

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

**Capital Projects Public Hearing**

**Tuesday, February 6, 2024**

**6:00 P.M.**

**In Person and Virtually via Zoom Online Platform**

**Request for Federal Financial Assistance**

**Under the Federal Transportation Authorization**

**For**

**Federal Fiscal Year 2024 Capital 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)**

**MTA BUS COMPANY (MTA BUS)**

**MTA CAPITAL CONSTRUCTION AND DEVELOPMENT COMPANY (MTA C&D)**



The purpose of the hearing is to receive public comment on the Metropolitan Transportation Authority's (MTA) requests for financial assistance from the Federal Transit Administration (FTA) of the U.S. Department of Transportation pursuant to the United States Code Title 49 sections 5307, 5309, 5337, 5339, 5340 and/or funds available for transit use under 49 U.S.C. 5300 et seq. 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), MTA Capital Construction and Development Company (MTA C&D) and MTA Bus Company (MTA Bus). The MTA particularly solicits and encourages the participation of private transportation providers and invites their comments and feedback. 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 provided for in Section 23 USC 120 (i), 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), or city and State-owned property. Any property acquisition or relocation that may be required for NYCTA, MaBSTOA, LIRR, MNR, MTA C&D 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 will conform to comprehensive land use and transportation planning for the New York metropolitan area. The projects have been or expected to 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 projects included in this hearing are part of the approved 2015-2019 and 2020-2024 Capital Programs.

The NYCTA, MaBSTOA, LIRR, MNR, 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**

### **I. Section 5307 Requests**

In Federal Fiscal Year 2023, MTA received \$868.2 million of Section 5307 funds. MTA used those funds for NYCTA, MaBSTOA, LIRR, MNR and MTA Bus projects. MTA's share of the FFY 2024 apportionment is not yet available.

MTA proposes to:

- A) Submit capital projects to request some, or all of the Section 5307 funds for prior Federal Fiscal Years 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 under Sections 5337 and 5339 of 49 U.S.C. 5300 of the Bipartisan Infrastructure Law.**

- A) In Federal Fiscal Year 2023, MTA received \$1.155 billion of Section 5337 State of Good Repair and \$26.717 million of Section 5339 Bus and Bus Facilities funds. The apportionments for Federal Fiscal Year 2024 are not yet 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 Title 49 U.S.C. 5300 of the Bipartisan Infrastructure Law as appropriate, and for adjustments to these programs.

**DATE AND TIME OF THE PUBLIC HEARING**

**2024 CAPITAL PROJECTS PUBLIC HEARING**

Date: Tuesday, February 6, 2024

Time: 6:00 P.M.

Location: In person at 2 Broadway, 20<sup>th</sup> Floor William J. Ronan Board Room and Virtually on Zoom

**Public Hearing Format**

This will be a hybrid hearing with in-person participation as well as via Zoom’s online platform and conference call feature, with a livestream available on the MTA 2024 Capital Projects hearing website <https://new.mta.info/2024-capital-projects-hearing>.

Those interested in speaking must pre-register to speak at the public hearing. Each registered speaker will have two (2) minutes to speak.

**Registering for the Hybrid Public Hearing**

To register to speak at the hybrid public hearing, please sign up to comment either in-person, online at <https://new.mta.info/2024-capital-projects-hearing> or call the Public Hearing Hotline at (646) 252-6777. All comments will be transcribed and made part of the permanent record of this hearing.

### **Joining the Public Hearing**

If you are registered to speak, you may join the Zoom webinar either online, in-person or by phone following these instructions:

#### **Join Zoom Webinar Online:**

To access the Zoom webinar online, visit the website: <https://new.mta.info/2024-capital-projects-hearing>. You can also go to [zoom.us/join](https://zoom.us/join) and enter the Webinar 826 9778 6527

#### **Join by PC/Tablet/Smartphone:**

Join link: [https://mta-info.zoom.us/j/826 9778 6527](https://mta-info.zoom.us/j/82697786527)- Webinar ID: 826 9778 6527

#### **Join Zoom Webinar by Telephone:**

To access the Zoom webinar by telephone, please call 1-877-853-5247 (toll-free). Then enter Webinar ID: 826 9778 6527, followed by the pound (#) sign.

#### **View Only Online:**

Members of the public who wish only to view the hearings may access the event live at [\*\*https://new.mta.info/2024-capital-projects-hearing\*\*](https://new.mta.info/2024-capital-projects-hearing).

### **To Submit Comments**

**All written comments must be submitted by 6:00 p.m. on February 6, 2024.** Comments received after that date and time will not be considered.

### **To View a Copy of the Complete MTA Program of Projects**

A complete list of projects eligible for funding under this proposal is available onsite and on the MTA Website at [\*\*https://new.mta.info/2024-capital-projects-hearing\*\*](https://new.mta.info/2024-capital-projects-hearing)

Information on public viewing locations and on the projects eligible for funding can be found on the MTA website or by contacting the MTA at the address below. The MTA will also make the final program of projects available on its website <https://new.mta.info/transparency/grant-management> for Section 5307 funded projects when the FTA awards the Federal Fiscal Year 2024 grants.

## **Additional Ways to Comment or Request Information**

### **For More Information, to Pre-Register to Speak, or to Submit Comments**

Those wishing to be heard at the Public Hearing must register in advance. Email comments will be accepted online on the MTA website <https://new.mta.info/2024-capital-projects-hearing> or in person at the hearing or by dialing (646) 252-6777. Telephone agents are available from 6 a.m. to 10 p.m. daily. Verbal presentations will be limited to two (2) minutes. You may present verbal testimony or submit written statements in lieu of or to supplement oral testimony concerning the proposed projects. To submit comments, for additional information, or to request copies of the application and final program of projects to be submitted to the FTA, letters should be addressed to, **MTA Capital Program Funding / Grants Management, RE: 2024 Capital Projects Public Hearing, 2 Broadway, C15.11, New York, NY 10004.**

**All letters must be postmarked by February 6, 2024.** Comments received after that date will not be considered.

### **Accessibility and Language Assistance Services**

At the public hearing, CART Captioning and American Sign Language services will be available. Members of the public who are deaf or hard of hearing can use their preferred relay service or the free 711 relay service, and then request to be connected to the Public Hearing Hotline at (646) 252-6777.

Members of the public who are blind or have low vision can request accommodations on or before February 1, 2024, by submitting a request online at <https://new.mta.info/2024-capital-projects-hearing> or by calling the Public Hearing Hotline at (646) 252-6777.

Members of the public who do not have access to a computer or to the Internet, can dial in to the hearing by calling the Zoom webinar at 1-877-853-5247 (toll-free) then enter Webinar ID: 826 9778 6527, followed by the pound (#) sign. If language assistance or any other accommodations are required, please submit a request at least three business days before the hearing date in one of the following ways:

1. Online at <https://new.mta.info/2024-capital-projects-hearing>
2. Calling the Public Hearing Hotline at (646) 252-6777, or by
3. Sending a letter to, **MTA Capital Program Funding / Grants Management, RE: 2024 Capital Projects Public Hearing, 2 Broadway, C15.11, New York, NY 10004.**

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. As of 2020, MTA Capital Construction Company (MTACC) became the MTA Capital Development and Construction Company (MTA C&D) and projects previously identified with it will be referenced as Network Expansion.

Legal Names:

New York City Transit Authority

Manhattan and Bronx Surface Transit Operating Authority

The Long Island Rail Road Company

Metro-North Commuter Railroad Company

Metropolitan Transportation Authority Bus Company

MTA Capital Construction and Development Company

Popular Name:

MTA New York City Transit

MaBSTOA

MTA Long Island Rail Road

MTA Metro-North Railroad

MTA Bus

MTA C&D



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## Federal Fiscal Year 2024

ACEP ID/Agency PIN	Project/Project Description	Estimated Federal Request (\$M)	Page
<b>NEW YORK CITY TRANSIT</b>			
<b>Subway Cars</b>			
T8010103	Purchase Subway Cars	\$1,400.00	1
	<b>Subtotal</b>	<b>\$1,400.00</b>	
<b>Bus Replacement</b>			
T8030201	Purchase Normal Replacement of Buses	\$400.00	2
	<b>Subtotal</b>	<b>\$400.00</b>	
<b>Stations</b>			
T8040714	Replace Various Escalators at Broadway Junction Complex	\$60.00	3
T8041234	Platform Components Investment: Broadway Junction Complex	\$15.00	4
T80412XX	Station Work: System-wide	\$400.00	5
T8041310	ADA Myrtle Av / Jamaica Line	\$80.00	6
T8041316	ADA Norwood Avenue / Jamaica Line	\$80.00	7
T8041320	ADA Avenue I / Culver	\$85.00	8
T8041346	ADA: Broadway Junction Complex (JAM, CNR, FUL)	\$375.00	9
T8041376	ADA Burnside Av / Jerome Avenue	\$85.00	10
T80413XX	Station Accessibility: System-wide	\$350.00	11
T80413XX	ADA Package 5: System-Wide	\$200.00	12
T80413XX	ADA Package 7: System-Wide	\$250.00	13
T80413XX	ADA Package 8: System-Wide	\$450.00	14
T80413XX	ADA Package 9: System-Wide	\$125.00	15
T80413XX	ADA Package 10: System-Wide	\$425.00	16
	<b>Subtotal</b>	<b>\$2,980.00</b>	
<b>Line Equipment</b>			
T80605XX	Line Equipment Rehabilitation: System-wide	\$200.00	17
	<b>Subtotal</b>	<b>\$200.00</b>	
<b>Line Structures</b>			
T80703XX	Line Structure Rehabilitation: System-wide	\$350.00	18
	<b>Subtotal</b>	<b>\$350.00</b>	
<b>Signals and Communications</b>			
T80803XX	System-wide Signal Improvements: Various Locations	\$250.00	19
T80806XX	Communication Modernization: Various Locations	\$325.00	20
	<b>Subtotal</b>	<b>\$575.00</b>	
<b>Power</b>			
T80902XX	Substations: System-wide	\$100.00	21
T80904XX	Power Distribution: System-wide	\$225.00	22
	<b>Subtotal</b>	<b>\$325.00</b>	
<b>Shops</b>			
T81004XX	Shops and Yards	\$300.00	23
	<b>Subtotal</b>	<b>\$300.00</b>	
<b>Depots</b>			
T81203XX	Depot Rehabilitation & Reconstruction	\$50.00	24
	<b>Subtotal</b>	<b>\$50.00</b>	
<b>Misc./Emergency</b>			
T816XX	MIS / Employee Facilities	\$100.00	25
TBD	Bus Fleet & Subway Car Equipment State of Good Repair Investment	\$100.00	26
	<b>Subtotal</b>	<b>\$200.00</b>	
<b>New York City Transit Total</b>		<b>\$6,780.00</b>	

**LONG ISLAND RAILROAD****Stations**

L8020409	ADA Hollis Station	\$60.93	27
L8020412	ADA Forest Hills	\$90.68	28
L8020413	ADA Copiague Station	\$4.37	29
L8020420	ADA Amityville Station	\$4.38	30
L8020422	ADA Massapequa Park Station	\$4.37	31
L8020423	ADA Lindenhurst Station	\$4.38	32
L8020424	Valley Stream Escalator / Elevator Replacement	\$23.70	33
L8020425	Auburndale Elevator Replacement	\$7.90	34
L8020426	Babylon Station Platform Replacement	\$155.00	35

<b>Subtotal</b>	<b>\$355.71</b>	
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**Track**

L8030109	2024 Annual Track Program	\$50.50	36
L8030403	JCI - Hall Interlocking Expansion	\$18.60	37

<b>Subtotal</b>	<b>\$69.10</b>	
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**Power**

L8070103	Power Component Repairs and Replacements	\$31.80	38
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<b>Subtotal</b>	<b>\$31.80</b>	
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**Miscellaneous**

TranTech	Transit Technical Assistance	\$0.50	39
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<b>Subtotal</b>	<b>\$0.50</b>	
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<b>Long Island Rail Road Total</b>	<b>\$457.11</b>	
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**METRO-NORTH RAILROAD****Rolling Stock**

M801-01-01	M-9A Procurement	\$484.64	40
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<b>Subtotal</b>	<b>\$484.64</b>	
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**Stations**

M802-01-01	GCT Trainshed	\$92.10	41
M802-01-05	GCT Fire & Sprinkler Standpipe Replacement Phase II	\$13.40	42
M802-01-07	PAT Exit Repairs, E.59th Street	\$3.21	43
M802-02-02	Harlem Line Station Renewal - Design	\$10.00	44
M802-02-05	Ludlow Station Accessibility Improvements	\$1.88	45
M802-02-07	Small Business Mentoring Program - Stations	\$11.49	46
M802-03-02	Small Business Mentoring Program - Parking	\$3.35	47

<b>Subtotal</b>	<b>\$135.43</b>	
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**Track and Structures**

M803-01-03	Turnouts: Mainline/High Speed/GCT Turnouts/Yards & Sidings/Insulated Joints	\$36.63	48
M803-01-04	Rock Slope Remediation - East of Hudson	\$1.04	49
M803-01-06	ROW Drainage Improvements	\$4.00	50
M803-01-07	Maintenance of Way Equipment	\$28.09	51
M803-01-12	2024 Cyclical Track Program	\$32.90	52
M803-02-01	Park Avenue Viaduct Replacement	\$250.00	53
M803-02-04	Railtop Culverts	\$1.54	54
M803-02-06	Replace Timber Undergrade Bridge	\$2.12	55
M803-03-01	West of Hudson Rock Slope Remediation – Pt Jervis Line	\$11.37	56
M803-03-02	West of Hudson Track Program	\$9.27	57
M803-03-03	West of Hudson Undergrade Bridge – Port Jervis Line	\$9.86	58
M803-03-04	Moodna/Woodbury Viaduct Repairs	\$36.19	59
M803-03-06	Small Business Mentoring Program - West of Hudson	\$5.68	60
M803-03-07	West of Hudson Capacity Improvements – Port Jervis Line	\$100.00	61
M803-03-08	West of Hudson Infrastructure Improvement	\$40.00	62

<b>Subtotal</b>	<b>\$568.69</b>	
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**Communications and Signals**

M804-01-04	Network Infrastructure	\$2.32	63
M804-01-05	Station PA System	\$2.01	64
M804-01-08	CCTV	\$2.50	65
M804-01-09	Grade Crossing Improvements	\$3.00	66

