

METROPOLITAN TRANSPORTATION AUTHORITY (MTA)
NOTICE OF PUBLIC HEARING AND DESCRIPTION OF PROJECTS

WEDNESDAY, JUNE 27, 2007

4:30 P.M.

347 Madison Avenue

New York, NY

Request for Federal Financial Assistance

Under the Federal Transportation Authorization

For

Federal Fiscal Year 2008

Capital Improvement Projects

For

NEW YORK CITY TRANSIT AUTHORITY (NYCTA)

MANHATTAN AND BRONX SURFACE TRANSIT OPERATING

AUTHORITY (MaBSTOA)

THE LONG ISLAND RAIL ROAD COMPANY (LIRR)

METRO-NORTH COMMUTER RAILROAD COMPANY (MNR)

METROPOLITAN SUBURBAN BUS AUTHORITY (LI BUS)

CAPITAL CONSTRUCTION COMPANY (CCC)

MTA BUS COMPANY (MTA BUS)

The purpose of the hearing is to receive public comment on the Metropolitan Transportation Authority's (MTA) requests for financial assistance to the Federal Transit Administration (FTA) of the U.S. Department of Transportation under: Section 5307, Section 5340 and Section 5309 of Title 49, Chapter 53, United States Code (the Code) and/or funds available for transit use under Title I of the Federal transportation authorization for the capital projects of New York City Transit Authority (NYCTA), Manhattan and Bronx Surface Transit Operating Authority (MaBSTOA), Long Island Rail Road (LIRR), Metro-North Railroad (MNR), Metropolitan Suburban Bus Authority (LI Bus), Capital Construction Company (CCC) and MTA Bus Company (MTA Bus). MTA particularly solicits and encourages the participation of private transportation providers and invites their comments and views. The Governor of the State of New York, local officials and publicly-owned operators of mass transportation services have designated MTA to receive the federal grants made in connection with this request.

It is anticipated that the difference between the cost of the projects and federal grants will be met through funds made available by any one or any combination of State, local or affiliated agency (such as MTA Bridges and Tunnels or MTA) sources, credits for non-federal project share generated from toll revenues as previously provided for in Section 1604 of SAFETEA-LU, sales of property, or program income.

The capital improvements to be made from this Program of Projects generally take place within the MTA New York City Transit System (subways and buses), the MTA Commuter Railroad System (LIRR and MNR), Nassau County (LI Bus) or city and State-owned property. Any property acquisition or relocation that may be required for NYC Transit, MaBSTOA, LIRR, MNR, CCC, LI Bus or MTA Bus projects will be carried out in accordance with the appropriate provisions of law and regulatory requirements. The projects are not anticipated to have any significant adverse environmental impact. If MTA prepares a formal statement on the environmental impact of any of the projects, the availability of that statement will be made known by public notice.

The projects conform to comprehensive land use and transportation planning for the New York metropolitan area. The projects have been or will be endorsed by the Metropolitan Planning Organization for the New York metropolitan region, as the product of continuing, cooperative and comprehensive planning for all modes of transportation, and conform with the State Implementation Plan (SIP) as required by Clean Air Act Amendments of 1990.

The NYC Transit, MaBSTOA, LIRR, MNR, LI Bus and MTA Bus provide half-fare for the elderly and disabled as required by the Code, and all legal requirements relating to the elderly and disabled will be met.

Federal funds must generally be matched by a local share contribution for capital assistance of 20% for funding categories.

PROPOSALS

The MTA entered into an agreement with Nassau County on December 30, 1996 as amended on January 31, 1999, that permits MTA to file for and receive federal assistance for LI Bus as sub-recipient of Nassau County.

I. Section 5307 Requests

In Federal fiscal year 2007, MTA and Nassau County are tentatively projected to be eligible to receive \$578,853,671 of Section 5307 funds. Of that amount, MTA expects to elect to use \$543,292,552 for NYC Transit, MaBSTOA, LIRR and MNR capital projects, Nassau County is expected to elect to use \$9,628,752 for LI Bus capital projects, and MTA is expected to elect to use \$25,932,367 for MTA Bus projects. Apportionments for Federal Fiscal Year 2008 are not yet available.

MTA proposes to:

- A) Submit capital projects to request some or all of the Section 5307 funds for Federal fiscal year 2008 that will be available.

- B) Submit some capital projects to request Section 5307 funds remaining from prior fiscal period allocations and for adjustments to the Section 5307 program.

II. Requests for Funds Section 5309 of the Code, and Title I of SAFETEA-LU

- A) In Federal Fiscal Year 2007, MTA is tentatively projected to be eligible to receive \$415,720,283 of Section 5309 Fixed Guideway Modernization funds. Projects will also be submitted for federal funds under Title I funds categories of SAFETEA-LU, as appropriate, in an effort to assure receipt of the maximum amount of federal assistance. Amounts that will be received for Federal Fiscal Year 2008 are not presently known.
- B) Additional projects may be submitted in amounts sufficient to request federal fund balances from prior fiscal year allocations and grants within each of these fund categories, including fund categories under the Title I of SAFETEA-LU, as appropriate, and for adjustments to these programs.

HEARING DATE, TIME AND LOCATION

Date: Wednesday, June 27, 2007
Time: 4:30 p.m.
Location: Metropolitan Transportation Authority
347 Madison Avenue
Fifth Floor Board Room
New York, New York 10017

REGISTRATION AND WRITTEN COMMENTS

Those wishing to be heard must register in advance, either by mail or in person at the hearing. It is advisable to pre-register by mail or before the hearing because those people will be heard first. Registration in person will be permitted at the hearing until 6:00 p.m. Oral presentations will be limited to three minutes. A record will be made of the comments received.

Written comments for incorporation in the record of the hearing will be accepted provided they are submitted before the hearing is closed. Registrations, written comments, and questions about the hearing, as well as the locations where copies of the document are available for review should be addressed to:

Douglas Sussman
Deputy Director Government and Community Relations
Federal Assistance Hearing
Metropolitan Transportation Authority
347 Madison Avenue
New York, New York 10017

or you may call (212) 878-7483 between the hours of 9:00 a.m. and 5:00 p.m.

ACCESSIBILITY AND INTERPRETER SERVICES

The hearing has been scheduled at a location that is accessible to people with mobility impairment. An interpreter for hearing impaired people will be available.

COPIES OF APPLICATIONS AND QUESTIONS ABOUT THE FINAL PROGRAM OF PROJECTS

Requests for copies of the applications and final program of projects to be submitted to FTA, or questions regarding these documents should be addressed to:

Sarah Rios
Director of Grant Management
Metropolitan Transportation Authority
341 Madison Avenue
New York, New York 10017

or you may call (212) 878-7080 between the hours of 9:00 a.m. and 5:00 p.m.

The MTA will make the final program of projects available on its website (www.mta.info) for Section 5307 funded projects when the FTA awards the Federal Fiscal Year 2008 grant.

A Note on Legal Names:

Although the MTA operating agencies adopted new popular names in 1993, the legal names remain unchanged and continue to be used in contracts, financial statements, legislation, and bond documents.

Legal Names:

New York City Transit Authority

Manhattan and Bronx Surface Transit Operating Authority

The Long Island Rail Road Company

Metropolitan Suburban Bus Authority

Metro-North Commuter Railroad Company

Metropolitan Transportation Authority Bus Company

Popular Name:

MTA New York City Transit

MTA New York City Transit

MTA Long Island Rail Road

MTA Long Island Bus

MTA Metro-North Railroad

MTA Bus

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**Proposed Program of Projects
Federal Fiscal Year 2008**

<u>ACEP ID / Agency PIN</u>	<u>Program/Project Description</u>	<u>Estimated Federal Request(\$M)</u>	<u>Page</u>
NEW YORK CITY TRANSIT			
<i>Subway Cars</i>			
T5010102	Purchase 620 'B' Division Cars (R-160 Opt1)	\$1,162.20	1
T5010103	292 'B' Division Cars (R-160 Option 2)	566.60	2
	Subtotal	\$1,728.80	
<i>Stations</i>			
T50411	Station Rehab: 50th Street – West End Line	\$6.00	3
T50411	Station Rehab: 55th Street – West End Line	6.00	4
T5041108	Station Rehab: Bleecker Street	15.00	5
T5041117	Station Rehab: Bay Parkway - West End Line	13.30	6
T5041118	Station Rehab: 71st Street - West End Line	6.00	7
T5041119	Station Rehab: 79th Street - West End Line	6.00	8
T5041120	Station Rehab: 18th Avenue - West End Line	6.00	9
T5041121	Station Rehab: 20th Avenue - West End Line	6.00	10
T5041124	Station Rehab: 62nd Street - West End Line	12.09	11
T5041125	Station Rehab: Fort Hamilton Parkway-West End Line	15.20	12
T5041126	Station Rehab: 9th Avenue - West End Line	12.80	13
T5041131	Station Rehab: Bay 50th Street-West End Line	6.00	14
T5041132	Station Rehab: 25th Avenue-West End Line	6.00	15
T5041136	Station Rehab: Smith-9th Streets – Prospect Park Line	22.99	16
T5041138	Station Rehab: Morrison-Sound View Ave-Pelham Line	19.10	17
T5041143	Station Rehab: Buhre Avenue - Pelham Line	16.51	18
T5041144	Station Rehab: Middletown Road-Pelham Line	15.20	19
T5041145	Station Rehab: Zerega Avenue - Pelham Line	16.30	20
T5041146	Station Rehab: Castle Hill Avenue - Pelham Line	17.00	21
T5041147	Station Rehab: Parkchester/E177th Street-Pelham Line	21.50	22
T5041148	Station Rehab: St Lawrence Avenue-Pelham Line	16.40	23
T5041149	Station Rehab: Elder Avenue - Pelham Line	15.83	24
T5041150	Station Rehab: Whitlock Avenue - Pelham Line	14.30	25
T5041155	Station Rehab: Beach 67th Street-Far Rockaway Line	6.80	26
T5041156	Station Rehab: Beach 60th Street-Far Rockaway Line	7.00	27
T5041157	Station Rehab: Beach 44th Street-Far Rockaway Line	6.88	28
T5041158	Station Rehab: Beach 36th Street-Far Rockaway Line	6.55	29
T5041159	Station Rehab: Beach 25th Street-Far Rockaway Line	6.51	30
T5041160	Station Rehab: Mott Avenue-Far Rockaway Line	6.50	31
T5041161	Station Rehab: Beach 90th-Rockaway Line	7.54	32
T5041162	Station Rehab: Beach 98th (Playland)-Rockaway Line	8.15	33
T5041163	Station Rehab: Beach 105th (Seaside)-Rockaway Line	8.39	34
T5041174	Station Rehab: E 180th Street-White Plains Road Line	30.98	35
T5041302	ADA: Broadway/Lafayette/Bleecker	12.60	36
T5041310	ADA: Bay Parkway-West End Line	15.60	37
T5041317	ADA: Mott Avenue-Far Rockaway Line	2.30	38
T5041319	ADA: E.180 Street-White Plains Road Line	6.73	39
T50414	Station Improvements: 4th Avenue/Culver Line	11.00	40
T5041402	Broadway/Lafayette Bleecker Passenger Transfer	36.80	41

**Proposed Program of Projects
Federal Fiscal Year 2008**

<u>ACEP ID / Agency PIN</u>	<u>Program/Project Description</u>	<u>Estimated Federal Request(\$M)</u>	<u>Page</u>
T5041408	Gap Fillers Union Square: Phase 3	36.03	42
T5041418	Station Improvements: 86th St/Bayridge/4th Ave Line	13.48	43
T5041419	Rockaway Parkway Station - Intermodal	2.40	44
	Subtotal	\$523.76	
Track			
T5050210	Mainline Track Rehab In-House	\$142.90	45
T5050212	Welded Rail Program (CWR) In-House	11.30	46
T5050304	Mainline Switch Replacement In-House	44.30	47
	Subtotal	\$198.50	
Line Equipment			
T50602	Tunnel Lighting: 4th Ave to Church Ave Portals, Culver Line	\$50.00	48
T5060209	Tunnel Lighting: IND Houston/Rutgers Tube	44.26	49
T5060210	Tunnel Lighting: Brooklyn Bridge-33rd St/Lexington Ave Line	54.39	50
T5060303	Vent Plant - Astoria and Queens Blvd Lines	72.80	51
T5060306	New Vent Plant - Northern Blvd, Queens Boulevard Line	37.60	52
	Subtotal	\$259.05	
Line Structures			
T5070303	Repaint Bronx Park East to 241st St/White Plains Road Line	\$21.68	53
T5070306	Elevated Structure: 9th Avenue-Bay 50th St/West End Line	26.00	54
T5070307	Elevated Structure Rehab: Culver Viaduct	110.56	55
T5070314	Subway Tunnel Reconstruction: Lexington Ave to 42nd St (B'way)	26.05	56
T5070318	Elevated Structure: Rockaway Viaduct - Phase II	67.95	57
T5070319	Elevated Structure: Far Rockaway and Rockaway Park Viaduct	38.24	58
T5070323	Stripping/Painting Rockaway Blvd/Hammels Wye:Rockaway Line	1.86	59
	Subtotal	\$292.34	
Signals and Communication			
T5080303	Stop Cable Replacement: Phase 3	\$32.10	60
T5080311	White Plains Road - Phase 3, E. 180th Street Interlocking	179.20	61
T5080312	Interlockings: 4th Avenue, Culver Line	84.00	62
T5080314	Modernize Interlocking: Lexington Ave-5th Ave/Queens Blvd Line	102.73	63
T5080318	Signal Modernization: 2 Interlockings/ Roosevelt & 71st, Queens	140.00	64
	Subtotal	\$538.03	
Power			
T5090210	Modernize South Railroad Avenue Substation	\$23.19	65
T5090216	Modernize: Greeley Substation	24.97	66
T5090412	Circuit Breaker House: E. 180th Street	5.80	67
	Subtotal	\$53.96	
Shops			
T51004	207th Street HVAC Shop & Car Repair Shop Extension (Ph I)	\$100.00	68
	Subtotal	\$100.00	
Yards			
T5110210	Rehabilitate Yard Hydrants-11 Locations	\$16.70	69
T5110504	Yard Track Rehab In-House	3.00	70
T5110604	Yard Switch Replacement In-House	9.10	71
	Subtotal	\$28.80	
Depots			

**Proposed Program of Projects
Federal Fiscal Year 2008**

<u>ACEP ID / Agency PIN</u>	<u>Program/Project Description</u>	<u>Estimated Federal Request(\$M)</u>	<u>Page</u>
T5120303	Rehabilitate Ulmer Park Depot	\$27.58	72
T5120408	Bus Rapid Transit (BRT)	22.00	73
		Subtotal	
		\$49.58	
Miscellaneous			
T5160724	Employee Facility Rehab: Parkchester/E177 St-Pelham Line	\$6.06	74
T5160726	Employee Facilities: E.180 Street/White Plains Road Line	4.60	75
		Subtotal	
		\$10.66	
New York City Transit Total		\$3,783.48	

LONG ISLAND RAIL ROAD

Stations

L502042C	Seaford Station Platform Replacement	\$11.10	76
L502042T	Escalator Replacement Program	4.10	77
L502042U	Elevator Replacement Program	3.30	78
L5020521	Parking Rehab	6.00	79
		Subtotal	
		\$24.50	

Track

L50301E1	Track Equipment	\$18.00	80
L50301E9	Amityville/Copiague/Lindenhurst(ACL) Direct Fixation Replace	47.30	81
L50301R1	Culverts	4.00	82
L50301R2	Drainage Control	4.00	83
L50301R4	Demolitions	1.80	84
L50301R6	Track Stability/Retaining Wall	4.10	85
L50301T4	2008 Annual Track Program	54.30	86
		Subtotal	
		\$133.50	

Line Structures

L50401B1	Bridge Program	\$7.90	87
L50401B4	Atlantic Avenue Viaduct	53.70	88
L50401B5	Junction Boulevard Abutment Port Washington	20.30	89
L50401B6	Shinnecock Canal/North Highway Bridge Rehab	13.30	90
L50401B7	Broadway/Port Washington & 150 St. Jamaica Bridges	11.20	91
L50401B8	Woodhaven & Queens Boulevard Bridges	5.90	92
		Subtotal	
		\$112.30	

Communications and Signals

L50501S7	Fiber Optic Network	\$9.40	93
L50501S8	Audio/Visual Paging System (AVPS) Expansion	27.30	94
L50502SB	Babylon Branch Signal Improvements	20.60	95
L50502SG	Signal Normal Replacement Program	1.80	96
L50502SL	Jay, Hall, Dunton Microprocessors	40.90	97
L50502SV	Valley Stream Interlocking	55.20	98
L50502SW	Babylon to Patchogue Signal System	21.20	99
L50502SX	Babylon to Speonk Signalization	9.30	100
		Subtotal	
		\$185.70	

Shops and Yards

L506016N	Long Island City Yard	\$7.80	101
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**Proposed Program of Projects
Federal Fiscal Year 2008**

<u>ACEP ID / Agency PIN</u>	<u>Program/Project Description</u>	<u>Estimated Federal Request(\$M)</u>	<u>Page</u>
	Subtotal	\$7.80	
Power			
L50701PG	Replace 3 Substations	\$23.20	102
L50701PH	Demolition and Construction of 4 Substations	26.00	103
L50701PK	Third Rail System - Protection Board	5.80	104
L50701PM	Third Rail System - Composite Rail	10.50	105
	Subtotal	\$65.50	
Other			
TRANTECH	Transit Technical Assistance	\$0.80	106
	Subtotal	\$0.80	
		Long Island Rail Road Total	\$530.10

METRO-NORTH RAILROAD

Stations

M5020105	GCT Elevator - Phase III	\$4.30	107
M5020201	Hudson Line Station Improvements	75.00	108
M5020203	Poughkeepsie Station Building	7.50	109
M5020205	New Haven Line (NYS) Stations Improvements	34.30	110
M5020206	Tarrytown Station Building	3.80	111
M5020206	North White Plains	6.00	112
M5020303	Cortlandt Parking Expansion	25.00	113
	Subtotal	\$155.90	

Track and Structures

M4030205/ M5030206	Overhead Bridges	\$4.00	114
M5030102	Turnouts: Mainline	\$20.00	115
M5030103	GCT Turnouts/Switch Replacement 2008	5.60	116
M5030113	Cyclical Track 2008	10.00	117
M5030201	Undergrade Bridges - East of Hudson	20.00	118
M5030301	West of Hudson Track Improvements	15.00	119
M5030305	West of Hudson Undergrade Bridges	5.00	120
	Subtotal	\$79.60	

Communications and Signals

M5040111	Communication & Signal Replacement	\$4.20	121
M5040112	Vital Processor System - GCT	6.50	122
M5040116	Replace Interlocking/Siding West of Hudson	2.10	123
	Subtotal	\$12.80	

Shops and Yards

M5060103	Harmon Shop and Yard	\$250.00	124
	Subtotal	\$250.00	
		Metro-North Railroad Total	\$498.30

**Proposed Program of Projects
Federal Fiscal Year 2008**

<u>ACEP ID / Agency PIN</u>	<u>Program/Project Description</u>	<u>Estimated Federal Request(\$M)</u>	<u>Page</u>
LONG ISLAND BUS			
8255-9	CNG Bus Purchase	\$17.12	125
8256-6	Paratransit Buses	2.40	126
8257-2	Engineering Design Services	0.40	127
8257-5	ITS Planning & Multi-Modal Coordination	1.20	128
8257-6	Training Systems Equipment	0.56	129
8257-7	ITS En-Route Customer Information System, Ph. I	1.60	130
8257-8	MIS Upgrade Hardware/Software	0.96	131
8258-2	Non-Revenue/Service Support Equipment	1.20	132
8258-4	Facility Capital Replacement/Modification	0.96	133
8258-8	Preventive Maintenance	5.20	134
Long Island Bus Total		\$31.60	
MTA BUS			
C-001-07	Engineering Design Services	\$3.00	135
C-002-07	Relocation of Tanks & Bus Wash	2.00	136
C-003-007	Replace Shop Equipment	2.00	137
C-004-07	Heating & Ventilation	5.00	138
C-005-07	Electrical Upgrades & Generators	5.00	139
C-006-07	College Point Annex	3.00	140
C-007-08	Miscellaneous Shop/Depot Improvements	8.00	141
MTA Bus Total		\$28.00	
MTA GRAND TOTAL		\$4,871.48	

Proposed Program of Projects Federal Fiscal Year 2008

Agency New York City Transit	ACEP ID T5010102
Project Name Purchase 620 'B' Division Cars (R-160 Opt1)	Planning Number / PIN CM09-5024

Object/Purpose of Project
This project will continue the Department of Subways purchase of new subway cars needed to complete the replacement of its current 60-foot 'B' Division fleet.

Units/Locations/Limits
These 620 'B' Division cars will replace an equal number of the oldest/worst performing 'B' Division cars that are approaching the end of their useful 40-year lives. They will be assigned to various lines in the 'B' Division since 60 foot cars are the only cars that can navigate the entire 'B' Division.

Summary
The configuration of these new cars will be based on the completed review of a performance and reliability demonstration test being performed on the R160 cars. The goal of the car design will be to improve safety, reliability, customer amenities, maximize operational and performance efficiency and reduce energy consumption. These 'B' Division cars will be 60 foot, multi-car units. All 620 cars will be 5-car units. The car design will incorporate the following features:

- Microprocessor controlled systems such as air compressor, propulsion, brake, and communication systems, etc.
- Central diagnostics monitoring system
- AC propulsion motors
- Light weight fabricated trucks with pneumatic secondary suspension
- Roof mounted microprocessor controlled HVAC
- Passenger/crew intercom
- State of the art door obstruction sensing equipment
- High efficiency lighting
- Speedometers/event recorders
- More glass for better visibility inside and out
- Automatic Public Address (PA) announcements with exterior speakers
- Electronic information display signs (i.e. Flexible Information and Notice Display (FIND), time clock, route, next station, destination)
- A quieter/smooth ride
- Communication Based Train Control (CBTC) ready
- Compliance to the latest ADA requirements

In addition, these cars will have a Mean Distance Between Failure goal of 100,000 miles. Lastly, to facilitate the removal and reinstallation of the overhead HVAC units, a 2-ton overhead crane will be purchased and installed in each Car Equipment maintenance shop(s) which does not presently have or is not scheduled to receive a 2-ton overhead crane and is scheduled to be maintaining these cars.

The current budget for this project is \$1,162.2 million. This request is for \$1,162.2 million.

Proposed Program of Projects Federal Fiscal Year 2008

Agency	ACEP ID
New York City Transit	T5010103
Project Name	Planning Number / PIN
292 'B' Division Cars (R-160 Option 2)	CM09-5816

Object/Purpose of Project

This project will continue the Department of Subways purchase of new subway cars needed to complete the replacement of its current 60-foot `B' Division fleet and potentially increase the fleet by up to an additional 128 cars.

Units/Locations/Limits

The 292 `B' Division cars will replace an equal number of the oldest/worst performing `B' Division cars that are approaching the end of their useful 40-year lives. They will be assigned to various lines in the `B' Division since 60-foot cars are the only cars that can navigate the entire 'B' Division. Any additional cars (up to 128) will be used for fleet expansion.

Summary

The configuration of these new cars will be based on the completed review of a performance and reliability demonstration test being performed on the R160 cars. The goal of the car design will be to improve safety, reliability, customer amenities, maximize operational and performance efficiency and reduce energy consumption. These `B' Division cars will be 60-foot, five-car units. The car design will incorporate the following features:

- Microprocessor controlled systems such as air compressor, propulsion, brake, and communication systems, etc.
- Central diagnostics monitoring system
- AC propulsion motors
- Light weight fabricated trucks with pneumatic secondary suspension
- Roof mounted microprocessor controlled HVAC
- Passenger/crew intercom
- State of the art door obstruction sensing equipment
- High efficiency lighting
- Speedometers/event recorders
- More glass for better visibility inside and out
- Automatic PA announcements with exterior speakers
- Electronic information display signs (i.e. Flexible Information and Notice Display (FIND), time clock, route, next station, and destination)
- A quieter/smooth ride
- Communications Based Train Control (CBTC) ready
- Compliance to the latest ADA requirements

In addition, these cars will have a Mean Distance Between Failure (MDBF) goal of 100,000 miles. Lastly, to facilitate the removal and reinstallation of the overhead HVAC units, a 2-ton overhead crane will be purchased and installed in each Car Equipment maintenance shop(s) which does not presently or is not scheduled to receive a 2-ton overhead crane and is scheduled to be maintaining these cars.

The current budget for this project is \$566.6 million. This request is for \$566.6 million.

Proposed Program of Projects Federal Fiscal Year 2008

Agency New York City Transit	ACEP ID T50411
Project Name Station Rehabilitation: 50th Street – West End Line	Planning Number / PIN ST04-tbd

Object/Purpose of Project
The purpose of this project is to bring certain components of the 50th Street station on the West End Line into a state of good repair.

Units/Locations/Limits
The work of this project will be performed within the limits of the 50th Street station on the West End Line and NYC Transit's right of way in the borough of Brooklyn.

