

Regional Investments Capital Improvement Program

March 11, 2013



What are Regional Investments?

- Improvements to Harold Interlocking that benefit the regional transportation network: Long Island Rail Road, Amtrak, New Jersey Transit, and Metro-North Railroad
 - Westbound Bypass (CH057A)
 - Eastbound ReRoute (CH058)
 - Amtrak Car Washer Replacement (CH059)
 - Loop and T Interlocking Reconfiguration (FQA65)
- Improvements are funded in the MTA's Capital Program



Benefits of Regional Investments

- Construction of grade-separated Westbound and Eastbound routes through Harold Interlocking will:
 - Eliminate conflicting train movements between Amtrak and the LIRR
 - Improve schedule reliability and on time performance
 - Increase train speeds between Penn Station and the New Haven line



Constructing Regional Investments

- These investments result in an operationally “robust” complex through Harold Interlocking to accommodate the future needs of LIRR, Amtrak, NJT, and MNR
- Investments will be built concurrently with the East Side Access project
 - This approach is cost effective, enabling similar construction in the same geographic area to be undertaken by one contractor
 - This approach is more efficient. Track outages and railroad resources can be maximized to support ESA and RI construction



Budget (\$ in Millions)

	<u>July 2009</u>	<u>May 2012</u>
Local	\$484	\$292
Federal*	0	\$297
Total	<u>\$484</u>	<u>\$590</u>
2010-14 Plan	\$401	\$459
2015-19 Plan	\$ 83	\$131

*Federal funding provided by the Federal Railroad Administration High-Speed Intercity Passenger Rail Program and an FTA Freedom Grant



Scope

Major Contracts in 2013/2014:

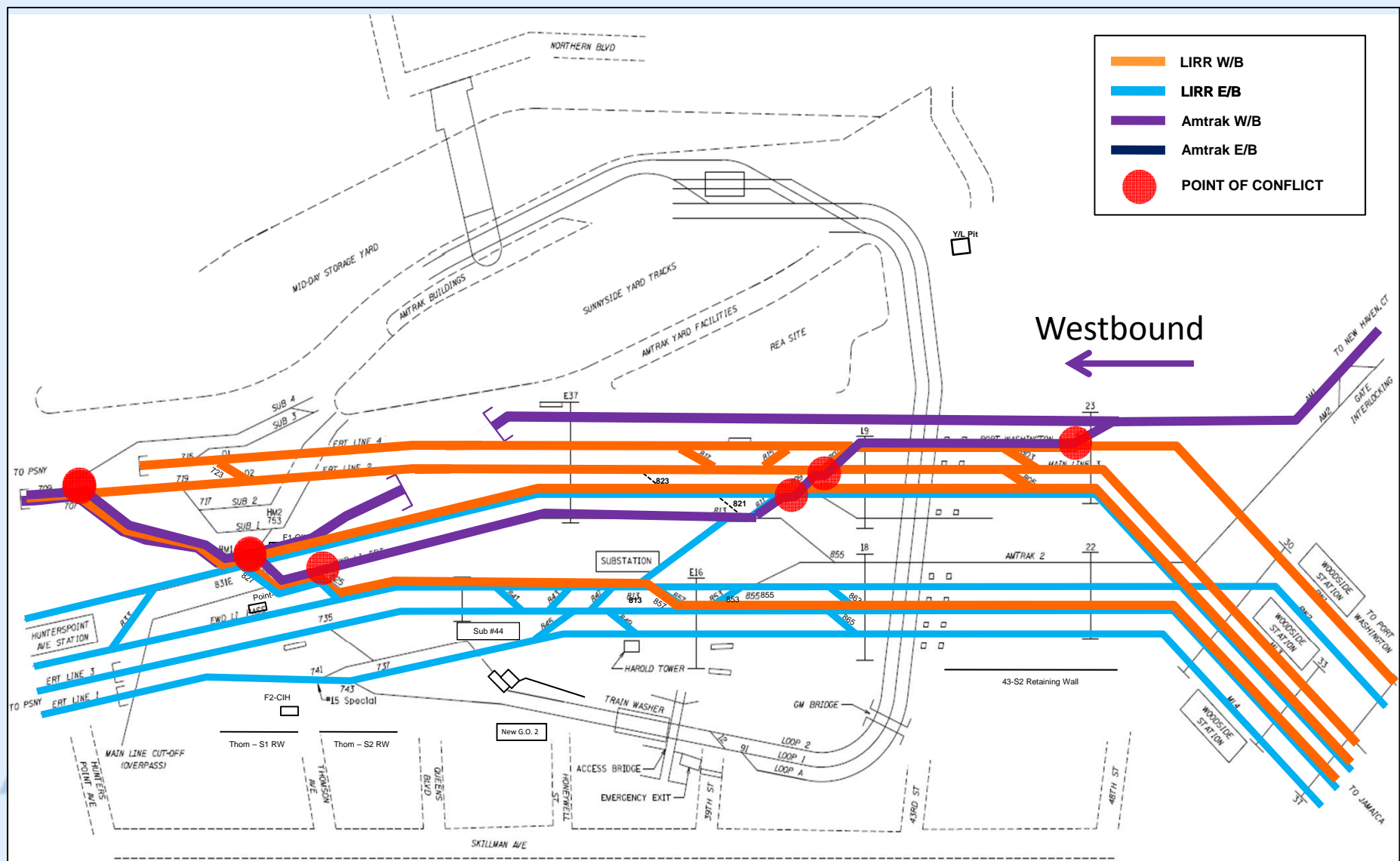
\$ in Millions

- Westbound ByPass (CH057A) \$141
- Eastbound ReRoute (CH058) 116
- Loop and T Interlocking Reconfiguration (FQA65) 36



Where are the conflicts in Harold?