<b>Subtotal</b>	<b>\$9.83</b>	
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<b>Power</b>			
M805-01-06	Hudson Line Track 1 Electrification	\$40.44	67
M805-01-09	NHL Pelham Substation Replacement	\$18.85	68
	<b>Subtotal</b>	<b>\$59.29</b>	
<b>Shops and Yards</b>			
M806-01-03	Small Business Mentoring Program - Shops & Yards	\$2.72	69
	<b>Subtotal</b>	<b>\$2.72</b>	
<b>Miscellaneous</b>			
M808-01-05	Program Administration	\$10.85	70
M808-01-08	Systemwide Security Initiatives	\$21.84	71
	<b>Subtotal</b>	<b>\$32.69</b>	
	<b>Metro-North Railroad Total</b>	<b>\$1,293.29</b>	
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<b>MTA BUS</b>			
<b>Facilities</b>			
U8030210	Non-Revenue Vehicles - 2020-2024	\$1.60	72
U8030214	Project Administration - 2020-2024	\$3.27	73
U8030226	Design/Engineering Management Services - 2020-2024	\$1.76	74
U8030235	Construction Management Services - 2020	\$0.57	75
	<b>Subtotal</b>	<b>\$7.19</b>	
	<b>MTA Bus Total</b>	<b>\$7.19</b>	
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<b>CAPITAL CONSTRUCTION COMPANY</b>			
<b>Penn Station Access</b>			
G7110101	Penn Station Access - Pre Design	\$9.20	76
G7110102	Penn Station Access - Project Management	\$40.50	77
G7110104	Penn Station Access - Track and Structures (Interlocking)	\$1.10	78
G7110107	Penn Station Access - Stations	\$24.20	79
G7110110	Penn Station Access - Engineering Consulting Services	\$38.30	80
G7110111	Penn Station Access - Force Account	\$6.60	81
G7110112	Penn Station Access - Design Build Construction - Demolition	\$19.30	82
G7110113	Penn Station Access - Arts at Stations	\$3.00	83
G7110199	Penn Station Access - Project Reserve	\$2.20	84
G8110102	Penn Station Access - Program Management	\$14.40	85
G8110103	Penn Station Access - Construction Management	\$112.30	86
G8110108	Penn Station Access - Shops and Yards Construction - New Rochelle Yard	\$117.50	87
G8110111	Penn Station Access - Force Account	\$174.90	88
G8110112	Penn Station Access - Real Estate Management	\$131.10	89
G8110113	Penn Station Access - Controlled Insurance	\$105.20	90
G8110114	Penn Station Access - Design Build Construction Services	\$1,199.80	91
G8110199	Penn Station Access - Construction Reserve	\$94.10	92
	<b>Subtotal</b>	<b>\$2,093.70</b>	
<b>Penn Reconstruction</b>			
G81501XX	Penn Station Reconstruction – Design Services	\$96.00	93
	<b>Subtotal</b>	<b>\$96.00</b>	
<b>Miscellaneous</b>			
G8XXXXXX	Interborough Express	\$32.00	94
	<b>Subtotal</b>	<b>\$32.00</b>	
	<b>MTA Capital Construction &amp; Development Total</b>	<b>\$2,221.70</b>	
	<b>MTA GRAND TOTAL</b>	<b>\$10,759.29</b>	

# Proposed Program of Projects Federal Fiscal Year 2024

**Agency**

New York City Transit

**ACEP ID**

T8010103

**Project Name**

Subway Cars

**Planning Number / PIN**

**County/Borough:** Multiple

**Zip Code** Multiple

**Object/Purpose of Project**

The purpose of this initiative is to purchase B-Division subway cars for normal replacement and growth.

**Units/Locations/Limits**

Railcar / system-wide

**Summary**

The purpose of this initiative is to purchase up to 437 B-Division subway cars for normal replacement and growth. The purchase will include a mix of Type "A" cars which contain a train operator cab, and Type "B" cars which do not contain a train operator cab.

Anticipated features of these cars:

- Compatibility with latest signal technology
- Full ADA compliance
- On-board travel information system/display
- LED lighting

The total budget for this project is \$1.40 billion. This request is for \$1.40 billion.

# Proposed Program of Projects Federal Fiscal Year 2024

<b>Agency</b> New York City Transit	<b>ACEP ID</b> T8030201
<b>Project Name</b> Purchase Normal Replacement Buses	<b>Planning Number / PIN</b>
<b>County/Borough:</b> Multiple	<b>Zip Code</b> Multiple

## Object/Purpose of Project

The purpose of this initiative is to purchase up to 245 articulated and up to 92 CNG express buses, replacing buses that are reaching the end of their useful life. The initiative will also purchase up to 10 battery-electric buses for a test-and-evaluate program to support battery-electric buses at various depot locations.

## Units/Locations/Limits

NR Bus Replacement / System-wide

## Summary

This initiative will purchase normal replacement buses and new alternative-energy technology buses for NYCT.

All buses will have a 12-year useful life. All buses will follow the MTA's standards and will meet or exceed the Environmental Protection Agency (EPA) emissions standards as well as ADA standards. In addition, work will be performed in various depots improving the infrastructure and upgrading the electrical systems to support charging battery-electric buses.

The total budget for this project is \$400.0 million. This request is for \$400.0 million.

# Proposed Program of Projects Federal Fiscal Year 2024

<b>Agency</b> New York City Transit	<b>ACEP ID</b> T8040714
<b>Project Name</b> Replace Various Escalators at Broadway Junction Complex	<b>Planning Number / PIN</b>
<b>County/Borough:</b> Brooklyn	<b>Zip Code</b> 11233

**Object/Purpose of Project**  
The purpose of this initiative is to replace three escalators at Broadway Junction Complex.

**Units/Locations/Limits**  
Escalator / Broadway Junction Complex

**Summary**  
This initiative includes replacing the three existing escalators at Broadway Junction and will include the replacement of controllers, the status monitoring system, and electrical panels. This project will replace all escalators that have reached the end of the useful life and will bring the escalators to a state of good repair.

The total budget for this project is \$60.0 million. The request is for \$60.0 million.

# Proposed Program of Projects Federal Fiscal Year 2024

**Agency**

New York City Transit

**ACEP ID**

T8041234

**Project Name**

Platform Components Investment: Broadway Junction Complex

**Planning Number / PIN**

**County/Borough:** Brooklyn

**Zip Code** 11233

**Object/Purpose of Project**

The purpose of this initiative is to repair or replace select platform components at Broadway Junction Complex.

**Units/Locations/Limits**

Platform Components / Broadway Junction Complex

**Summary**

The scope for platform components initiatives may include platform columns, platform floors, platforms edges, and other platform elements. This work will be performed in conjunction with the ADA accessibility work at Broadway Junction.

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



# Proposed Program of Projects Federal Fiscal Year 2024

<b>Agency</b> New York City Transit	<b>ACEP ID</b> T80412XX
<b>Project Name</b> Station Work: System-wide	<b>Planning Number / PIN</b>
<b>County/Borough:</b> Multiple	<b>Zip Code</b> Multiple

**Object/Purpose of Project**  
The purpose of this initiative is to rehabilitate stations, either by full renewal, repair, or replacement of components.

**Units/Locations/Limits**  
Station Renewal / Platform Components / Station Ventilators / Misc. Component Work / Various Stations, System-wide

**Summary**  
The scope for Station Work initiatives may include renewal, rehabilitation, repair, or replacement of station structures, exterior/interior stairs, doors and windows, interior/exterior walls, platforms, edges, and canopies as required. Stations may also be painted/water-proofed. Some of the work may be performed at ADA-accessible stations as part of an ADA accessibility initiative or as part of the Small Business Mentoring Program (SBMP).

- Various stations system-wide may include:
- 7 Av-53 St in Manhattan, 6 Av Line, serving B, D,E
  - E 149 St in Bronx, Pelham Line, serving 6
  - 3 Av-138 St in Bronx, Pelham Line, serving 6
  - 242 St in Bronx, BW7 Line, serving 1
  - Brook Av in Bronx, Pelham Line, serving 6
  - Neptune Av in Brooklyn, Culver Line, serving F
  - Fort Hamilton Pkwy in Brooklyn, West End Line, serving N
  - 179 St in Queens, QBL, serving F
  - Briarwood in Queens, QBL, serving E,F

The total budget for this project is \$400.0 million. This request is for \$400.0 million.

# Proposed Program of Projects Federal Fiscal Year 2024

**Agency**

New York City Transit

**ACEP ID**

T8041310

**Project Name**

ADA Myrtle Av / Jamaica Line

**Planning Number / PIN**

**County/Borough:** Brooklyn

**Zip Code** 11206

**Object/Purpose of Project**

The purpose of this initiative is to provide full Americans with Disabilities (ADA) accessibility at the Myrtle Avenue Station.

**Units/Locations/Limits**

Station / Jamaica Line

**Summary**

This initiative will provide full ADA station accessibility at the Myrtle Ave Station on the Jamaica Line in the borough of Brooklyn. The initiative will also complete structural work and utility relocation as required to make the station accessible.

The total budget for this project is \$80.0 million. The request is for \$80.0 million.

# Proposed Program of Projects Federal Fiscal Year 2024

**Agency**

New York City Transit

**ACEP ID**

T8041316

**Project Name**

ADA Norwood Avenue / Jamaica Line

**Planning Number / PIN**

**County/Borough:** Brooklyn

**Zip Code** 11208

**Object/Purpose of Project**

The purpose of this initiative is to provide full Americans with Disabilities (ADA) accessibility at the Norwood Avenue Station.

**Units/Locations/Limits**

Station / Jamaica Line

**Summary**

This initiative will provide full ADA station accessibility at the Norwood Ave Station on the Jamaica Line in the borough of Brooklyn. The initiative will also complete structural work and utility relocation as required to make the station accessible.

The total budget for this project is \$80.0 million. The request is for \$80.0 million.

# Proposed Program of Projects Federal Fiscal Year 2024

<b>Agency</b> New York City Transit	<b>ACEP ID</b> T8041320
<b>Project Name</b> ADA Avenue I / Culver	<b>Planning Number / PIN</b>
<b>County/Borough:</b> Brooklyn	<b>Zip Code</b> 11230

**Object/Purpose of Project**  
The purpose of this initiative is to provide full Americans with Disabilities (ADA) accessibility at the Avenue I Station.

**Units/Locations/Limits**  
Station / Culver Line

**Summary**  
This initiative will provide full ADA station accessibility at the Avenue I Station on the Culver Line in the borough of Brooklyn. The initiative will also complete structural work and utility relocation as required to make the station accessible.

The total budget for this project is \$85.0 million. The request is for \$85.0 million.

# Proposed Program of Projects Federal Fiscal Year 2024

<b>Agency</b> New York City Transit	<b>ACEP ID</b> T8041346
<b>Project Name</b> ADA: Broadway Junction Complex (JAM, CNR, FUL)	<b>Planning Number / PIN</b>
<b>County/Borough:</b> Brooklyn	<b>Zip Code</b> 11233

**Object/Purpose of Project**  
The purpose of this initiative is to provide full Americans with Disabilities (ADA) accessibility at the Broadway Junction Complex (Jamaica, Canarsie and Fulton Lines)

**Units/Locations/Limits**  
Station / JAM, CNR, FUL Line

**Summary**  
This initiative will provide full ADA station accessibility at the Broadway Junction Complex (Jamaica, Canarsie and Fulton Lines) in the borough of the Brooklyn. The initiative will also complete structural work and utility relocation as required to make the station accessible.

The total budget for this project is \$375.0 million. The request is for \$375.0 million.

# Proposed Program of Projects Federal Fiscal Year 2024

**Agency**

New York City Transit

**ACEP ID**

T8041376

**Project Name**

ADA Burnside Av / Jerome Avenue

**Planning Number / PIN**

**County/Borough:** Bronx

**Zip Code** 10453

**Object/Purpose of Project**

The purpose of this initiative is to provide full Americans with Disabilities (ADA) accessibility at the Burnside Avenue Station.

**Units/Locations/Limits**

Station / Jerome Avenue

**Summary**

This initiative will provide full ADA station accessibility at the Burnside Avenue Station on the Jerome Avenue Line in the borough of Bronx. The initiative will also complete structural work and utility relocation as required to make the station accessible.

The total budget for this project is \$85.0 million. The request is for \$85.0 million.

# Proposed Program of Projects Federal Fiscal Year 2024

<b>Agency</b> New York City Transit	<b>ACEP ID</b> T80413XX
<b>Project Name</b> Station Accessibility: System-wide	<b>Planning Number / PIN</b>
<b>County/Borough:</b> Multiple	<b>Zip Code</b> Multiple

**Object/Purpose of Project**  
The purpose of this initiative is to provide full Americans with Disabilities Act (ADA) accessibility.

**Units/Locations/Limits**  
Station / System-wide

**Summary**

This initiative will provide full ADA station accessibility including installation of elevators or ramps, construction of new elevator machine rooms (EMRs) and modifications to stairs, platforms to make the station ADA accessible. The initiative will also complete structural work and utility relocation as required and will also repair or replace select deficient platform components (such as edges, floors, walls, ceilings, and columns) gates, agent booth windows, handrails, customer information screens, public toilets. Various stations system-wide will be addressed by this initiative.

Various stations system-wide may include:

- Brook Av, in Bronx, Pelham Line, serving 6
- 3Av-138 St in Bronx, Pelham Line, serving 6
- Lexington Av/59th St in Manhattan, Lexington Av Line, serving N,R,W
- Gates Av in Brooklyn, Jamaica Line, serving J,Z

The total budget for this project is \$350.0 million. This request is for \$350.0 million.

# Proposed Program of Projects Federal Fiscal Year 2024

<b>Agency</b> New York City Transit	<b>ACEP ID</b> T80413XX
<b>Project Name</b> ADA Package 5: System-Wide	<b>Planning Number / PIN</b>
<b>County/Borough:</b> Multiple	<b>Zip Code</b> Multiple

**Object/Purpose of Project**  
The purpose of this initiative is to provide full Americans with Disabilities Act (ADA) accessibility.

**Units/Locations/Limits**  
Station / System-Wide

**Summary**

This initiative will provide full ADA station accessibility including installation of elevators or ramps, construction of new elevator machine rooms (EMRs) and modifications to stairs, platforms to make the station ADA accessible. The initiative will also complete structural work and utility relocation as required and will also repair or replace select deficient platform components (such as edges, floors, walls, ceilings, and columns) gates, agent booth windows, handrails, customer information screens, public toilets. Various stations system-wide will be addressed by this initiative (Package 5).

Various stations system-wide may include:

- Broadway in Queens, Astoria Line, serving N,W
- Court Square 23 St in Queens, QBL, serving E,F
- 81 S - Museum of Natural History in Manhattan,8 Av line, serving B,C
- 242 St in Bronx, BW7 Line, serving 1

The total budget for this project is \$200.0 million. This request is for \$200.0 million.



# Proposed Program of Projects Federal Fiscal Year 2024

<b>Agency</b> New York City Transit	<b>ACEP ID</b> T80413XX
<b>Project Name</b> ADA Package 7: System-Wide	<b>Planning Number / PIN</b>
<b>County/Borough:</b> Multiple	<b>Zip Code</b> Multiple

**Object/Purpose of Project**  
The purpose of this initiative is to provide full Americans with Disabilities Act (ADA) accessibility.

**Units/Locations/Limits**  
Station / System-Wide

**Summary**

This initiative will provide full ADA station accessibility including installation of elevators or ramps, construction of new elevator machine rooms (EMRs) and modifications to stairs, platforms to make the station ADA accessible. The initiative will also complete structural work and utility relocation as required and will also repair or replace select deficient platform components (such as edges, floors, walls, ceilings, and columns) gates, agent booth windows, handrails, customer information screens, public toilets. Various stations system-wide will be addressed by this initiative (Package 7).