Summary
This station will undergo a Comprehensive Component Rehabilitation (CCR). The work will include the following:

- Rehabilitation of street stairs.
- Rehabilitation of platform stairs.
- Rehabilitation of platform floor.
- Miscellaneous mezzanine work.
- Fire standpipe system.

This is a companion project to twelve other projects on the West End Line: the station rehabilitations at Fort Hamilton Parkway (ST07-4604), 62nd Street (ST07-5383), Bay Parkway (ST07-5384), and 9th Avenue (ST07-5415); ADA at Bay Parkway (ST04-5384); CCR at 71st Street (ST07-4605), 79th Street (ST07-4606), 18th Avenue (ST07-4607), 20th Avenue (ST07-4608), 25th Avenue (ST07-6337), Bay 50th Street (ST07-6328), and 55th Street; and the Elevated Structure Rehabilitation between 9th Avenue and Bay 50th Street (MW49-5925). The companion projects are included as part of this Public Hearing document.

The current budget for this project is \$6.0 million. This request is for \$6.0 million.

Proposed Program of Projects Federal Fiscal Year 2008

Agency New York City Transit	ACEP ID T50411
Project Name Station Rehabilitation: 55th Street – West End Line	Planning Number / PIN ST04-tbd

Object/Purpose of Project
The purpose of this project is to bring certain components of the 55th Street station on the West End Line into a state of good repair.

Units/Locations/Limits
The work of this project will be performed within the limits of the 55th Street station on the West End Line and NYC Transit's right of way in the borough of Brooklyn.

Summary
This station will undergo a Comprehensive Component Rehabilitation (CCR). The work will include the following:

- Rehabilitation of street stairs.
- Rehabilitation of platform stairs.
- Rehabilitation of platform floor.
- Miscellaneous mezzanine work.
- Fire standpipe system.

This is a companion project to twelve other projects on the West End Line: the station rehabilitations at Fort Hamilton Parkway (ST07-4604), 62nd Street (ST07-5383), Bay Parkway (ST07-5384), and 9th Avenue (ST07-5415); ADA at Bay Parkway (ST04-5384); CCR at 71st Street (ST07-4605), 79th Street (ST07-4606), 18th Avenue (ST07-4607), 20th Avenue (ST07-4608), 25th Avenue (ST07-6337), Bay 50th Street (ST07-6328), and 50th Street; and the Elevated Structure Rehabilitation between 9th Avenue and Bay 50th Street (MW49-5925). The companion projects are included as part of this Public Hearing document.

The current budget for this project is \$6.0 million. This request is for \$6.0 million.

Proposed Program of Projects Federal Fiscal Year 2008

Agency New York City Transit	ACEP ID T5041108
Project Name Station Rehabilitation: Bleecker St	Planning Number / PIN ST07-5546

Object/Purpose of Project
This project will rehabilitate the Bleecker Street station on the Lexington Avenue Line.

Units/Locations/Limits
The work of this project will be performed within the limits of the Bleecker Street station on the Lexington Avenue Line and NYC Transit's right of way in the borough of Manhattan.

Summary
This project will rehabilitate this historic landmark station in Manhattan on the IRT (#6) Line uptown and downtown control areas, platforms and all station elements will under go rehabilitation. The work will include the following:

- Repair structural deficiencies throughout the station
- Perform architectural treatments
- Upgrade electrical service, communication, lighting
- Relocate station operating facilities
- Provide rehabilitated fare booths and arrays
- Eliminate visual clutter
- Rehabilitate/preserve historical art elements
- Widening the southbound platform

Transit is coordinating with the New York State Historic Preservation Office (SHPO). This is a companion project to the ADA Project (ST04-5546) and the Bleecker/Broadway Lafayette Transfer Project (ST09-5250) at the same location. The companion projects are included as part of this Public Hearing document.

The current budget for this project is \$15.0 million. This request is for \$15.0 million.

Proposed Program of Projects Federal Fiscal Year 2008

Agency New York City Transit	ACEP ID T5041117
Project Name Station Rehabilitation: Bay Parkway - West End Line	Planning Number / PIN ST07-5384

Object/Purpose of Project
The purpose of this project is to bring the Bay Parkway station on the West End Line into a state of good repair.

Units/Locations/Limits
The work of this project will be performed within the limits of the Bay Parkway station on the West End Line and NYC Transit's right of way in the borough of Brooklyn.

Summary
This 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
- Upgraded communications, electrical service and lighting systems as necessary
- Incorporate progressive accessibility requirements mandated by ADA (not including elevators)
- Modify agent booth as necessary
- Eliminate visual clutter and install artwork
- Upgrade station operating facilities
- All work necessary to comply with approved NYCT policy and operating requirements

This is a companion project to the following project on the West End Line: the station rehabilitations at Fort Hamilton Parkway (ST07-4604), 62nd Street (ST07-5383), and 9th Avenue (ST07-5415); ADA at Bay Parkway (ST04-5384); Comprehensive Component Rehabilitation (CCR) at 71st Street (ST07-4605), 79th Street (ST07-4606), 18th Avenue (ST07-4607), 20th Avenue (ST07-4608), Bay 50th Street (ST07-6328), 25th Avenue (ST07-6337), 50th Street, and 55th Street; and the Elevated Structure Rehabilitation between 9th Avenue and Bay 50th Street (MW49-5925). The companion projects are included as part of this Public Hearing document.

The current budget for this project is \$13.3 million. This request is for \$13.3 million.

Proposed Program of Projects Federal Fiscal Year 2008

Agency New York City Transit	ACEP ID T5041118
Project Name Station Rehabilitation: 71st Street - West End Line	Planning Number / PIN ST07-4605

Object/Purpose of Project
The purpose of this project is to bring certain components of the 71st Street station on the West End Line into a state of good repair.

Units/Locations/Limits
The work of this project will be performed within the limits of the 71st Street station on the West End Line and NYC Transit's right of way in the borough of Brooklyn.

Summary
This station will undergo a Comprehensive Component Rehabilitation (CCR). The work will include the following:

- Rehabilitation of street stairs.
- Rehabilitation of platform stairs.
- Rehabilitation of platform floor.
- Miscellaneous mezzanine work.
- Fire standpipe system.

This is a companion project to the following project on the West End Line: the station rehabilitations at Fort Hamilton Parkway (ST07-4604), 62nd Street (ST07-5383), Bay Parkway (ST07-5384), and 9th Avenue (ST07-5415); the ADA at Bay Parkway (ST04-5384); CCR at 79th Street (ST07-4606), 18th Avenue (ST07-4607), 20th Avenue (ST07-4608), Bay 50th Street (ST07-6328), 25th Avenue (ST07-6337), 50th Street, and 55th Street; and the Elevated Structure Rehabilitation between 9th Avenue and Bay 50th Street (MW49-5925). The companion projects are included as part of this Public Hearing document.

The current budget for this project is \$6.0 million. This request is for \$6.0 million.

Proposed Program of Projects Federal Fiscal Year 2008

Agency New York City Transit	ACEP ID T5041119
Project Name Station Rehabilitation: 79th Street - West End Line	Planning Number / PIN ST07-4606

Object/Purpose of Project
The purpose of this project is to bring certain components of the 79th Street station on the West End Line into a state of good repair.

Units/Locations/Limits
The work of this project will be performed within the limits of the 79th Street station on the West End Line and NYC Transit's right of way in the borough of Brooklyn.

Summary
This station will undergo a Comprehensive Component Rehabilitation (CCR). The work will include the following:

- Rehabilitation of street stairs.
- Rehabilitation of platform stairs.
- Rehabilitation of platform floor.
- Miscellaneous mezzanine work.
- Fire standpipe system.

This is a companion project to the following project on the West End Line: the station rehabilitations at Fort Hamilton Parkway (ST07-4604), 62nd Street (ST07-5383), Bay Parkway (ST07-5384), and 9th Avenue (ST07-5415); the ADA at Bay Parkway (ST04-5384); CCR at 71st Street (ST07-4605), 18th Avenue (ST07-4607), 20th Avenue (ST07-4608), Bay 50th Street (ST07-6328), 25th Avenue (ST07-6337), 50th Street, and 55th Street; and the Elevated Structure Rehabilitation between 9th Avenue and Bay 50th Street (MW49-5925). The companion projects are included as part of this Public Hearing document.

The current budget for this project is \$6.0 million. This request is for \$6.0 million.

Proposed Program of Projects Federal Fiscal Year 2008

Agency New York City Transit	ACEP ID T5041120
Project Name Station Rehabilitation: 18th Avenue - West End Line	Planning Number / PIN ST07-4607

Object/Purpose of Project
The purpose of this project is to bring certain components of the 18th Avenue station on the West End Line into a state of good repair.

Units/Locations/Limits
The work of this project will be performed within the limits of the 18th Avenue station on the West End Line and NYC Transit's right of way in the borough of Brooklyn.

Summary
This station will undergo a Comprehensive Component Rehabilitation (CCR). The work will include the following:

- Rehabilitation of street stairs.
- Rehabilitation of platform stairs.
- Rehabilitation of platform floor.
- Miscellaneous mezzanine work.
- Fire standpipe system.

This is a companion project to the following project on the West End Line: the station rehabilitations at Fort Hamilton Parkway (ST07-4604), 62nd Street (ST07-5383), Bay Parkway (ST07-5384), and 9th Avenue (ST07-5415); the ADA at Bay Parkway (ST04-5384); CCR at 71st Street (ST07-4605), 79th Street (ST07-4606), 20th Avenue (ST07-4608), Bay 50th Street (ST07-6328), 25th Avenue (ST07-6337), 50th Street, and 55th Street; and the Elevated Structure Rehabilitation between 9th Avenue and Bay 50th Street (MW49-5925). The companion projects are included as part of this Public Hearing document.

The current budget for this project is \$6.0 million. This request is for \$6.0 million.

Proposed Program of Projects Federal Fiscal Year 2008

Agency New York City Transit	ACEP ID T5041121
Project Name Station Rehabilitation: 20th Avenue - West End Line	Planning Number / PIN ST07-4608

Object/Purpose of Project
The purpose of this project is to bring certain components of the 20th Avenue station on the West End Line into a state of good repair.

Units/Locations/Limits
The work of this project will be performed within the limits of the 20th Avenue station on the West End Line and NYC Transit's right of way in the borough of Brooklyn.

Summary
This station will undergo a Comprehensive Component Rehabilitation (CCR). The work will include the following:

- Rehabilitation of street stairs.
- Rehabilitation of platform stairs.
- Rehabilitation of platform floor.
- Miscellaneous mezzanine work.
- Fire standpipe system.

This is a companion project to the following project on the West End Line: the station rehabilitations at Fort Hamilton Parkway (ST07-4604), 62nd Street (ST07-5383), Bay Parkway (ST07-5384), and 9th Avenue (ST07-5415); ADA at Bay Parkway (ST04-5384); CCR at 71st Street (ST07-4605), 79th Street (ST07-4606), 18th Avenue (ST07-4607), Bay 50th Street (ST07-6328), 25th Avenue (ST07-6337), 50th Street, and 55th Street; and the Elevated Structure Rehabilitation between 9th Avenue and Bay 50th Street (MW49-5925). The companion projects are included as part of this Public Hearing document.

The current budget for this project is \$6.0 million. This request is for \$6.0 million.

Proposed Program of Projects Federal Fiscal Year 2008

Agency New York City Transit	ACEP ID T5041124
Project Name Station Rehabilitation: 62nd Street - West End Line	Planning Number / PIN ST07-5383

Object/Purpose of Project
The purpose of this project is to bring 62nd Street station on the West End Line into a state of good repair.

Units/Locations/Limits
The work of this project will be performed within the limits of the 62nd Street station on the West End Line and NYC Transit's right of way in the borough of Brooklyn.

Summary
This 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
- Upgraded communications, electrical service and lighting systems as necessary
- Incorporate progressive accessibility requirements mandated by ADA (not including elevators)
- Modify agent booth as necessary
- Eliminate visual clutter and install artwork
- Upgrade station operating facilities
- All work necessary to comply with approved NYCT policy and operating requirements

This is a companion project to the following project on the West End Line: the station rehabilitations at Fort Hamilton Parkway (ST07-4604), Bay Parkway (ST07-5384), and 9th Avenue (ST07-5415); the ADA at Bay Parkway (ST04-5384); Comprehensive Component Rehabilitation (CCR) at 71st Street (ST07-4605), 79th Street (ST07-4606), 18th Avenue (ST07-4607), 20th Avenue (ST07-4608), Bay 50th Street (ST07-6328), 25th Avenue (ST07-6337), 50th Street, and 55th Street; and the Elevated Structure Rehabilitation between 9th Avenue and Bay 50th Street (MW49-5925). The companion projects are included as part of this Public Hearing document.

The current budget for this project is \$12.09 million. This request is for \$12.09 million.

Proposed Program of Projects Federal Fiscal Year 2008

Agency New York City Transit	ACEP ID T5041125
Project Name Station Rehabilitation: Fort Hamilton Parkway-West End Line	Planning Number / PIN ST07-4604

Object/Purpose of Project
The purpose of this project is to bring the Fort Hamilton Parkway station on the West End Line into a state of good repair.

Units/Locations/Limits
The work of this project will be performed within the limits of the Fort Hamilton Parkway station on the West End Line and NYC Transit's right of way in the borough of Brooklyn.

Summary
This 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
- Upgraded communications, electrical service and lighting systems as necessary
- Incorporate progressive accessibility requirements mandated by ADA (not including elevators)
- Modify agent booth as necessary
- Eliminate visual clutter and install artwork
- Upgrade station operating facilities
- All work necessary to comply with approved NYCT policy and operating requirements

This is a companion project to the following project on the West End Line: the station rehabilitations at 62nd Street (ST07-5383), Bay Parkway (ST07-5384), and 9th Avenue (ST07-5415); the ADA at Bay Parkway (ST04-5384); Comprehensive Component Rehabilitation (CCR) at 71st Street (ST07-4605), 79th Street (ST07-4606), 18th Avenue (ST07-4607), 20th Avenue (ST07-4608), Bay 50th Street (ST07-6328), 25th Avenue (ST07-6337), 50th Street, and 55th Street; and the Elevated Structure Rehabilitation between 9th Avenue and Bay 50th Street (MW49-5925). The companion projects are included as part of this Public Hearing document.

The current budget for this project is \$15.2 million. This request is for \$15.2 million.

Proposed Program of Projects Federal Fiscal Year 2008

Agency New York City Transit	ACEP ID T5041126
Project Name Station Rehabilitation: 9th Avenue - West End Line	Planning Number / PIN ST07-5415

Object/Purpose of Project
The purpose of this project is to bring 9th Avenue station on the West End Line into a state of good repair.

Units/Locations/Limits
The work of this project will be performed within the limits of the 9th Avenue station on the West End Line and NYC Transit's right of way in the borough of Brooklyn.

Summary
This 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
- Upgraded communications, electrical service and lighting systems as necessary
- Incorporate progressive accessibility requirements mandated by ADA (not including elevators)
- Modify agent booth as necessary
- Eliminate visual clutter and install artwork
- Upgrade station operating facilities
- All work necessary to comply with approved NYCT policy and operating requirements

This is a companion project to the following projects on the West End Line: Station Rehabilitations at Fort Hamilton Parkway (ST07-4604), 62nd Street (ST07-5383), and Bay Parkway (ST07-5384); Comprehensive Component Rehabilitation (CCR) at 71st Street (ST07-4605), 79th Street (ST07-4606), 18th Avenue (ST07-4607), 20th Avenue (ST07-4608), Bay 50th Street (ST07-6328), 25th Avenue (ST07-6337), 50th Street, and 55th Street; ADA at Bay Parkway (ST04-5384); and Elevated Structure Rehabilitation between 9th Avenue and Bay 50th Street (MW49-5925). The companion projects are included as part of this Public Hearing document.

The current budget for this project is \$12.8 million. This request is for \$12.8 million.

Proposed Program of Projects Federal Fiscal Year 2008

Agency New York City Transit	ACEP ID T5041131
Project Name Station Rehabilitation: Bay 50th Street-West End Line	Planning Number / PIN ST07-6328

Object/Purpose of Project
The purpose of this project is to bring certain components of the Bay 50th Street station on the West End Line into a state of good repair.

Units/Locations/Limits
The work of this project will be performed within the limits of the Bay 50th Street station on the West End Line and NYC Transit's right of way in the borough of Brooklyn.

Summary
This station will undergo a Comprehensive Component Rehabilitation (CCR). The work will include the following:

- Rehabilitation of street stairs.
- Rehabilitation of platform stairs.
- Rehabilitation of platform floor.
- Miscellaneous mezzanine work.
- Fire standpipe system.

This is a companion project to the following projects on the West End Line: Station Rehabilitations at Fort Hamilton Parkway (ST07-4604), 62nd Street (ST07-5383), Bay Parkway (ST07-5384), and 9th Avenue (ST07-5415); ADA at Bay Parkway (ST04-5384); CCR at 71st Street (ST07-4605), 79th Street (ST07-4606), 18th Avenue (ST07-4607), 20th Avenue (ST07-4608), 25th Avenue (ST07-6337), 50th Street, and 55th Street; and Elevated Structure Rehabilitation between 9th Avenue and Bay 50th Street (MW49-5925). The companion projects are included as part of this Public Hearing document.

The current budget for this project is \$6.0 million. This request is for \$6.0 million.

Proposed Program of Projects Federal Fiscal Year 2008

Agency New York City Transit	ACEP ID T5041132
Project Name Station Rehabilitation: 25th Avenue-West End Line	Planning Number / PIN ST07-6337

Object/Purpose of Project
The purpose of this project is to bring certain components of the 25th Avenue station on the West End Line into a state of good repair.

Units/Locations/Limits
The work of this project will be performed within the limits of the 25th Avenue station on the West End Line and NYC Transit's right of way in the borough of Brooklyn.

Summary
This station will undergo a Comprehensive Component Rehabilitation (CCR). The work will include the following:

- Rehabilitation of street stairs.
- Rehabilitation of platform stairs.
- Rehabilitation of platform floor.
- Miscellaneous mezzanine work.
- Fire standpipe system.

This is a companion project to the following project on the West End Line: the station rehabilitations at Fort Hamilton Parkway (ST07-4604), 62nd Street (ST07-5383), Bay Parkway (ST07-5384), and 9th Avenue (ST07-5415); ADA at Bay Parkway (ST04-5384); CCR at 71st Street (ST07-4605), 79th Street (ST07-4606), 18th Avenue (ST07-4607), 20th Avenue (ST07-4608), Bay 50th Street (ST07-6328), 50th Street, and 55th Street; and the Elevated Structure Rehabilitation between 9th Avenue and Bay 50th Street (MW49-5925). The companion projects are included as part of this Public Hearing document.

The current budget for this project is \$6.0 million. This request is for \$6.0 million.

Proposed Program of Projects Federal Fiscal Year 2008

Agency New York City Transit	ACEP ID T5041136
Project Name Station Rehabilitation: Smith-9th Streets – Prospect Park Line	Planning Number / PIN ST07-6401

Object/Purpose of Project
The objective of this project is to bring the station at Smith and 9th Streets on the Prospect Park Line to a state of good repair.

Units/Locations/Limits
The work of this project will be performed within the limits of the Smith and 9th Streets station on the Prospect Park Road Line and NYC Transit's right of way in the Borough of Brooklyn.

Summary
This project will remediate structural deficiencies, highlight architectural features, enhance lighting and signage, improve security and revenue control, and enhance customer comfort, thereby attracting more customers. Additionally, this project will bring all station elements into a new 35-year expected life cycle.

This is a companion project to three other projects along the Culver Line; the Culver Line Viaduct Rehabilitation, Phase II (MW49-5926) project, Modernize Fourth Avenue Interlocking / Culver Line (MW38-5926), and Station Improvements: 4th Av/Culver Line (ST01-6905). The companion projects are also included as part of this Public Hearing Document.

The current budget for this project is \$22.99 million. This request is for \$22.99 million.

Proposed Program of Projects Federal Fiscal Year 2008

Agency New York City Transit	ACEP ID T5041138
Project Name Station Rehabilitation: Morrison-Sound View Avenues-Pelham Line	Planning Number / PIN ST07-3688

Object/Purpose of Project
The purpose of this project is to bring the Soundview Avenues station on the Pelham Line into a state of good repair.

Units/Locations/Limits
The work of this project will be performed within the limits of the Morrison -Sound View Avenues station on the Pelham Line (IRT) and NYC Transit's Right of Way in the borough of the Bronx.

Summary
This station will undergo extensive rehabilitation to bring it to a state of good repair. The work will include the following:

- Rehabilitate/replace street stairs including canopy and railings.
- Provide additional street stairs.
- Replace mezzanine floors and walls.
- Expand the mezzanine.
- Reconstruct existing NYCT operation room at the mezzanine.
- Refurbish station agent booths and reconfigure fare array.
- Replace cement topping at platform over mezzanine.
- Replace platform windscreens and railings to latest NYCT Design Guidelines.
- Repair corroded steel throughout the station.
- Paint structural steel throughout the station.
- Provide adequate drainage to the station.
- Provide a fire standpipe system.
- Modify as required lighting and emergency light fixtures at mezzanine.
- All work necessary to comply with approved NYCT policy and operating requirements
- Replace track, ties, and concrete structure and provide new waterproofing in the through-span section above the mezzanine.

This is a companion project to the following projects on the Pelham Line: Buhre Ave (ST07-6527) Middletown Road (ST07-6528), Zerega Ave (ST07-6529), Castle Hill Avenue (ST07-6530), Parkchester/E177 Street (ST07-6531), St. Lawrence Ave (ST04-6532), Elder Avenue (ST07-6533), Whitlock Avenue (ST07-6534), and Employee Facilities at Parkchester/E177 Street (MW57-6531). The companion projects are included as part of this Public Hearing document.

The current budget for this project is \$19.1 million. This request is for \$19.1 million.

Proposed Program of Projects Federal Fiscal Year 2008

Agency	ACEP ID
New York City Transit	T5041143
Project Name	Planning Number / PIN
Station Rehabilitation: Buhre Avenue - Pelham Line	ST07-6527

Object/Purpose of Project
 The purpose of this project is to bring the Buhre Avenue station on the Pelham Line into a state of good repair.

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

Summary
 This station will undergo extensive rehabilitation to bring it to a state of good repair. The work will include the following:

- Rehabilitate/replace street stairs including canopy and railings.
- Replace mezzanine floors and walls.
- Reconstruct existing NYCT operation rooms at the mezzanine.
- Refurbish station agent booths and reconfigure fare array.
- Rehabilitate/replace platform stairs including railings.
- Reconstruct platform edge including rubbing board and ADA warning strip.
- Replace cement topping at platform over mezzanine.
- Replace platform windscreens and railings to latest NYCT Design Guidelines.
- Incorporate artwork into the design of the station.
- Repair corroded steel throughout the station.
- Paint structural steel throughout the station.
- Provide adequate drainage to the station.
- Provide a fire standpipe system.
- Modify as required lighting and emergency light fixtures at mezzanine.
- Replace track, ties, and concrete structure and provide new waterproofing in the through-span section above the mezzanine.

This is a companion project to the following projects on the Pelham Line: Soundview Ave (ST07-3688) Middletown Road (ST07-6528), Zerega Ave (ST07-6529), Castle Hill Avenue (ST07-6530), Parkchester/E177 Street (ST07-6531), St. Lawrence Ave (ST04-6532), Elder Avenue (ST07-6533), Whitlock Avenue (ST07-6534), and Employee Facilities at Parkchester/E177 Street (MW57-6531). The companion projects are included as part of this Public Hearing document.

The current budget for this project is \$16.51 million. This request is for \$16.51 million.

Proposed Program of Projects Federal Fiscal Year 2008

Agency New York City Transit	ACEP ID T5041144
Project Name Station Rehabilitation: Middletown Road-Pelham Line	Planning Number / PIN ST07-6528

Object/Purpose of Project
The purpose of this project is to bring the Middletown Road station on the Pelham Line into a state of good repair.

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

Summary
This station will undergo extensive rehabilitation to bring it to a state of good repair. The work will include the following:

- Rehabilitate/replace street stairs including canopy and railings.
- Replace mezzanine floors and walls.
- Reconstruct existing NYCT operation rooms at the mezzanine.
- Refurbish station agent booths and reconfigure fare array.
- Rehabilitate/replace platform stairs including railings.
- Reconstruct platform edge including rubbing board and ADA warning strip.
- Replace cement topping at platform over mezzanine.
- Replace platform windscreens and railings to latest NYCT Design Guidelines.
- Incorporate artwork into the design of the station.
- Repair corroded steel throughout the station.
- Paint structural steel throughout the station.
- Provide adequate drainage to the station.
- Provide a fire standpipe system.
- Modify as required lighting and emergency light fixtures at mezzanine.
- Replace track, ties, and concrete structure and provide new waterproofing in the through-span section above the station mezzanine.