Westbound



Westbound Bypass Structures

Contract No: CH057A

Scope: Construct a grade separated bypass under Harold Interlocking, approximately 7,000 feet. Includes tunnel construction, retaining walls, track and third rail, signal equipment, and catenary.

Who: Third Party and Amtrak/LIRR Forces

Schedule: NTP Aug 2013
 Completion Feb 2016

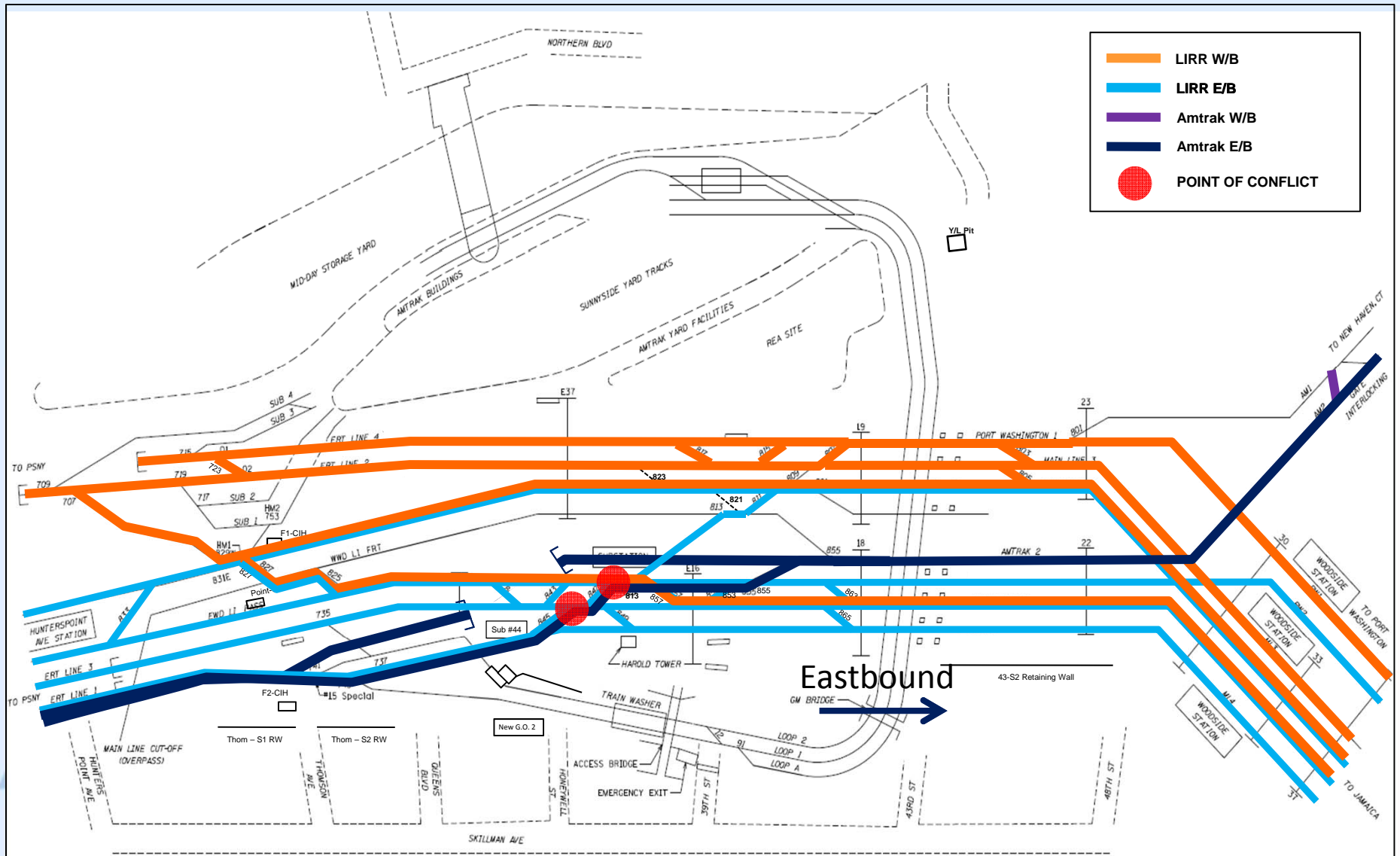


Westbound Bypass

Needs to be built within Existing ROW
(Looking east from Queens Blvd.)



Eastbound



Eastbound Re-Route

Contract No.: CH058

Scope: Construct a tunnel of approximately 4,900 feet under the Harold Interlocking. Includes tunnel construction, retaining walls, track and third rail, signal equipment, catenary, and utilities.

Who: Third Party and Amtrak/LIRR Forces

Schedule: NTP May 2014
 Completion Feb 2017



Eastbound Reroute Needs to be build within existing ROW