Various stations system-wide may include:

- 167 St in Bronx, Grand Concourse Line, serving B,D
- Wakefield-241 St in Bronx, White Plains Rd Line, serving 2
- 110 St in Manhattan, Lexington Av Line, serving 6
- Kingsbridge Rd in Bronx, Jerome Av Line, serving 4

The total budget for this project is \$250.0 million. This request is for \$250.0 million.

# Proposed Program of Projects Federal Fiscal Year 2024

<b>Agency</b>	<b>ACEP ID</b>
New York City Transit	T80413XX
<b>Project Name</b>	<b>Planning Number / PIN</b>
ADA Package 8: System-Wide	
<b>County/Borough:</b> Multiple	<b>Zip Code</b> Multiple

**Object/Purpose of Project**  
The purpose of this initiative is to provide full Americans with Disabilities Act (ADA) accessibility.

**Units/Locations/Limits**  
Station / System-Wide

**Summary**

This initiative will provide full ADA station accessibility including installation of elevators or ramps, construction of new elevator machine rooms (EMRs) and modifications to stairs, platforms to make the station ADA accessible. The initiative will also complete structural work and utility relocation as required and will also repair or replace select deficient platform components (such as edges, floors, walls, ceilings, and columns) gates, agent booth windows, handrails, customer information screens, public toilets. Various stations system-wide will be addressed by this initiative (Package 8).

- Various stations system-wide may include:
- Nostrand Av in Brooklyn, Fulton St Line, serving A, C
  - Eort Hamilton Pkwy in Brooklyn, West End Line, serving N
  - Neptune Av in Brooklyn, Culver Line, serving F
  - Jefferson St in Brooklyn, Canarsie Line, serving L
  - Clifton in Staten Island, SIR
  - 18 Av in Brooklyn, West End Line, serving N

The total budget for this project is \$450.0 million. This request is for \$450.0 million.

# Proposed Program of Projects Federal Fiscal Year 2024

<b>Agency</b> New York City Transit	<b>ACEP ID</b> T80413XX
<b>Project Name</b> ADA Package 9: System-Wide	<b>Planning Number / PIN</b>
<b>County/Borough:</b> Multiple	<b>Zip Code</b> Multiple

**Object/Purpose of Project**  
The purpose of this initiative is to provide full Americans with Disabilities Act (ADA) accessibility.

**Units/Locations/Limits**  
Station / System-Wide

**Summary**

This initiative will provide full ADA station accessibility including installation of elevators or ramps, construction of new elevator machine rooms (EMRs) and modifications to stairs, platforms to make the station ADA accessible. The initiative will also complete structural work and utility relocation as required and will also repair or replace select deficient platform components (such as edges, floors, walls, ceilings, and columns) gates, agent booth windows, handrails, customer information screens, public toilets. Various stations system-wide will be addressed by this initiative (Package 9).

- Various stations system-wide may include:
- Parsons Blvd in Queens, QBL, serving F
  - Briarwood in Queens, QBL, serving E,F

The total budget for this project is \$125.0 million. This request is for \$125.0 million.

# Proposed Program of Projects Federal Fiscal Year 2024

<b>Agency</b> New York City Transit	<b>ACEP ID</b> T80413XX
<b>Project Name</b> ADA Package 10: System-Wide	<b>Planning Number / PIN</b>
<b>County/Borough:</b> Multiple	<b>Zip Code</b> Multiple

**Object/Purpose of Project**  
The purpose of this initiative is to provide full Americans with Disabilities Act (ADA) accessibility.

**Units/Locations/Limits**  
Station / System-Wide

**Summary**

This initiative will provide full ADA station accessibility including installation of elevators or ramps, construction of new elevator machine rooms (EMRs) and modifications to stairs, platforms to make the station ADA accessible. The initiative will also complete structural work and utility relocation as required and will also repair or replace select deficient platform components (such as edges, floors, walls, ceilings, and columns) gates, agent booth windows, handrails, customer information screens, public toilets. Various stations system-wide will be addressed by this initiative (Package 10).

- Various stations system-wide (may include):
- 7 Av in Manhattan, QBL, serving B, D,E
  - 2Av in Manhattan, 6 Av Line, serving F
  - Morrison Av-Soundview in Bronx, Pelham Line, serving 6

The total budget for this project is \$425.0 million. This request is for \$425.0 million.

# Proposed Program of Projects Federal Fiscal Year 2024

**Agency**

New York City Transit

**ACEP ID**

T80605XX

**Project Name**

Line Equipment Rehabilitation: System-wide

**Planning Number / PIN**

**County/Borough:** Multiple

**Zip Code** Multiple

**Object/Purpose of Project**

The purpose of this initiative is to upgrade, rehabilitate, replace or install line equipment at various locations, systemwide; bringing these systems to a state of good repair.

**Units/Locations/Limits**

Line Equipment / system-wide

**Summary**

The initiative will repair / upgrade / replace / construct / install line equipment system such as tunnel lighting, fan plants (including dampers, cables, and damper components), pump rooms (including sumps, pumps, access openings, discharge lines, sewer lines and manholes, instrument controls and supervisory control cabinets), and well-points and deep wells (provide cleaning and back-flushing to keep the deep wells systems in good working order). Other work may include perform related communication work; necessary civil /structural, cleaning, furnishing, and electrical.

The total budget for this project is \$200.0 million. This request is for \$200.0 million.

# Proposed Program of Projects Federal Fiscal Year 2024

<b>Agency</b> New York City Transit	<b>ACEP ID</b> T80703XX
<b>Project Name</b> Line Structure Rehabilitation: System-wide	<b>Planning Number / PIN</b>
<b>County/Borough:</b> Multiple	<b>Zip Code</b> Multiple

**Object/Purpose of Project**

The purpose of this initiative is to prevent structural deterioration and maintain the track level components by repairing / replacing deteriorated structural components and /or by painting segments of the elevated structure to maintain a state of good repair.

**Units/Locations/Limits**

Line Equipment / system-wide

**Summary**

This initiative will repair structural steel defects (columns, beams, and knee braces), concrete defects (tunnel walls, ceilings, etc.), and leaks within the subway and elevated lines. This initiative will also provide overcoat painting to segments of the elevated structure the work also includes repairing/replacing deteriorated structural component defects, as well netting and miscellaneous investments. Various lines will be addressed by this initiative.

The total budget for this project is \$350.0 million. This request is for \$350.0 million.

# Proposed Program of Projects Federal Fiscal Year 2024

<b>Agency</b> New York City Transit	<b>ACEP ID</b> T80803XX
<b>Project Name</b> System-wide Signal Improvements: Various locations	<b>Planning Number / PIN</b>
<b>County/Borough:</b> Multiple	<b>Zip Code</b> Multiple

**Object/Purpose of Project**

The purpose of this initiative is to modernize and improve obsolete high priority signal equipment and systems to improve their reliability and bring to a state-of-good-repair at various locations system-wide.

**Units/Locations/Limits**

Signal Equipment / System-wide

**Summary**

This initiative will modernize and improve interlocking and signal equipment by replacing the existing obsolete signal equipment with state-of-the-art signal system. The modification may include replacement/installation of signals, interlockings, relays, cables, and other appurtenances needed for a modern signal system. Additional switch (crossovers) and track work to improve geometry to increase speed entering and leaving terminals may also be required.

The total budget for this project is \$250.0 million. This request is for \$250.0 million.

# Proposed Program of Projects Federal Fiscal Year 2024

**Agency**

New York City Transit

**ACEP ID**

T80806XX

**Project Name**

Communication Modernization: Various Locations

**Planning Number / PIN**

**County/Borough:** Multiple

**Zip Code** Multiple

**Object/Purpose of Project**

The purpose of this initiative is to modernize and improve high priority communication cables and equipment and security systems to improve their reliability and maintain a state-of-good-repair at various locations system-wide.

**Units/Locations/Limits**

Communication Cables and Equipment / System-wide

**Summary**

This initiative will furnish/install all equipment, wiring, cabling for repair/upgrading of the Fiber Optic Network, repair/upgrade/replace outdated transport equipment, rectifiers, converters, transmission technology for the existing fiber optic rings. The work may also include integration of Connected Oriented Ethernet (COE) equipment in communication rooms. The initiative may also replace degraded antenna cables. Upgrade/replace station Information systems and equipment.

The total budget for this project is \$325.0 million. This request is for \$325.0 million.



# Proposed Program of Projects Federal Fiscal Year 2024

<b>Agency</b> New York City Transit	<b>ACEP ID</b> T80902XX
<b>Project Name</b> Substations: System-wide	<b>Planning Number / PIN</b>
<b>County/Borough:</b> Multiple	<b>Zip Code</b> Multiple

**Object/Purpose of Project**  
The purpose of this initiative is the rehabilitation of all deficient substation components.

**Units/Locations/Limits**  
Substation /System-wide

**Summary**

This initiative will renew/construct substations by replacing equipment such as rectifier, DC feeder breakers, transformer and tension switchgear, cables, replacement of hatchway, staircases, supporting steel and support members for street gratings, repair all spalled and cracked concrete, replacement of entrance doors and frames with stainless steel doors and frames. It will also include upgrade of controls and telemetry to Programmable Logic Controls (PLC) and the supervisory control and data acquisition (SCADA) shall be replaced with a modern and expandable PLC.

The total budget for this project is \$100.0 million. This request is for \$100.0 million.

# Proposed Program of Projects Federal Fiscal Year 2024

<b>Agency</b> New York City Transit	<b>ACEP ID</b> T80904XX
<b>Project Name</b> Power Distribution: System-wide	<b>Planning Number / PIN</b>
<b>County/Borough:</b> Multiple	<b>Zip Code</b> Multiple

**Object/Purpose of Project**

The purpose of this project is to provide reliable power supply to trains. Rehabilitation of the cables and associated negative return system as well as Circuit Breaker Houses (CBHs) into a state of good repair will improve reliability of the traction power system and reduce service disruptions.

**Units/Locations/Limits**

Traction Power cable replacement, CBHs, associated equipment / System-wide

**Summary**

This initiative will include (but not be limited to) construct/renew/install replace all existing negative feeder cables negative equalizer cables, negative buses, and associated negative cable connections along selected lines in the four boroughs. The work will also include repairing manhole walls, ceilings, corroded steel, as well as repairing sliding doors and removing, as required, toxic materials. The initiative may also include: repair/upgrade/replace the CBH roofs, windows, and lighting; install new breakers, supervisory control and data acquisition (SCADA), battery wiring and communication system.

The total budget for this project is \$225.0 million. This request is for \$225.0 million.

# Proposed Program of Projects Federal Fiscal Year 2024

<b>Agency</b> New York City Transit	<b>ACEP ID</b> T81004XX
<b>Project Name</b> Shops and Yards	<b>Planning Number / PIN</b>
<b>County/Borough:</b> Multiple	<b>Zip Code</b> Multiple

**Object/Purpose of Project**  
The purpose of this initiative is to bring shop and yard track, components and facilities to a state of good repair.

**Units/Locations/Limits**  
Shops & Yards / System-wide

**Summary**  
This initiative will address high-priority deficient components at various shops as well as address security and drainage projects in various yards. The scope of work for these projects may include: remove/repair/replace existing boilers/HVAC, roofing system, expansion joints and waterproofing to bring the system to a state of good repair. Other work may include: repair/replace yard signals, track and switches, security fencing, and lighting as well as drainage and sewers in various yards. Various shop components and boiler/HVAC work as well as drainage and sewer work at Westchester and 207 St Yard rehab/reconstruction work will be addressed by this initiative.

The total budget for this project is \$300.0 million. This request is for \$300.0 million.

# Proposed Program of Projects Federal Fiscal Year 2024

<b>Agency</b> New York City Transit	<b>ACEP ID</b> T81203XX
<b>Project Name</b> Depot Rehabilitation & Reconstruction	<b>Planning Number / PIN</b>
<b>County/Borough:</b> Multiple	<b>Zip Code</b> Multiple

**Object/Purpose of Project**  
The purpose of this initiative is to address high-priority deficient components at depots, system-wide.

**Units/Locations/Limits**  
Depot / System-wide

**Summary**  
This initiative will address high-priority deficient components at various depots. The scope of work for these projects may include: remove/repair/replace existing roofing system, expansion joints and waterproofing to bring the system to a state of good repair. Other work may include: fire alarms and fire suppression systems at various depots.

The total budget for this project is \$50.0 million. This request is for \$50.0 million.

# Proposed Program of Projects Federal Fiscal Year 2024

<b>Agency</b> New York City Transit	<b>ACEP ID</b> T816XX
<b>Project Name</b> MIS / Employee Facilities	<b>Planning Number / PIN</b>
<b>County/Borough:</b> Multiple	<b>Zip Code</b> Multiple

**Object/Purpose of Project**  
The purpose of this initiative is to improve the conditions at employee facilities.

**Units/Locations/Limits**  
Depot / System-wide

**Summary**  
This initiative will address high-priority deficient components at the Rail Control Center (RCC) and the Elevator & Escalator Training Facility. The scope of work for the Elevator and Escalator Training facility may include construction of new facilities and/or expansion/modification of existing facilities. Work may also include construction of elevator facilities and associated components, controllers, classrooms, storage space, and electrical equipment rooms. The scope of work for the Rail Control Center may include electrical work, replacement of chillers, condensers, water pumps, and associated power and control systems.

The total budget for this project is \$100.0 million. This request is for \$100.0 million.

# Proposed Program of Projects Federal Fiscal Year 2024

<b>Agency</b> New York City Transit	<b>ACEP ID</b> TBD
<b>Project Name</b> Bus Fleet & Subway Car Equipment State of Good Repair Investment	<b>Planning Number / PIN</b>
<b>County/Borough:</b> Multiple	<b>Zip Code</b>

**Object/Purpose of Project**

The purpose of this \$100 million initiative is to enhance the current state of the Bus fleet and Subway car equipment through targeted capital investment. This strategic investment supports the comprehensive servicing and systematic inspection of vehicle components, essential for both the renewal and upgrading of our transit service assets to extend their service capacity and ensure sustained, reliable performance.

**Units/Locations/Limits**

Bus Depot/System-wide

**Summary**

The initiative is designed to conduct detailed analyses and repairs, uphold operational quality through strategic servicing, and manage components for optimal functionality of the Bus fleet and Subway Car equipment. MTA's goal is to sustain and improve the operational integrity of these assets, reinforcing their State of Good Repair.

The total budget for this project is at least \$125.0 million. This request is for \$100.0 million.

# Proposed Program of Projects Federal Fiscal Year 2024

<b>Agency</b> Long Island Rail Road	<b>ACEP ID</b> L8020409
<b>Project Name</b> ADA Hollis Station	<b>Planning Number / PIN</b>
<b>County/Borough:</b> Queens	<b>Zip Code</b>

**Object/Purpose of Project**  
This project will replace the platforms and associated station components at LIRR's Hollis station, located in Queens County on the Hempstead Branch.