This is a companion project to the following projects on the Pelham Line: Morrison - Soundview Aves (ST07-3688), Buhre Ave (ST07-6527), Zerega Ave (ST07-6529), Castle Hill Avenue (ST07-6530), Parkchester/E177 Street (ST07-6531), St. Lawrence Ave (ST04-6532), Elder Avenue (ST07-6533), Whitlock Avenue (ST07-6534), and Employee Facilities at Parkchester/E177 Street (MW57-6531). The companion projects are included as part of this Public Hearing document.

The current budget for this project is \$15.2 million. This request is for 15.2 million.

Proposed Program of Projects Federal Fiscal Year 2008

Agency New York City Transit	ACEP ID T5041145
Project Name Station Rehabilitation: Zerega Avenue - Pelham Line	Planning Number / PIN ST07-6529

Object/Purpose of Project
The purpose of this project is to bring the Zerega Avenue station on the Pelham Line into a state of good repair.

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

Summary
This station will undergo extensive rehabilitation to bring it to a state of good repair. The work will include the following:

- Rehabilitate/replace street stairs including canopy and railings.
- Widening of one street stair.
- Replace mezzanine floors and walls.
- Reconstruct existing NYCT operation rooms at the mezzanine.
- Refurbish station agent booths and reconfigure fare array.
- Rehabilitate/replace platform stairs including railings.
- Reconstruct platform edge including rubbing board and ADA warning strip.
- Replace cement topping at platform over mezzanine.
- Replace platform windscreens and railings to latest NYCT Design Guidelines.
- Incorporate artwork into the design of the station.
- Repair corroded steel throughout the station.
- Paint structural steel throughout the station.
- Provide adequate drainage to the station.
- Provide a fire standpipe system.
- Modify as required lighting and emergency light fixtures at mezzanine.
- Replace track, ties, and concrete structure and provide new waterproofing in the through-span section above the station mezzanine.

This is a companion project to the following projects on the Pelham Line: Soundview Ave (ST07-3688), Buhre Ave (ST07-6527), Middletown Road (ST07-6528), Castle Hill Avenue (ST07-6530), Parkchester/E177 Street (ST07-6531), St. Lawrence Ave (ST04-6532), Elder Avenue (ST07-6533), Whitlock Avenue (ST07-6534), and Employee Facilities at Parkchester/E177 Street (MW57-6531). The companion projects are included as part of this Public Hearing document.

The current budget for this project is \$16.3 million. This request is for \$16.3 million.

Proposed Program of Projects Federal Fiscal Year 2008

Agency New York City Transit	ACEP ID T5041146
Project Name Station Rehabilitation: Castle Hill Avenue - Pelham Line	Planning Number / PIN ST07-6530

Object/Purpose of Project
The purpose of this project is to bring the Castle Hill Avenue station on the Pelham Line into a state of good repair.

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

Summary
This station will undergo extensive rehabilitation to bring it to a state of good repair. The work will include the following:

- Rehabilitate/replace street stairs including canopy and railings.
- Widening of one street stair.
- Replace mezzanine floors and walls.
- Reconstruct existing NYCT operation rooms at the mezzanine.
- Refurbish station agent booths and reconfigure fare array.
- Rehabilitate/replace platform stairs including railings.
- Reconstruct platform edge including rubbing board and ADA warning strip.
- Replace cement topping at platform over mezzanine.
- Replace platform windscreens and railings to latest NYCT Design Guidelines.
- Incorporate artwork into the design of the station.
- Repair corroded steel throughout the station.
- Paint structural steel throughout the station.
- Provide adequate drainage to the station.
- Provide a fire standpipe system.
- Modify as required lighting and emergency light fixtures at mezzanine.
- Replace track, ties, and concrete structure and provide new waterproofing in the through-span section above the station mezzanine.

This is a companion project to the following projects on the Pelham Line: Soundview Ave (ST07-3688), Buhre Ave (ST07-6527), Middletown Road (ST07-6528), Zeraga Avenue (ST07-6529), Parkchester/E177 Street (ST07-6531), St. Lawrence Ave (ST04-6532), Elder Avenue (ST07-6533), Whitlock Avenue (ST07-6534), and Employee Facilities at Parkchester/E177 Street (MW57-6531). The companion projects are included as part of this Public Hearing document.

The current budget for this project is \$17.0 million. This request is for \$17.0 million.

Proposed Program of Projects Federal Fiscal Year 2008

Agency	ACEP ID
New York City Transit	T5041147
Project Name	Planning Number / PIN
Station Rehabilitation: Parkchester/E177th Street-Pelham Line	ST07-6531

Object/Purpose of Project
 The purpose of this project is to bring the Parkchester/East 177th Street station on the Pelham Line into a state of good repair.

Units/Locations/Limits
 The work of this project will be performed within the limits of the Parkchester/ East 177th Street station on the Pelham Line (IRT) and NYC Transit's Right of Way in the borough of the Bronx.

Summary
 This station will undergo extensive rehabilitation to bring it to a state of good repair. The work will include the following:

- Rehabilitate/replace street stairs including canopy and railings.
- Widening of one street stair.
- Replace mezzanine floors and walls.
- Reconstruct existing NYCT operation rooms at the mezzanine. - Refurbish station agent booths and reconfigure fare array.
- Rehabilitate/replace platform stairs including railings.
- Reconstruct platform edge including rubbing board and ADA warning strip.
- Replace cement topping at platform over mezzanine.
- Replace platform windscreens and railings to latest NYCT Design Guidelines.
- Incorporate artwork into the design of the station.
- Repair corroded steel throughout the station.
- Paint structural steel throughout the station.
- Provide adequate drainage to the station.
- Provide a fire standpipe system.
- Modify as required lighting and emergency light fixtures at mezzanine.
- Replace track, ties, and concrete structure and provide new waterproofing in the through-span section above the mezzanine.

This is a companion project to the following projects on the Pelham Line: Soundview Ave (ST07-3688), Buhre Ave (ST07-6527), Middletown Road (ST07-6528), Zerega Avenue (ST07-6529), Castle Hill (ST07-6530), St. Lawrence Ave (ST04-6532), Elder Avenue (ST07-6533), Whitlock Avenue (ST07-6534), and Employee Facilities at Parkchester/E177 Street (MW57-6531). The companion projects are included as part of this Public Hearing document.

The current budget for this project is \$21.5 million. This request is for \$21.5 million.

Proposed Program of Projects Federal Fiscal Year 2008

Agency	ACEP ID
New York City Transit	T5041148
Project Name	Planning Number / PIN
Station Rehabilitation: St Lawrence Avenue-Pelham Line	ST07-6532

Object/Purpose of Project
 The purpose of this project is to bring the St. Lawrence Avenue station on the Pelham Line into a state of good repair.

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

Summary
 This station will undergo extensive rehabilitation to bring it to a state of good repair. The work will include the following:

- Rehabilitate/replace street stairs including canopy and railings.
- Replace mezzanine floors and walls.
- Reconstruct existing NYCT operation rooms at the mezzanine.
- Refurbish station agent booths and reconfigure fare array.
- Rehabilitate/replace platform stairs including railings.
- Reconstruct platform edge including rubbing board and ADA warning strip.
- Replace cement topping at platform over mezzanine.
- Replace platform windscreens and railings to latest NYCT Design Guidelines.
- Incorporate artwork into the design of the station.
- Repair corroded steel throughout the station.
- Paint structural steel throughout the station.
- Provide adequate drainage to the station.
- Provide a fire standpipe system.
- Modify as required lighting and emergency light fixtures at mezzanine.
- Replace track, ties, and concrete structure and provide new waterproofing in the through-span section above the mezzanine.

This is a companion project to the following projects on the Pelham Line: Soundview Ave (ST07-3688), Buhre Ave (ST07-6527), Middletown Road (ST07-6528), Zerega Avenue (ST07-6529), Castle Hill (ST07-6530), St. Lawrence Ave (ST04-6532), Elder Avenue (ST07-6533), Whitlock Avenue (ST07-6534), and Employee Facilities at Parkchester/E177 Street (MW57-6531). The companion projects are included as part of this Public Hearing document.

The current budget for this project is \$16.4 million. This request is for \$16.4 million.

Proposed Program of Projects Federal Fiscal Year 2008

Agency	ACEP ID
New York City Transit	T5041149
Project Name	Planning Number / PIN
Station Rehabilitation: Elder Avenue - Pelham Line	ST07-6533

Object/Purpose of Project
 The purpose of this project is to bring the Elder Avenue station on the Pelham Line into a state of good repair.

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

Summary
 This station will undergo extensive rehabilitation to bring it to a state of good repair. The work will include the following:

- Rehabilitate/replace street stairs including canopy and railings.
- Replace mezzanine floors and walls.
- Expand the mezzanine.
- Reconstruct existing NYCT operation rooms at the mezzanine.
- Refurbish station agent booths and reconfigure fare array.
- Rehabilitate/replace platform stairs including railings.
- Reconstruct platform edge including rubbing board and ADA warning strip.
- Replace cement topping at platform over mezzanine.
- Replace platform windscreens and railings to latest NYCT Design Guidelines.
- Incorporate artwork into the design of the station.
- Repair corroded steel throughout the station.
- Paint structural steel throughout the station.
- Provide adequate drainage to the station.
- Provide a fire standpipe system.
- Modify as required lighting and emergency light fixtures at mezzanine.
- Replace track, ties, and concrete structure and provide new waterproofing in the through-span section above the mezzanine.

This is a companion project to the following projects on the Pelham Line: Soundview Ave (ST07-3688), Buhre Ave (ST07-6527), Middletown Road (ST07-6528), Zerega Avenue (ST07-6529), Castle Hill (ST07-6530), St. Lawrence Ave (ST04-6532), Parkchester (ST07-6531), Whitlock Avenue (ST07-6534), and Employee Facilities at Parkchester/E177 Street (MW57-6531). The companion projects are included as part of this Public Hearing document.

The current budget for this project is \$15.83 million. This request is for \$15.83 million.

Proposed Program of Projects Federal Fiscal Year 2008

Agency New York City Transit	ACEP ID T5041150
Project Name Station Rehabilitation: Whitlock Avenue - Pelham Line	Planning Number / PIN ST07-6534

Object/Purpose of Project
The purpose of this project is to bring the Whitlock Avenue station on the Pelham Line into a state of good repair.

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

Summary
This station will undergo extensive rehabilitation to bring it to a state of good repair. The work will include the following:

- Rehabilitate/replace street stairs including canopy and railings.
- Replace mezzanine floors and walls.
- Expand the mezzanine.
- Reconstruct existing NYCT operation rooms at the mezzanine.
- Refurbish station agent booths and reconfigure fare array.
- Rehabilitate/replace platform stairs including railings.
- Reconstruct platform edge including rubbing board and ADA warning strip.
- Replace cement topping at platform over mezzanine.
- Replace platform windscreens and railings to latest NYCT Design Guidelines.
- Incorporate artwork into the design of the station.
- Repair corroded steel throughout the station.
- Paint structural steel throughout the station.
- Provide adequate drainage to the station.
- Provide a fire standpipe system.
- Modify as required lighting and emergency light fixtures at mezzanine.
- Replace track, ties, and concrete structure and provide new waterproofing in the through-span section above the mezzanine.

This is a companion project to the following projects on the Pelham Line: Soundview Ave (ST07-3688), Buhre Ave (ST07-6527), Middletown Road (ST07-6528), Zerega Avenue (ST07-6529), Castle Hill (ST07-6530), St. Lawrence Ave (ST04-6532), Parkchester (ST07-6531), Elder (ST07-6533) and Employee Facilities at Parkchester/E177 Street (MW57-6531). The companion projects are included as part of this Public Hearing document.

The current budget for this project is \$14.3 million. This request is for \$14.3 million.

Proposed Program of Projects Federal Fiscal Year 2008

Agency	ACEP ID
New York City Transit	T5041155
Project Name	Planning Number / PIN
Station Rehabilitation: Beach 67th Street-Far Rockaway Line	ST07-5537

Object/Purpose of Project
 The purpose of this project is to bring Beach 67th Street (Gaston) station on the Far Rockaway Line into a state of good repair.

Units/Locations/Limits
 The work of this project will be performed within the limits of the Beach 67th Street (Gaston) station on the Far Rockaway Line and NYC Transit's right of way in the borough of Queens.

Summary
 The work will consist of repairing/replacing corroded stairs and columns. The mezzanine and track drainage systems will be rehabilitated. All spalling concrete and delaminating steel will be repaired.

- The major items of work will be:
- Replace/rehabilitate station stairs
 - Provide new employee ADA toilet, locker room, cleaner's room and storage room
 - Refurbish existing station agent booth.
 - Furnish new ADA compliant mezzanine entrance doors.
 - Remove loose and peeling paint from existing canopies, guardrails, and windscreens.
 - Installation of platform edge warning strips.
 - Provide 35'0" ADA boarding areas on platforms
 - Repair all areas of spalling concrete.
 - Replace platform expansion joints
 - Provide new AC and DC lighting system
 - Provide new public address system, CCTV and smoke detection system
 - Installation of new fire standpipe system
 - Provide all mechanical work required for the cleaner's room, refuse room, employee toilet and locker room.

This is a companion project to the following projects on the Far Rockaway Line: Beach 60th Street (ST07-5538), Beach 44th Street (ST07-5539), Beach 36th Street (ST07-5540), Beach 25th Street (ST07-5541), Mott Ave (ST07-5542), Beach 90th (ST07-6398), Beach 98 (ST07-6399), Beach 105th (ST07-6400) and ADA Mott Ave (ST04-6360). The companion projects are included as part of this Public Hearing document.

The current budget for this project is \$6.8 million. This request is for \$6.8 million.

Proposed Program of Projects Federal Fiscal Year 2008

Agency New York City Transit	ACEP ID T5041156
Project Name Station Rehabilitation: Beach 60th Street-Far Rockaway Line	Planning Number / PIN ST07-5538

Object/Purpose of Project
The purpose of this project is to bring Beach 60th Street station on the Far Rockaway Line into a state of good repair.

Units/Locations/Limits
The work of this project will be performed within the limits of the Beach 60th Street station on the Far Rockaway Line and NYC Transit's right of way in the borough of Queens.

Summary
The work will consist of repairing/replacing corroded stairs and columns. The mezzanine and track drainage systems will be rehabilitated. All spalling concrete and delaminating steel will be repaired.

The major items of work will be:

- Replace/rehabilitate station stairs
- Provide new employee ADA toilet, locker room, cleaner's room and storage room
- Refurbish existing station agent booth.
- Furnish new ADA compliant mezzanine entrance doors.
- Remove loose and peeling paint from existing canopies, guardrails, and windscreens.
- Installation of platform edge warning strips.
- Provide 35'0" ADA boarding areas on platforms
- Repair all areas of spalling concrete.
- Replace platform expansion joints
- Provide new AC and DC lighting system
- Provide new public address system, CCTV and smoke detection system
- Installation of new fire standpipe system
- Provide all mechanical work required for the cleaner's room, refuse room, employee toilet and locker room.

This is a companion project to the following projects on the Far Rockaway Line: Beach 67th Street (ST07-5537), Beach 44th Street (ST07-5539), Beach 36th Street (ST07-5540), Beach 25th Street (ST07-5541), Mott Ave (ST07-5542), Beach 90th (ST07-6398), Beach 98th (ST07-6399), Beach 105th (ST07-6400) and ADA Mott Ave (ST04-6360). The companion projects are included as part of this Public Hearing document.

The current budget for this project is \$7.00 million. This request is for \$7.00 million.

Proposed Program of Projects Federal Fiscal Year 2008

Agency New York City Transit	ACEP ID T5041157
Project Name Station Rehabilitation: Beach 44th Street-Far Rockaway Line	Planning Number / PIN ST07-5539

Object/Purpose of Project
The purpose of this project is to bring Beach 44th Street station on the Far Rockaway Line into a state of good repair.

Units/Locations/Limits
The work of this project will be performed within the limits of the Beach 44th Street station on the Far Rockaway Line and NYC Transit's right of way in the borough of Queens.

Summary
The work will consist of repairing/replacing corroded stairs and columns. The mezzanine and track drainage systems will be rehabilitated. All spalling concrete and delaminating steel will be repaired.

The major items of work will be:

- Replace/rehabilitate station stairs
- Provide new employee ADA toilet, locker room, cleaner's room and storage room
- Refurbish existing station agent booth.
- Furnish new ADA compliant mezzanine entrance doors.
- Remove loose and peeling paint from existing canopies, guardrails, and windscreens.
- Installation of platform edge warning strips.
- Provide 35'0" ADA boarding areas on platforms
- Repair all areas of spalling concrete.
- Replace platform expansion joints
- Provide new AC and DC lighting system
- Provide new public address system, CCTV and smoke detection system
- Installation of new fire standpipe system
- Provide all mechanical work required for the cleaner's room, refuse room, employee toilet and locker room.

This is a companion project to the following projects on the Far Rockaway Line: Beach 67th Street (ST07-5537), Beach 60th Street (ST07-5538), Beach 36th Street (ST07-5540), Beach 25th Street (ST07-5541), Mott Ave (ST07-5542), Beach 90th (ST07-6398), Beach 98 (ST07-6399), Beach 105th (ST07-6400) and ADA Mott Ave (ST04-6360). The companion projects are included as part of this Public Hearing document.

The current budget for this project is \$6.88 million. This request is for \$6.88 million.

Proposed Program of Projects Federal Fiscal Year 2008

Agency New York City Transit	ACEP ID T5041158
Project Name Station Rehabilitation: Beach 36th Street-Far Rockaway Line	Planning Number / PIN ST07-5540

Object/Purpose of Project
The purpose of this project is to bring Beach 36th Street station on the Far Rockaway Line into a state of good repair.

Units/Locations/Limits
The work of this project will be performed within the limits of the Beach 36th Street station on the Far Rockaway Line and NYC Transit's right of way in the borough of Queens.

Summary
The work will consist of repairing/replacing corroded stairs and columns. The mezzanine and track drainage systems will be rehabilitated. All spalling concrete and delaminating steel will be repaired.

The major items of work will be:

- Replace/rehabilitate station stairs
- Provide new employee ADA toilet, locker room, cleaner's room and storage room
- Refurbish existing station agent booth.
- Furnish new ADA compliant mezzanine entrance doors.
- Remove loose and peeling paint from existing canopies, guardrails, and windscreens.
- Installation of platform edge warning strips.
- Provide 35'0" ADA boarding areas on platforms
- Repair all areas of spalling concrete.
- Replace platform expansion joints
- Provide new AC and DC lighting system
- Provide new public address system, CCTV and smoke detection system
- Installation of new fire standpipe system
- Provide all mechanical work required for the cleaner's room, refuse room, employee toilet and locker room.

This is a companion project to the following projects on the Far Rockaway Line: Beach 67th Street (ST07-5537), Beach 60th Street (ST07-5538), Beach 44th Street (ST07-5539), Beach 25th Street (ST07-5541), Mott Ave (ST07-5542), Beach 90th (ST07-6398), Beach 98th (ST07-6399), Beach 105th (ST07-6400) and ADA Mott Ave (ST04-6360). The companion projects are included as part of this Public Hearing document.

The current budget for this project is \$6.55 million. This request is for \$6.55 million.

Proposed Program of Projects Federal Fiscal Year 2008

Agency	ACEP ID
New York City Transit	T5041159
Project Name	Planning Number / PIN
Station Rehabilitation: Beach 25th Street-Far Rockaway Line	ST07-5541

Object/Purpose of Project
 The purpose of this project is to bring Beach 25th Street station on the Far Rockaway Line into a state of good repair.

Units/Locations/Limits
 The work of this project will be performed within the limits of the Beach 25th Street station on the Far Rockaway Line and NYC Transit's right of way in the borough of Queens.

Summary
 The work will consist of repairing/replacing corroded stairs and columns. The mezzanine and track drainage systems will be rehabilitated. All spalling concrete and delaminating steel will be repaired.

- The major items of work will be:
- Replace/rehabilitate station stairs
 - Provide new employee ADA toilet, locker room, cleaner's room and storage room
 - Refurbish existing station agent booth.
 - Furnish new ADA compliant mezzanine entrance doors.
 - Remove loose and peeling paint from existing canopies, guardrails, and windscreens.
 - Installation of platform edge warning strips.
 - Provide 35'0" ADA boarding areas on platforms
 - Repair all areas of spalling concrete.
 - Replace platform expansion joints
 - Provide new AC and DC lighting system
 - Provide new public address system, CCTV and smoke detection system
 - Installation of new fire standpipe system
 - Provide all mechanical work required for the cleaner's room, refuse room, employee toilet and locker room.

This is a companion project to the following projects on the Far Rockaway Line: Beach 67th Street (ST07-5537), Beach 60th Street (ST07-5538), Beach 44th Street (ST07-5539), Beach 36th Street (ST07-5540), Mott Ave (ST07-5542), Beach 90th (ST07-6398), Beach 98 (ST07-6399), Beach 105th (ST07-6400), and ADA Mott Ave (ST04-6360). The companion projects are included as part of this Public Hearing document.

The current budget for this project is \$6.51 million. This request is for \$6.51 million.

Proposed Program of Projects Federal Fiscal Year 2008

Agency New York City Transit	ACEP ID T5041160
Project Name Station Rehabilitation: Mott Avenue-Far Rockaway Line	Planning Number / PIN ST07-5542

Object/Purpose of Project
The purpose of this project is to bring the Mott Avenue station on the Far Rockaway Line station into a state of good repair.

Units/Locations/Limits
The work of this project will be performed within the limits of the Mott Avenue station on the Far Rockaway Line and NYC Transit's right of way in the borough of Queens.

Summary
The work will consist of rehabilitating one stair from control house to platform. The control house and track drainage systems will be rehabilitated. All spalling concrete and delaminating steel will be repaired.

The major items of work will be:

- Replace roof membrane on existing platform canopy.
- Remove loose and peeling paint from existing canopies.
- Replace platform expansion joints
- Installation of platform edge warning strips
- Provide new public address system, CCTV, and smoke detection system
- Provide new AC lighting system for control house and DC emergency light for the entire station
- Provide all mechanical work required for rehabilitation of the cleaner's room, refuse room, public toilets and locker rooms.
- Installation of new fire standpipe system

This is a companion project to the following station rehabilitation projects: Beach 67th Street (ST07-5537), Beach 60th Street (ST07-5538), Beach 44th Street (ST07-5539), Beach 36th Street (ST07-5540), Beach 25th Street (ST07-5541), Beach 90th (ST07-6398), Beach 98 (ST07-6399), Beach 105th (ST07-6400) and ADA Mott Ave (ST04-6360). The companion projects are included as part of this Public Hearing document.

The current budget for this project is \$6.50 million. This request is for \$6.50 million.

Proposed Program of Projects Federal Fiscal Year 2008

Agency	ACEP ID
New York City Transit	T5041161
Project Name	Planning Number / PIN
Station Rehabilitation: Beach 90th-Rockaway Line	ST07-6398

Object/Purpose of Project
 The purpose of this project is to bring the Beach 90th station on the Rockaway Line into a state of good repair.

Units/Locations/Limits
 The work of this project will be performed within the limits of the Beach 90th station on the Rockaway Line and NYC Transit's right of way in the borough of Queens.

Summary
 The work will consist of repairing/replacing corroded stairs and columns. The mezzanine and track drainage systems will be rehabilitated. All spalling concrete and delaminating steel will be repaired.

The major items of work will be:

- Rehabilitate station stairs
- Provide new employee ADA toilet, locker room, cleaner's room and storage room
- Provide new platform canopies and windscreens
- Replace platform rubbing boards
- Install new platform edge warning strips
- Provide 35'0" ADA boarding areas on platforms
- Refurbish existing station agent booth
- Furnish ADA compliant mezzanine entrance doors
- Furnish new stainless steel handrails at stairs
- Repair all areas of spalling concrete
- Provide new AC lighting system in control area, employee facilities and stairs
- Provide new DC emergency lighting system for the entire station
- Provide new public address system, CCTV, and smoke detection system
- Install new fire standpipe system
- Provide all mechanical work required for the cleaner's room, refuse room, employee toilet and locker room

This is a companion project to the following projects on the Far Rockaway Line: Beach 67th Street (ST07-5537), Beach 60th Street (ST07-5538), Beach 44th Street (ST07-5539), Beach 36th Street (ST07-5540), Beach 25th Street (ST07-5541), Mott Ave (ST07-5542), Beach 98th (ST07-6399), Beach 105th (ST07-6400) and ADA Mott Ave (ST04-6360). The companion projects are included as part of this Public Hearing document.

The current budget for this project is \$7.54 million. This request is for \$7.54 million.

Proposed Program of Projects Federal Fiscal Year 2008

Agency	ACEP ID
New York City Transit	T5041162
Project Name	Planning Number / PIN
Station Rehabilitation: Beach 98th (Playland)-Rockaway Line	ST07-6399

Object/Purpose of Project
 The purpose of this project is to bring the Beach 98th (Playland) station on the Rockaway Line into a state of good repair.

Units/Locations/Limits
 The work of this project will be performed within the limits of the Beach 98th (Playland) station on the Rockaway Line and NYC Transit's right of way in the borough of Queens.

