

 **A Modern LI
Long Island Rail Road Expansion Project
Floral Park to Hicksville**

**LIRR Committee Meeting
December 11, 2017**



Long Island Rail Road



**Department of
Transportation**

 A Modern LI

LIRR Expansion Project
Floral Park to Hicksville

Agenda

- 1 Project Overview**
- 2 Project Benefits**
- 3 Design-Build Procurement**
- 4 Project Cost & Schedule**
- 5 What's Next**

Modernizing Long Island

East Side
Access

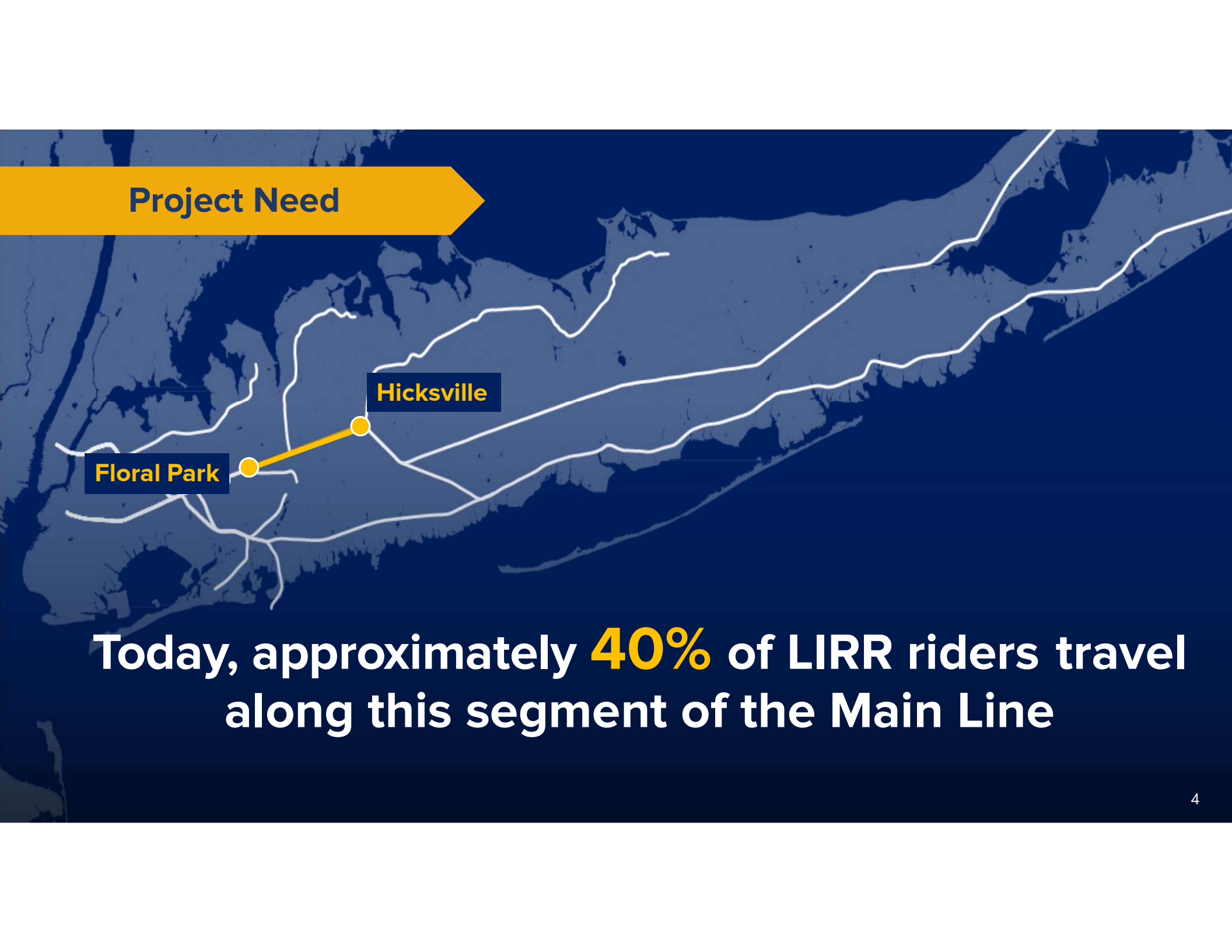
LIRR
Expansion

Double
Track

Jamaica
Station

After 70 years of stagnation, a series of **transformative LIRR capital projects** are moving forward

Project Need



The map shows the LIRR Main Line in Long Island Sound. A yellow line segment connects two stations: Floral Park on the left and Hicksville on the right. Both station names are in yellow text inside dark blue rectangular boxes. The background is a dark blue map of the coastline with white lines representing the rail lines.