**Units/Locations/Limits**  
Hollis Station is located in Queens County on the LIRR's Hempstead Branch.

**Summary**  
This project will demolish and replace the station platforms, with the new longer platforms to improve boarding and alighting at the station and reduce station dwell time. The project will demolish and replace platforms shelter sheds, staircases, lighting, sidewalks, and communications and security systems. The project will install new tactile warning strips on platform edges, new bike racks, MTA Help Points, and signage, as well as one new elevator and a new ADA ramp, to provide ADA access to both station platforms.

The total budget for this project is \$60.93 million. This request is for \$60.93 million.

# Proposed Program of Projects Federal Fiscal Year 2024

<b>Agency</b> Long Island Rail Road	<b>ACEP ID</b> L8020412
<b>Project Name</b> ADA Forest Hills	<b>Planning Number / PIN</b>
<b>County/Borough:</b> Queens	<b>Zip Code</b>

**Object/Purpose of Project**

This project provides upgrades to Forest Hills Station by replacing the existing, deteriorated platforms with longer platforms to accommodate additional train cars, and replacing and upgrading ramps, to make the station fully ADA accessible.

**Units/Locations/Limits**

Forest Hills Station, located in Queens County on the LIRR Main Line

**Summary**

This project will demolish the existing platforms and construct new, longer platforms, to improve the customer experience of boarding/alighting at this station, while also reducing excess station dwell time for Forest Hills station stops. Currently, the station has two platforms that are in deteriorated condition (each 4 car lengths) plus two temporary 2-car length platform extensions. In addition to providing new, longer platforms, this project will also replace and upgrade the two existing ramps, thus, making this station fully ADA accessible.

Also included in this project are upgrades to power and communications infrastructure, new LED lighting, tactile strips on platform edges, CCTV cameras, sidewalk/site improvements, MTA Help Points, signage, station building upgrades, and associated accessibility and station upgrades.

The total budget for this project is \$104.1 million. This request is for \$90.68 million.



# Proposed Program of Projects Federal Fiscal Year 2024

<b>Agency</b> Long Island Rail Road	<b>ACEP ID</b> L8020413
<b>Project Name</b> ADA Capiague Station	<b>Planning Number / PIN</b>
<b>County/Borough:</b> Suffolk	<b>Zip Code</b>

**Object/Purpose of Project**

The purpose of this project is to install a new ADA elevator, signage, station building renovations, platform improvements, and other site and parking-related ADA amenities to bring the Capiague station in compliance with the Americans with Disabilities Act (ADA).

**Units/Locations/Limits**

Capiague Station, located in Suffolk County on the Babylon Branch

**Summary**

Work includes constructing a new passenger elevator to provide ADA access, a new elevator machine room, upgrades to power and communications infrastructure, replacing selected platform slabs and modifying the platform canopy to accommodate the new elevator tower, curb cuts to/from all ADA parking spaces around the station, repair or replace damaged/uneven curbs and sidewalks, restripe ADA parking spaces, update wayfinding signage with new ADA signage, platform tactile warning strips, and upgrade to LED lighting.

The total budget for this project is \$18 million. This request is for \$4.37 million.

# Proposed Program of Projects Federal Fiscal Year 2024

<b>Agency</b> Long Island Rail Road	<b>ACEP ID</b> L8020420
<b>Project Name</b> ADA Amityville Station	<b>Planning Number / PIN</b>
<b>County/Borough:</b> Suffolk	<b>Zip Code</b>

## Object/Purpose of Project

The purpose of this project is to install a new ADA elevator, signage, station building renovations, platform improvements, and other site and parking-related ADA amenities to bring the Amityville station in compliance with the Americans with Disabilities Act (ADA).

## Units/Locations/Limits

Amityville Station, located in Suffolk County on the Babylon Branch

## Summary

Work includes constructing a new passenger elevator to provide ADA access, a new elevator machine room, upgrades to power and communications infrastructure, replacing selected platform slabs and modifying the platform canopy to accommodate the new elevator tower, curb cuts to/from all ADA parking spaces around the station, repair or replace damaged/uneven curbs and sidewalks, restripe ADA parking spaces, install a new ADA ticket counter inside the station building, update wayfinding signage with new ADA signage, platform tactile warning strips, and an upgrade to LED lighting.

The total budget for this project is \$15.5 million. This request is for \$4.38 million.

# Proposed Program of Projects Federal Fiscal Year 2024

<b>Agency</b> Long Island Rail Road	<b>ACEP ID</b> L8020422
<b>Project Name</b> ADA Massapequa Park Station	<b>Planning Number / PIN</b>
<b>County/Borough:</b> Nassau	<b>Zip Code</b>

**Object/Purpose of Project**

The purpose of this project is to install a new ADA elevator, signage, station building renovations, platform improvements, and other site and parking-related ADA amenities to bring the Massapequa Park station in compliance with the Americans with Disabilities Act (ADA).

**Units/Locations/Limits**

Massapequa Park Station, located in Nassau County on the Babylon Branch

**Summary**

Work includes constructing a new passenger elevator to provide ADA access, a new elevator machine room, upgrades to power and communications infrastructure, replacing selected platform slabs and modifying the platform canopy to accommodate the new elevator tower, curb cuts to/from all ADA parking spaces around the station, repair or replace damaged/uneven curbs and sidewalks, restripe ADA parking spaces, update wayfinding signage with new ADA signage, ADA upgrades to the station building/restrooms, platform tactile warning strips, and upgrade to LED lighting.

The total budget for this project is \$15.9 million. This request is for \$4.37 million.

# Proposed Program of Projects Federal Fiscal Year 2024

<b>Agency</b> Long Island Rail Road	<b>ACEP ID</b> L8020423
<b>Project Name</b> ADA Lindenhurst Station	<b>Planning Number / PIN</b>
<b>County/Borough:</b> Suffolk	<b>Zip Code</b>

## Object/Purpose of Project

The purpose of this project is to install a new ADA elevator, signage, station building renovations, platform improvements, and other site and parking-related ADA amenities to bring the Lindenhurst station in compliance with the Americans with Disabilities Act (ADA).

## Units/Locations/Limits

Lindenhurst Station, located in Suffolk County on the Babylon Branch

## Summary

Work includes constructing a new passenger elevator to provide ADA access, a new elevator machine room, upgrades to power and communications infrastructure, replacing selected platform slabs and modifying the platform canopy to accommodate the new elevator tower, curb cuts to/from all ADA parking spaces around the station, repair or replace damaged/uneven curbs and sidewalks, restripe ADA parking spaces, update wayfinding signage with new ADA signage, platform tactile warning strips, and upgrade to LED lighting

The total budget for this project is \$18.00 million. This request is for \$4.38 million.

# Proposed Program of Projects Federal Fiscal Year 2024

<b>Agency</b> Long Island Rail Road	<b>ACEP ID</b> L8020424
<b>Project Name</b> Valley Stream Escalator / Elevator Replacement	<b>Planning Number / PIN</b>
<b>County/Borough:</b> Nassau	<b>Zip Code</b>

## Object/Purpose of Project

The purpose of this project is to replace the existing escalator and the existing elevator with a new and updated escalator and elevator machinery at Valley Stream Station. This will bring the deteriorated escalator and elevator to a state of good repair and into compliance with the current ADA code.

## Units/Locations/Limits

Valley Stream Station, located in Nassau County on the Far Rockaway Branch

## Summary

Escalator work includes removing existing escalator machinery, rehabilitating the existing escalator truss support platform and pit, fabricate and install an appropriately sized new ADA-compliant escalator, truss, steps, handrails, associated machinery, control systems, enclosures, LED lighting, signage, and safety, security, power and communications systems.

Elevator work includes the removal of existing elevator equipment and machinery and the reconstruction of existing shaft and elevator pit to accommodate a new Americans with Disabilities Act (ADA) compliant hydraulic elevator, machine room, components, elevator vestibules, reinforcement to the connection overpass enclosures, LED lighting, signage, communication, power and safety/security systems for the new elevator, as required by code.

The total budget for this project is \$23.70 million. This request is for \$23.70 million.

# Proposed Program of Projects Federal Fiscal Year 2024

<b>Agency</b> Long Island Rail Road	<b>ACEP ID</b> L8020425
<b>Project Name</b> Auburndale Elevator Replacement	<b>Planning Number / PIN</b>
<b>County/Borough:</b> Queens	<b>Zip Code</b>

**Object/Purpose of Project**

The purpose of this project is to replace the existing elevator by providing new and updated elevator machinery at the Auburndale Station. This will bring the station elevator to a state of good repair and into compliance with the current ADA code.

**Units/Locations/Limits**

Auburndale Station, located in Queens County on the Port Washington Branch

**Summary**

Work includes removal of existing elevator equipment and machinery and reconstruction of existing shaft and elevator pit to accommodate a new Americans with Disabilities Act (ADA) compliant hydraulic elevator, machine room, components, elevator vestibules, reinforcement to the connection overpass enclosures, LED lighting, signage, communication, power, and safety/security systems for the new elevator, as required by code.

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

# Proposed Program of Projects Federal Fiscal Year 2024

<b>Agency</b> Long Island Rail Road	<b>ACEP ID</b> L8020426
<b>Project Name</b> Babylon Station Platform Replacement	<b>Planning Number / PIN</b>
<b>County/Borough:</b> Suffolk	<b>Zip Code</b>

## Object/Purpose of Project

This project will replace the platforms and associated station components at LIRR's Babylon Station, which have exceeded their useful life. This project will bring the station to a state of good repair and in compliance with the latest ADA code.

## Units/Locations/Limits

Babylon Station is located in Suffolk County on the Montauk Branch.

## Summary

Work includes demolition and replacement of the two 12-car platforms, and repairs to the platform substructure. The project will also remove and replace the platform canopies, lighting, communications systems, signage and canopy drainage. The two platform waiting rooms will be demolished, and new waiting rooms will be constructed. Two new elevators with associated elevator machine rooms will be constructed, and the two existing elevators will be refurbished. The station's staircases will be demolished and replaced with new aluminum staircases, and the two escalators will be demolished and replaced.

The total budget for this project is \$155 million. This request is for \$155 million.

# Proposed Program of Projects Federal Fiscal Year 2024

<b>Agency</b> Long Island Rail Road	<b>ACEP ID</b> L8030109
<b>Project Name</b> 2024 Annual Track Program	<b>Planning Number / PIN</b>
<b>County/Borough:</b> Multiple	<b>Zip Code</b>

## Object/Purpose of Project

The purpose of this project is to continue the cyclical State of Good Repair (SGR) track program, based upon age and condition. The annual replacement needs are designed to replace segments of track before defects occur and to ensure service reliability by avoiding unscheduled/lengthy delays due to track failure. This serves to maximize the work efficiency while also minimizing impacts to customers.

## Units/Locations/Limits

This project will replace various track system components throughout the LIRR network.

## Summary

Major track component activities include: replacing switches and installing new switches, cyclical replacement of mechanized ties, installation of concrete ties, thermite welding, continuous welded rail (CWR), wood ties, concrete turnouts, wood turnouts, grade crossing renewal, track surfacing, and surfacing of interlocking switches, undercutting, rail grinding, rail profiling and joint elimination. Work is performed throughout the LIRR system, with selected branches or branch segments targeted to maximize the use of track time and to coordinate track outages with other infrastructure work.

The total budget for this project is \$113.5 million. This request is for \$50.5 million.



# Proposed Program of Projects Federal Fiscal Year 2024

<b>Agency</b> Long Island Rail Road	<b>ACEP ID</b> L8030403
<b>Project Name</b> JCI - Hall Interlocking Expansion	<b>Planning Number / PIN</b>
<b>County/Borough:</b> Queens	<b>Zip Code</b>

## Object/Purpose of Project

This project will construct a new closed-deck rail bridge over 150th Street and Atlantic Track 1. This project is an element of Jamaica Capacity Improvements – Phase II, which completes the Jamaica reconfiguration, increasing overall capacity, reducing customer travel time, and improving system reliability. The eastern extension of the E-Yard tracks over 150th Street and the modification to Guy Brewer Boulevard Bridge structures will add new routes through the center of Hall Interlocking, with access to the Main Line and the Montauk Branch tracks.

## Units/Locations/Limits

The project location is Hall Interlocking in Jamaica, Queens.

## Summary

The project will require the construction of a new closed-deck rail bridge over 150th Street and Atlantic Track 1 which includes: new track, turnouts/crossovers, third rail, utility conveyance systems, associated retaining structures, structural modifications at Guy Brewer Boulevard, and extending/raising Tracks E2 and E3.

The total budget for this project is \$168.6 million. This request is for \$18.6 million

# Proposed Program of Projects Federal Fiscal Year 2024

<b>Agency</b> Long Island Rail Road	<b>ACEP ID</b> L8070103
<b>Project Name</b> Power Component Repairs and Replacements	<b>Planning Number / PIN</b>
<b>County/Borough:</b> Multiple	<b>Zip Code</b>

## Object/Purpose of Project

The purpose of this project is to replace platform and station lighting, while upgrading the station electrical system and lights to high-efficiency LED. The cyclical State of Good Repair (SGR) work will replace station lighting systems, including the existing lighting fixtures, conduits, cables, and electrical service at several station platforms/canopies.

## Units/Locations/Limits

Station and Building Electrical Systems & Platform Lighting at East New York (Kings County), Woodmere (Nassau County), East Rockaway (Nassau County), Douglaston (Queens County), and Centre Avenue (Nassau County).

Negative Reactor Upgrade – Babylon, Main Line, Port Jefferson, Port Washington, Hempstead and Atlantic Branches

4,160 Volt Feeders – Morris Park Ring Feed (Queens County)

Substation Battery Replacement – Various Locations

Signal Power Line & Power Pole Replacement – Various Locations

## Summary

This project will replace platform and station lighting, while upgrading the station electrical systems and lights to high-efficiency LEDs at five stations. Component renewals also consist of: Negative Reactor Upgrades, 4,160 Volt Feeders, Substation Battery Replacements, and Signal Power Line and Power Pole Replacements.

The total budget for this project is \$53.1 million. This request is for \$31.8 million.

# Proposed Program of Projects Federal Fiscal Year 2024

<b>Agency</b> Long Island Rail Road	<b>ACEP ID</b> TRANTECH
<b>Project Name</b> Transit Technical Assistance	<b>Planning Number / PIN</b>
<b>County/Borough:</b> Multiple	<b>Zip Code</b>

## Object/Purpose of Project

This project provides for the development and implementation of a comprehensive public outreach program to improve air quality on Long Island by promoting local transit service and pre-tax transit benefits directed to employers/employees and residents.

## Units/Locations/Limits

Nassau and Suffolk Counties in Long Island, NY

## Summary

The program includes, but is not limited to, developing program materials and initiatives, generating awareness, canvassing train stations and communities, working with other Long Island public transit organizations, developing informational campaigns – including green initiatives such as, Car Free Day LI (part of a worldwide event each September), meeting with employers to share information, participating in local employee fairs at hospitals, colleges and at corporate offices, and delivering presentations/webinars to groups. In addition, there are many recent major LIRR improvements, including the Main Line Expansion and Grand Central Madison, which require the assistance of public outreach to communicate the enhanced service options and attract new customers, especially in the Reverse Commute market segment. Furthermore, the program will analyze areas where demand for expanded local transit services exists to serve Long Island residents and businesses better and increase awareness of fare payment options and the variety of fare media, including the OMNY fare system and TrainTime application.