Summary
 The work will consist of repairing/replacing corroded stairs and columns. The mezzanine and track drainage systems will be rehabilitated. All spalling concrete and delaminating steel will be repaired.

The major items of work will be:

- Rehabilitate station stairs
- Provide new employee ADA toilet, locker room, cleaner's room and storage room
- Provide new platform canopies and windscreens
- Replace platform rubbing boards
- Install new platform edge warning strips
- Provide 35'0" ADA boarding areas on platforms
- Refurbish existing station agent booth
- Furnish ADA compliant mezzanine entrance doors
- Furnish new stainless steel handrails at stairs
- Repair all areas of spalling concrete
- Provide new AC lighting system in control area, employee facilities and stairs
- Provide new DC emergency lighting system for the entire station
- Provide new public address system, CCTV, and smoke detection system
- Install new fire standpipe system
- Provide all mechanical work required for the cleaner's room, refuse room, employee toilets and locker rooms

This is a companion project to the following projects on the Far Rockaway Line: Beach 67th Street (ST07-5537), Beach 60th Street (ST07-5538), Beach 44th Street (ST07-5539), Beach 36th Street (ST07-5540), Beach 25th Street (ST07-5541), Mott Ave (ST07-5542), Beach 90th (ST07-6398), Beach 105th (ST07-6400) and ADA Mott Ave (ST04-6360). The companion projects are included as part of this Public Hearing document.

The current budget for this project is \$8.15 million. This request is for \$8.15 million.

Proposed Program of Projects Federal Fiscal Year 2008

Agency	ACEP ID
New York City Transit	T5041163
Project Name	Planning Number / PIN
Station Rehabilitation: Beach 105th (Seaside)-Rockaway Line	ST07-6400

Object/Purpose of Project
 The purpose of this project is to bring the Beach 105th (Seaside) station on the Rockaway Line into a state of good repair.

Units/Locations/Limits
 The work of this project will be performed within the limits of the Beach 105th (Seaside) station on the Rockaway Line and NYC Transit's right of way in the borough of Queens.

Summary
 The work will consist of repairing/replacing corroded stairs and columns. The mezzanine and track drainage systems will be rehabilitated. All spalling concrete and delaminating steel will be repaired.

- The major items of work will be:
- Rehabilitate station stairs
 - Provide new employee ADA toilet, locker room, cleaner's room and storage room
 - Provide new platform canopies and windscreens
 - Replace platform rubbing boards
 - Install new platform edge warning strips
 - Provide 35'0" ADA boarding areas on platforms
 - Refurbish existing station agent booth
 - Furnish ADA compliant mezzanine entrance doors
 - Furnish new stainless steel handrails at stairs
 - Repair all areas of spalling concrete
 - Provide new AC lighting system in control area, employee facilities and stairs
 - Provide new DC emergency lighting system for the entire station
 - Provide new public address system, CCTV, and smoke detection system
 - Install new fire standpipe system
 - Provide all mechanical work required for the cleaner's room, refuse room, employee toilet and locker room.

This is a companion project to the following projects on the Far Rockaway Line: Beach 67th Street (ST07-5537), Beach 60th Street (ST07-5538), Beach 44th Street (ST07-5539), Beach 36th Street (ST07-5540), Beach 25th Street (ST07-5541), Mott Ave (ST07-5542), Beach 90th (ST07-6398), Beach 98 (ST07-6399) and ADA Mott Ave (ST04-6360). The companion projects are included as part of this Public Hearing document.

The current budget for this project is \$8.39 million. This request is for \$8.39 million.

Proposed Program of Projects Federal Fiscal Year 2008

Agency New York City Transit	ACEP ID T5041174
Project Name Station Rehabilitation: E 180th Street-White Plains Road Line	Planning Number / PIN ST07-6605

Object/Purpose of Project
The purpose of this project is to bring the East 180th Street station into a state of good repair, which will address all structural problems and create an aesthetically pleasing environment.

Units/Locations/Limits
The work of this project will be performed within the limits of the East 180th Street station on the White Plains Road Line and NYC Transit's Right of Way in the borough of Manhattan.

Summary
This station will undergo rehabilitation to bring it into a state of good repair. The project will:

- Rehabilitate the headhouse in accordance to NYC Landmark Preservation & NYS Office of Parks and Historical Preservation.
- Rehabilitate all existing station elements to achieve a state of good repair.
- Rehabilitate/relocate existing station operation rooms.
- Provide male and female public restrooms.
- Refurbish station agent booths.
- Rehabilitate/replace platform stairs.
- Replace exterior and interior walls at the stations mezzanine.
- Rehabilitate mezzanine roof.
- Reconstruct/repair platform slabs.
- Remove and replace all wood elements within the station.
- Relocate conduits for minimal visual impact.
- Provide new lighting and emergency lighting fixtures.
- Incorporate artwork into the design of the station.
- Provide adequate drainage throughout the station.

This is a companion project to the following project at the same location - Station Rehabilitation at East 180th Street (ST07-6605) and Employee Facilities at East 180th Street (MW57-6605). The companion project is included as part of this Public Hearing document.

The current budget for this project is \$30.98 million. This request is for \$30.98 million.

Proposed Program of Projects Federal Fiscal Year 2008

Agency New York City Transit	ACEP ID T5041302
Project Name ADA: Broadway/Lafayette/Bleecker	Planning Number / PIN ST04-5546

Object/Purpose of Project
The purpose of this project is to provide full ADA accessibility to the Broadway Lafayette-IND and Bleecker Street-IRT station complex.

Units/Locations/Limits
All the work of this project will take place within the limits of the station complex consisting of Broadway – Lafayette station on the IND Line (B, D, F, & V) and the Bleecker Street station on the IRT Lexington Avenue Line (#6) in Manhattan.

Summary
This project will provide full ADA accessibility to both uptown and downtown service on the B, D, F, V, & No. 6 trains at the Broadway/Lafayette/Bleecker station complex. It will incorporate full and progressive accessibility requirements as mandated by the Americans with Disabilities Act by installing five elevators, ADA compliant signage, accessible fare arrays, and Customer Service Agent Fare Booths.

This ADA project is a companion project to the Station Rehabilitation project (ST07-5546) and the Bleecker/Broadway Lafayette Transfer project (ST09-5250) at the same location. The companion projects are included as part of this Public Hearing document.

The current budget for this project is \$12.6 million. This request is for \$12.6 million.

Proposed Program of Projects Federal Fiscal Year 2008

Agency New York City Transit	ACEP ID T5041310
Project Name ADA: Bay Parkway-West End Line	Planning Number / PIN ST04-5384

Object/Purpose of Project
The purpose of this project is to provide full ADA accessibility improvements at the Bay Parkway station on the West End Line.

Units/Locations/Limits
The work of this project will be performed within the limits of the Bay Parkway station on the West End Line and NYC Transit's right of way in the borough of Brooklyn.

Summary
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, etc. 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.

This is a companion project to the following project on the West End Line: the station rehabilitations at Fort Hamilton Parkway (ST07-4604), 62nd Street (ST07-5383), Bay Parkway (ST07-5384), and 9th Avenue (ST07-5415); Comprehensive Component Rehabilitation (CCR) at 71st Street (ST07-4605), 79th Street (ST07-4606), 18th Avenue (ST07-4607), 20th Avenue (ST07-4608), Bay 50th Street (ST07-6328), 25th Avenue (ST07-6337), 50th Street, and 55th Street; and the Elevated Structure Rehabilitation between 9th Avenue and Bay 50th Street (MW49-5925). The companion projects are included as part of this Public Hearing document.

The current budget for this project is \$15.6 million. This request is for \$15.6 million.

Proposed Program of Projects Federal Fiscal Year 2008

Agency New York City Transit	ACEP ID T5041317
Project Name ADA: Mott Avenue-Far Rockaway Line	Planning Number / PIN ST04-6360

Object/Purpose of Project
The purpose of this project is to bring full ADA accessibility to the Mott Avenue station on the Far Rockaway Line.

Units/Locations/Limits
The work of this project will be performed within the limits of the Mott Avenue station on the Far Rockaway Line and NYC Transit's right of way in the borough of Queens.

Summary
The major items of work will be:

- Installation of one elevator to provide access from the street/mezzanine to the platform.
- Modifications to platforms to reduce gap at the ADA boarding areas.
- Provision of an accessible travel route
- Braille and directional signage
- Modification of public toilets to meet ADA requirements
- Refurbish existing station agent booth and install a deal tray
- Installation of Automated Vending Machines (AVMs) and Automated Farecard Access System (AFAS) gate
- Installation of CCTV and talk back system in the elevator
- Provision of TTY and public phones

This is a companion project to the following projects on the Far Rockaway Line: Beach 67th Street (ST07-5537), Beach 60th Street (ST07-5538), Beach 44th Street (ST07-5539), Beach 36th Street (ST07-5540), Beach 25th Street (ST07-5541), Mott Ave (ST07-5542), Beach 90th ST07-6398), Beach 98 (ST07-6399),and Beach 105th (ST07-6400) The companion projects are included as part of this Public Hearing document.

The current budget for this project is \$2.30 million. This request is for \$2.30 million.

Proposed Program of Projects Federal Fiscal Year 2008

Agency New York City Transit	ACEP ID T5041319
Project Name ADA: E.180 Street-White Plains Road Line	Planning Number / PIN ST04-6605

Object/Purpose of Project
The purpose of this project is to provide full ADA accessibility improvements at the East 180th Street station on the White Plains Road Line.

Units/Locations/Limits
The work of this project will be performed within the limits of the East 180th Street station on the White Plains Road Line and NYC Transit's right of way in the borough of Manhattan.

Summary
This station will receive full ADA accessibility improvements. One of the major components of this project will be the installation of ADA specified elevators. Two elevators and one ramp will be installed. The elevators will provide access from the paid area of the control areas to the platforms. Other ADA improvements will include the following:

- Modification of the platforms to reduce the gap between the platform edge and car door sill to meet ADA guidelines.
- Platform edge tactile warning strips.
- Provision of ADA accessible toilets.
- Installation of ADA required signage with identification of accessible paths of travel and related lighting.
- Provision of an accessible Metrocard Vending Machine for mobility, visual and hearing impaired.
- Provision of ADA accessible telephones.
- Provision of Automated Farecard Access System (AFAS) turnstile at full time control area.

This is a companion project to the following project at the same location – Station Rehabilitation at East 180th Street (ST07-6605) and Employee Facilities at East 180th Street (MW57-6605). The companion project is included as part of this Public Hearing document.

The current budget for this project is \$6.73 million. This request is for \$6.73 million.

Proposed Program of Projects Federal Fiscal Year 2008

Agency New York City Transit	ACEP ID T50414
Project Name Station Improvements: 4th Avenue/Culver Line	Planning Number / PIN ST01-6905

Object/Purpose of Project
The objective of this project is to provide platform work that utilizes General Orders required for other projects.

Units/Locations/Limits
The work of this project will be performed within the limits of the 4th Avenue station on the 6th Avenue/ Culver Line and NYC Transit's Right of Way in the borough of Brooklyn.

Summary
This project will provide platform level repairs and repairs/restoration of the historical arched metal/glass structure spanning over 4th Avenue between the control houses.

This project will do the following:

- Replace canopies over the platform, including the historical arch canopy.
- Rehabilitate the platform edge and platform surface.
- Repair/restore the historical arch structure over 4th Avenue as per the National Register of Historic Places.

This is a companion project to three other projects on the Culver Line; Elevated Structure Rehab: Culver Viaduct (MW49-5926), the Culver Line Interlockings/4th Ave (MW38-5926) project, and Station Rehabilitation: Smith-9th Streets-PRP (ST07-6401). The companion projects are also included as part of this Public Hearing Document.

This project is being coordinated with the State Historic Preservation Office (SHPO).

The current budget for this project is \$11.0 million. This request is for \$11.0 million.

Proposed Program of Projects Federal Fiscal Year 2008

Agency New York City Transit	ACEP ID T5041402
Project Name Broadway/Lafayette Bleecker Passenger Transfer	Planning Number / PIN ST09-5250

Object/Purpose of Project

The purpose of this project is to provide a free transfer between the IND Broadway-Lafayette station (served by the B, D, F, and V trains) and the uptown Lexington Ave IRT No. 6 local trains. Currently the transfer is available only to the downtown Lexington Ave IRT No. 6 local.

Units/Locations/Limits

The work of this project will take place within the limits of the Broadway/Lafayette station's east mezzanine and the approximately 290 foot extension to the southern end of the Lexington Avenue Line's Bleecker Street station northbound platform in the borough of Manhattan.

Summary

This project will construct a transfer connection between the east mezzanine of the IND's Broadway/Lafayette St. station and the uptown platform of the IRT Bleecker St. station. As part of the transfer, a new escalator will connect the IND platform to the newly constructed IRT mezzanine. This transfer will complement the existing transfer to the downtown platform of the IRT Bleecker St. station. The construction of this transfer will provide system improvement by eliminating the current confusion and inconvenience to IND riders seeking to go uptown along the East Side of Manhattan and finding that, currently, they can only go downtown.

This project is a companion project to the Station Rehabilitation Project (ST07-5546) and the Broadway Lafayette/Bleecker St. ADA project (ST04-5546) at the same location. The companion projects are included as part of this Public Hearing document.

The current budget for this project is \$36.8 million. This request is for \$36.8 million.

Proposed Program of Projects Federal Fiscal Year 2008

Agency New York City Transit	ACEP ID T5041408
Project Name Gap Fillers Union Square: Phase 3	Planning Number / PIN MW01-6707

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 14th Street station/Union Square on the Lexington Avenue Line in the borough of Manhattan.

Summary
This project is for the replacement of 9 gap fillers (3 sets of 3) 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 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.

The current budget for this project is \$36.03 million. This request is for \$36.03 million.

Proposed Program of Projects Federal Fiscal Year 2008

Agency New York City Transit	ACEP ID T5041418
Project Name Station Improvements: 86th Street/Bayridge/4th Avenue Line	Planning Number / PIN ST07-6863

Object/Purpose of Project
The purpose of this project is to make improvements to stairs, mezzanine, or platform finishes at the 86th Street station.

Units/Locations/Limits
The work of this project will be performed within the property limits of the 86th Street station on the 4th Avenue Line (BMT) in the borough of Brooklyn.

Summary
This project will make repairs and improvements within the public station areas. The work will include the following:

- Installation of new street stairs at the southwest corner of 4th Avenue and 86th Street.
- New street stair finishes
- New mezzanine finishes
- New architectural track walls
- Platform and stairs finishes
- Ventilator work
- Water leak treatment

The current budget for this project is \$13.48 million. This request is for \$13.48 million.

Proposed Program of Projects Federal Fiscal Year 2008

Agency New York City Transit	ACEP ID T5041419
Project Name Rockaway Parkway Station - Intermodal	Planning Number / PIN ST09-6022

Object/Purpose of Project
The purpose of this project is to improve the intermodal transfer between bus and subway services at the Rockaway Parkway station in Brooklyn.

Units/Locations/Limits
This project is located at the southern terminus of the L train (Canarsie Line) in the Canarsie section of the borough of Brooklyn. The project will reshape the configuration of the current bus intermodal area along Rockaway Parkway.

Summary
At Rockaway Parkway station in Brooklyn, customers transferring between the subway and the B6 and B82 bus routes must first walk around, then wait beside, a chain link fence. Moreover, there is no designated boarding area for bus customers.

This project is expected to reduce traffic congestion and improve air quality in both the short and long term. The work of the project includes:

- The removal of a fence between bus and subway services to reduce the time required for passengers to transfer between transportation modes;
- The construction of new bus loading areas with weather protection, seating, and travel information;
- The provision of improved passenger safety due to the merging of two bus departure points into one.

The current budget for this project is \$2.4 million. This request is for \$2.4 million.

Proposed Program of Projects Federal Fiscal Year 2008

Agency	ACEP ID
New York City Transit	T5050210
Project Name	Planning Number / PIN
Mainline Track Rehabilitation In-House	MW26-6650

Object/Purpose of Project

This project is an annual project to reconstruct segments of mainline track in order to maintain the rail system in a state-of-good repair. This project provides for the reconstruction of approximately 59,550 track-feet (11.28 track-miles) throughout the system by in-house forces in program year 2008.

Units/Locations/Limits

The In-House Mainline Track Reconstruction Program includes converting Type I (subway ballast) to Type IIM (subway concrete), converting Type II to Type IIM, and replacing Type III (elevated) panels (39 feet) and Type VI (at-grade) panels system-wide. To maintain a state-of-good- repair, the rate of replacement for program year 2008 will be: 4,500 track ft. of Type I to II-M conversion, 18,000 track ft. of Type II to II-M conversion, 425 Type III panel replacements, and 525 Type VI panel replacements. The locations selected are based on the latest Mainline Track Condition Survey, last completed in 2005.

Summary

This project will provide for the major track replacement activities to maintain the state of good repair of mainline tracks. The work will be performed in accordance with the latest MW-1 Track Standards and the scope will be governed by the criteria for replacement of components in the reconstruction of mainline tracks.

The work will include: removal of existing ballast (stone or concrete), ties, rails, plates, contact rail, all appurtenances, signal cables, positive/negative cable connections, and associated signal and equipment work; clean and prepare the roadbed; install new ballast (stone or concrete), ties, resilient or rolled steel plates, contact rail, and all appurtenances as required; install new continuous welded rail where applicable, or new bolted head hardened rail; install emergency protection rail where required; provide all cable connections, track rail bonding, negative connections, and feed cables as required; provide all associated signal and equipment work.

The current budget for this project is \$142.9 million. This request is for \$142.9 million.

Proposed Program of Projects Federal Fiscal Year 2008

Agency New York City Transit	ACEP ID T5050212
Project Name Welded Rail Program (CWR) In-House	Planning Number / PIN MW44-6747

Object/Purpose of Project

This program will reduce the number of broken rails in subway tracks and improve the condition of track plates and ties in subway tunnels, extending their useful life. Additionally, it will reduce noise and vibration levels in subway tracks, making rail car travel smoother and quieter, and will enable NYC Transit's system to conform to modern rail and commuter standards.

Units/Locations/Limits

There are approximately 16.4 (weldable) track miles (at the end of 2007) of subway tracks remaining on the system where continuous welded rail (CWR) can be installed. In 2008, NYCT's In-House Track Construction forces will replace approximately 24,000 track-feet (approximately 4.5 track miles) of welded rail.

Summary

This project consists of replacing existing jointed rail resting on old obsolete plates in poor condition and installing CWR in subway tracks. The work will be performed in accordance with the latest standards of the MW-1 Track Standards Manual and conform to the criteria for replacement of components in the reconstruction of mainline tracks.

The work includes: removal of the existing old obsolete plates and spikes in poor condition; removal of the existing jointed rail; surface preparation of the existing ties or tie blocks including plugging of the existing spike holes; installation of new Resilient Rail Fasteners (RRF) or rolled steel plates with spring clips; installation of new welded rail; provide all cable connections, track rail bonding, negative connections, and feeder cables as required; provide all associated signal and equipment work.

The current budget for this project is \$11.3 million. This request is for \$11.3 million.

Proposed Program of Projects Federal Fiscal Year 2008

Agency New York City Transit	ACEP ID T5050304
Project Name Mainline Switch Replacement In-House	Planning Number / PIN MW28-6656

Object/Purpose of Project
This project will provide for the replacement of 30 mainline switches in 2008 by in-house forces, system-wide, to maintain the State-of-Good-Repair achieved in 1997. These goals may be adjusted after completion of the 2007-2008 Mainline Switch Condition Survey.

Units/Locations/Limits
This project will replace 18 elevated/at-grade switches and 12 subway switches at locations to be determined by the condition survey and track availability.

Summary
This project will provide for major switch replacement activities to maintain the state of good repair of mainline switches. The work will be performed in accordance with the latest MW-1 Track Standard Manual requirements and the scope will be governed by the criteria for replacement of components in the reconstruction of mainline tracks.

The work will include: removal of existing turnouts, track switches, switch valves, connecting rails, contact rails, ties, ballast, signal cable including positive and negative connections, and associated signal and equipment work; furnish, deliver, and install new turnouts, new track switches, switch valves, connecting rails, contact rails, resilient rail pads, ties, and ballast as required; replace switch machines if required; reconnect signal cables, new switch wiring, and air lines; provide all associated signal and equipment work; install emergency protection rail; replace existing dipped rail with standard shoe clearance gaps as required.

All locations in this project will be selected through the most recent 2002-2003 Mainline and Mainline Non-Revenue Switch Condition Survey.

The current budget for this project is \$44.3 million. This request is for \$44.3 million.

Proposed Program of Projects Federal Fiscal Year 2008

Agency	ACEP ID
New York City Transit	T50602
Project Name	Planning Number / PIN
Tunnel Lighting: 4th Avenue to Church Avenue Portals, Culver Line	MW18-tbd

Object/Purpose of Project

This project will provide for the replacement of tunnel lighting from the 4th Ave Portal to the Church Ave Portal on Culver Line in Brooklyn to conform to the latest Federal and Transit Lighting Standard at the base of rail. The tunnel lighting system on this portion of the Culver Line is approximately 73 years old, well beyond its expected life and in need of replacement.

Units/Locations/Limits

The limits of the project are from the 4th Ave. Portal to the Church Ave. Portal on the Culver Line (IND), in the borough of Brooklyn. The length of the project is 10.3 track-miles.

Summary

This project will provide modern tunnel lighting in place of fixtures that have exceeded their useful life from the 4th Avenue Portal to the Church Avenue Portal. Work for this project will include the following:

- Installation of compact fluorescent lighting at 40 foot intervals staggered 20 feet on opposite walls.
- Use of dual lighting, with feeds from both the north and south stations with proper phase and circuit staggering.
- Installation of receptacles (20 Amps. 120 Volts) at 80 foot intervals on inside walls only.
- Provision of two blue lights per track at each emergency alarm and two three-lamp compact fluorescent lights at each emergency exit including stairway.
- Provision of normal and reserve electrical service, including the addition of electrical distribution rooms, where necessary.
- All enclosures, passageways, stairways and wide areas are to be properly lit.
- Re-feed any rooms which are fed from the existing tunnel lighting feed.
- All existing (old) lighting conduits, transformers and associated electrical equipment are to be removed.
- All work must meet the latest Lighting Subdivisions Installation and Maintenance Standards.

The estimated cost of this project is \$50.0 million. This request is for \$50.0 million.

Proposed Program of Projects Federal Fiscal Year 2008

Agency New York City Transit	ACEP ID T5060209
Project Name Tunnel Lighting: IND Houston/Rutgers Tube	Planning Number / PIN MW18-6611

Object/Purpose of Project
The purpose of the project is to provide modern tunnel lighting in place of lighting that is more than 70 years old and past its useful life.

Units/Locations/Limits
The limits of the project are from the north end of the West 4th Street station in Manhattan through the Rutgers Tube (tunnel) to the north end of Bergen Street station in Brooklyn (Bergen Interlocking). The length of this project is 7.41 track-miles.

Summary
This project will provide modern tunnel lighting in place of fixtures that have exceeded their useful life from West 4th to Bergen Interlocking. Work for this project will include the following:

- Installation of compact fluorescent fixtures at 40-foot intervals staggered 20 feet on opposite walls.
- Use of dual lighting feeds from both the North and South Stations with proper phase and circuit staggering.
- Installation of receptacles (20 amps, 120 volts) at 80-foot intervals on inside walls.
- Provide two blue lights for each track at each alarm bay.
- Normal and Reserve Service to be obtained from existing services in stations.
- Removal or replacement of 600-volt equipment.
- Installation of new 277-volt equipment to feed new tunnel lighting.
- Abate asbestos, lead, PCB, mercury and other environmentally hazardous material.
- Provide new emergency exit lighting as per standard.
- Provide new lighting at track switch point as per standard.
- All enclosures, passageways, stairways, and wide areas are to be properly lit.
- All old lighting conduits, transformers, and associated electrical equipment are to be removed.
- All work must meet the Lighting Subdivisions Installation and Maintenance Standards for Tunnel Light Rehabilitation.
- Installation of hardened tunnel lighting from East Broadway to York Street (under river).

The current budget for this project is \$44.26 million. This request is for \$44.26 million.

Proposed Program of Projects Federal Fiscal Year 2008

Agency New York City Transit	ACEP ID T5060210
Project Name Tunnel Lighting: Brooklyn Bridge-33rd Street/Lexington Ave Line	Planning Number / PIN MW18-6598

Object/Purpose of Project
The purpose of the project is to provide modern tunnel lighting in place of lighting that is more than 100 years old and past its useful life.

Units/Locations/Limits
The limits of the project are from the south end of Brooklyn Bridge-City Hall station to the north end of 33rd Street station on the Lexington Avenue Line, IRT. The length of the project is 10.8 track-miles, including abandoned stations at Worth St. and 18th Street.

