinets</b>
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:

<b>Depot</b>	<b>Rapid Rollup Doors</b>
Spring Creek Depot	18
Baisley Park Depot	2
LaGuardia Depot	3
JF Kennedy Depot	6
Eastchester Depot	26
College Point Depot	29
<b>Total</b>	<b>84</b>

**Amount Requested:** \$5.9 M

# Proposed Program of Projects Economic Recovery

<b>Agency</b> Long Island Rail Road	<b>ACEP ID</b> L504-99-BZ
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<b>Project Name</b> Atlantic Avenue Viaduct - Phase IIb	<b>Planning Number / PIN</b>
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## **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 and Jamaica. The replacement of structural elements will address steel corrosion. Employee safety will be increased through the construction of safety walkways on either side of the viaduct

## **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). Work will be prioritized based upon a previously completed survey by an engineering firm. Rehabilitation work will be scheduled to minimize service disruptions and avoid impacts to peak period commuters.

The budget for this project is \$13.76 million. This request is for \$13.76 million.

# Proposed Program of Projects Economic Recovery

<b>Agency</b>	<b>ACEP ID</b>
Long Island Rail Road	L502-99-2Y

<b>Project Name</b>	<b>Planning Number / PIN</b>
Station Railing Replacement Program	

**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 with the current ADA code.

**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

<b>Agency</b> Long Island Rail Road	<b>ACEP ID</b> L506-99-YZ
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<b>Project Name</b> Long Island City Yard (Phase 3)	<b>Planning Number / PIN</b>
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<b>Object/Purpose of Project</b> 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.
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<b>Units/Locations/Limits</b> Long Island City Yard in Queens.
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<b>Summary</b> 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, new fueling/third rail interlock system, permanent electrification of Tracks 7 and 8 (for diesel and electric consists), installation of new yard lighting, and underground duct banks for future wayside power. The first two phases of this project were federally funded.
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The budget for this project is \$20.0 million. This request is for \$20.0 million.

# Proposed Program of Projects Economic Recovery

<b>Agency</b> Long Island Rail Road	<b>ACEP ID</b> L501-99-MY
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<b>Project Name</b> Rolling Stock Support Equipment	<b>Planning Number / PIN</b>
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**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 profile. This operation is vital to maintaining the wheels, as well as providing a safe smooth ride for customers, and ensuring that running rail is maintained in good condition and is not damaged by poor wheel conditions.

**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 million. The federal request is for \$6.0 million.

# Proposed Program of Projects Economic Recovery

<b>Agency</b> Long Island Rail Road	<b>ACEP ID</b> L504-99-BY
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<b>Project Name</b> Atlantic Avenue Viaduct - Phase IIa	<b>Planning Number / PIN</b>
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## **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 and Jamaica. The replacement of structural elements will address steel corrosion. Employee safety will be increased through the construction of safety walkways on either side of the viaduct.

## **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, lateral bracing, and bearings). Work will be prioritized based upon a previously completed survey by an engineering firm. Rehabilitation work will be scheduled to minimize service disruptions and avoid impacts to peak period commuters.

The budget for this project is \$77.27 million. This request is for \$77.27 million.

# Proposed Program of Projects Economic Recovery

<b>Agency</b> Long Island Rail Road	<b>ACEP ID</b> L506-99-YY
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<b>Project Name</b> Babylon Car Wash	<b>Planning Number / PIN</b>
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**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 steel panels and was in structurally deficient condition, requiring immediate demolition.

**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 process for treating grey water prior to release into the municipal sewer, making for a more environmentally-friendly operation. The new train wash will incorporate green elements into its operation.

The budget for this project is \$25.5 million. This request is for \$25.5 million.

## **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 63<sup>rd</sup> Street Tunnel beneath the East River. In Manhattan, the project will continue west beneath 63<sup>rd</sup> 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**

<b>Agency</b>	<b>ACEP ID</b>
Putnam County	Not Applicable
<b>Project Name</b>	<b>PIN Number</b>
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.