The total budget for this project is \$0.500 million. This request is for \$0.500 million.

# Proposed Program of Projects Federal Fiscal Year 2024

<b>Agency</b> Metro-North Railroad	<b>ACEP ID</b> M801-01-01
<b>Project Name</b> M-9A Procurement	<b>Planning Number / PIN</b>
<b>County/Borough:</b> Multiple	<b>Zip Code</b>

**Object/Purpose of Project**

The purpose of the project is to begin replacing the aging M-3 fleet serving Metro-North's Hudson and Harlem (H & H) Lines. The M-3s are Metro-North's remaining vintage 1980 era electric cars. The new fleet will include sufficient cars to provide a seat for seat replacement.

**Units/Locations/Limits**

Metro-North's Harlem and Hudson Lines.

**Summary**

Replace 140 M-3s with a modern electric car, similar to the M9A in development by the Long Island Rail Road (LIRR). The project will include the work to modify the existing LIRR specification, and the funding needed to exercise a contract option to procure up to 170 electric cars for M-3 replacement and seat loss.

The total budget for this project is \$484.64 million. This request is for \$484.64 million.

# Proposed Program of Projects Federal Fiscal Year 2024

**Agency**

Metro-North Railroad

**ACEP ID**

M802-01-01

**Project Name**

GCT Trainshed

**Planning Number / PIN**

**County/Borough:** Manhattan

**Zip Code**

## **Object/Purpose of Project**

This project will provide for the design and construction of Grand Central Terminal (GCT) Trainshed improvements, continuing priority repair work and replacement of the first superstructure segment.

## **Units/Locations/Limits**

GCT complex consists of the terminal building plus a multi-level, subsurface Trainshed spread over approximately 75 acres. Two underground train platform levels with 42 platform tracks were constructed between East 45th Street and East 51st Street, along with a 10-track approach area between East 51st and East 57th streets.

## **Summary**

The GCT Trainshed occupies an approximate area bounded by Madison and Lexington Avenues between 43rd and 50th Streets, and by Park Avenue building lines between 50th and 57th Streets. GCT includes 44 operating tracks, 47 platforms and a myriad of railroad utilities and City-owned and private utilities that support the railroad, the City and buildings above the Trainshed.

The total budget for this project is \$299.40 million. This request is for \$92.10 million.

# Proposed Program of Projects Federal Fiscal Year 2024

**Agency**

Metro-North Railroad

**ACEP ID**

M802-01-05

**Project Name**

GCT Fire & Sprinkler Standpipe Replacement Phase II

**Planning Number / PIN**

**County/Borough:** Manhattan

**Zip Code**

**Object/Purpose of Project**

This project is a continuation of a phased multi-capital program project for the replacement of the fire and sprinkler standpipe system in the Grand Central Terminal (GCT) Trainshed.

**Units/Locations/Limits**

The project will address the replacement of the north part of upper level system, north of 47th Street and upgrade fire protection piping system at 45th, 46th and 47th Streets.

**Summary**

Metro-North will continue the multi-phased, multi-program replacement of the fire and sprinkler standpipe system in the Trainshed, which includes the following:

Upgrade north part of upper-level system, north of 47th St., including replacement of piping, valves and hose connections.

Upgrade fire protection piping system at 45th, 46th and 47th St. including replacement of piping, valves and hose connections.

The total budget for this project is \$65.00 million. This request is for \$13.40 million.

# Proposed Program of Projects Federal Fiscal Year 2024

**Agency**

Metro-North Railroad

**ACEP ID**

M802-01-07

**Project Name**

PAT Exit Repairs, E.59th Street

**Planning Number / PIN**

**County/Borough:** Manhattan

**Zip Code**

**Object/Purpose of Project**

This project will provide replacement of the existing Park Avenue Tunnel (PAT) emergency exits at E. 59th Street, east side of Park Avenue. The replacement exit hatches and stairs will preserve a safe means of egress out of the tunnel in the event of a system emergency.

**Units/Locations/Limits**

Exit hatches and stairs located at E.59th Street, New York, NY

**Summary**

The rehabilitation will be limited to the two sets of emergency exit hatches and stairs on the east side of Park Avenue. The existing deteriorated hatches and stairs will be replaced to improve the egress conditions out of the tunnel.

The total budget for this project is \$3.21 million. This request is for \$3.21 million.

# Proposed Program of Projects Federal Fiscal Year 2024

<b>Agency</b> Metro-North Railroad	<b>ACEP ID</b> M802-02-02
<b>Project Name</b> Harlem Line Station Renewal - Design	<b>Planning Number / PIN</b>
<b>County/Borough:</b> Multiple	<b>Zip Code</b> Multiple

## Object/Purpose of Project

The purpose of this project is to provide preliminary design documents for replacement or repair of station components at various Metro-North's Stations on Harlem Line. Upgrades at the stations may include new platforms, canopies, lighting and improved customer information systems.

## Units/Locations/Limits

Metro-North Stations: Harlem Line New York State only.

## Summary

Preliminary design to provide, but not limited to the following:

- Replace or rehabilitate existing concrete platform and canopy structures
- Repair or replace existing stairs and ramps
- Upgrade electrical systems
- Install new lighting, new customer service information systems, and new shelters
- Make repairs to other station areas (entrance plazas, underpasses, etc.)

The budget for this project is \$10.00 million. This request is for \$10.00 million.



# Proposed Program of Projects Federal Fiscal Year 2024

**Agency**

Metro-North Railroad

**ACEP ID**

M802-02-05

**Project Name**

Ludlow Station Accessibility Improvements

**Planning Number / PIN**

**County/Borough:** Westchester

**Zip Code** 10705

**Object/Purpose of Project**

The purpose of this project is to provide ADA accessibility to both the northbound and southbound platforms and an ADA accessible route between each platform.

**Units/Locations/Limits**

Metro-North Hudson Line: Ludlow Station, Yonkers, NY 10705

**Summary**

The project will bring Ludlow station into full ADA compliance by means of ramps, elevators, and accessible routes at or around the Ludlow station.

The total budget for this project is \$3.00 million. This request is for \$1.88 million.

# Proposed Program of Projects Federal Fiscal Year 2024

<b>Agency</b> Metro-North Railroad	<b>ACEP ID</b> M802-02-07
<b>Project Name</b> Small Business Mentoring Program - Stations	<b>Planning Number / PIN</b>
<b>County/Borough:</b> Multiple	<b>Zip Code</b>

**Object/Purpose of Project**

Metro-North will make investments in outlying stations as part of the MTA's Small Business Development Program (SBDP), supporting planned work to be undertaken in the ongoing 2020-2024 Capital Program. Areas of investment may include, but are not limited to, platform surfaces, platform edges, staircases, and other station components exhibiting some deterioration needing priority repair.

**Units/Locations/Limits**

Select Metro-North Railroad locations systemwide.

**Summary**

This project makes Small Business Development Program (SBDP) investments in support of planned ongoing Capital Program investments in select outlying stations systemwide.

The total budget for this project is \$21.00 million. This request is for \$11.49 million.

# Proposed Program of Projects Federal Fiscal Year 2024

**Agency**

Metro-North Railroad

**ACEP ID**

M802-03-02

**Project Name**

Small Business Mentoring Program - Parking

**Planning Number / PIN**

**County/Borough:** Multiple

**Zip Code**

**Object/Purpose of Project**

Metro-North will make investments in outlying stations as part of the MTA's Small Business Development Program (SBDP), supporting planned work to be undertaken in the ongoing 2020-2024 Capital Program. Areas of investment may include, but are not limited to, station area opportunities to improve parking facilities and rail access.

**Units/Locations/Limits**

Select Metro-North Railroad locations systemwide.

**Summary**

This project supports planned Capital Program ongoing Small Business Development Program (SBDP) strategic facilities investments.

The total budget for this project is \$7.00 million. This request is for \$3.35 million.

# Proposed Program of Projects Federal Fiscal Year 2024

**Agency**

Metro-North Railroad

**ACEP ID**

M803-01-03

**Project Name**

Turnouts Mainline/High Speed/GCT Turnouts/Yards/Sidings/Ins Joints

**Planning Number / PIN**

**County/Borough:** Multiple

**Zip Code**

**Object/Purpose of Project**

This project maintains Metro-North's turnouts in a state of good repair ensuring that interlockings do not deteriorate. This project provides for the replacement of interlocking turnouts throughout the entire Metro-North territory in New York State that are at the end of their useful life.

**Units/Locations/Limits**

Metro-North Railroad Systemwide cyclical Mainline Turnouts replacement between CP 3 (125th Street) and CP 35 (Croton Harmon) as well as CP 39 (Cortlandt) to CP 72 (Poughkeepsie) on the Hudson line. Crew members will also replace Mainline Turnouts between CP 106 (Melrose) to CP 123 (North White Plains) as well as CP 124 (North White Plains) to CP 152 (Southeast) on the Harlem line. GCT Turnouts will be replaced on the upper and lower levels respectively. Yard Turnouts will be replaced on an as needed basis when crews are available.

**Summary**

This project will provide for replacement of turnouts at various locations throughout the Metro-North region. The high level of traffic on Metro-North results in heavy usage of track switches causing a need for cyclical replacement and renewal. Interlockings are vital in providing the ability to move around track work, a disabled train or other operational impact. For a railroad to operate at maximum efficiency it is essential to maintain the track system (running rails, stock rail, switch point, switch machine, frog, ballast, ties, etc) in good condition. The operation of the railroad relies on switching moves through interlockings. If the ability is not there to make crossover moves, this could have an adverse effect for the safety of the passengers and reliability of the service.

The total budget for this project is \$91.14 million. This request is for \$36.63 million.

# Proposed Program of Projects Federal Fiscal Year 2024

<b>Agency</b> Metro-North Railroad	<b>ACEP ID</b> M803-01-04
<b>Project Name</b> Rock Slope Remediation - East of Hudson	<b>Planning Number / PIN</b>
<b>County/Borough:</b> Multiple	<b>Zip Code</b>

**Object/Purpose of Project**

The purpose of this program is to ensure safe passage of both revenue and non-revenue equipment throughout the New York State Territory, East and West of Hudson.

**Units/Locations/Limits**

Various Locations in New York State.

**Summary**

This project will provide for rock slope inspection and stabilization at various locations system wide. The work being performed will include stabilization of priority slopes by rock face clearing and scaling, installation of rock bolts, cable mesh, avalanche fence, and shot-crete, field engineering services, installation of temporary facilities, and maintenance and protection of street traffic. There are approximately 185 rock slopes East of Hudson (113 Hudson Line, 60 Harlem Line, 12 New Haven Line). This is a continuation of ongoing rock slope remediation program. Annual inspections are performed to prioritize site assessments of each rock slope and then sites are remediated (stabilized).

The total budget for this project is \$7.40 million. This request is for \$1.04 million.

# Proposed Program of Projects Federal Fiscal Year 2024

<b>Agency</b> Metro-North Railroad	<b>ACEP ID</b> M803-01-06
<b>Project Name</b> ROW Drainage Improvements	<b>Planning Number / PIN</b>
<b>County/Borough:</b> Multiple	<b>Zip Code</b>

## Object/Purpose of Project

The project objective is to upgrade existing drainage systems and provide new drainage systems to address problems of track bed drainage and flooding, which has resulted in constant maintenance problems and loss of service during a major storm event. This project shall achieve these objectives with creative, cost-conscious solutions that satisfy permitting and regulatory requirements, and that can be constructed with minimal disruptions to service. Location of planned drainage improvements may include but not limited to the Melrose Tunnel located in the Bronx on the Harlem Line.

## Units/Locations/Limits

Various locations, potentially including Melrose Tunnel located in the Bronx on the Harlem Line.

## Summary

The scope of work generally includes installation of underdrains, catch basins to collect the storm water from a larger area and allow a regulated discharge to the NYC sewers or the town sewers. The drainage pattern at each location is unique due to its topography, configuration of existing sewerage connections has a unique drainage permit from the Department of Environmental Protection (DEP). The work at Melrose tunnel would address the drainage and flooding caused by broken water pipes from adjacent New York City Housing Authority (NYCHA) buildings above the tracks, poor drainage at track areas, and potential water emanating from a NYC water main.

The total budget for this project is \$4.00 million. This request is for \$4.00 million.

# Proposed Program of Projects Federal Fiscal Year 2024

**Agency**

Metro-North Railroad

**ACEP ID**

M803-01-07

**Project Name**

Maintenance of Way Equipment

**Planning Number / PIN**

**County/Borough:** Multiple

**Zip Code**

**Object/Purpose of Project**

This project provides for the annual replacement of Maintenance of Way (M of W) Equipment that has reached the end of their useful life. Metro-North Railroad (MNR) operates a fleet of M of W Equipment that assists in the maintaining of MNR's track in a state of good repair ensuring that the physical plant does not deteriorate requiring unprogrammed replacement in a very short time frame.

**Units/Locations/Limits**

Various types of heavy maintenance equipment that has reached its end of useful life. This may include items such as milling machine, stabilizer, junior tamper, tie crane, backhoe with trailer, asphalt paver with trailer, industrial fork truck, hi-rail track excavator with trailer, asphalt roller with trailer, utility/work implement vehicle, shop floor cleaning machine, hammer spiker, mini loader backhoe with snow blower, and rough terrain scissor lift.

**Summary**

Metro North will look to upgrade its fleet of Maintenance of Way (M of W) Equipment that is utilized to maintain its track in a state of good repair.

The total budget for this project is \$39.00 million. This request is for \$28.09 million.

# Proposed Program of Projects Federal Fiscal Year 2024

**Agency**

Metro-North Railroad

**ACEP ID**

M803-01-12

**Project Name**

2024 Cyclical Track Program

**Planning Number / PIN**

**County/Borough:** Multiple

**Zip Code**

**Object/Purpose of Project**

This program maintains Metro-North's track in a state of good repair. This program continues the replacement undertaken in previous Capital Programs. This project provides for the replacement of the ties and rail along with cyclical surfacing required throughout the entire Metro-North territory East of the Hudson River in New York State.

**Units/Locations/Limits**

Metro-North Railroad systemwide.

**Summary**

This project provides for the replacement of the ties and rail along with cyclical surfacing required throughout the entire Metro-North territory East of Hudson River in New York State.

The total budget for this project is \$32.90 million. This request is for \$32.90 million.



# Proposed Program of Projects Federal Fiscal Year 2024

<b>Agency</b> Metro-North Railroad	<b>ACEP ID</b> M803-02-01
<b>Project Name</b> Park Avenue Viaduct Replacement	<b>Planning Number / PIN</b>
<b>County/Borough:</b> Manhattan	<b>Zip Code</b>

## Object/Purpose of Project

The purpose of this project is to perform repairs or replacement to the Metro-North Park Avenue Viaduct ("PAV") and its approach. The project is located on the Hudson Line in northern Manhattan, New York City. The program limits are from E97th Street up to the Harlem River. The PAV includes retaining walls for the street and roadway (E97th Street to E111th Street), stone bridge arch structures, and steel bridge structures. Select sections of the Viaduct which are not scheduled for replacement will be rehabilitated. Replacement work may include new foundations, substructure, superstructure, painting, walkways, track level elements including power systems, communications and signal systems, and track sections.