Summary
This project will provide modern tunnel lighting in place of fixtures that have exceeded their useful life from Brooklyn Bridge to 33rd Street/IRT. Work for this project will include the following:

- Installation of compact fluorescent fixtures at 40-foot intervals staggered 20 feet on opposite walls.
- Use of dual lighting feeds from both the north and south stations with proper phase and circuit staggering.
- Installation of receptacles (20 amps, 120 volts) at 80-foot intervals on inside walls.
- Provide two blue lights for each track at each alarm bay.
- Normal and Reserve Service to be obtained from existing services in stations.
- Provide new Normal and Reserve Con-Edison Services where one service exists.
- Removal or replacement of 600-volt equipment.
- Installation of new 277-volt equipment to feed new tunnel lighting.
- Abate asbestos, lead, PCB, mercury and other environmentally hazardous material.
- Provide new emergency exit lighting as per standard.
- Provide new lighting at track switch point as per standard.
- All enclosures, passageways, stairways, and wide areas are to be properly lit.
- All old lighting conduits, transformers, and associated electrical equipment are to be removed.
- All work must meet the Lighting Subdivisions Installation and Maintenance Standards for Tunnel Lighting Rehabilitation.

The current budget for this project is \$54.39 million. This request is for \$54.39 million.

Proposed Program of Projects Federal Fiscal Year 2008

Agency	ACEP ID
New York City Transit	T5060303
Project Name	Planning Number / PIN
Vent Plant - Astoria and Queens Boulevard Lines	MW24-5930

Object/Purpose of Project
This project will replace three existing ventilation plants to bring them to a state of good repair.

Units/Locations/Limits
The existing plants service the Queens Boulevard, Broadway-Astoria, and Cross-town Lines in Long Island City, Queens and are numbers 5103 (Hunter Avenue and 43rd Avenue), 6406, and 6407 (both on Jackson Avenue between Purvis and Dutchkill Streets.)

Summary
This project was included in the June 2006 Public Hearing. At that time, plant 5103 was to be replaced at one location and 6406 and 6407 were to be replaced with a single plant at a different location. Studies are underway to determine the feasibility of combing all three plants into a single, longer plant.

Work on this project will include the installation of new fans with controls and communications connected to remote locations, and the installation of necessary sensors, recorders, and other equipment.

The scope of work will include: 1) 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; 2) 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; 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 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.

The current budget for this project is \$72.8 million. This request is for \$72.8 million.

Proposed Program of Projects Federal Fiscal Year 2008

Agency	ACEP ID
New York City Transit	T5060306
Project Name	Planning Number / PIN
New Vent Plant - Northern Boulevard, Queens Boulevard Line	MW24-6561

Object/Purpose of Project
 This project is for the construction of a new vent plant on the Queens Boulevard Line between the 36th Street and 65th Street stations.

Units/Locations/Limits
 This project is for the construction of a new vent plant on the Queens Blvd Line (QBL) between the 36th Street and 65th Street-Van Wyck stations. This is a section of the QBL that passes below Northern Blvd. and is the bypass section for the E and F trains. One location under consideration is the unequipped vent chamber on Northern Blvd between 46th and 47th streets.

Summary
 This project will construct a new vent plant along the alignment of the tunnel section approximately mid-distance between the 36th Street and 65th Street-Van Wyck stations.

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.

The current budget for this project is \$37.6 million. This request is for \$37.6 million.

Proposed Program of Projects Federal Fiscal Year 2008

Agency New York City Transit	ACEP ID T5070303
Project Name Repaint Bronx Park East to 241st Street/White Plains Road Line	Planning Number / PIN MW62-6552

Object/Purpose of Project
The objective of this project is to provide overcoat painting to the elevated structure to bring it to a state of good repair.

Units/Locations/Limits
The project will provide for the overcoat painting of the White Plains Road Line elevated structure from abutment (Bent No. 38) at Birchall Avenue to Bent No 441 north of 241st Street as well as the yard leads to East 239th Street yard from Bent No. 500 to abutment at Barnes Avenue.

Summary
The work for this project will include the removal from the elevated steel structure of all loose lead-based paint, dirt, grease and grime. All lead paint chips and debris are to be captured using Society for Protective Coating (SSPC) Guide 6, Class 2P containment systems and will be disposed of as hazardous waste. Following surface preparation, a three-coat alkyd paint system will be applied to all steel surfaces within the limits of the project.

The current budget for this project is \$21.68 million. This request is for \$21.68 million.

Proposed Program of Projects Federal Fiscal Year 2008

Agency New York City Transit	ACEP ID T5070306
Project Name Elevated Structure: 9th Avenue-Bay 50th Street/West End Line	Planning Number / PIN MW49-5925

Object/Purpose of Project
The objective of this project is to bring this segment of the elevated West End Line to a state of good repair.

Units/Locations/Limits
This project will provide for the rehabilitation of approximately 3 miles of elevated structure on the West End Line in the borough of Brooklyn from south of the 79th Street station (Bent 241) to north of the Stillwell Avenue terminal near Neptune Avenue.

Summary
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 is a companion project to the following project on the West End Line: the station rehabilitations at Fort Hamilton Parkway (ST07-4604), 62nd Street (ST07-5383), Bay Parkway (ST07-5384), and 9th Avenue (ST07-5415); the ADA at Bay Parkway (ST04-5384); and Comprehensive Component Rehabilitation (CCR) at 71st Street (ST07-4605), 79th Street (ST07-4606), 18th Avenue (ST07-4607), 20th Avenue (ST07-4608), Bay 50th Street (ST07-6328), 25th Avenue (ST07-6337), 50th Street, and 55th Street. The companion projects are included as part of this Public Hearing document.

The current budget for this project is \$26.0 million. This request is for \$26.0 million.

Proposed Program of Projects Federal Fiscal Year 2008

Agency	ACEP ID
New York City Transit	T5070307
Project Name	Planning Number / PIN
Elevated Structure Rehabilitation: Culver Viaduct	MW49-5926

Object/Purpose of Project

The purpose of this project is to rehabilitate the Culver Line viaduct concrete deck in conjunction with track and signal work.

Units/Locations/Limits

Built in 1930, the Culver Line Viaduct is a closed deck above grade railroad structure utilized by the "F" and "G" Lines. It traverses the Gowanus Canal and local streets in the borough of Brooklyn, New York. The limits for this project are defined between the portal south of the Carroll Street station and the portal south of Fourth Ave. station. The viaduct has a total of 88 spans and a total length of 4,138 feet.

Summary

This project is the second phase of a two phase project. Prior to the award of the first phase in 1998, the Culver Viaduct had been spalling broken pieces of concrete onto the street area below the viaduct. The first phase contract was let to install safety netting on the underside of the viaduct for protection of the street area below, to clean drains, and to repair expansion joints, columns, bracing, and trusses in the most critical areas.

The work of the Phase II project will do the following:

- Rehabilitation of concrete viaduct deck including waterproofing, underside of deck, beams, columns and bracing.
- Removal of existing track, D.C. work, Signal work and cables within viaduct limit to permit repair and rehabilitation of existing concrete deck and installation of new water proofing and protection concrete.
- Removal of protective netting and wrapping from underside of concrete deck, columns and bracings.
- Replace ballasted track with Low Vibration Track (LVT) track using LVT resilient concrete blocks.
- Replace Signal work including existing switches 15, 7N/S, 9N/S and 25N/S and D.C. work. Delete switches 15, 13N and 13S and provide new turn out between track B3 & B4.
- Conversion of switches 25 N/S to diamond cross-over (new interlocking).
- New Communication-Based Train Control (CBTC) ready signal switches within the viaduct limit.
- New Signal Relay Room to support the addition of interlocking and CBTC signal work.
- New Central Instrument Room.
- Drainage work.

This is a companion project to the following projects on the Culver Line: Culver Line Interlockings/4th Ave (MW38-5926) project, Station Rehabilitation: Smith-9th Streets-PRP (ST07-6401), and Station Improvements: 4th Av/CUL (ST01-6905). The companion projects are also included as part of this Public Hearing Document.

The current budget for this project is \$110.56 million. This request is for \$110.56 million.

Proposed Program of Projects Federal Fiscal Year 2008

Agency New York City Transit	ACEP ID T5070314
Project Name Subway Tunnel Reconstruction: Lexington Ave to 42nd St (Bway)	Planning Number / PIN MW50-5916

Object/Purpose of Project
The purpose of this project is to bring this tunnel, built in 1914, into a state of good repair. Recurrent leaks have caused deterioration that threatens the structural integrity of the tunnel.

Units/Locations/Limits
The scope of work is from signal station 49+00 located at the south end of 42nd Street - Times Square station platform to signal station 41+40 located at the east end of the Lexington Avenue station platform. Within the limits of the project are five stations: 42nd Street-Times Square, 49th Street, 57th Street, 5th Avenue, 59th Street & Lexington Avenue, on the Broadway Line in the borough of Manhattan.

Summary
The scope of work encompasses approximately 1.6 miles of tunnel reconstruction from 42nd Street to Lexington Avenue on the Broadway Line (BMT). The work proposed under this project includes, but is not limited to, water remedy and repair or replacement of structural steel, concrete repair, and associated DC/AC electrical power, communication, signal and environmental work. The environmental work includes Removal of asbestos-containing material (ACM); Fluorescent Lamp/Mercury Vapor Lamp Removal; Removal/Disturbance & Disposal of Lead Containing Materials; PCB Containing Fluorescent Light Fixture Ballast Removal; Removal of Industrial Waste (Soil & Water); Rodent Control; and Abatement of Bird Droppings.

The current budget for this project is \$26.05 million. This request is for \$26.05 million.

Proposed Program of Projects Federal Fiscal Year 2008

Agency New York City Transit	ACEP ID T5070318
Project Name Elevated Structure: Rockaway Viaduct - Phase II	Planning Number / PIN MW49-6572

Object/Purpose of Project
The purpose of Phase II of this project is to repair and rehabilitate the Rockaway viaduct low trestle concrete deck.

Units/Locations/Limits
The Rockaway Line (A Train) is located at the Jamaica Bay Crossing in Queens from station 559+351 to station 763+35.917. It consists of 170 spans (22 feet each) of low trestle and 30 spans (80 feet each) of high trestle structure for a total length of 6140 feet.

Summary
This project is the second phase of a two phase project. The first phase contract provided structural repairs of high trestle and piles and cap beams. This phase will address rehabilitation of the deck.

- The work of the Phase II project will do the following:
- Repair existing low trestle concrete T-beams and underside of concrete deck.
 - Rehabilitate low trestle cap beams. (Remaining cap beams, not performed under Phase I)
 - Repair high trestle structural steel. (Remaining structural steel work not performed under Phase I)

The current budget for this project is \$67.95 million. This request is for \$67.95 million.

Proposed Program of Projects Federal Fiscal Year 2008

Agency New York City Transit	ACEP ID T5070319
Project Name Elevated Structure: Far Rockaway and Rockaway Park Viaduct	Planning Number / PIN MW49-6573

Object/Purpose of Project
The purpose of this project is to rehabilitate 4.56 miles of viaduct structure on the Rockaway Line in Queens. This portion of the system has not received a major rehabilitation since it was opened in 1956.

Units/Locations/Limits
The limits of this project are the viaduct structures from Hammels Wye to Far Rockaway Park on the Rockaway Line in Queens.

Summary
This segment of the elevated structure will receive a major rehabilitation to include the structure and concrete encasement to eliminate falling encased concrete (spalled concrete) and to achieve a state of good repair. Work on this project will include the following:

- Removal of concrete encasement from bottom flange of all track girders, cross girders, spandrel girders.
- Removal of loose concrete at other locations and repair spalled concrete.
- Replacement of drain lines.
- Removal of loose concrete from columns and restore to shape and strengthen with fiber fabric system.
- Repair and painting of structural steel.

This project is a companion project to the Strip/Paint Bridges and Wye, Rockaway Line (MW58-6571). The companion project is included as part of this Public Hearing Document.

The current budget for this project is \$38.24 million. This request is for \$38.24 million.

Proposed Program of Projects Federal Fiscal Year 2008

Agency New York City Transit	ACEP ID T5070323
Project Name Stripping/Painting Rockaway Boulevard/Hammels Wye:Rockaway Lin	Planning Number / PIN MW58-6571

Object/Purpose of Project
The objective of this project is to provide comprehensive removal of all lead-based paint on steel structures of the Rockaway Line from Hammels Wye to Rockaway Boulevard. The steel structures will then be painted with a new three coat, more durable coating system.

Units/Locations/Limits
This project is limited to the stripping and repainting of steel sections and overpasses from Rockaway Blvd. to Hammels Wye on the Rockaway Line in the borough of Queens.

Summary
Work on this project will include surface preparation/stripping and structural steel painting (Re-coating) of steel sections and overpasses with a new three coat, more durable coating system.

The current budget for this project is \$1.86 million. This request is for \$1.86 million.

Proposed Program of Projects Federal Fiscal Year 2008

Agency New York City Transit	ACEP ID T5080303
Project Name Stop Cable Replacement: Phase 3	Planning Number / PIN MW01-6742

Object/Purpose of Project

The purpose of this project is to replace signal train stop cables that were installed approximately fifty years ago and are beyond their useful life. The existing cotton braided/rubber signal cables experienced failures that cause disruptions to train operations.

Units/Locations/Limits

All work in phase III of the project will be performed within the limits of NYC Transit's right of way. Phase III will replace the train stop cables at approximately 400 locations. All work will be performed nights and weekends under a General Order. Stop cables will be replaced on various locations-systems wide.

Summary

This project is the third phase of a multi-phased replacement of over-age cotton braided/rubber insulated train stop cables. Phase I of the project addressed 216 locations and Phase II addressed 318 locations.

The cables will be replaced with new neoprene insulated type cables in accordance with NYCT Wire & Cable Specification TS-LS. In general, the work shall consist of chopping out concrete, installing new cable and conduit between the junction boxes and train stops, breakdown testing of the circuits and final in-service testing of the signal system. Some of the cable runs will be strapped to the existing messenger system and run directly to the relay rooms.

The project will meet the latest NYCT Safety Standards, while ensuring the safe and reliable operation of the signal system and eliminate failures due to faulty train stop cables.

The current budget for this project is \$32.1 million. This request is for \$32.1 million.

Proposed Program of Projects Federal Fiscal Year 2008

Agency	ACEP ID
New York City Transit	T5080311
Project Name	Planning Number / PIN
White Plains Road - Phase 3, E. 180th Street Interlocking	MW38-5732

Object/Purpose of Project

The purpose of this project is to reconfigure the tracks and modernize the mechanical / electro-pneumatic interlocking signal system at the junction of the Dyre Avenue and White Plains Road Lines and also includes the East 180th Street yard. The signal equipment in this area is over 50 years old and in very poor condition. It is one of the most complex and heavily used interlockings on the system, serving the entire northeastern Bronx.

Units/Locations/Limits

This project will provide for reconfiguring the tracks and the modernization of the East 180th Street yard signal equipment and the signal equipment on the adjacent portion of the White Plains Road mainline from the south end of the East 180th Street station to the north end of the Bronx Park East station in the borough of the Bronx, which was not modernized under two previous White Plains Road Line projects. All work will take place within NYC Transit's right of way.

Summary

This project provides for the furnishing and installation of new signal equipment in the yard, in the existing Unionport Master Tower, and on the White Plains Road Line mainline track between the E 180th St and Bronx Park East stations. The scope of work includes:

- The yard and mainline switches are being reconfigured to improve revenue service train throughput and to provide greater flexibility for train movement between the Unionport and E 180th St yards.
- Tracks (4-6) will be used for rail car lay-ups and reconfigured to allow smoother mainline entry including home signal protection.
- Tracks (11-16), which are leading into the car barn, will be re-signaled.
- All tracks from the south end of E 180th St station to the south end of Bronx Park East station, including the E 180th St yard will be equipped with new electric switches, electric stop mechanisms, ready to proceed buttons, and will be re-signaled as required by the contract.
- Track "B" will be signaled for revenue service in accordance with the latest NYC Transit standards.
- The elevated portion of track Y1 south of Morris Park station will receive structural reconfiguration/realignment.
- All track work will be performed by the contractor and comply with NYCT standards with minimal disruption of revenue service utilizing staging plans provided.
- The project will also install field equipment necessary to provide complete Automatic Train Supervision (ATS) for the entire length of the White Plains Road and Dyre Avenue Lines. A fully redundant Programmable Logic Controller (PLC) based data communication (code) system will be located in the new relay room south of the Bronx Park East station and the Unionport relay room. The PLC will be capable of performing all non-vital route selections.
- The signal crew quarters at E 180 St will be rehabilitated and a signal workshop and cable bridge at Unionport will be constructed.

The Unionport Yard Master Tower will control the signals on the White Plains Road mainline and in the E 180th St yard. The existing E 180th Street tower will be removed from service. This project is a companion project to the new Circuit Breaker House and power distribution system project (MW25-5732) at the same location, which is also included in the public hearing document.

The current budget for this project is \$179.2 million. This request is for \$179.2 million.

Proposed Program of Projects Federal Fiscal Year 2008

Agency New York City Transit	ACEP ID T5080312
Project Name Interlockings: 4th Avenue, Culver Line	Planning Number / PIN MW38-5926

Object/Purpose of Project

The objective of this project is to modernize the Fourth Avenue interlocking on the Culver Line. New signal equipment will be furnished and installed to rehabilitate and upgrade the signal system in accordance with the latest NYCT Signals and Systems Standards as well as to provide it with Communication-Based Train Control (CBTC)-ready capabilities. Additionally, switch 25N/S will be converted to double cross over, to provide greater flexibility for train operations.

Units/Locations/Limits

The Fourth Avenue interlocking is located at the Fourth Avenue station on the IND Culver Line (F train) in Brooklyn.

Summary

This project involves the following work:

- Installation of CBTC-ready signal switches
- Conversion of switch 25N/S to double cross over (interlocking)
- Construction of a new relay room
- New CBTC ready Signal switches within the viaduct limit.
- New Signal Relay Room to support the addition of interlocking and CBTC signal work.
- New Central Instrument Room to support the addition of interlocking and CBTC signal work.

This is a companion project to the following projects on the Culver Line: Culver Line Viaduct Rehabilitation, Phase II (MW49-5926) project, Station Rehabilitation: Smith-9th Streets-PRP (ST07-6401), and Station Improvements: 4th Av/CUL (ST01-6905). The companion projects are also included as part of this Public Hearing Document.

The current estimate for this project is \$ 84.0 million. This request is for \$84.0 million.

Proposed Program of Projects Federal Fiscal Year 2008

Agency New York City Transit	ACEP ID T5080314
Project Name Modernize Interlocking: Lexington Avenue-5th Ave/Queens Boulevard	Planning Number / PIN MW38-6775

Object/Purpose of Project
The objective of this project is to modernize and improve the reliability of the interlockings at Lexington and 5th Avenues on the Queens Boulevard Line (QBL) in the borough of Manhattan, as well as to pave the way for implementation of Communications Based Train Control (CBTC) and Automatic Train Supervision (ATS).

Units/Locations/Limits
Both the Fifth Avenue and the Lexington Avenue interlockings are located under 53rd Street on the IND Queens Boulevard Line (E and V trains) in the borough of Manhattan. Work will be from south of the 5th Avenue station interlocking to north of the Lexington Avenue station interlocking.

Summary
The interlockings at Fifth Avenue and Lexington Avenue will be replaced with modern relay based interlockings.

Work will include: Construct new relay room and CBTC room to house all the equipment for the new interlocking at each station; Construct a fire suppression room and Uninterrupted Power Supply (UPS) room at each station; Replace all interlocking signals, switches and associated cables; and Install and/or modify maintainer's control panels, master control panel, work station and all ancillary equipment and materials.

The current estimate for this project is \$102.73 million. This request is for \$102.73 million.

Proposed Program of Projects Federal Fiscal Year 2008

Agency	ACEP ID
New York City Transit	T5080318
Project Name	Planning Number / PIN
Signal Modernization: 2 Interlockings/ Roosevelt & 71st, Queens	MW38-6838

Object/Purpose of Project

The objective of this project is to modernize and improve the reliability of the interlockings at 74th Street/ Roosevelt Avenue and 71st / Continental Avenue on the Queens Boulevard Line (QBL) in the borough of Queens, as well as to pave the way for implementation of Communications Based Train Control (CBTC) and Automatic Train Supervision (ATS).

Units/Locations/Limits

The 74th Street/ Roosevelt Avenue and the 71st / Continental Avenue interlockings are on the Queens Boulevard Line in the borough of Queens. Work will be from south of the 74th Street/ Roosevelt Avenue station interlocking to north of 71st / Continental Avenue station interlocking.

Summary

The interlockings at 74th Street/ Roosevelt Avenue and 71st / Continental Avenue will be replaced with modern relay based interlockings.

Work will include: Install a Vital Relay based interlocking system that is CBTC ready, Programmable Logic Controller (PLC) computer system to replace non-vital relays, workstations with graphical user interfaces with the capability of controlling the interlockings from the 71st Avenue Master Tower and CBTC/ATS ready PLC for future control from the RCC; Construct new signal relay rooms; Replace all interlocking wayside signal equipment; Install new messenger system and new cables between the limits of the 71st / Continental Ave and 74th Street/ Roosevelt Ave interlockings; Replace local and line cables and the messenger system between interlockings only if required; Provide all signal power and signal power distribution necessary for the installation; Make provisions for LED starting lights and holding lights within the contract limits; Make provision for dealing with the potential of fire and intrusion; Install CCTV to permit the viewing of train movements by the RCC (in future) and a maintainers control panel in each relay room; Build a dispatcher's office with a dispatcher's indication panel and/or remote workstation; Remove air-mains and related equipment not required under final layout; and Maintain automatic routing affecting Manhattan-bound service.

The current estimate for this project is \$ 140.0 million. This request is for \$140.0 million.

Proposed Program of Projects Federal Fiscal Year 2008

Agency	ACEP ID
New York City Transit	T5090210
Project Name	Planning Number / PIN
Modernize South Railroad Avenue Substation	PW09-6642

Object/Purpose of Project

The purpose of this project is to rehabilitate and modernize one underground IND substation and one associated Circuit Breaker House (CBH # 556), including replacement of all obsolete equipment with new solid state silicon diode rectifier, and other associated electrical equipment to achieve a state of good repair.

Units/Locations/Limits

The South Railroad Ave. substation and CBH #556 are underground on IND (G/R/V) line in Queens near the Elmhurst Avenue station.

Summary

The rehabilitation/ modernization shall include but not be limited to:

- Traction power work such as installation of 3000 KW silicon diode rectifier, AC high tension switchgear, power transformer, D.C. switchgear, meters, controls, batteries, battery charger, revenue metering cubicle, battery panel and all associated work such as control and battery cables, control terminal boxes, etc.
- DC connections work such as installing required positive and negative cables from substation to connectors and from connectors to the contact rail, DC lighting and heating work, control terminal box and battery switch.
- Architectural work such as painting, new doors, identification signage, etc.
- Structural work to address deteriorated condition of the structure, excavation below sidewalk to provide vent grating structure, new ship ladder, personnel access hatch with cage, a reinforced concrete sump, equipment hatch, etc.
- Mechanical work such as installing new heating and ventilation system, providing new eyewash, new water meter, new interior piping and new sump pump.
- Instrumentation and control work for ventilation system and a new sump pump.
- Utility work to provide new property line manhole for Con Edison services and necessary ducts, new water services, new sewer services and upgrading of drainage system, etc.
- Supervisory Control And Data Acquisition (SCADA) and Fiber Optic Work.
- Substation lighting work including heaters and receptacles.
- Communication work such as new stainless steel Telephone Terminal Box (TTB), new telephones, telephone cable, fire alarm system and fire extinguishers.
- Environmental work such as abatement of mercury, asbestos, lead, PCBs, etc.
- Removal and appropriate disposal of old dismantled structures, equipment and hazardous materials.

The current budget for this project is \$23.19 million. This request is for \$23.19 million.

Proposed Program of Projects Federal Fiscal Year 2008

Agency New York City Transit	ACEP ID T5090216
Project Name Modernize: Greeley Substation	Planning Number / PIN PW09-6856

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 modernize the underground Greeley Substation in Manhattan.

Units/Locations/Limits
The Greeley Substation is a below ground substation located at West 31st Street and Avenue of the Americas in Manhattan.

Summary
This project is part of an ongoing MTA-NYCT program to achieve a state of good repair on its IND substations. The existing high tension switch gear and transformers are beyond their useful life.

The following work items are included in the scope of the work:

Traction power work to remove all existing HT switchgear, oil-filled water cooled transformers and associated electrical equipment. Replace with state of the art equipment and dry-type transformers.

Excavation is required for additional ventilation.

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

The current budget for this project is \$24.97 million. This request is for \$24.97 million.

Proposed Program of Projects Federal Fiscal Year 2008

Agency New York City Transit	ACEP ID T5090412
Project Name Circuit Breaker House: E. 180th Street	Planning Number / PIN MW25-5732

Object/Purpose of Project

The purpose of this project is to construct a new Circuit Breaker House (CBH#213) and power distribution system to replace the existing one and to reconfigure for the new track layout under the White Plains Road Phase 3: East 180th Street interlocking described in another section of this public hearing document.