Floral Park

Hicksville

Today, approximately **40%** of LIRR riders travel along this segment of the Main Line

Risks to Service Reliability & Public Safety



Current Conditions

From 2013 through 2016

127 Main Line incidents

4,354 late or canceled trains

Millions of LIRR customers affected

Current Conditions (cont.)

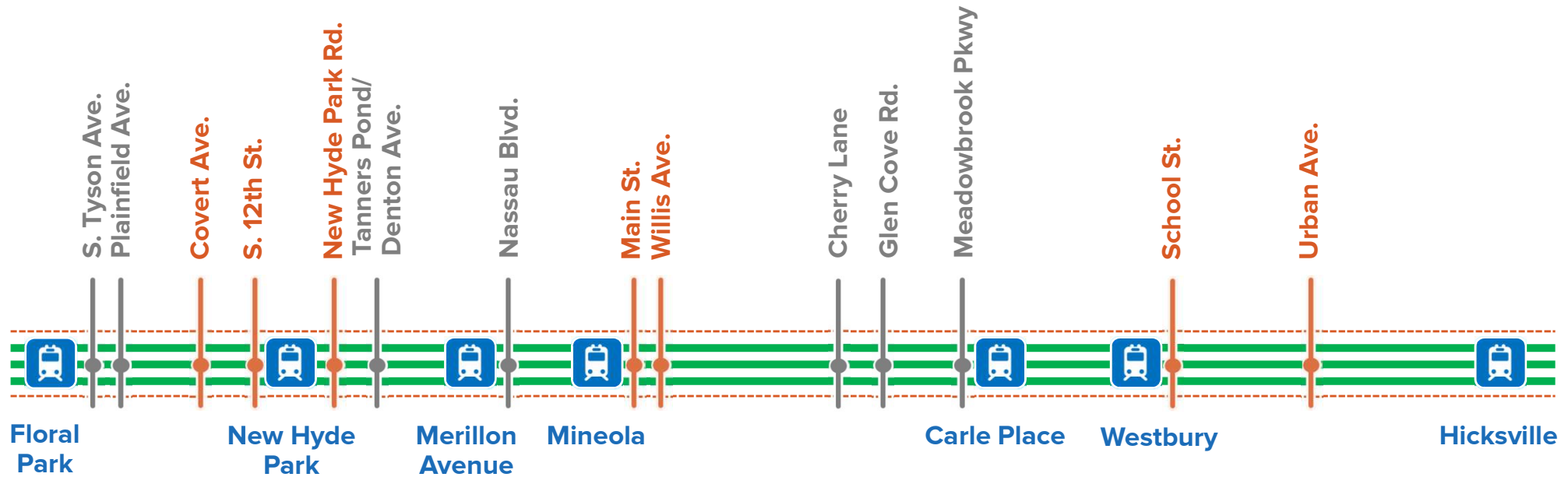
SAFETY

24 deaths at 7 Main Line grade crossings since 1980

138 vehicles strikes at grade crossing gates in 2015

20 Main Line bridge strikes in 2016

LIRR Expansion Project Components



9.8-mile Main Line segment from Floral Park to Hicksville

LIRR Expansion Project Components

Project Components by the Numbers

■ Grade Crossings	7
■ Bridges	7
■ Stations	6
■ ADA Elevators	13
■ Substations	7
■ Interlocking Reconstructions	2
■ Parking Facilities	5
■ Retaining/Sound Walls	7.5 miles
■ Pedestrian Overpasses	6
■ Track	9.8 miles

An aerial photograph of a rail corridor. A new third track is highlighted in yellow, running parallel to the existing tracks. The corridor is flanked by industrial buildings, parking lots, and residential areas. The text "Project Components" is overlaid on the top left in a yellow arrow shape.

Project Components

New third track on Main Line (within existing LIRR right-of-way) to improve service options and reliability throughout the system