## Units/Locations/Limits

Northern Manhattan from 97th Street to Harlem River.

## Summary

This project will progress the repair and replacement of the 129-year-old Viaduct with inspection, design and construction of the repair / replacement packages. The packages will be prioritized to assure that this critical major structure remains in service and trains can continue to serve all trains in and out of Grand Central Terminal, including the Harlem-125th Street Station.

The total budget for this project is \$839.00 million. This request is for \$250.00 million.

# Proposed Program of Projects Federal Fiscal Year 2024

<b>Agency</b> Metro-North Railroad	<b>ACEP ID</b> M803-02-04
<b>Project Name</b> Railtop Culverts	<b>Planning Number / PIN</b>
<b>County/Borough:</b> Multiple	<b>Zip Code</b>

**Object/Purpose of Project**

The focus of this project is to replace railtop to roadways, railtop culverts, as well as culverts and drainage systems that have exceeded their useful life. There are 39 locations with railtop culverts on the Hudson Line and 23 locations with railtop culverts on the Harlem Line, for a total of 62 locations, most of which are over 100 years old.

**Units/Locations/Limits**

Harlem, Hudson, & Port Jervis Lines (New York State only).

**Summary**

Railtop culverts have been prioritized for replacement based on condition. Metro-North forces fabricate, assemble and install the new structure made of wide flange steel beams imbedded in a concrete slab.

The total budget for this project is \$2.77 million. This request is for \$1.54 million.

# Proposed Program of Projects Federal Fiscal Year 2024

**Agency**

Metro-North Railroad

**ACEP ID**

M803-02-06

**Project Name**

Replace Timber Undergrade Bridge

**Planning Number / PIN**

**County/Borough:** Multiple

**Zip Code**

**Object/Purpose of Project**

This project is a continuation of the cyclical work under previous Capital Programs to renew undergrade open deck bridge timbers on various bridges located on the Harlem, Hudson, Port Jervis, and New Haven Lines.

**Units/Locations/Limits**

Various undergrade open deck bridges located on the Harlem, Hudson, Port Jervis, and New Haven lines New York State only).

**Summary**

This project will renew undergrade open deck bridge timbers that are nearing or have exceeded their useful lives. The project is a continuation of cyclical undergrade bridge timber replacement performed in previous Capital Programs.

The total budget for this project is \$5.99 million. This request is for \$2.12 million.

# Proposed Program of Projects Federal Fiscal Year 2024

<b>Agency</b> Metro-North Railroad	<b>ACEP ID</b> M803-03-01
<b>Project Name</b> West of Hudson Rock Slope Remediation – Port Jervis Line	<b>Planning Number / PIN</b>
<b>County/Borough:</b> Multiple	<b>Zip Code</b>

**Object/Purpose of Project**  
The purpose of this program is to ensure safe passage of both revenue and non-revenue equipment on the Pt. Jervis Line on the West of Hudson.

**Units/Locations/Limits**  
Various Locations.

**Summary**  
This project will provide for rock slope inspection and stabilization at various locations along the Pt. Jervis Line. The work being performed will include stabilization of priority slopes by rock face clearing and scaling, installation of rock bolts, and cable mesh, avalanche fence, and shot-crete, field engineering services, installation of temporary facilities, and maintenance and protection of street traffic. There are approximately 75 rock slope sites along the Port Jervis Line. The majority of these rock slopes were created with limited controlled blasting when the tracks were laid. Due to exposure of the rock slopes to the elements over time and cyclical geological changes, rock falls happen at some locations, and it may pose a hazard to trains and to customers.

The total budget for this project is \$11.37 million. This request is for \$11.37 million.

# Proposed Program of Projects Federal Fiscal Year 2024

**Agency**

Metro-North Railroad

**ACEP ID**

M803-03-02

**Project Name**

West of Hudson Track Program

**Planning Number / PIN**

**County/Borough:** Orange

**Zip Code**

**Object/Purpose of Project**

This program maintains Metro-North's track in a state of good repair ensuring that the physical plant does not deteriorate requiring unprogrammed replacement. This continues the replacement program undertaken in previous Capital Programs. This project provides for the replacement of the ties, rail, and switches along with cyclical surfacing required throughout the entire Metro-North territory west of the Hudson River in New York State.

**Units/Locations/Limits**

New Jersey Transit will replace approximately 20,000 ties, replace 2 switches and surface all tracks, interlockings and outlying switches between 89.9 SR AND 74.0 SR15; thermite welding on the Port Jervis Line (West of Hudson). Rail replacement locations will be determined based upon condition.

**Summary**

This project provides for the replacement of the ties and rail along with cyclical surfacing required throughout the entire Metro-North territory West of Hudson River in New York State.

The total budget for this project is \$15.92 million. This request is for \$9.27 million.

# Proposed Program of Projects Federal Fiscal Year 2024

**Agency**

Metro-North Railroad

**ACEP ID**

M803-03-03

**Project Name**

West of Hudson Undergrade Bridge – Port Jervis Line

**Planning Number / PIN**

**County/Borough:** Orange

**Zip Code**

**Object/Purpose of Project**

The purpose of this project is to replace the existing undergrade bridge located at Smith Clove Road JS 47.88 on the Port Jervis line that is not in a State of Good Repair (SGR). This bridge is in deficient condition and has substandard load ratings.

**Units/Locations/Limits**

Bridge Replacement at Smith Clove Road located at JS 47.88.

**Summary**

This project continues the on-going West of Hudson Undergrade bridge program included in each capital program since Metro-North assumed maintenance responsibility for the Port Jervis Line. The scope of work of this project is to replace an undergrade bridge at Smith Clove Road located at JS 47.88 on the Port Jervis Line.

The total budget for this project is \$10.53 million. This request is for \$9.86 million.

# Proposed Program of Projects Federal Fiscal Year 2024

**Agency**

Metro-North Railroad

**ACEP ID**

M803-03-04

**Project Name**

Moodna/Woodbury Viaduct Repairs

**Planning Number / PIN**

**County/Borough:** Orange

**Zip Code**

**Object/Purpose of Project**

The purpose of this project is to perform priority repairs on two major structures – Woodbury and Moodna Viaducts – located on the Port Jervis Line. A design-build package has been developed to restore the viaducts to a State of Good Repair (SGR).

**Units/Locations/Limits**

Woodbury Viaduct (JS 55.03) located in Woodbury, NY.  
Moodna Viaduct (JS 50.17) located in Salisbury Mills, NY.

**Summary**

This project will progress the rehabilitation of the 114-year-old Moodna and Woodbury viaducts with inspection, design and construction of priority repairs to enable these major structures to remain in service. These priority repairs must be made to ensure the viability of these critical infrastructure links for West of Hudson service, until they can be replaced in a future Capital Program.

The total budget for this project is \$40.00 million. This request is for \$36.19 million.

# Proposed Program of Projects Federal Fiscal Year 2024

<b>Agency</b> Metro-North Railroad	<b>ACEP ID</b> M803-03-06
<b>Project Name</b> Small Business Mentoring Program - West of Hudson	<b>Planning Number / PIN</b>
<b>County/Borough:</b> Multiple	<b>Zip Code</b>

**Object/Purpose of Project**  
Metro-North will make investments on the West of Hudson as part of the MTA's Small Business Development Program (SBDP), supporting planned work to be undertaken in the ongoing 2020-2024 Capital Program.

**Units/Locations/Limits**  
Select locations on the Port Jervis Line.

**Summary**  
This project makes Small Business Development Program (SBDP) investments in support of planned 2020-2024 Capital Program investments on the Port Jervis Line.

The total budget for this project is \$5.68 million. This request is for \$5.68 million.



# Proposed Program of Projects Federal Fiscal Year 2024

<b>Agency</b> Metro-North Railroad	<b>ACEP ID</b> M803-03-07
<b>Project Name</b> West of Hudson Capacity Improvements – Port Jervis Line	<b>Planning Number / PIN</b>
<b>County/Borough:</b> Multiple	<b>Zip Code</b>

**Object/Purpose of Project**

The purpose of this project is to evaluate the Port Jervis Line for locations for passing sidings within Orange County, NY and potentially increase customer service. The project includes a study of train patterns and service, potential locations and constructibility options.

**Units/Locations/Limits**

Locations for sidings are under review.

**Summary**

This project will evaluate the installation of sidings on the Port Jervis Line in an effort to increase service for West of Hudson customers. The project is geared toward reestablishing the second track, that was previously removed and converted into an access road. The addition of passing sidings will be needed to provide capacity to maximize the benefits from the future completion of the Gateway Project. The Gateway is significant capital investment to improve the Northeast Corridor for New Jersey Transit and Amtrak. Additional second track accommodations will be needed to support additional service and this project is a precursor to that work.

The total budget for this project is \$100.0 million. This request is for \$100.0 million.

# Proposed Program of Projects Federal Fiscal Year 2024

**Agency**

Metro-North Railroad

**ACEP ID**

M803-03-08

**Project Name**

West of Hudson Infrastructure Improvement

**Planning Number / PIN**

**County/Borough:** Multiple

**Zip Code**

**Object/Purpose of Project**

The purpose of this project is to upgrade West of Hudson System Infrastructure.

**Units/Locations/Limits**

Various Locations on Port Jervis Line.

**Summary**

The West of Hudson Infrastructure includes multiple bridge walkways, welfare storage facilities and signal houses on the Port Jervis Line.

The total budget for this project is \$40.00 million. This request is for \$40.00 million.

# Proposed Program of Projects Federal Fiscal Year 2024

<b>Agency</b> Metro-North Railroad	<b>ACEP ID</b> M804-01-04
<b>Project Name</b> Network Infrastructure	<b>Planning Number / PIN</b>
<b>County/Borough:</b> Multiple	<b>Zip Code</b>

**Object/Purpose of Project**  
This project will upgrade the Fiber Optic Communication System infrastructure.

**Units/Locations/Limits**  
Metro-North Railroad systemwide.

**Summary**  
Metro-North's Fiber Optic Communication System consists of 41 node houses serviced by a core ring, which covers the entire New Haven Line, Hudson Line, Harlem Line, Grand Central communication room, Mott Haven and Beacon Line. The current Synchronous Optical Network (SONET) is approaching the end of its useful life.

In order to meet future demands for projects such as security system upgrades along with passenger station and information upgrade projects, the next generation in Optical Transport Dense Wave Division Multiplexing (DWDM) will replace the current Synchronous Optical Network (SONET).

The total budget for this project is \$14.49 million. This request is for \$2.32 million.

# Proposed Program of Projects Federal Fiscal Year 2024

<b>Agency</b> Metro-North Railroad	<b>ACEP ID</b> M804-01-05
<b>Project Name</b> Station PA System	<b>Planning Number / PIN</b>
<b>County/Borough:</b> Multiple	<b>Zip Code</b>

## Object/Purpose of Project

This project will replace necessary hardware and software for old legacy Public Address (PA) station controller to interface with new office (head end) at limited stations. This includes the existing Penta Controller version 3 (PC3) controller which is no longer supported via channel banks. It will be replaced with an Internet Protocol (IP) audio decoder that requires a network switch for Public Address and Visual Information System (PA/VIS) and communication via the Dense Wavelength Division Multiplexing (DWDM) network.

## Units/Locations/Limits

Metro-North Railroad Hudson and Harlem Lines.

## Summary

This project will ensure Public Address (PA) systems at passengers stations will operate for all daily functions and aid in direction in case of any emergency.  
Builds off past capital initiatives goals to improve customer quality of life and to provide real-time information across the transportation network.  
This equipment will directly impact those who live in the immediate area and ride our trains.  
Reduce noise pollution from Dual-Tone Multi-Frequency (DTMF) tones.  
Allow for modern approach to remote management for increased up time.

The total budget for this project is \$2.01 million. This request is for \$2.01 million.

# Proposed Program of Projects Federal Fiscal Year 2024

**Agency**

Metro-North Railroad

**ACEP ID**

M804-01-08

**Project Name**

CCTV

**Planning Number / PIN**

**County/Borough:** Multiple

**Zip Code**

**Object/Purpose of Project**

The Purpose of this project is to upgrade Metro-North security components including cameras and Network DVRs. This allows Metro-North to review incidents and events in support of Railroad operation and MTA Police. This equipment is needed to maintain a state of good repair for MNR security initiatives.

**Units/Locations/Limits**

Various Metro-North locations on the Lower Hudson Line.

**Summary**

This project will cyclically replace and upgrade Metro-North Video Surveillance equipment. The work consists of networking element, camera replacement, new cabling and modernization of video storage. It allows for diversification for stored video, ease of maintenance, avoid incompatibility with future integration to backhaul to headend system and allows for increased bandwidth at location that allow connection back to security control center. This leads to faster response time post incident, possibility of using video analytics, higher reliability at the locations referenced and disaster recovery.

The total budget for this project is \$2.50 million. This request is for \$2.50 million.

# Proposed Program of Projects Federal Fiscal Year 2024

**Agency**

Metro-North Railroad

**ACEP ID**

M804-01-09

**Project Name**

Grade Crossing Improvements

**Planning Number / PIN**

**County/Borough:** Multiple

**Zip Code**

**Object/Purpose of Project**

The Grade Crossing Improvements project will provide preliminary engineering for grade separation which will eliminate at-grade-crossings. This will greatly improve safety and is crucial to the safe operation of high-speed rail lines.

**Units/Locations/Limits**

Various Locations in New York State.

**Summary**

This project will provide for the preliminary design necessary to procure a design-build team to eliminate at-grade crossings at select Metro-North locations in New York State.

The total budget for this project is 3.0 million. This request is for 3.0 million.

# Proposed Program of Projects Federal Fiscal Year 2024

<b>Agency</b> Metro-North Railroad	<b>ACEP ID</b> M805-01-06
<b>Project Name</b> Hudson Line Track 1 Electrification	<b>Planning Number / PIN</b>
<b>County/Borough:</b> Westchester	<b>Zip Code</b>

## Object/Purpose of Project

The purpose of this project is electrifying the two segments of Track #1 to provide added reliability and flexibility to ensure that emergency or other track outages do not diminish Metro-North's ability to run existing commuter rail service while minimizing impact on Amtrak and freight train operations. Additionally, having all tracks electrified provides operational flexibility for capital and maintenance construction work along the right of way in this busy section of the Hudson Line.

## Units/Locations/Limits

Harlem Line: Dobbs Ferry.

## Summary

This project provides for the installation of the third rail on the Hudson Line Track 1 from MP19.2-24.2 & 26.7-33.2. Aluminum-stainless steel contact rail will be installed with newly designed fiberglass brackets, mounted atop a new fiberglass channel, and suspended using all new hardware and insulators, as well as associated wayside components.

The total budget for this project is \$44.06 million. This request is for \$40.44 million.