Units/Locations/Limits

The existing circuit breaker house is located north of the East 180th Street station, serving the main line and the East 180th Street yard in the borough of the Bronx. The new circuit breaker house will be built near the existing parking lot. All work will take place within NYC Transit's right of way.

Summary

This project is a companion project to White Plains Road Phase 3, East 180th St interlocking (MW38-5732). The work of the two projects will be performed by the same contractor due to the extensive coordination of track and power work required.

Under this project a new CBH # 213 will be constructed and new power distribution will be laid for the substantially revised track configuration.

The scope of work includes: Demolition of the existing CBH will be phased and coordinated as required to maintain operation for the transit lines, which these facilities serve; Construction of a new two-story structure in which the first floor will be a cable room and the second floor will be a CBH; and Furnishing of all equipment and cabling for safe and efficient operation.

The current budget for this project is \$5.8 million. This request is for \$5.8 million.

Proposed Program of Projects Federal Fiscal Year 2008

Agency	ACEP ID
New York City Transit	T51004
Project Name	Planning Number / PIN
207th Street HVAC Shop & Car Repair Shop Extension (Ph I)	CM03-6943

Object/Purpose of Project

The 207th Street Overhaul Shop is one of two overhaul shops that provide maintenance and repairs to NYCT's subway car fleet. It has functioned for 74 years without any significant rehabilitation work since its 1932 opening. The purpose of the project is to rehabilitate and provide improved facilities within the overhaul shop to support NYCT's Scheduled Maintenance System (SMS) and Running Repair (unscheduled repairs) needs for the subway car fleet.

Units/Locations/Limits

The 207th Street Overhaul Shop is located within the 207th Street yard in northern Manhattan between 10th Avenue on the west and the Harlem River on the east, and extends from 207th Street on the south to 215th Street on the north.

Summary

The project was part of the 2006 Public Hearing. It was let for bid during the last quarter of 2006. A single bid was received which greatly exceeded the engineer's estimate. NYCT validated the engineer's estimate and issued a notice to all the bidders canceling the procurement. NYCT is repackaging the project to accomplish a succession of smaller projects, the first ones addressing the most critical functional needs starting with the HVAC Shop and the heating system within the complex. The project is in the conceptual stage.

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 followin:
- New heating and ventilation system for the HVAC Shop and rehabilitation of the existing heating system to the Overhaul Shop and other buildings within the yard.
 - 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.
 - Reconfigured track and signal arrangement in the north yard to allow access through the shop on four tracks from the north to the south yard.
 - 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.
 - Work in this project also includes the 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.

The current budget for this project is \$100.00 million. This request is for \$100.00 million.

Proposed Program of Projects Federal Fiscal Year 2008

Agency New York City Transit	ACEP ID T5110210
Project Name Rehabilitate Yard Hydrants-11 Locations	Planning Number / PIN MW09-6526

Object/Purpose of Project

The purpose of this project is to: rehabilitate existing yard hydrant systems to provide the maximum fire protection capacity where it is most needed, around structures and refuse areas, and to remove hydrants where they are not accessible to FDNY pumpers or located in areas where the danger of fire is minimal; rehabilitate those hydrants to a state of good repair that are around structures in order to achieve two way feed where feasible; remove old leaking and non functional hydrants.

Units/Locations/Limits

Work will take place at the East 148th Street yard in Manhattan; the Canarsie, East New York, Linden, Livonia, and Pitkin yards; the 240th Street, Concourse and Jerome (Mosholu) yards in the Bronx; and the Fresh Pond and Rockway Park yards in Queens.

Summary

This project will: 1) provide new water mains and hydrants only for the protection of all facilities within the yard 2) remove hydrants between tracks where the danger of fire is minimal and where the hydrants are not directly accessible to FDNY pumpers, and 3) locate hydrants as close to access roads as possible.

Important considerations in the rehabilitation of the hydrant system are to provide backflow preventers and larger capacity 8-inch diameter underground mains supplied from one or more connections to city mains. The water line is to be a dedicated 8-inch line for yard protection. There shall be a hot box (enclosure designed to protect outdoor plumbing) installed where it is feasible. Each hot box shall have a dedicated dialer device.

The current budget for this project is \$16.7 million. This request is for \$16.7 million.

Proposed Program of Projects Federal Fiscal Year 2008

Agency New York City Transit	ACEP ID T5110504
Project Name Yard Track Rehabilitation In-House	Planning Number / PIN MW46-6659

Object/Purpose of Project
To fully support the needs of its companion 2008 Yard Switch Program, the 2008 Yard Track project will provide for the replacement of approximately 165 track panels (6,435 track feet, approximately 1.22 miles) of yard track that lead into and out from the 17 yard switches that will be replaced.

Units/Locations/Limits
A total of 165 track panels will be replaced at various Yard locations. The locations selected are based on the Yard Condition Survey, last completed in 2003. A new yard condition survey is due to be completed in 2008.

Summary
This project provides for yard track replacement of lay-up tracks that have reached the end of their useful life. The rehabilitation of the lay-up tracks will be performed in accordance with the latest standards of the MW-1 Track Standards Manual and the scope will be governed by the criteria for replacement of components in the reconstruction of tracks.

The work will include: replacement of existing ballast, ties, rails, plates, contact rail, all appurtenances, signal cables, positive-negative cables connections and associated signal and equipment work; cleaning and preparation of roadbed; installation of new ballast, ties, rolled steel plates, contact rail, and all appurtenances as required; installation of new bolted head hardened rail, installation of emergency protection rail where required; provide all cable connections, track rail bonding, negative connections, and feeder cables as required; provide all associated signal and equipment work.

The current budget for this project is \$3.0 million. This request is for \$3.0 million.

Proposed Program of Projects Federal Fiscal Year 2008

Agency New York City Transit	ACEP ID T5110604
Project Name Yard Switch Replacement In-House	Planning Number / PIN MW51-6662

Object/Purpose of Project
This project will provide for the replacement of 17 yard switches in 2008 at selected locations system-wide using NYCT in-house forces. This is approximately 1.9% of the 892 total yard switches.

Units/Locations/Limits
A total of 17 yard switches will be replaced at various Yard locations. The locations selected are based on the Yard Condition Survey, last completed in 2003. A new yard condition survey is due to be completed in 2008.

Summary
This project provides for the complete replacement of deteriorated switches in NYCT's Yards that have reached the end of their useful life.

Work includes: removal of existing turnouts, switch points, frogs, crossings, ballast (stone or concrete), ties and timbers, signal cables including positive and negative connections, and associated signal and equipment, including existing obsolete switch machines; cleaning and preparation of the roadbed, furnish, deliver, and install new-design turnouts, switch points, housetops, frogs and crossings, ballast (stone or concrete), ties and timbers, steel plates, contact rails and all appurtenances as required; install new switch machines, reconnect signal cables, new switch wiring, and air lines; provide all cable connections, track rail bonding, negative connections, and feeder cables as required; provide all associated signal and equipment work; replace existing dipped rail with standard shoe clearance gaps as required.

The work will be performed in accordance with the latest MW-1 Track Standard Manual requirements and the scope will be governed by the criteria for replacement of components in the reconstruction of mainline tracks.

The current budget for this project is \$9.1 million. This request is for \$9.1 million.

Proposed Program of Projects Federal Fiscal Year 2008

Agency New York City Transit	ACEP ID T5120303
Project Name Rehabilitate Ulmer Park Depot	Planning Number / PIN SF07-6343

Object/Purpose of Project

The purpose of this project is to rehabilitate Ulmer Park Depot in the borough of Brooklyn. The Depot opened for operation in 1950 and is a single story, 118,800 square foot building with a mezzanine level and two outdoor parking lots. The Depot maintains a fleet of 285 buses and is expected to increase in the future. There are 681 employees assigned to the depot. The Depot was last rehabilitated in 1989. This project will rehabilitate elements that were not included in the 1989 rehabilitation and have surpassed their useful life expectancy.

Units/Locations/Limits

The Ulmer Park Depot is located at 2249 Harway Avenue in the borough of Brooklyn.

Summary

The major elements of the capital improvement in this project include the following:

- Pointing of deteriorated wall areas;
- Replace existing lifts with portable lifts;
- Replace heating and ventilating units;
- Painting of specific areas;
- Paint doors and louvers;
- Replace bus washers;
- Replace deteriorated concrete slab;
- Refurbish all boilers;
- Rehabilitate maintenance locker room;
- Rehabilitate the well water system;
- Provide new ADA compliant entrance;
- Provide and install new elevator;
- Update telephone and data systems;
- Provide fire detection and fire alarm systems;
- Provide CCTV and security systems;
- Provide new Yard Dispatcher's Booth;
- Provide mezzanine for storeroom;
- Replace windows.

The current budget for this project is \$27.58 million. This request is for \$27.58 million.

Proposed Program of Projects Federal Fiscal Year 2008

Agency	ACEP ID
New York City Transit	T5120408
Project Name	Planning Number / PIN
Bus Rapid Transit (BRT)	SF01-6800

Object/Purpose of Project

The purpose of this project is to improve the bus system citywide by increasing the speed, reliability, comfort, and identity of service. Five corridors where Bus Rapid Transit (BRT) can be implemented in New York City have been identified through an open public process. The corridors are geographically diverse, and were selected based on opportunities to demonstrate different BRT features such as Traffic Signal Priority (TSP), different bus lane treatments, and off-board fare collection. Conceptual engineering and service design will be developed for five corridors. The successful deployment of new approaches to delivery of bus service will not only have benefits in the demonstration corridors but will echo through the entire bus network.

Units/Locations/Limits

Five corridors from across New York City have been selected to demonstrate Bus Rapid Transit. They are:

Merrick Boulevard,	Queens	6.4 miles each direction
Hylan Boulevard,	Staten Island	15.5 miles each direction
Nostrand Avenue,	Brooklyn	9.6 miles each direction
Fordham Road-Pelham Parkway,	Bronx	7.5 miles each direction
First Avenue-Second Avenue,	Manhattan	8.6 miles each direction

Summary

The following BRT treatments will be proposed during the initial implementation phase:

- Curb bus lanes, with special colored markings and new signs
- Off-set bus lanes with bulb-outs at BRT stations (First-Second Avenues only)
- Icons, platform edge strips and shelters with special features at BRT stations
- Real Time Customer Information Displays at selected BRT stations
- New buses on selected corridors
- New shelters
- Enhanced traffic enforcement
- New service plan with optimized stop spacing and improved frequency and span of service

Different approaches to implementation of Bus Rapid Transit will be demonstrated on each of the five pilot corridors. It is anticipated that in each corridor the scope of work will be limited to treatments within the existing street alignment. What is foreseen are clearly marked curb, or offset bus lanes, in some cases supported by bulb-outs at BRT stations. Selected stations will include enhanced amenities including real time passenger information on Variable Message Displays. Other key components will include Traffic Signal Priority (TSP), and improved inter-modal connections at selected locations. No property taking is anticipated. Contra-flow lanes, elevated structures, and sophisticated guidance systems are not anticipated.

The current budget for this project is \$22.0 million. This request is for \$22.0 million.

Proposed Program of Projects Federal Fiscal Year 2008

Agency

New York City Transit

ACEP ID

T5160724

Project Name

Employee Facility Rehabilitation: Parkchester/E177 St-Pelham Line

Planning Number / PIN

MW57-6531

Object/Purpose of Project

The purpose of this project is to provide a consolidated employee facility and rehabilitate the existing employee facilities at the Parkchester/ East 177th Street station on the Pelham Line.

Units/Locations/Limits

The work of this project will be performed within the limits of the Parkchester/East 177th Street station on the Pelham Line and NYC Transit's Right of Way in the borough of the Bronx.

Summary

This project will rehabilitate and/ or relocate the employee facilities located throughout this station. The existing employee facilities are in poor condition. There are extensive facilities at this station. These facilities include spaces for the Division of Stations, RTO, and Car Equipment. These rooms consist of offices, lunchrooms, toilet facilities, locker rooms, and storage rooms.

This is a companion project to the following project at the same location - Station Rehabilitation at Parkchester/East 177th Street (ST07-6531). The companion project is included as part of this Public Hearing document.

The current budget for this project is \$6.06 million. This request is for \$6.06 million.

Proposed Program of Projects Federal Fiscal Year 2008

Agency New York City Transit	ACEP ID T5160726
Project Name Employee Facilities: E.180 Street/White Plains Road Line	Planning Number / PIN MW57-6605

Object/Purpose of Project
The purpose of this project is to provide a consolidated employee facility and rehabilitate the existing employee facilities at the East 180th Street station on the White Plains Road Line.

Units/Locations/Limits
The work of this project will be performed within the limits of the East 180th Street station on the White Plains Road Line and NYC Transit's Right of Way in the borough of the Bronx.

Summary
This project will rehabilitate and/or relocate the employee facilities located throughout the station. The existing employee facilities are in poor condition. There are extensive employee facilities at this station. This project will provide for a limited amount of employee facilities (offices, storage spaces, locker rooms, crew rooms, toilet facilities etc.) for the Division of Stations, RTO, Car Equipment, and some storage space for track maintenance materials.

This is a companion project to the following projects at the same location - Station Rehabilitation at East 180th Street (ST07-6605) and ADA: East 180th Street (ST04-6605). The companion projects are included as part of this Public Hearing document.

The current budget for this project is \$4.6 million. This request is for \$4.6 million.

Proposed Program of Projects Federal Fiscal Year 2008

Agency Long Island Rail Road	ACEP ID L502042C
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Project Name Seaford Station Platform Replacement	Planning Number / PIN
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Object/Purpose of Project This project provides for the reconstruction of the station's 12-car center island platform. An elevator will also be installed at the Seaford Station.

Units/Locations/Limits Seaford Station in Nassau County.
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Summary New station components will be installed including: canopies, railings, lighting, tactile warning strips, and Public Address System. Concrete stairways will be replaced with aluminum stairways and a new platform waiting room will be constructed. An elevator will also be installed at this station.

The budget for this project is \$16.6 million. LIRR anticipates receiving federal funding for this project in FFY2007. This request is for \$11.1 million.

Proposed Program of Projects Federal Fiscal Year 2008

Agency	ACEP ID
Long Island Rail Road	L502042T

Project Name	Planning Number / PIN
Escalator Replacement Program	

Object/Purpose of Project

This project replaces escalators at the following Babylon Branch Stations: Merrick, Bellmore, and Massapequa Park. These escalators have exceeded their useful life and need to be replaced in order to maintain reliable escalator service at these stations.

Units/Locations/Limits

Merrick, Bellmore, and Massapequa Park Stations on the Babylon Branch in Nassau County. One escalator at each station.

Summary

This work includes replacing three escalators. Also included in the rehabilitation work is parapet walls, enclosures, service pits, sump pumps, machine rooms, and electrical systems.

The budget for this project is \$4.1 million. This request is for \$4.1 million.

Proposed Program of Projects Federal Fiscal Year 2008

Agency

Long Island Rail Road

ACEP ID

L502042U

Project Name

Elevator Replacement Program

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

This project provides for the replacement of two existing elevators at Great Neck Station, which connect the platform level of the station to the street level. These elevators have exceeded their useful life and are in need of replacement.

Units/Locations/Limits

Two elevators at Great Neck Station in Nassau County.

Summary

This project includes construction of an elevator machine room, entry vestibules, architectural finishes, and an upgrade to the electrical service.

The budget for this project is \$3.3 million. This request is for \$3.3 million.

Proposed Program of Projects Federal Fiscal Year 2008

Agency Long Island Rail Road	ACEP ID L5020521
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Project Name Parking Rehabilitation	Planning Number / PIN
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Object/Purpose of Project
This project provides for the rehabilitation of a surface commuter parking lot located east of the Ronkonkoma Station building. The LIRR's objective is to provide Ronkonkoma Station with a safe, secure, and convenient parking facility.

Units/Locations/Limits
Ronkonkoma Station.

Summary
The work includes new asphalt pavement, drainage, re-striping, installation of new parking lot curbs, sidewalks, fencing, lighting and landscaping for this approximately 380-space parking lot.

The budget for this project is \$6.0 million. This request is for \$6.0 million.

Proposed Program of Projects Federal Fiscal Year 2008

Agency Long Island Rail Road	ACEP ID L50301E1
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Project Name Track Equipment	Planning Number / PIN
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Object/Purpose of Project
This project provides for the replacement of track construction equipment that has surpassed its useful life and is required for the rehabilitation and renewal of track structure.

Units/Locations/Limits
Various items of equipment to be used at locations systemwide.

Summary
The equipment to be purchased under this project includes but is not limited to: rail heaters, snow-fighting equipment, gondola cars, various cranes, tie replacement equipment, and various other equipment required for the rehabilitation and renewal of the track structure.

The budget for this project is \$28.7 million. A portion of this project has been previously federally funded. This request is for \$18.0 million.

Proposed Program of Projects Federal Fiscal Year 2008

Agency

Long Island Rail Road

ACEP ID

L50301E9

Project Name

Amityville/Copiague/Lindenhurst(ACL) Direct Fixation Replace

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

This project will provide for the replacement or repair of the direct fixation track on the viaduct structure surrounding Amityville, Copiague, and Lindenhurst Stations on the Babylon Branch. This section of the Babylon Branch has two direct fixed tracks which are attached to viaduct structure using direct fixation fasteners resting on concrete support. This section of track was constructed in the early 1970's and is need of rehabilitation.

Units/Locations/Limits

Vicinity of Amityville, Copiague, and Lindenhurst Stations on the Babylon Branch in Suffolk County.

Summary

This project will repair/replace the direct fixation fasteners and additional hardware, as well as patching and/or replacement of the concrete support blocks surrounding Amityville, Copiague, and Lindenhurst Stations on the Babylon Branch.

The budget for this project is \$47.3 million. This request is for \$47.3 million.

Proposed Program of Projects Federal Fiscal Year 2008

Agency	ACEP ID
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Long Island Rail Road

L50301R1

Project Name	Planning Number / PIN
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Culverts

Object/Purpose of Project

This project provides for the rehabilitation of culverts which provide drainage.

Units/Locations/Limits

Various locations systemwide.

Summary

Work may include, but is not limited to: design and construction of a dam structure which supports the track bed and prevents flooding, jacking pit, de-watering, installation of new culverts, headwalls, and slope and overflow protection.

The budget for this project is \$4.0 million. This request is for \$4.0 million.

Proposed Program of Projects Federal Fiscal Year 2008

Agency

Long Island Rail Road

ACEP ID

L50301R2

Project Name

Drainage Control

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

The purpose of this project is to improve the right of way and track drainage to ensure safe and efficient operations throughout the property. The project will correct drainage problems in order to reduce service disruptions in inclement weather. Improving drainage in these areas also prevents deterioration to the track bed and railroad ties.

Units/Locations/Limits

Port Washington, Oyster Bay, and Port Jefferson Branches right of way.

Summary

Work will be performed on sections of track on the Port Washington, Oyster Bay, and Port Jefferson Branches. Work elements within this project may include the following (as required): removing debris/siltation at all drainage structures and piping, excavation for drainage basins or pipe trenches, furnish and installation of pre-fabricated drainage structures, including catch basins.

The budget for this project is \$4.0 million. This request is for \$4.0 million.

Proposed Program of Projects Federal Fiscal Year 2008

Agency

Long Island Rail Road

ACEP ID

L50301R4

Project Name

Demolitions

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

This project provides for the demolition of deteriorated/abandoned structures adjacent to the right of way.

Units/Locations/Limits

Three structures are Far Rockaway, Patchogue, and Port Washington Branches.

Summary

The structures being demolished include the train control tower in Patchogue, a gas station on the Far Rockaway Branch in Queens, and a concrete fence adjacent to the Port Washington Branch right of way in Queens.

The budget for this project is \$1.8 million. This request is for \$1.8 million.

Proposed Program of Projects Federal Fiscal Year 2008

Agency

Long Island Rail Road

ACEP ID

L50301R6

Project Name

Track Stability/Retaining Wall

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

This project will replace or upgrade deteriorated retaining wall components at various locations along the Port Washington, Montauk, and Oyster Bay Branches. The goal of this project is to maintain stabilized track structure and prevent right of way failure.

Units/Locations/Limits

Various locations along Port Washington, Montauk, and Oyster Bay Branches.

Summary

This project will include: extending, replacing, or upgrading existing retaining walls, replacing existing deteriorated wood railroad tie walls, backfilling the structures, surfacing the existing track and replacement of the track shoulders.

The budget for this project is \$4.1 million. This request is for \$4.1 million.

Proposed Program of Projects Federal Fiscal Year 2008

Agency

Long Island Rail Road

ACEP ID

L50301T4

Project Name

2008 Annual Track Program

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

This project will serve to maintain track in a state of good repair through normal replacement of track components and upgrading and improving the track conditions.

Units/Locations/Limits

Various Locations Systemwide.

Summary

Track component renewal includes all track and third rail infrastructure assets. This includes continuous welded rail, wood ties, concrete switches, concrete turnouts, wood turnouts, grade crossings, surfacing, undercutting, rail profiling and joint elimination.

The budget for this project is \$54.3 million. This request is for \$54.3 million.

Proposed Program of Projects Federal Fiscal Year 2008

Agency Long Island Rail Road	ACEP ID L50401B1
Project Name Bridge Program	Planning Number / PIN

Object/Purpose of Project

This project provides for the rehabilitation of Shore Road Bridge on the Oyster Bay Branch in Nassau County (constructed in 1891), Montauk Highway Bridge on the Montauk Branch in Suffolk County (construction in 1930), and Utopia Parkway Bridge on the Port Washington Branch in Auburndale, Queens (constructed in 1931) which are all in need of structural repair.

Units/Locations/Limits

Three bridges: Shore Road Bridge located in Nassau County on the Oyster Bay Branch, Montauk Highway Bridge located in Suffolk County on the Montauk Branch, and Utopia Parkway Bridge located in Auburndale, Queens on the Port Washington Branch.

Summary

Work to be completed under this project includes: strengthening of primary bridge members, removal and replacement of bearings, reconstruction of bearing seats, rehabilitation of deck systems, removal of unsound concrete and repairs to concrete cracks and spalls, and general site work.

The budget for this project is \$7.9 million. This request is for \$7.9 million

Proposed Program of Projects Federal Fiscal Year 2008

Agency

Long Island Rail Road

ACEP ID

L50401B4

Project Name

Atlantic Avenue Viaduct

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

This project will rehabilitate the Atlantic Avenue Viaduct, which is located in Brooklyn between Nostrand Avenue and Ralph Avenue. This structure was built in 1901 and is utilized by trains traveling between Atlantic Terminal and Jamaica. The replacement of structural elements will minimize corrosion potential. Employee safety will be increased through the construction of safety walkways on either side of the viaduct.

Units/Locations/Limits

Approximately 8,100 feet long and consists of 199 spans in Brooklyn.

Summary

The work includes replacing girders, cap beams, and other structural elements (including cross frames, lateral bracing, and bearings). Of the 199 spans, 70 will be rehabilitated in this project. The horizontal track alignment in the area east of Nostrand Avenue Station and west of New York Avenue will be modernized. 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 \$93.4 million. LIRR anticipates receiving federal funding for this project in FFY2007. This request is for \$53.7 million.

Proposed Program of Projects Federal Fiscal Year 2008

Agency	ACEP ID
Long Island Rail Road	L50401B5

Project Name	Planning Number / PIN
Junction Boulevard Abutment Port Washington	

Object/Purpose of Project

This project provides for the rehabilitation of Junction Boulevard, National Street, 88th Street, 102nd Street, 104th Street, 108th Street, and 111th Street Bridges. These bridges are two-track spans on the Port Washington Branch in Corona, Queens which were constructed in 1930.

Units/Locations/Limits

Seven bridges: Junction Boulevard Bridge, National Street Bridge, 88th Street Bridge, 102nd Street Bridge, 104th Street Bridge, 108th Street Bridge, and 111th Street Bridge located in Corona, Queens on the Port Washington Branch. Abutments will be rehabilitated at Junction Boulevard, National Street, 102nd Street, 104th Street, 108th Street, and 111th Street Bridges.

Summary

Work to be completed under this project includes: rehabilitating the abutments on Junction Boulevard, National Street, 88th Street, 102nd Street, 104th Street, 108th Street, and 111th Street Bridges; and rehabilitating the retaining walls on Junction Boulevard and National Street Bridges.

The budget for this project is \$20.3 million. This request is for \$20.3 million.

Proposed Program of Projects Federal Fiscal Year 2008

Agency	ACEP ID
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Long Island Rail Road

L50401B6

Project Name	Planning Number / PIN
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Shinnecock Canal/North Highway Bridge Rehabilitation

Object/Purpose of Project

This project will provide for the rehabilitation of the Shinnecock Canal Bridge (built in 1933) and the replacement of the North Highway Bridge (built in 1907).

Units/Locations/Limits

Two bridges: Shinnecock Canal Bridge, and North Highway Bridge located on the Montauk Branch in Suffolk County.

Summary

This project provides for but is not limited to: strengthening of primary bridge members, removal and replacement of bearings, reconstruction of bearing seats, rehabilitation of deck systems, removal of unsound concrete and repairs to concrete cracks and spalls, and general site work.

The budget for this project is \$13.3 million. This request is for \$13.3 million.

Proposed Program of Projects Federal Fiscal Year 2008

Agency

Long Island Rail Road

ACEP ID

L50401B7

Project Name

Broadway/Port Washington & 150 St. Jamaica Bridges

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

This project will rehabilitate the 150th Street Bridge on the Main Line in Jamaica, which was constructed in 1913 along with the Broadway Bridge on the Port Washington Branch in Elmhurst, Queens, constructed in 1915.

Units/Locations/Limits

Two bridges: 150th Street Bridge in Jamaica, Queens on the Main Line, and Broadway Bridge in Elmhurst, Queens on the Port Washington Branch.

Summary

The work includes, but is not limited to: strengthening of primary bridge members, removal and replacement of bearings, reconstruction of bearing seats, rehabilitation of deck systems, removal of unsound concrete and repairs to concrete cracks and spall, and general site work.

The budget for this project is \$11.2 million. This request is for \$11.2 million.

Proposed Program of Projects Federal Fiscal Year 2008

Agency

Long Island Rail Road

ACEP ID

L50401B8

Project Name

Woodhaven & Queens Boulevard Bridges

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

This project provides for the rehabilitation of Woodhaven Boulevard and Queens Boulevard Bridges which have been identified as a priority for rehabilitation. These bridges, which were constructed prior to World War I, are on a busy section of track, serving trains traveling between Jamaica and Penn Station. The deck waterproofing on both of these bridges has failed, and flags exist on these bridges, identifying structural deficiencies.

Units/Locations/Limits

Two bridges: Woodhaven Bridge and Queens Boulevard Bridge in Queens.

Summary

Work to be completed under this project includes, but is not limited to: strengthening of primary bridge members, removal and replacement of bearings, reconstruction of bearing seats, rehabilitation of deck systems, removal of unsound concrete and repairs to concrete cracks and spalls, and general site work.

The budget for this project is \$18.0 million. A portion of this project has been previously federally funded. This request is for \$5.9 million.

Proposed Program of Projects Federal Fiscal Year 2008

Agency	ACEP ID
Long Island Rail Road	L50501S7
Project Name	Planning Number / PIN

Fiber Optic Network

Object/Purpose of Project

This project continues to progress the LIRR Fiber Optic expansion, complementing the existing Central and Main Rings. Work locations for this project include: Hicksville to Babylon, Speonk to Montauk, Flatbush to East New York, Long Island City to Penn, Woodside to Jamaica, Bethpage Station to Bethpage Facility, and Jamaica to Riverhead. This project includes new environmental cases (where necessary), power conditioning equipment, grounding materials, SONET, and ATM edge equipment and supporting electronics/distribution equipment.

Units/Locations/Limits

Approximately 850,000 feet of new fiber optic cable from Hicksville to Babylon, Speonk to Montauk, Flatbush to East New York, Long Island City to Penn, Woodside to Jamaica, Bethpage Station to Bethpage Facility, and Jamaica to Riverhead.

Summary

Work includes installing Fiber Optic cable in conduits underground and as aerial cabling along the right of way, along with other necessary equipment. This project will improve communications in targeted areas of the LIRR territory, allowing for the transmission of data from work locations (substations, signal huts, station buildings, etc.) as well as carrying data necessary for Audio Visual Paging System (AVPS), Ticket Vending Machines (TVMs), and other data uses.

The budget for this project is \$70.1 million. A portion of this project has been previously federally funded. This request is for \$9.4 million.

Proposed Program of Projects Federal Fiscal Year 2008

Agency

Long Island Rail Road

ACEP ID

L50501S8

Project Name

Audio/Visual Paging System (AVPS) Expansion

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

This project provides for a new technology that will allow for more effective station-based communications with customers. The AVPS system has the ability to display text messages on station platform monitors in addition to making audio announcements, which is in compliance with the Americans with Disabilities Act (ADA). This technology allows for station-based announcements, branch announcements, or system-wide announcements, and allows for flexible and timely dissemination for information to customers.

Units/Locations/Limits

80 LIRR stations systemwide.

Summary

As a continuation of AVPS installation completed in the 2000 - 2004 Capital Program, this project will install AVPS at 80 branch line stations throughout the LIRR. The new AVPS infrastructure will replace deteriorated PA systems at stations which have exceeded their useful life. This project also includes design and construction of a redundant head-end control system. The AVPS installation is being progressed on a branch-by-branch basis.

The budget for this project is \$35.0 million. A portion of this project has been previously federally funded. This request is for \$27.3 million.

Proposed Program of Projects Federal Fiscal Year 2008

Agency	ACEP ID
Long Island Rail Road	L50502SB

Project Name	Planning Number / PIN
Babylon Branch Signal Improvements	

Object/Purpose of Project

This project provides for the replacement of the existing signal systems and equipment at the Wantagh and Amityville Interlockings on the Babylon Branch. Replacing the outdated components will reduce the amount of inspections and preventative and unplanned maintenance needed to support these components.

Units/Locations/Limits

Two interlockings. Amityville Interlocking and Wantagh Interlocking on the Babylon Branch.

Summary

The work includes replacement of switches, signals, relays, and electronic equipment that have exceeded their useful lives at the Wantagh and Amityville Interlockings on the Babylon Branch. The equipment will be upgraded through the implementation of a microprocessor based signal system, including new switch mechanisms, color light signals, 100Hz track circuits and non-vital supervisory control system enhancements.

The budget for this project is \$30.6 million. LIRR anticipates receiving federal funding for this project in FFY2007. This request is for \$20.6 million.

Proposed Program of Projects Federal Fiscal Year 2008

Agency Long Island Rail Road	ACEP ID L50502SG
Project Name Signal Normal Replacement Program	Planning Number / PIN

Object/Purpose of Project

This project continues normal replacement of signal equipment and cabling that has reached or exceeded its useful life. The Signal Normal Replacement Program allows replacement of deteriorated signal equipment and components, to ensure the safe and reliable movement of trains.

Units/Locations/Limits

Long Beach, Main Line, Montauk, Oyster Bay, and Port Jefferson Branches.

Summary

This project includes the replacement of signal equipment including batteries, switch machines and heaters, signals and impedance bonds, cables and wires, cross gates and mechanisms, relays and remote terminal units.

The budget for this project is \$5.4 million. A portion of this project has been previously federally funded. This request is for \$1.8 million.

Proposed Program of Projects Federal Fiscal Year 2008

Agency Long Island Rail Road	ACEP ID L50502SL
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Project Name Jay, Hall, Dunton Microprocessors	Planning Number / PIN
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Object/Purpose of Project

This work provides for the replacement of the existing relay-based signal system with a microprocessor signal system at Jamaica Interlocking. This project designs and installs a microprocessor based control system, which will replace the existing electromechanical interlocking machines (Model 14 Boards) at Jay, Hall, and Dunton Towers. Following system cutover, supervisory control of the interlocking will be operated from one central location in the Jamaica Central Control Building (JCCB). This work is necessary to maintain the signal infrastructure and replace the outdated relay-based signal system with microprocessor technology.

Units/Locations/Limits

Jamaica, Queens

Summary

Work will include: the replacement of batteries and replacement of the interlocking control machines, as well as the installation of microprocessors and equipment in huts at Jay, Hall, and Dunton Towers, along with installation of interface wiring between existing towers and new microprocessor huts. Obsolete equipment will be removed from towers, along with some minor demolition and abatement work.

The budget for this project is \$50.3 million. A portion of this project has been previously federally funded. This request is for \$40.9 million.

Proposed Program of Projects Federal Fiscal Year 2008

Agency Long Island Rail Road	ACEP ID L50502SV
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Project Name Valley Stream Interlocking	Planning Number / PIN
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Object/Purpose of Project

This project provides for the replacement of a relay-based signal system with a microprocessor signal system in Valley Interlocking. This interlocking controls the movement of trains to and from the Atlantic, Montauk, Long Beach, Far Rockaway, and West Hempstead Branches. This work is necessary to replace the obsolete relay-based signal system and upgrade it with a microprocessor signal technology. The new signal system will utilize 100Hz track circuits and two-directional cab signals.

Units/Locations/Limits

Valley Stream in Nassau County

Summary

The work will include complete replacement of the following: signals, signal bridges, switch machines, cables, impedance bonds, interlockings, wayside and crossing case equipment, as well as batteries. In addition, this project includes completion and cutover of the microprocessor controlled crossings on the West Hempstead Branch and also installation of new tower equipment and operator consoles. The new signal system will eliminate the use of a compressed air system and the existing signal apparatus, including the electromechanical interlocking machine, which will be removed following the cutover to the new signal system.

The budget for this project is \$59.2 million. A portion of this project has been previously federally funded. This request is for \$55.2 million.

Proposed Program of Projects Federal Fiscal Year 2008

Agency

Long Island Rail Road

ACEP ID

L50502SW

Project Name

Babylon to Patchogue Signal System

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

This project will renew the existing signal system between Sayville and Patchogue. It also includes an upgrade of the Sayville Interlocking and limited improvements between Babylon and Sayville.

Units/Locations/Limits

Babylon to Patchogue on the Montauk Branch in Suffolk County.

Summary

The project will completely replace and upgrade the following assets: signals, event recorders, rectifiers, batteries, and crossing gate mechanisms. This new equipment will replace outdated relays, wiring of the signal plant, and wayside equipment. Updating these assets will allow for additional train capacity in this section of track, as well as allowing for more efficient operations. Replacement of gates and grade crossing mechanisms will ensure safe operations.

The budget for this project is \$21.2 million. This request is for \$21.2 million.

Proposed Program of Projects Federal Fiscal Year 2008

Agency

Long Island Rail Road

ACEP ID

L50502SX

Project Name

Babylon to Speonk Signalization

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

This project will replace the existing relay-based signal system with a microprocessor signal system between Babylon and Patchogue and integrates with Babylon Control System (BCS). This work is necessary to replace the obsolete relay-based signal system and upgrade it with a microprocessor signal system.

Units/Locations/Limits

Montauk Branch in Suffolk County.

Summary

Work will include: signal cabling between Babylon and Patchogue, design of a new signal system between Babylon and Patchogue, as well as purchasing material for a new signal system between Patchogue and Speonk.

The budget for this project is \$16.3 million. A portion of this project has been previously federally funded. This request is for \$9.3 million.

Proposed Program of Projects Federal Fiscal Year 2008

Agency

Long Island Rail Road

ACEP ID

L506016N

Project Name

Long Island City Yard

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

The purpose of this project is to improve environmental conditions at Long Island City Yard. Long Island City Yard is used to store, clean, inspect and maintain diesel fleet equipment.

Units/Locations/Limits

Long Island City Yard in Queens.

Summary

Work includes the removal of existing tracks, remediation of petroleum contaminated soil and installation of new replacement tracks. In addition, this project provides for east-end fueling facilities with spill collection pans, and oil/water separator for run-off from the spill collection pans, two car cleaning service platforms, a two-car passenger platform, installation of duct banks, and paved roadways and walkways along each track.

The budget for this project is \$17.7 million. A portion of this project has been previously federally funded. This request is for \$7.8 million.

Proposed Program of Projects Federal Fiscal Year 2008

Agency	ACEP ID
Long Island Rail Road	L50701PG

Project Name	Planning Number / PIN
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Replace 3 Substations

Object/Purpose of Project

This project provides for the reconstruction of substations at Inwood, Hempstead, and Floral Park, in order to maintain a reliable source of power, which is critical for the operation of the new M-7 fleet and future levels of service. These substations have exceeded their useful life and are in need of replacement.

Units/Locations/Limits

Inwood, Hempstead, and Floral Park Substations in Nassau County.

Summary

Components to be replaced include: new modular building, AC switchgear, DC switchgear, rectifier, traction power transformer, high tension towers, DC cables, control cables, Supervisory Control and Data Acquisition (SCADA), fiber cables, conduit, manholes, fire alarms, and other associated equipment.

The budget for this project is \$37.0 million. A portion of this project has been previously federally funded. This request is for \$23.2 million.

Proposed Program of Projects Federal Fiscal Year 2008

Agency

Long Island Rail Road

ACEP ID

L50701PH

Project Name

Demolition and Construction of 4 Substations

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

This project provides for the replacement of substations that have exceeded their useful life in order to maintain a reliable source of traction power.

Units/Locations/Limits

Locations may include: Nassau Boulevard, Little Neck, Rockville Centre, and Lindenhurst.

Summary

Equipment components to be replaced include transformers, rectifiers, DC breakers, AC switchgear, batteries, all cable, conduit, lighting, fire alarm, Supervisory Control and Data Acquisition (SCADA), and grounding systems. All equipment will be installed within a new prefabricated modular building.

The budget for this project is \$39.7 million. A portion of this project has been previously federally funded. This request is for \$26.0 million.

Proposed Program of Projects Federal Fiscal Year 2008

Agency Long Island Rail Road	ACEP ID L50701PK
Project Name Third Rail System - Protection Board	Planning Number / PIN

Object/Purpose of Project
This project continues the replacement of deteriorated protection board in areas where it is beyond its useful life.

Units/Locations/Limits
Replace approximately 100,000 linear feet of Third Rail Protection Board annually at various locations in LIRR electric territory.

Summary
The project includes replacement of existing protection board, brackets, extension ties, insulators, and all required hardware. Older wooden protection board will be removed and replaced with new fiberglass protection board. This project will address critical areas throughout LIRR third rail territory.

The budget for this project is \$12.9 million. A portion of this project has been previously federally funded. This request is for \$5.8 million.

Proposed Program of Projects Federal Fiscal Year 2008

Agency

Long Island Rail Road

ACEP ID

L50701PM

Project Name

Third Rail System - Composite Rail

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

This project continues the replacement and upgrade of the conventional third rail in areas where it is beyond its useful life.

Units/Locations/Limits

Replace approximately 80,000 linear feet of Composite Third Rail annually at various locations in LIRR electric territory.

Summary

Work includes installation of hardware, mounting brackets, insulators, and third rail. Old conventional third rail will be removed and upgraded with better-performing composite rail, which helps to transmit a more reliable source of traction power.

The budget for this project is \$22.5 million. A portion of this project has been previously federally funded. This request is for \$10.5 million.

Proposed Program of Projects Federal Fiscal Year 2008

Agency	ACEP ID
Long Island Rail Road	TRANTECH
Project Name	Planning Number / PIN
Transit Technical Assistance	

Object/Purpose of Project
This project provides for the development and implementation of a comprehensive marketing campaign, directed to both employers and residents, to increase transit usage in Nassau County.

Units/Locations/Limits
Nassau County.

Summary
The marketing plan includes but is not limited to developing marketing materials, canvassing train stations and communities, developing promotional campaigns, meeting with employers to share information, and delivering presentations to groups. The objective of the marketing plan is to generate awareness of transit options and to increase transit options.

The budget for this project is \$0.8 million. This request is for \$0.8 million.

Proposed Program of Projects Federal Fiscal Year 2008

Agency

Metro-North Railroad

ACEP ID

M5020105

Project Name

GCT Elevator - Phase III

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

This project is a continuation of Metro-North's Grand Central Terminal Elevator Rehabilitation Project - Phases I and II, which was implemented in the 2000-2004 Capital Program. The purpose of this project is for the design and construction of 1 freight elevator and the rehabilitation of 10 passenger elevators at Grand Central Terminal.

Units/Locations/Limits

This portion of the project is Phase III and will include the design for the construction of freight elevator C-01 "Queen" and for the design of the rehabilitation of ten passenger elevators (3 - "A" Hall, 4 - "D" Hall and 3 - "B" Hall).

The design will also include incorporating C01 into the elevator Central Monitoring and Control Station in the Grand Central Terminal Station Master's Office.

Summary

The estimated cost of this project is \$4.3 million and this request is for that amount.

Proposed Program of Projects Federal Fiscal Year 2008

Agency	ACEP ID
Metro-North Railroad	M5020201

Project Name	Planning Number / PIN
Hudson Line Station Improvements	

Object/Purpose of Project
This project calls for replacement of station platforms, canopies and overpasses on the Hudson Line.

Units/Locations/Limits
The following seven stations in Westchester County, New York:

Hastings, Dobbs Ferry, Irvington, Tarrytown, Philipse Manor, Scarborough and Ossining

Summary
The scope of this project includes replacement of:

Tarrytown - Demolition and replacement of both the north and south overpasses. The new north overpass (only) will be serviced by elevators.

-Demolition of existing and construction of new track 2/4 island and track 3 side platforms and canopies.

Philipse Manor - Construction of temporary overpass and rehabilitation of existing overpass.

Rehabilitated overpass to be enclosed, but without elevators.

-Demolition of existing and construction of new inbound and outbound platforms and canopies.

Scarborough - -Construction of temporary overpass, demolition of existing and construction of new overpass, complete with elevators and enclosed stairs.

-Demolition of existing and reconstruction of new inbound and outbound platforms and canopies. New inbound platform to be protected by a wind wall.

Ossining - -Demolition of existing and construction of new track 1/3 and track 2/4 island platforms and canopies.

-Demolition of 7 existing and construction of 7 new stairs from the elevated building/vehicular overpass to east and west side parking, or platforms.

-Construction of 2 new elevators from in the existing station building (reusing abandoned baggage handling

elevator shaftways) to the platforms, and construction of new elevators to the parking facilities on both the east and west side.

-Rehabilitation of the elevated walkway on the North and west sides of the station building.

Hastings, Dobbs Ferry and Irvington are being locally funded.

This project also includes the installation of ancillary items such as signage, benches, railings, shelters, lighting, public address system, audio/visual information systems etc.

The estimated cost of this project is \$96.8 million. This request is for \$75.0M for work at Philipse Manor, Scarborough, Ossining and Tarrytown.

Proposed Program of Projects Federal Fiscal Year 2008

Agency	ACEP ID
Metro-North Railroad	M5020203

Project Name	Planning Number / PIN
Poughkeepsie Station Building	

Object/Purpose of Project
The purpose of this project is to bring the Poughkeepsie Station Building up to a state of good repair. Due to the age of the structure, the station building is now in need of rehabilitation.

Units/Locations/Limits
Poughkeepsie Station Building

Summary

The Poughkeepsie Station building improvements will include and address state of good repair work, safety concerns and serious structural defects. These improvements will allow the building to continue to serve the customers and allow Metro-North Railroad to continue to use these facilities.

A) Window and Door Replacement - Replace the large monumental windows, doors and several first floor windows.

The contract package will have an option to renovate second floor office space windows, basement mezzanine and basement windows.

B) Roof Replacement - Removal and replacement of the clay tile roof and sheathing, and revamp the gutter system.

The terra cotta will be inspected and sealed. The parapet roof will be removed and the concrete deck will be inspected, patched and roofed with new EDPM.

C) Second Floor of Building - All lead and asbestos will be removed from existing walls and floors leaving exposed concrete and a clean marketable space.

D) Structural, Mechanical, and Electrical Upgrades - Structural repairs to the building will be made including cleaning of the interior and exterior brick, electrical and mechanical system upgrades, which will bring the building up to code for the existing occupants and provide for a complete new exterior facade.

The estimated cost of for the window, door replacement and roof replacement is \$7.5M and this request is for that amount.

Proposed Program of Projects Federal Fiscal Year 2008

Agency	ACEP ID
Metro-North Railroad	M5020205
Project Name	Planning Number / PIN

New Haven Line (NYS) Stations Improvements

Object/Purpose of Project

This project consists of the rehabilitation of five (5) railroad stations based on an engineering assessment currently under way at the New Rochelle, Mamaroneck, Harrison, Rye and Port Chester Stations on the New Haven Line. The improvements will enhance customer and employee safety and the overall appearance of the stations.

Units/Locations/Limits

An initial review of the five stations was conducted by Metro-North. The exact scope of the improvements will be determined after a more in depth independent engineering review of the existing facilities and evaluation of Metro-North needs has been conducted. Possible improvements will be prioritized based upon several factors including but not necessarily limited to safety, remaining useful life of given components, customer convenience, cost, available funding and recommendations from the design consultant.

The following is an outline of some of the potential scope of work to be performed at New Rochelle, Mamaroneck, Harrison, Rye and Port Chester, based on need and available funding:

Repair platforms and supporting columns; repair or replace Rye and New Rochelle overpasses; repair Rye underpass; rehabilitate Rye ticket offices and/or station buildings; repair sidewalk areas and improve lighting and improve station ADA items and insure that the facility is in code compliance.

System improvements also include items such as canopy extensions and platform shelters for the stations.

Summary

The estimated cost of this project is \$34.3 million and this is for that amount.

Proposed Program of Projects Federal Fiscal Year 2008

Agency	ACEP ID
Metro-North Railroad	M5020206
Project Name	Planning Number / PIN
Tarrytown Station Building	
Object/Purpose of Project	
The purpose of this project is to upgrade and improve the historic Tarrytown Station Building	
Units/Locations/Limits	
Tarrytown Station Building	

Summary
The station building was constructed circa 1890 and is a one story masonry building comprised of a waiting area, ticket booth, MNR Office on two levels, mechanical, electrical and plumbing rooms, storage rooms, restrooms and a vendor space. The station building is in a state of disrepair due to settlement of the northeast section of the building, deterioration of the roof overhang canopy supports and damage caused by busses hitting the roof overhang fascia.

The scope of work includes new roofing systems; rehabilitate interior building including restrooms; replace windows, doors and frames; upgrade electrical system; install new boiler, oil tank and piping and ventilation; restore building settlement; mechanical work includes radiators, HVAC system, rehab hot water pump.

The estimated cost of this project is \$3.8 Million and this request is for that amount.

Proposed Program of Projects Federal Fiscal Year 2008

Agency	ACEP ID
Metro-North Railroad	M5020206
Project Name	Planning Number / PIN
North White Plains	

Object/Purpose of Project

The purpose of this project is to improve access to the railroad and add parking at Metro-North's North White Plains Station. This project will include the expansion of Metro-North's parking facilities and improved access to the station from Route 22 and the Bronx River Parkway. In addition, access from I-287, also on the National Highway System, will be improved. The project will also improve circulation at the station.

Units/Locations/Limits

The project will provide the following benefits: (1) improve access to the roadway network including I 287 and County and local roads, provide intermodal access to the station, (2) provide a significant increase in parking facilities at the station in a severely constrained area. The increased access and provision of intermodal access will reduce congestion, improve air quality (by reducing auto use) and increase economic activity in the immediate station area.

Summary

As one of Metro-North Railroad's busiest stations in Westchester County, North White Plains is located in the center of the County and is adjacent to the major east-west interstate connector in the County, I-287, as well as being in close proximity to the Bronx River Parkway, the Taconic State Parkway and NYS Rte 22, major north-south highways in the region. However, its access is hampered by its location amidst a series of one-way roads. As such it is uniquely located to provide substantially increased access to mass transit. Between 1993-2001 ridership at the North White Plains Station increased by over 20%, and continued cumulative growth is expected through 2015. There are currently 1,249 fully utilized parking spaces at the station.

The estimated cost for the design of this project is \$14 million. Metro-North anticipates receiving federal funding for this design in FFY2007. This request is for \$6.0 million

Proposed Program of Projects Federal Fiscal Year 2008

Agency Metro-North Railroad	ACEP ID M5020303
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Project Name Cortlandt Parking Expansion	Planning Number / PIN
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Object/Purpose of Project
The project will create an expanded facility to accommodate up to 750 new parking spaces on the west side of the tracks, (approximately 450 spaces with an expansion capability for an additional 300 spaces).

Units/Locations/Limits
The Project will involve the construction of a new surface parking lot to accommodate up to 750 surface parking spaces. The project proposes 450 new spaces with expansion capability for an additional 300+/- spaces. In addition, the Project will involve the extension of the existing pedestrian overpass from Cortlandt Station to provide access to the new surface parking facility. Vehicular access to the new parking area will be improved with a modified interchange at Route 9A and a dedicated commuter access road. An environmentally friendly self-contained, waterless, compost bathroom facility will be installed to address the specific request of the Town and public outreach. A new canopied six (6) car station side-level platform as well as a shelter on the existing platform are options to serve the projected increase in commuter use of the station. Pedestrian, bus and bike access/storage racks will also be provided.

Summary
The estimated cost of the construction of this project is \$25M and this request is for that amount.

Proposed Program of Projects Federal Fiscal Year 2008

Agency	ACEP ID
Metro-North Railroad	M4030205/M5030206

Project Name	Planning Number / PIN
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Overhead Bridges

Object/Purpose of Project

These two projects will provide construction and construction support services for the superstructure replacement and substructure rehabilitation of three bridges.

Units/Locations/Limits

Three bridges: Bridge Street in New Hamburg (HU65.18), North Barry Avenue in Mamaroneck (NH 20.89) and Park Avenue in Mt. Vernon (NH 13.79).

Summary

These three overhead bridges, Bridge Street in New Hamburg (Poughkeepsie), N. Barry Avenue in Mamaroneck and Park Avenue in Mt. Vernon carry local vehicular traffic over Metro-North Railroad. The bridges were originally constructed between 1887 and 1930. These bridges have been identified by the NYSDOT Biennial Bridge Inspection Program as deficient and have subsequently been posted for restricted live load capacity. Along with a deficient load carrying capacity, these bridges have numerous other substandard features such as railings, clearances and sight distances that will be improved. Additionally, these bridges have non-redundant main structural members. The scope of work will also provide flagging and force account support work to support the 3rd party construction work.