# Proposed Program of Projects Federal Fiscal Year 2024

<b>Agency</b> Metro-North Railroad	<b>ACEP ID</b> M805-01-09
<b>Project Name</b> NHL Pelham Substation Replacement	<b>Planning Number / PIN</b>
<b>County/Borough:</b> Multiple	<b>Zip Code</b>

**Object/Purpose of Project**

The purpose of this project is to replace the modular substation located at Pelham (Substation C-16 on the New Haven Line) with a permanent fixed substation. The modular substation is life-expired at thirty years old and must be replaced.

**Units/Locations/Limits**

New Haven Lines in the New York State.

**Summary**

The project work shall include the following:  
Construct the replacement for the modular substation located at Wilson Woods, Pelham, N.Y. on the New Haven Line, Substation C-16 with a permanent fixed substation. This is the northern most substation on New Haven Line and supplies all four tracks.  
Provide and or review necessary feeder work by commercial electric service providers that would provide industrial-scale power (e.g. 11kV AC feeders) to the site of the replacement substation.  
Upgrade service as required to provide two independent feeders providing 2,000 kW each, current Metro-North substation standard.  
Necessary reconfiguration of existing switchgear and new switching equipment allowing two segments to be "bridged" in case of a substation failure.

The total budget for this project is \$43.20 million. This request is for \$18.85 million.



# Proposed Program of Projects Federal Fiscal Year 2024

<b>Agency</b> Metro-North Railroad	<b>ACEP ID</b> M806-01-03
<b>Project Name</b> Small Business Mentoring Program - Shops & Yards	<b>Planning Number / PIN</b>
<b>County/Borough:</b> Multiple	<b>Zip Code</b>

**Object/Purpose of Project**  
Metro-North will make investments in shops and yards as part of the MTA's Small Business Development Program (SBDP), supporting planned work to be undertaken in the ongoing 2020-2024 Capital Program. Areas of investment may include, but are not limited to, shop/yard components which are in need of repair or beyond their useful lives.

**Units/Locations/Limits**  
Select Metro-North Railroad locations systemwide.

**Summary**  
This project makes Small Business Development Program (SBDP) investments in support of planned ongoing Capital Program Shops and Yards investments.

The total budget for this project is \$2.72 million. This request is for \$2.72 million.

# Proposed Program of Projects Federal Fiscal Year 2024

**Agency**

Metro-North Railroad

**ACEP ID**

M808-01-05

**Project Name**

Program Administration

**Planning Number / PIN**

**County/Borough:** Multiple

**Zip Code**

**Object/Purpose of Project**

The purpose of this project is to provide administrative support of federal projects in the Capital Program.

**Units/Locations/Limits**

Metro North Railroad systemwide.

**Summary**

Work under this activity will support the implementation of projects under the 2024 FTA grants.

The total budget for this project is \$50.40 million. This request is for \$10.85 million.

# Proposed Program of Projects Federal Fiscal Year 2024

**Agency**

Metro-North Railroad

**ACEP ID**

M808-01-08

**Project Name**

Systemwide Security Initiatives

**Planning Number / PIN**

**County/Borough:**

Manhattan

**Zip Code**

**Object/Purpose of Project**

The Grand Central Terminal (GCT) Existing Security System State of Good Repair and Expansion project will upgrade current IESS security enterprise since it reached the end of its useful life.

**Units/Locations/Limits**

Metro-North Railroad Systemwide.

**Summary**

An upgraded program is required to keep the system in a state of good repair, including all existing systems, related sub-systems, hardware and software platforms, networks, and technologies currently in use.

The total budget for this project is \$27.33 million. This request is for \$21.84 million.

# Proposed Program of Projects Federal Fiscal Year 2024

<b>Agency</b> MTA Bus	<b>ACEP ID</b> U8030210
<b>Project Name</b> Non-Revenue Vehicles - 2020-2024	<b>Planning Number / PIN</b> FS01-8936
<b>County/Borough:</b> Multiple	<b>Zip Code</b>

**Object/Purpose of Project**  
The purpose of this project is to purchase replacement non-revenue service vehicles at various MTA Bus locations.

**Units/Locations/Limits**  
MTA Bus Depots

**Summary**  
This project will replace assorted service vehicles that have exceeded their useful life. These vehicles serve assorted MTA Bus depots.

The total budget for this project is \$2.0 million. This request is for \$1.6 million.

# Proposed Program of Projects Federal Fiscal Year 2024

<b>Agency</b> MTA Bus	<b>ACEP ID</b> U8030214
<b>Project Name</b> Project Administration - 2020-2024	<b>Planning Number / PIN</b> SF01-8879
<b>County/Borough:</b> Multiple	<b>Zip Code</b>

**Object/Purpose of Project**  
The purpose of this project is to provide project administration to support the federally funded projects in the 2020 - 2024 Capital Program.

**Units/Locations/Limits**  
Multiple

**Summary**  
Administrative activities under this project will provide continuing support for the implementation of federally funded projects within the 2020 - 2024 Capital Program.

The total budget for this project is \$4.08 million. This request is for \$3.27 million.

# Proposed Program of Projects Federal Fiscal Year 2024

<b>Agency</b> MTA Bus	<b>ACEP ID</b> U8030226
<b>Project Name</b> Design/Engineering Management Services - 2021-2024	<b>Planning Number / PIN</b> SF01-8880
<b>County/Borough:</b> Multiple	<b>Zip Code</b>

**Object/Purpose of Project**  
The purpose of this project is to provide design/engineering management services for the federally funded projects in the 2020 - 2024 Capital Program.

**Units/Locations/Limits**  
Multiple

**Summary**  
Under this project, design/engineering services will be provided for the federally funded projects within the 2020 - 2024 Capital Program.

The total budget for this project is \$2.20 million. This request is for \$1.76 million.

# Proposed Program of Projects Federal Fiscal Year 2024

<b>Agency</b> MTA Bus	<b>ACEP ID</b> U8030235
<b>Project Name</b> Construction Management Services - 2020	<b>Planning Number / PIN</b>
<b>County/Borough:</b> Multiple	<b>Zip Code</b>

**Object/Purpose of Project**  
The purpose of this project is to provide construction management services to support the federally funded projects in the 2020 - 2024 Capital Program that are in construction.

**Units/Locations/Limits**  
Multiple

**Summary**  
Under this project, construction management services will be provided for the federally funded projects within the 2020 - 2024 Capital Program that are in construction.

The total budget for this project is \$0.71 million. This request is for \$0.57 million.

# Proposed Program of Projects Federal Fiscal Year 2024

<b>Agency</b> Capital Construction	<b>ACEP ID</b> G7110101
<b>Project Name</b> Penn Station Access - Pre Design	<b>Planning Number / PIN</b>
<b>County/Borough:</b> Multiple	<b>Zip Code</b>

**Object/Purpose of Project**

This project will provide for Pre Design services for Penn Station Access. The purpose is to improve efficiency in operations with the introduction of direct MTA Metro-North Railroad (MNR) service to Penn Station in Manhattan.

**Units/Locations/Limits**

Amtrak's Hell Gate Line, from New Rochelle, through the East Bronx, via Randall's Island, to Sunnyside, Queens, through the East River Tunnels to Penn Station in Manhattan.

**Summary**

Penn Station Access (PSA) will connect Metro-North Railroad to Penn Station in Manhattan via Amtrak's existing Hell Gate Line (HGL). Improvements will be made along approximately 15 miles of the existing HGL Right-of-Way (ROW), including upgrades to power and signal systems, installation of new track and realignment of existing track, and reconstruction of railroad bridges to accommodate more trains. As part of the effort, four (4) new stations will be constructed in the East Bronx.

This project will provide for Pre Design services for PSA.

This total budget for the project is \$11.5 million. This request is for \$9.2 million.



# Proposed Program of Projects Federal Fiscal Year 2024

<b>Agency</b> Capital Construction	<b>ACEP ID</b> G7110102
<b>Project Name</b> Penn Station Access - Project Management	<b>Planning Number / PIN</b>
<b>County/Borough:</b> Multiple	<b>Zip Code</b>

**Object/Purpose of Project**

This project will provide project management services to support design-build construction to operate on the Hell Gate Line. The purpose is to improve efficiency in operations with the introduction of direct MTA Metro-North Railroad (MNR) service to Penn Station in Manhattan.

**Units/Locations/Limits**

Amtrak's Hell Gate Line, from New Rochelle, through the East Bronx, via Randalls Island, to Sunnyside, Queens, through the East River Tunnels to Penn Station in Manhattan.

**Summary**

Penn Station Access (PSA) will connect Metro-North Railroad to Penn Station in Manhattan via Amtrak's existing Hell Gate Line (HGL). Improvements will be made along approximately 15 miles of the existing HGL Right-of-Way (ROW), including upgrades to power and signal systems, installation of new track and realignment of existing track, and reconstruction of railroad bridges to accommodate more trains. As part of the effort, four (4) new stations will be constructed in the East Bronx.

This project will provide for Project Management Services services for PSA.

This total budget for the project is \$50.7 million. This request is for \$40.5 million.

# Proposed Program of Projects Federal Fiscal Year 2024

<b>Agency</b> Capital Construction	<b>ACEP ID</b> G7110104
<b>Project Name</b> Penn Station Access - Track and Structures (Interlocking)	<b>Planning Number / PIN</b>
<b>County/Borough:</b> Multiple	<b>Zip Code</b>

**Object/Purpose of Project**

This project will provide for Track and Structures construction support (Interlocking) for Penn Station Access. The purpose is to improve efficiency in operations with the introduction of direct MTA Metro-North Railroad (MNR) service to Penn Station in Manhattan.

**Units/Locations/Limits**

Amtrak's Hell Gate Line, from New Rochelle, through the East Bronx, via Randall's Island, to Sunnyside, Queens, through the East River Tunnels to Penn Station in Manhattan.

**Summary**

Penn Station Access will connect Metro-North Railroad to Penn Station in Manhattan via Amtrak's existing Hell Gate Line (HGL). Improvements will be made along approximately 15 miles of the existing HGL Right-of-Way (ROW), including upgrade to power and signal systems, installation of new track and realignment of existing track, and reconstruction of railroad bridges to accommodate more trains.

This project will provide for Track and Structures construction support (Interlocking).

This total budget for the project is \$1.4 million. This request is for \$1.1 million.

# Proposed Program of Projects Federal Fiscal Year 2024

<b>Agency</b> Capital Construction	<b>ACEP ID</b> G7110107
<b>Project Name</b> Penn Station Access - Stations	<b>Planning Number / PIN</b>
<b>County/Borough:</b> Multiple	<b>Zip Code</b>

**Object/Purpose of Project**

This project will provide for Stations construction for Penn Station Access. The purpose is to improve efficiency in operations with the introduction of direct MTA Metro-North Railroad (MNR) service to Penn Station in Manhattan.

**Units/Locations/Limits**

Amtrak's Hell Gate Line, from New Rochelle, through the East Bronx, via Randall's Island, to Sunnyside, Queens, through the East River Tunnels to Penn Station in Manhattan.

**Summary**

Penn Station Access will connect Metro-North Railroad to Penn Station in Manhattan via Amtrak's existing Hell Gate Line (HGL). Improvements will be made along approximately 15 miles of the existing HGL Right-of-Way (ROW). As part of the effort, four (4) new stations will be constructed in the East Bronx.

This project will provide for Stations construction.

This total budget for the project is \$280.3 million. This request is for \$24.2 million.

# Proposed Program of Projects Federal Fiscal Year 2024

<b>Agency</b> Capital Construction	<b>ACEP ID</b> G7110110
<b>Project Name</b> Penn Station Access - Engineering Consulting Services	<b>Planning Number / PIN</b>
<b>County/Borough:</b> Multiple	<b>Zip Code</b>

**Object/Purpose of Project**

This project will provide engineering consulting to support design-build construction to operate on the Hell Gate Line. The purpose is to improve efficiency in operations with the introduction of direct MTA Metro-North Railroad (MNR) service to Penn Station in Manhattan.

**Units/Locations/Limits**

Amtrak's Hell Gate Line, from New Rochelle, through the East Bronx, via Randalls Island, to Sunnyside, Queens, through the East River Tunnels to Penn Station in Manhattan.

**Summary**

Penn Station Access (PSA) will connect Metro-North Railroad to Penn Station in Manhattan via Amtrak's existing Hell Gate Line (HGL). Improvements will be made along approximately 15 miles of the existing HGL Right-of-Way (ROW), including upgrades to power and signal systems, installation of new track and realignment of existing track, and reconstruction of railroad bridges to accommodate more trains. As part of the effort, four (4) new stations will be constructed in the East Bronx.

This project will provide for Engineering Consulting Services services for PSA.

The total budget for this project is \$47.8 million. This request is for \$38.3 million.

# Proposed Program of Projects Federal Fiscal Year 2024

<b>Agency</b> Capital Construction	<b>ACEP ID</b> G7110111
<b>Project Name</b> Penn Station Access - Force Account	<b>Planning Number / PIN</b>
<b>County/Borough:</b> Multiple	<b>Zip Code</b>

**Object/Purpose of Project**

This project will provide for construction Force Account support for Penn Station Access. The purpose is to improve efficiency in operations with the introduction of direct MTA Metro-North Railroad (MNR) service to Penn Station in Manhattan.

**Units/Locations/Limits**

Amtrak's Hell Gate Line, from New Rochelle, through the East Bronx, via Randall's Island, to Sunnyside, Queens, through the East River Tunnels to Penn Station in Manhattan.

**Summary**

Penn Station Access will connect Metro-North Railroad to Penn Station in Manhattan via Amtrak's existing Hell Gate Line (HGL). Improvements will be made along approximately 15 miles of the existing HGL Right-of-Way (ROW), including upgrade to power and signal systems, installation of new track and realignment of existing track, and reconstruction of railroad bridges to accommodate more trains. As part of the effort, four (4) new stations will be constructed in the East Bronx.

This project will provide for construction Force Account support for right-of-way access.

The total budget for this project is \$8.2 million. This request is for \$6.6 million.

# Proposed Program of Projects Federal Fiscal Year 2024

**Agency**

Capital Construction

**ACEP ID**

G7110112

**Project Name**

Penn Station Access - Design Build Construction - Demolition

**Planning Number / PIN**

**County/Borough:** Multiple

**Zip Code**

**Object/Purpose of Project**

This project will provide for Design Build Construction - Demolition services for Penn Station Access. The purpose is to improve efficiency in operations with the introduction of direct MTA Metro-North Railroad (MNR) service to Penn Station in Manhattan.

**Units/Locations/Limits**

Amtrak's Hell Gate Line, from New Rochelle, through the East Bronx, via Randall's Island, to Sunnyside, Queens, through the East River Tunnels to Penn Station in Manhattan.

**Summary**

Penn Station Access (PSA) will connect Metro-North Railroad to Penn Station in Manhattan via Amtrak's existing Hell Gate Line (HGL). Improvements will be made along approximately 15 miles of the existing HGL Right-of-Way (ROW), including upgrades to power and signal systems, installation of new track and realignment of existing track, and reconstruction of railroad bridges to accommodate more trains. As part of the effort, four (4) new stations will be constructed in the East Bronx.