There will be 80% FHWA participation and 20% MNR participation. The estimated cost of these projects is \$17 million and this request is for \$4.0 million for MNR's share.

Proposed Program of Projects Federal Fiscal Year 2008

Agency Metro-North Railroad	ACEP ID M5030102
Project Name Turnouts: Mainline	Planning Number / PIN

Object/Purpose of Project

This project provides for the replacement of turnouts throughout the Metro-North territory in New York State, as they reach the end of their useful life. This is a continuous program performed on an annual basis. At select locations this project will provide for the replacement of turnouts that are approaching the end of their useful lives with high-speed turnouts. Existing turnouts provide for diverting speeds limited to 45 MPH. Replacement with high-speed turnouts will result in higher speeds for crossover moves.

Units/Locations/Limits

Locations to be determined on the east of Hudson New York State portion of Metro-North territory.

Summary

The project maintains Metro-North's turnouts in a state of good repair ensuring that interlockings do not deteriorate.

Apart from assuring the continued reliability of the interlockings in order to maintain Metro-North's on-time performance, this project will also install high-speed turnouts. This will result in reduced travel time for Metro-North customers and greater scheduling flexibility for the railroad. There will be increased on time performance because trains will not have to slow down to crossover.

The estimated cost of the program is \$38.4 million dollars. This request is for \$20.0M.

Proposed Program of Projects Federal Fiscal Year 2008

Agency	ACEP ID
Metro-North Railroad	M5030103

Project Name	Planning Number / PIN
GCT Turnouts/Switch Replacement 2008	

Object/Purpose of Project

This program identifies platform tracks that need to be rehabilitated to remain in a state of good repair. It also maintains Metro-North switches in Grand Central Terminal in a constant state of good repair ensuring that the terminal operation does not deteriorate.

The high level of traffic and tight configurations within Grand Central Terminal causes accelerated wear of track switches. This project is a continuation of the annual renewal of switches within the terminal and tracks within the platform areas. This is required on an annual basis due to the constant traffic at Grand Central Terminal.

Units/Locations/Limits

Summary

The estimated cost of this program is \$11.1 million. This request is for \$5.6 million.

Proposed Program of Projects Federal Fiscal Year 2008

Agency	ACEP ID
Metro-North Railroad	M5030113

Project Name	Planning Number / PIN
Cyclical Track 2008	

Object/Purpose of Project

This project provides for the annual replacement of ties and rail along with cyclical surfacing required throughout the entire Metro-North territory in New York State. The project maintains Metro-North's track in a constant state of good repair ensuring that the tracks do not deteriorate requiring unprogrammed replacement in a very short time frame. This program protects the capital investment already made in bringing the track and related infrastructure up to a state of good repair.

Units/Locations/Limits

Replacement items include installation of approximately 0.5 miles of continuous welded rail, approximately 25,000 ties and surfacing of approximately 120 miles of rail.

Summary

The estimated cost of this program is \$ 44.75 million. This request is for \$10 million for the 2008 portion of this program.

Proposed Program of Projects Federal Fiscal Year 2008

Agency	ACEP ID
Metro-North Railroad	M5030201
Project Name	Planning Number / PIN
Undergrade Bridges - East of Hudson	

Object/Purpose of Project

The purpose of this project is to repair various undergrade railroad bridges to maintain the bridge structures in a state of good repair.

As a result of various inspections, Metro-North has developed and implemented a program of bridge rehabilitation which has methodically performed rehabilitation or replacement of approximately 70 undergrade bridges located on all three lines in New York State to date.

This project plan is to rehabilitate an additional 20 undergrade bridges during the 2005 – 2009 Capital Program. Metro-North forces and third party contractors will perform the work. An engineering consultant will provide engineering support including inspection, load rating, underwater inspection and design of the rehabilitation of bridges proposed for repair in the outlying years of the Capital Program.

The 20 bridges were selected based on the results from a previous bridge inspection, load rating and prioritization project as well Metro-North's in-house bridge inspection program, done under the previous Capital Program.

Units/Locations/Limits

This project will provide for the continuation of repairs to selected undergrade bridges located in New York State. The 2005-2009 program provides resources for the rehabilitation of the following:

- HU4.49 Harlem River - Fire Damage
- HU4.69 Harlem River - Walkways
- HU15.63 Brick Arch - Dry Ditch
- HU32.81 Croton River Bridge - Misc. Steel Repairs
- HU44.40 Middle Tunnel - Drainage Improvements
- HU72.67 Underpass - Spalled Arch Repairs
- HA28.36 Station Subway - Drainage Impact
- HA17.48 Leewood Drive - Wingwall Rehabilitation
- HA23.98 Fisher Lane - Replace Superstructure
- HA30.10 Sunnyside Ave - Replace Bent Under Siding and superstructure
- HA31.36 Saw Mill River - Pumping Bearing and Pier Protection
- HA 22.74 Hamilton Avenue – Drainage repairs
- HA58.46 Croton River - Superstructure repairs
- HA65.87 Carmel Brook - Superstructure replacement
- NH20.11 Fenimore Rd - Tracks 1 and 2 Only, Steel
- NH20.37 Mamaroneck Ave - Tracks 1 and 2 Only, Steel
- NH25.28 S. Main St - Abutments and Misc. Steel
- NH25.74 Willet Ave - Abutments and Misc. Steel
- NH25.93 N. Main St - Miscellaneous Steel and bridge seat rehabilitation

Summary

The bridges requiring rehabilitation under this program are being phased over the five years of the program. All of the rehabilitation work is anticipated to be performed by force account.

The estimated cost of this program is \$29.80 million. This request is for \$20.0 million.

Proposed Program of Projects Federal Fiscal Year 2008

Agency	ACEP ID
Metro-North Railroad	M5030301
Project Name	Planning Number / PIN

West of Hudson Track Improvements

Object/Purpose of Project

This project strives to ensure Metro-North's Port Jervis Line track will achieve a state of good repair. MNR follows the standards and procedures stated in the Federal Railroad Administration (FRA) track safety manual for the construction and safety of track. This project continues the rehabilitation program undertaken in the 2000-2004 Capital Program.

To achieve a State of Good Repair on the Port Jervis Line, the track structures will be replaced systematically so that normal train service is not disrupted. Blocks of work will be scheduled with other projects to minimize service impact.

Units/Locations/Limits

Replacement items include installation of approximately 7 miles of continuous welded rail, approximately 15,000 wood ties and surfacing of approximately 30 miles of rail.

Summary

The estimated cost of this program is \$36.7 million. This request is for \$15.00 million.

Proposed Program of Projects Federal Fiscal Year 2008

Agency	ACEP ID
Metro-North Railroad	M5030305

Project Name	Planning Number / PIN
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West of Hudson Undergrade Bridges

Object/Purpose of Project

This project will provide for the rehabilitation of various bridges on the Port Jervis Line on the Metro-North right-of-way located on the west side of the Hudson River, running from the New York/New Jersey border, located at Milepost 31.3, to Port Jervis, located at Milepost 90.

Units/Locations/Limits

The resulting rehabilitation contracts will be awarded under this project and are as follows:

JS 47.53 Estrada Road
JS 47.88 Smith Clove Road
JS 47.79 Laura Lane
SR 86.52 East Main Street
JS 67.05 Walkkill River
JS 66.38 NYO&W Railroad
SR 89.39 River Road
JS 32.06 Ramapo River

JS47.53 Estrada Road and JS47.88 Smith Clove Road have already received federal funding.

Summary

The Port Jervis Line is single track for most of its length, with passing sidings at several locations. Along the way, the line crosses over some 84 undergrade bridges of various types and lengths. The bridge superstructures range from steel deck girders to through trusses to concrete arches.

An engineering consultant was engaged in 2003/2004 to perform inspection, live load rating and prioritization of conditions for all of the undergrade bridges located along the length of the line, including the two viaducts. Preliminary results from the inspection have found a number of the bridges are deteriorated to various degrees and will require rehabilitation in the near term. Inspection has found steel deterioration consisting of complete section loss to key bridge components and numerous areas of spalling and delamination of the concrete structures.

The design of the repairs to those bridges designated to be rehabilitated by MNR force account was completed under the previous project. Design of repairs to the bridges designated to be performed by an outside contractor has commenced.

The estimated cost of this project is \$6.5 million. This request is for \$5.0M.

Proposed Program of Projects Federal Fiscal Year 2008

Agency Metro-North Railroad	ACEP ID M5040111
Project Name Communication & Signal Replacement	Planning Number / PIN

Object/Purpose of Project

The purpose of this project is to provide for the installation of communication and signal cables including fiber optic, multi pair telephone cables, antenna (radiax) and vital signal cables between 59th Street to Mott Haven.

Units/Locations/Limits

All copper cables shall be installed from 59th Street to CP-3. The fiber optic cable shall be installed from 59th Street to Mott Haven. The cables will be routed up both Tracks 3 and 4 in the Park Avenue Tunnel. The fiber optic cable connection provides a critical link for Metro-North's Communication Infrastructure System by supplying full route diversity for the Synchronous Optical Network (SONET) system. The Vital Signal Cables provide the needed train control link between CP1 and CP3 that is required for the safe passage of our trains. The Multi Pair Telephone Cables provide a data link between the Operations Control Center (OCC) and CP3 as well as intermediate locations. The Antenna Cable supplies a Radio Frequency link for Communicating within the tunnel area to trains and emergency personnel.

Summary

The need for this work has been established due to the equipment reaching the end of its useful life.

The estimated cost of this project is \$4.2M and this request is for that amount.

Proposed Program of Projects Federal Fiscal Year 2008

Agency Metro-North Railroad	ACEP ID M5040112
Project Name Vital Processor System - GCT	Planning Number / PIN

Object/Purpose of Project
This project replaces the twelve vital processor systems located in five signal houses within Grand Central Terminal, including their associated communications infrastructure. Vital microprocessor systems control all wayside logic for the signal system, and have reached the end of their useful life.

A properly functioning Signal System is essential to on-time performance and to control train movement within Grand Central Terminal.

Units/Locations/Limits
There are twelve existing vital processor systems housed in five Central Instrument Locations (CIL's) located at the upper level of Grand Central Terminal

Summary
The estimated cost of this project is \$6.5 million and this request is for that amount.

Proposed Program of Projects Federal Fiscal Year 2008

Agency	ACEP ID
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Metro-North Railroad

M5040116

Project Name	Planning Number / PIN
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Replace Interlocking/Siding West of Hudson

Object/Purpose of Project

This project involves the replacement of Central Instrument Location (CIL) signal equipment at two locations listed below.

Units/Locations/Limits

CP Harriman

CP Central Valley

Summary

The Central Instrument Location (CIL) signal equipment at two locations have reached the end of their useful life and need to be replaced. While replacing the CIL at CP Harriman, the interlocking shall be reconfigured to eliminate a delay in the block that all passenger trains making the station stop at Harriman experience. This will be accomplished by relocating the "21 switch" and "1W home signal" further west of its existing location. The benefit of the reconfiguration shall be a reduction in the scheduled running time for passenger trains en route to Port Jervis due to the elimination of the delay in block. CP Harriman and CP Central Valley shall be upgraded to a vital microprocessor system to increase the reliability and reduce maintenance costs. In addition to the CIL's, the switch machines and vital and non vital signal cable at these two locations will also be renewed.

The estimated cost of this project is \$2.1 and this request is for that amount.

Proposed Program of Projects Federal Fiscal Year 2008

Agency	ACEP ID
Metro-North Railroad	M5060103
Project Name	Planning Number / PIN

Harmon Shop and Yard

Object/Purpose of Project

The main objective of this program is to replace the antiquated Croton-Harmon Maintenance Facility, located approximately 34 miles north of Grand Central on the Hudson line. It has been determined that this facility should be replaced with four, state-of-the-art facilities in four separate phases of construction. The first and second phases of this project were funded under the previous MTA Capital Program. The first phase provided for the construction of the South Yard in Croton-Harmon and is complete. The second phase provided for the design and construction of a new maintenance of way building, communication center and addition/modification to the material distribution center. This phase is also complete.

Units/Locations/Limits

This project is for Phase III, construction of a new coach shop and locomotive shop, and design and construction of a wheel true facility.

Summary

Phase III includes the construction of three major elements.

-A new Coach Shop (Approx. 110,000 SF) will include two consist maintenance tracks, one scheduled periodic inspection track, three unscheduled repair tracks, a truck repair shop, parts storage area, and all required office, employee welfare and support facilities. The shop will be a double-ended, run-through facility with the capacity to inspect or repair a total of 25 push-pull coaches or 24 EMU's simultaneously. The shop will be located south of the Croton Point Avenue Bridge and west of the new South Yard.

-A new Locomotive Shop (Approx. 67,000 SF) will be located directly west of the Coach Shop. The shop will be configured as a double ended, run-through facility with the capacity to inspect or repair a total of 11 locomotives simultaneously. A locomotive wash area will be provided on the south end of the progressive inspection track.

-Wheel True Facility (Approx. 8,600 SF) This scope of work will provide for the design/build construction of a new Wheel True Facility to accommodate, mainly, the new M-7 revenue equipment. An ancillary benefit will be the ability to more efficiently "true" wheels of the entire fleet. This facility will house a dual automatic computerized numerically controlled Under Floor Tandem Wheel Lathe (UFWL) that will be used to prepare and precision grind tandem wheel sets to strict Metro-North tolerances. It will be attached to the existing Harmon wheel true building at the north end of the yard.

The estimated cost of this project is \$355.4 million. This request is for \$250.0 million.

Proposed Program of Projects Federal Fiscal Year 2008

Agency	ACEP ID
Long Island Bus	
Project Name	Planning Number / PIN
CNG Bus Purchase	8255-9
Object/Purpose of Project	
Purchase replacement and expansion buses, and associated spare parts.	
Units/Locations/Limits	
51-40' CNG Buses	

Summary
LI Bus requests capital funds to purchase up to 47 - 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 4 - 40' CNG buses for expansion to provide the required capacity of the fixed route service. 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 \$21.4 million and this request is for \$17.12 million.

Proposed Program of Projects Federal Fiscal Year 2008

Agency	ACEP ID
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Long Island Bus

Project Name	Planning Number / PIN
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Paratransit Buses

8256-6

Object/Purpose of Project

Paratransit Bus Replacement

Units/Locations/Limits

29 replacement vehicles.

Summary

Long Island Bus requests funds to purchase twenty-nine replacement paratransit buses to provide the required capacity of the paratransit service.

The total cost of this project is \$3.0 million and this request is for \$2.4 million.

Proposed Program of Projects Federal Fiscal Year 2008

Agency Long Island Bus	ACEP ID
Project Name Engineering Design Services	Planning Number / PIN 8257-2
Object/Purpose of Project Retention of engineering and design services.	
Units/Locations/Limits LI Bus Facilities	

Summary
Engineering and design services are needed to support LI Bus' in-house staff for the capital program. LI Bus requests capital funds for engineering and design services for planning, preliminary design, code requirement verification, computer aided design, and other general engineering support services.

The total cost of this project is \$0.5 million and this request is for \$0.4 million.

Proposed Program of Projects Federal Fiscal Year 2008

Agency Long Island Bus	ACEP ID
Project Name ITS Planning & Multi-Modal Coordination	Planning Number / PIN 8257-5
Object/Purpose of Project Planning and design for Intelligent Transportation System (ITS) Multi-Modal coordination.	
Units/Locations/Limits LI Bus and other passenger facilities	

Summary
Engage in information system coordination between Long Island Rail Road and Long Island Bus at key intermodal transfer points resulting in advanced customer information deployment. Integration of a shared data coordination system between LI Bus and LIRR to facilitate operations information sharing will enhance the use of alternative transportation modes and improve transportation mobility to customers. The project will make recommendations to deploy technology to allow customers to receive intermodal information on arrivals, departures, and connections at intermodal facilities. The project will also allow for trip planning through kiosks. ITS includes electronics, communications, or information processing used singly or in combination to improve the efficiency or safety of a surface transportation system.

The total cost of this project is \$1.5 million and this request is for \$1.2 million.

Proposed Program of Projects Federal Fiscal Year 2008

Agency	ACEP ID
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Long Island Bus

Project Name	Planning Number / PIN
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Training Systems Equipment

8257-6

Object/Purpose of Project

To procure training materials to provide the required range of training services.

Units/Locations/Limits

LI Bus Facilities

Summary

Training material, equipment and software is needed to support the organizational needs, and supplement bus simulation training for accident reconstruction, security and customer service. Simulation expansion will maximize on the efficiencies of new technologies in communications, operations, and intelligent transportation systems.

The total cost of this project is \$0.7 million and this request is for \$0.56 million.

Proposed Program of Projects Federal Fiscal Year 2008

Agency	ACEP ID
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Long Island Bus

Project Name	Planning Number / PIN
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ITS En-Route Customer Information System, Ph. I

8257-7

Object/Purpose of Project

Development and deployment of an en-route passenger information system.

Units/Locations/Limits

Long Island Bus service area.

Summary

Provide real-time and transit information to customers and passengers at bus stops, terminals, and train stations, etc. The deployment will be accomplished in two phases through LIB's communications center to field communication systems at priority bus stops, display monitors, kiosks, remote access, etc.

The total cost of this project is \$2 million and this request is for \$1.6 million.

Proposed Program of Projects Federal Fiscal Year 2008

Agency	ACEP ID
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Long Island Bus

Project Name	Planning Number / PIN
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MIS Upgrade Hardware/Software

8257-8

Object/Purpose of Project

To provide reliable service to customers and maintain functional operations of the Management Information Systems (MIS) by upgrading hardware and software.

Units/Locations/Limits

LI Bus Administrative Facility

Summary

To maintain and support the existing and expanding infrastructure, and to keep pace with technology changes, upgraded hardware and software is required. Business and disaster recovery projects requiring upgraded network services to support the applications and processes will be implemented.

The total cost of this project is \$1.2 million and this request is for \$0.96 million.

Proposed Program of Projects Federal Fiscal Year 2008

Agency	ACEP ID
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Long Island Bus

Project Name	Planning Number / PIN
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Non-Revenue/Service Support Equipment

8258-2

Object/Purpose of Project

To maintain LI Bus assets in a state of good repair.

Units/Locations/Limits

LI Bus Facilities

Summary

This project will replace and maintain in a state of good repair the aging non-revenue vehicles, and service support equipment that are beyond their useful life. Vehicles to be replaced consist of various dispatch patrol vehicles as well as utility/maintenance vehicles.

The total cost of this project is \$1.5 million and this request is for \$1.2 million.

Proposed Program of Projects Federal Fiscal Year 2008

Agency	ACEP ID
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Long Island Bus

Project Name	Planning Number / PIN
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Facility Capital Replacement/Modification

8258-4

Object/Purpose of Project

To maintain and refurbish the operating facilities.

Units/Locations/Limits

LI Bus Facilities

Summary

LI Bus requests capital funds to purchase and install miscellaneous facility items to perform facility modifications, and maintain the operating facilities in a state of good repair. The facilities will require shop improvements such as heating, ventilation, air conditioning, compressor material, maintenance improvements, refurbishment, and security enhancements.

The total cost of this project is \$1.2 million and this request is for \$0.96 million.

Proposed Program of Projects Federal Fiscal Year 2008

Agency	ACEP ID
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Long Island Bus

Project Name	Planning Number / PIN
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Preventive Maintenance

8258-8

Object/Purpose of Project

To maintain LI Bus revenue fleet and support facilities in a state of good repair.

Units/Locations/Limits

LI Bus facilities.

Summary

In accordance with the Federal Transit Administration's policy of permitting the capitalization of preventive maintenance activities, LI Bus requests capital funds to maintain the revenue fleet and support facilities in a state of good repair by conducting a preventive maintenance program.

The total cost of this project is \$6.5 million and this request is for \$5.2 million.

Proposed Program of Projects Federal Fiscal Year 2008

Agency	ACEP ID
MTA Bus	
Project Name	Planning Number / PIN
Engineering Design Services	C-001-07
Object/Purpose of Project	
Retention of engineering and design services.	
Units/Locations/Limits	
MTA Bus Facilities	

Summary

Engineering and design services are needed to support MTA Bus' in house staff for Capital Program projects. MTA Bus requests capital funds for engineering and design services for planning, preliminary design, code requirement verification, computer aided design and other general engineering support services. These designs will incorporate future capital plans for the depots. Some of the design work may incorporate environmental remediations. Some immediate work ready for design includes but is not limited to the replacement of bus washers and major structural repairs at the depots.

This project budget is \$10.0M and the federal request is \$3.0M.

Proposed Program of Projects Federal Fiscal Year 2008

Agency	ACEP ID
MTA Bus	
Project Name	Planning Number / PIN
Relocation of Tanks & Bus Wash	C-002-07
Object/Purpose of Project	
Relocate fueling tanks and bus wash to enable indoor fueling	
Units/Locations/Limits	
Eastchester Depot	

Summary

This project will construct a one step service location where the buses can be fueled, serviced with fluids and washed in one area protected from the elements. This vehicle maintenance currently requires three steps including: outdoor fueling (without a canopy), trucks fill buses that are parked with bulk fluids, and an obsolete bus wash in another section of the building. This project will upgrade these functions at one location to provide more efficient service to all buses. The design and scope development of this project will be done with local funding. MTA Bus will do all work as permitted by the leasehold agreements.

The budget for this project is \$8.0M and this request is for \$2.0M.

Proposed Program of Projects Federal Fiscal Year 2008

Agency	ACEP ID
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MTA Bus

Project Name	Planning Number / PIN
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Replace Shop Equipment

C-003-007

Object/Purpose of Project

Replace obsolete shop equipment that has exceeded its useful life.

Units/Locations/Limits

JFK and LaGuardia Depots.

Summary

MTA Bus has identified outdated shop equipment that is in need of replacement. The useful life of this equipment has been exceeded. Examples of the equipment include bus washers and air compressors.

The budget for this project is \$5.0M and this request is for \$2.0M

Proposed Program of Projects Federal Fiscal Year 2008

Agency	ACEP ID
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MTA Bus

Project Name	Planning Number / PIN
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Heating & Ventilation

C-004-07

Object/Purpose of Project

Supply adequate heat and ventilation in shop & fueling areas.

Units/Locations/Limits

JFK,
LaGuardia,
Far Rockaway,
Bailey Park, and
Eastchester

Summary

Install heat recovery ventilation units to supply adequate heat and ventilation in various areas of the five depots. The new equipment will provide adequate air exchanges as per MTA Bus depot guidelines. Proper air exchanges are necessary for a safe and comfortable working environment. Energy efficient heat recovery units will be included to reduce heat loss. MTA Bus will do all work as permitted by the leasehold agreements. The design of the project may require environmental remediation. The design for a portion of this project will be done with local funding.

The budget for this project is \$12.0M and this request is for \$5.0M.

Proposed Program of Projects Federal Fiscal Year 2008

Agency	ACEP ID
MTA Bus	
Project Name	Planning Number / PIN
Electrical Upgrades & Generators	C-005-07
Object/Purpose of Project	
Supply six depots with adequate electric power.	
Units/Locations/Limits	
JFK, LaGuardia, Far Rockaway, Bailey Park, Eastchester, and Yonkers	

Summary
Install emergency generators at six depot locations to provide electric service during power interruptions and other emergencies. Specific equipment and scopes will vary for each location depending on load distribution and current size of electrical feed. All work will be coordinated with the local utility provider. With the exception of Yonkers, MTA Bus will do all work as permitted by the leasehold agreements. The design of the project may require environmental remediation.

The project budget is \$10.0M and this request of for \$5.0M.

Proposed Program of Projects Federal Fiscal Year 2008

Agency MTA Bus	ACEP ID
Project Name College Point Annex	Planning Number / PIN C-006-07
Object/Purpose of Project Build an annex to College Point on the existing property	
Units/Locations/Limits College Point Bus Depot	

Summary
This project is a design/build contract to construct a new annex building at the College Point Bus Depot. The new building will include facilities for specialized shop work, record retention and storage, and office/administrative space. The current facilities lack the space to accommodate these functions.

MTA Bus has identified space within the existing property for construction of this new building.

This project budget is \$12.0M and this request is for \$3.0M.

Proposed Program of Projects Federal Fiscal Year 2008

Agency	ACEP ID
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MTA Bus

Project Name	Planning Number / PIN
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Miscellaneous Shop/Depot Improvements

C-007-08

Object/Purpose of Project

To make miscellaneous shop and depot improvements.

Units/Locations/Limits

MTA Bus Facilities

Summary

MTA Bus will make miscellaneous shop and depot improvements to its facilities. These may include the following:

- replacement of capitally eligible equipment that has exceeded its useful life or is otherwise obsolete,
- improving facilities for better environmental performance,
- rehabilitating or upgrading building systems, and
- environmental remediations.

Specific scopes of work will be developed for work in this project as facility and equipment evaluations are completed.

This request is for \$8.0M.