This project will provide for Design Build Construction - Demolition services for PSA.

The total budget for this project is \$24.1 million. This request is for \$19.3 million.

# Proposed Program of Projects Federal Fiscal Year 2024

<b>Agency</b> Capital Construction	<b>ACEP ID</b> G7110113
<b>Project Name</b> Penn Station Access - Arts at Stations	<b>Planning Number / PIN</b>
<b>County/Borough:</b> Multiple	<b>Zip Code</b>

**Object/Purpose of Project**

This project will provide for Arts at Stations for Penn Station Access. The purpose is to improve efficiency in operations with the introduction of direct MTA Metro-North Railroad (MNR) service to Penn Station in Manhattan.

**Units/Locations/Limits**

Amtrak's Hell Gate Line, from New Rochelle, through the East Bronx, via Randall's Island, to Sunnyside, Queens, through the East River Tunnels to Penn Station in Manhattan.

**Summary**

Penn Station Access (PSA) will connect Metro-North Railroad to Penn Station in Manhattan via Amtrak's existing Hell Gate Line (HGL). Improvements will be made along approximately 15 miles of the existing HGL Right-of-Way (ROW), including upgrades to power and signal systems, installation of new track and realignment of existing track, and reconstruction of railroad bridges to accommodate more trains. As part of the effort, four (4) new stations will be constructed in the East Bronx.

This project will provide for Arts at Stations for PSA.

The total budget for this project is \$3.8 million. This request is for \$3.0 million.

# Proposed Program of Projects Federal Fiscal Year 2024

<b>Agency</b> Capital Construction	<b>ACEP ID</b> G7110199
<b>Project Name</b> Penn Station Access - Project Reserve	<b>Planning Number / PIN</b>
<b>County/Borough:</b> Multiple	<b>Zip Code</b>

**Object/Purpose of Project**

This project will provide for necessary project contingency funds for Penn Station Access. The purpose is to improve efficiency in operations with the introduction of direct MTA Metro-North Railroad (MNR) service to Penn Station in Manhattan.

**Units/Locations/Limits**

Amtrak's Hell Gate Line, from New Rochelle, through the East Bronx, via Randalls Island, to Sunnyside, Queens, through the East River Tunnels to Penn Station in Manhattan.

**Summary**

Penn Station Access (PSA) will connect Metro-North Railroad to Penn Station in Manhattan via Amtrak's existing Hell Gate Line (HGL). Improvements will be made along approximately 15 miles of the existing HGL Right-of-Way (ROW), including upgrades to power and signal systems, installation of new track and realignment of existing track, and reconstruction of railroad bridges to accommodate more trains. As part of the effort, four (4) new stations will be constructed in the East Bronx.

This project will provide for reserve contingency funding for PSA.

The total budget for this project is \$2.8 million. This request is for \$2.2 million.



# Proposed Program of Projects Federal Fiscal Year 2024

<b>Agency</b> Capital Construction	<b>ACEP ID</b> G8110102
<b>Project Name</b> Penn Station Access - Program Management	<b>Planning Number / PIN</b>
<b>County/Borough:</b> Multiple	<b>Zip Code</b>

**Object/Purpose of Project**

This project will provide for Program Management for Penn Station Access. The purpose is to improve efficiency in operations with the introduction of direct MTA Metro-North Railroad (MNR) service to Penn Station in Manhattan.

**Units/Locations/Limits**

Amtrak's Hell Gate Line, from New Rochelle, through the East Bronx, via Randall's Island, to Sunnyside, Queens, through the East River Tunnels to Penn Station in Manhattan.

**Summary**

Penn Station Access (PSA) will connect Metro-North Railroad to Penn Station in Manhattan via Amtrak's existing Hell Gate Line (HGL). Improvements will be made along approximately 15 miles of the existing HGL Right-of-Way (ROW), including upgrades to power and signal systems, installation of new track and realignment of existing track, and reconstruction of railroad bridges to accommodate more trains. As part of the effort, four (4) new stations will be constructed in the East Bronx.

This project will provide for Program Management for PSA.

The total budget for this project is \$18.0 million. This request is for \$14.4 million.

# Proposed Program of Projects Federal Fiscal Year 2024

<b>Agency</b> Capital Construction	<b>ACEP ID</b> G8110103
<b>Project Name</b> Penn Station Access - Construction Management	<b>Planning Number / PIN</b>
<b>County/Borough:</b> Multiple	<b>Zip Code</b>

**Object/Purpose of Project**

This project will provide Construction Management services to support design-build construction to operate on the Hell Gate Line. The purpose is to improve efficiency in operations with the introduction of direct MTA Metro-North Railroad (MNR) service to Penn Station in Manhattan.

**Units/Locations/Limits**

Amtrak's Hell Gate Line, from New Rochelle, through the East Bronx, via Randall's Island, to Sunnyside, Queens, through the East River Tunnels to Penn Station in Manhattan.

**Summary**

Penn Station Access (PSA) will connect Metro-North Railroad to Penn Station in Manhattan via Amtrak's existing Hell Gate Line (HGL). Improvements will be made along approximately 15 miles of the existing HGL Right-of-Way (ROW), including upgrades to power and signal systems, installation of new track and realignment of existing track, and reconstruction of railroad bridges to accommodate more trains. As part of the effort, four (4) new stations will be constructed in the East Bronx.

This project will provide for Construction Management services for PSA.

The total budget for this project is \$140.4 million. This request is for \$112.3 million.

# Proposed Program of Projects Federal Fiscal Year 2024

**Agency**

Capital Construction

**ACEP ID**

G8110108

**Project Name**

Penn Station Access - Shops and Yards Construction - New Rochelle

**Planning Number / PIN**

**County/Borough:**

**Zip Code**

**Object/Purpose of Project**

This project will provide for Shops and Yards Construction-New Rochelle Yard for Penn Station Access. The purpose is to improve efficiency in operations with the introduction of direct MTA Metro-North Railroad (MNR) service to Penn Station in Manhattan.

**Units/Locations/Limits**

Amtrak's Hell Gate Line, New Rochelle Yard.

**Summary**

Penn Station Access (PSA) will connect Metro-North Railroad to Penn Station in Manhattan via Amtrak's existing Hell Gate Line (HGL). Improvements will be made along approximately 15 miles of the existing HGL Right-of-Way (ROW).

This project will provide for project reserve for Shops and Yards Construction-New Rochelle Yard for PSA.

The total budget for this project is \$146.9 million. This request is for \$117.5 million.

# Proposed Program of Projects Federal Fiscal Year 2024

<b>Agency</b> Capital Construction	<b>ACEP ID</b> G8110111
<b>Project Name</b> Penn Station Access - Force Account	<b>Planning Number / PIN</b>
<b>County/Borough:</b> Multiple	<b>Zip Code</b>

**Object/Purpose of Project**

This project will provide for construction Force Account support for Penn Station Access. The purpose is to improve efficiency in operations with the introduction of direct MTA Metro-North Railroad (MNR) service to Penn Station in Manhattan.

**Units/Locations/Limits**

Amtrak's Hell Gate Line, from New Rochelle, through the East Bronx, via Randall's Island, to Sunnyside, Queens, through the East River Tunnels to Penn Station in Manhattan.

**Summary**

Penn Station Access will connect Metro-North Railroad to Penn Station in Manhattan via Amtrak's existing Hell Gate Line (HGL). Improvements will be made along approximately 15 miles of the existing HGL Right-of-Way (ROW), including upgrade to power and signal systems, installation of new track and realignment of existing track, and reconstruction of railroad bridges to accommodate more trains. As part of the effort, four (4) new stations will be constructed in the East Bronx.

This project will provide for construction Force Account support for right-of-way access.

The total budget for this project is \$218.6 million. This request is for \$174.9 million.

# Proposed Program of Projects Federal Fiscal Year 2024

<b>Agency</b> Capital Construction	<b>ACEP ID</b> G8110112
<b>Project Name</b> Penn Station Access - Real Estate Management	<b>Planning Number / PIN</b>
<b>County/Borough:</b> Multiple	<b>Zip Code</b>

**Object/Purpose of Project**

This project will provide for Real Estate Management services for Penn Station Access. The purpose is to improve efficiency in operations with the introduction of direct MTA Metro-North Railroad (MNR) service to Penn Station in Manhattan.

**Units/Locations/Limits**

Amtrak's Hell Gate Line, from New Rochelle, through the East Bronx, via Randalls Island, to Sunnyside, Queens, through the East River Tunnels to Penn Station in Manhattan.

**Summary**

Penn Station Access (PSA) will connect Metro-North Railroad to Penn Station in Manhattan via Amtrak's existing Hell Gate Line (HGL). Improvements will be made along approximately 15 miles of the existing HGL Right-of-Way (ROW), including upgrades to power and signal systems, installation of new track and realignment of existing track, and reconstruction of railroad bridges to accommodate more trains. As part of the effort, four (4) new stations will be constructed in the East Bronx.

This project will provide for real estate acquisitions and associated management services for PSA.

The total budget for this project is \$163.9 million. This request is for \$131.1 million.

# Proposed Program of Projects Federal Fiscal Year 2024

<b>Agency</b> Capital Construction	<b>ACEP ID</b> G8110113
<b>Project Name</b> Penn Station Access - Controlled Insurance	<b>Planning Number / PIN</b>
<b>County/Borough:</b> Multiple	<b>Zip Code</b>

**Object/Purpose of Project**

This project will provide for an Owner Controlled Insurance Program (OCIP) for Penn Station Access. The purpose is to improve efficiency in operations with the introduction of direct MTA Metro-North Railroad (MNR) service to Penn Station in Manhattan.

**Units/Locations/Limits**

Amtrak's Hell Gate Line, from New Rochelle, through the East Bronx, via Randalls Island, to Sunnyside, Queens, through the East River Tunnels to Penn Station in Manhattan.

**Summary**

Penn Station Access (PSA) will connect Metro-North Railroad to Penn Station in Manhattan via Amtrak's existing Hell Gate Line (HGL). Improvements will be made along approximately 15 miles of the existing HGL Right-of-Way (ROW), including upgrades to power and signal systems, installation of new track and realignment of existing track, and reconstruction of railroad bridges to accommodate more trains. As part of the effort, four (4) new stations will be constructed in the East Bronx.

This project will provide for OCIP insurance throughout the construction phase for PSA.

The total budget for this project is \$131.4 million. This request is for \$105.2 million.

# Proposed Program of Projects Federal Fiscal Year 2024

<b>Agency</b> Capital Construction	<b>ACEP ID</b> G8110114
<b>Project Name</b> Penn Station Access - Design Build Construction Services	<b>Planning Number / PIN</b>
<b>County/Borough:</b> Multiple	<b>Zip Code</b>

**Object/Purpose of Project**

This project will provide for design-build construction services for Penn Station Access work. The purpose is to improve efficiency in operations with the introduction of direct MTA Metro-North Railroad (MNR) service to Penn Station in Manhattan.

**Units/Locations/Limits**

Amtrak's Hell Gate Line, from New Rochelle, through the East Bronx, via Randalls Island, to Sunnyside, Queens, through the East River Tunnels to Penn Station in Manhattan.

**Summary**

Penn Station Access (PSA) will connect Metro-North Railroad to Penn Station in Manhattan via Amtrak's existing Hell Gate Line (HGL). Improvements will be made along approximately 15 miles of the existing HGL Right-of-Way (ROW), including upgrades to power and signal systems, installation of new track and realignment of existing track, and reconstruction of railroad bridges to accommodate more trains.

This project will provide for design build construction services for PSA.

The total budget for this project is \$1.499 billion. This request is for \$1.199 billion.

# Proposed Program of Projects Federal Fiscal Year 2024

<b>Agency</b> Capital Construction	<b>ACEP ID</b> G8110199
<b>Project Name</b> Penn Station Access - Construction Reserve	<b>Planning Number / PIN</b>
<b>County/Borough:</b>	<b>Zip Code</b>

**Object/Purpose of Project**

This project will provide for necessary construction contingency funds for Penn Station Access. The purpose is to improve efficiency in operations with the introduction of direct MTA Metro-North Railroad (MNR) service to Penn Station in Manhattan.

**Units/Locations/Limits**

Amtrak's Hell Gate Line, from New Rochelle, through the East Bronx, via Randalls Island, to Sunnyside, Queens, through the East River Tunnels to Penn Station in Manhattan.

**Summary**

Penn Station Access (PSA) will connect Metro-North Railroad to Penn Station in Manhattan via Amtrak's existing Hell Gate Line (HGL). Improvements will be made along approximately 15 miles of the existing HGL Right-of-Way (ROW), including upgrades to power and signal systems, installation of new track and realignment of existing track, and reconstruction of railroad bridges to accommodate more trains. As part of the effort, four (4) new stations will be constructed in the East Bronx.

This project will provide for construction contingency funding for PSA.

The total budget for this project is \$117.6 million. This request is for \$94.1 million.



# Proposed Program of Projects Federal Fiscal Year 2024

**Agency**

Capital Construction

**ACEP ID**

G81501XX

**Project Name**

Penn Station Reconstruction – Design Services

**Planning Number / PIN**

**County/Borough:** Multiple

**Zip Code**

**Object/Purpose of Project**

This project will provide Preliminary Engineering and support services for the early stages of the effort to rebuild Penn Station.

**Units/Locations/Limits**

New York Penn Station, the busiest transportation center in North America, is located in West Midtown, Manhattan, NY.

**Summary**

The project represents the budget for a Preliminary Engineering and support services for the reconstruction of Penn Station. The scope includes pre-design, preliminary engineering, stakeholder outreach support and other preparatory work in support of this effort.

The total budget for this project is \$120.0 million. This request is for \$96.0 million.

# Proposed Program of Projects Federal Fiscal Year 2024

<b>Agency</b> Capital Construction	<b>ACEP ID</b> G8XXXXXX
<b>Project Name</b> Interborough Express	<b>Planning Number / PIN</b>
<b>County/Borough:</b> Multiple	<b>Zip Code</b>

## Object/Purpose of Project

This project will provide Preliminary Engineering support services for the early stages of the Interborough Express (IBX), which is a proposed high-capacity transit link currently advancing through the planning phase.

## Units/Locations/Limits

A new, 14-mile light rail transit (LRT) link within an existing freight corridor extending from Bay Ridge in Brooklyn, NY to Jackson Heights in Queens, NY.

## Summary

By taking advantage of this existing freight corridor, Interborough Express will provide passenger service between Brooklyn and Queens to better connect some of New York City's (NYC's) most transit-dependent and disadvantaged neighborhoods. The IBX station program was developed to maximize the MTA's existing transit network, with 19 new LRT stations along the corridor providing transfers to 17 existing subway lines and the Long Island Rail Road. The IBX proposal will also improve the existing freight corridor and accommodate future increases in freight rail service.

This project will provide preliminary engineering support services, including site inspections, surveys and reports, environmental testing, geotechnical borings, construction logistics, and outside counsel support for environmental and transaction activities. The project scope also includes force account support activities.

The total budget for this project is \$40.0 million. This request is for \$32.0 million.