Project Components

Illustrative Rendering of
New Hyde Park Road

Elimination of **seven street-level grade crossings**

Project Components

Illustrative Rendering of Merillon Avenue

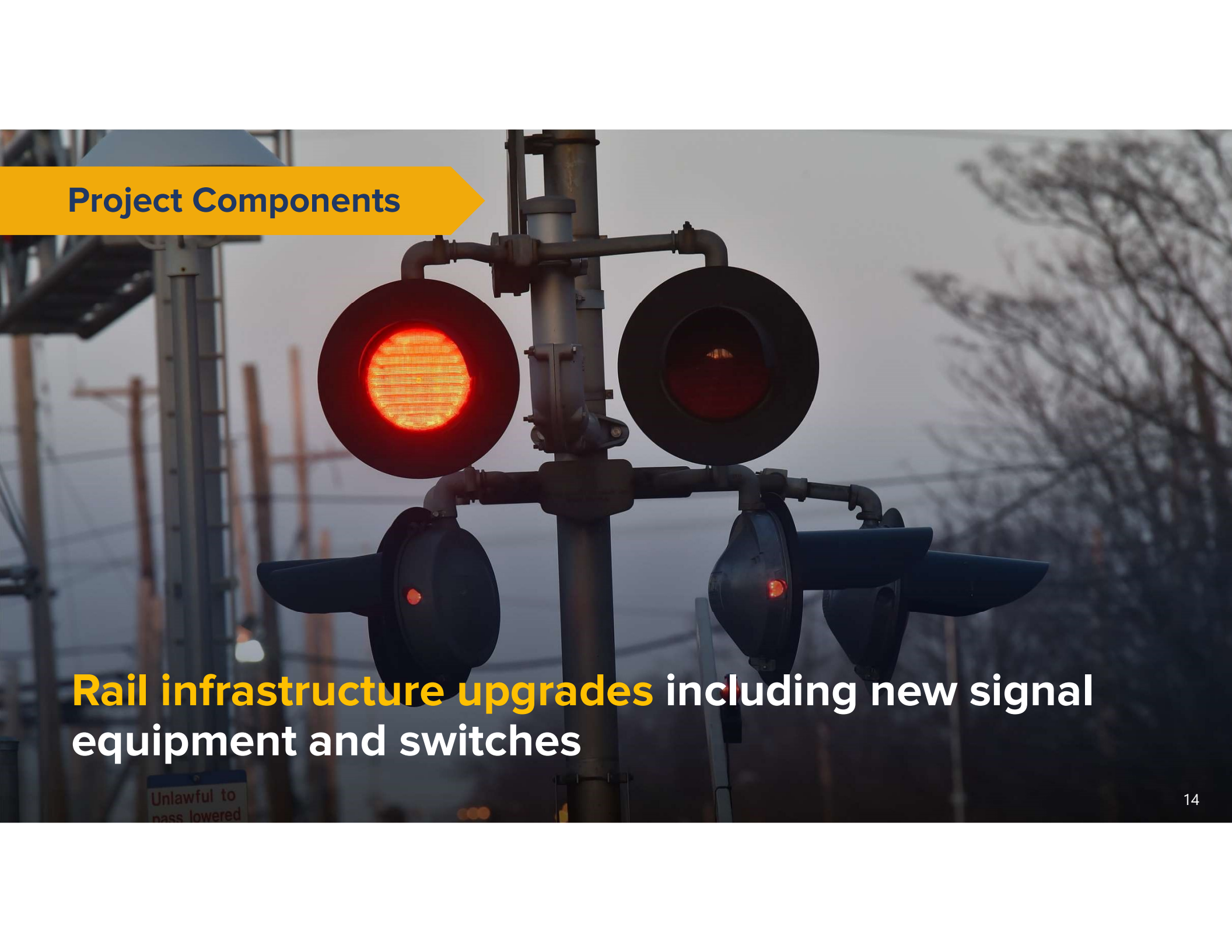


Improvements to stations along the Main Line
including **ADA** enhancements

Project Components

Post Avenue Bridge Replacement completed ahead of schedule on the weekend of October 21-22, 2017

Improvements to rail bridges along the Main Line to accommodate a third track and to eliminate bridge strikes

A photograph of a railroad crossing signal at dusk or dawn. The signal consists of a vertical pole with two large circular lights at the top and two smaller, wing-shaped lights below. The left circular light is flashing a bright red light, while the right one is dark. The wing-shaped lights also have small red lights. In the background, there are utility poles and bare trees. A yellow banner is overlaid on the top left, and white and yellow text is overlaid at the bottom.

Project Components

Rail infrastructure upgrades including new signal equipment and switches

Unlawful to
pass lowered

Project Components

New power substations to bring power infrastructure to a state of good repair and enhance capacity to power three tracks

Project Components

Complete avoidance of residential relocations accomplished through strategically placed retaining walls

Project Components

Illustrative Rendering of Sound
Attenuation Wall

Construction of sound attenuation walls throughout residential areas to reduce noise levels



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The LIRR Expansion Project is a **key piece of a system-wide LIRR modernization**

A Better Commute

Illustrative Rendering of Mineola Station Improvements

The LIRR Expansion Project means **faster commutes, fewer delays, reverse commuting, and less crowding**

Ridership Benefits



Approximately **40% of all daily LIRR riders** utilize the Main Line Corridor

Ridership Benefits



**Reverse Commuters from NYC, Queens, Brooklyn
& Western Nassau**

Ridership Benefits

A map of Long Island with the Long Island Rail Road (LIRR) network highlighted in green. A specific segment of the network, the Main Line, is highlighted in orange and labeled "Main Line". This segment connects two stations, each marked with a yellow circle. The background is a dark blue map of the island.

Main Line

All LIRR Customers on the entire network



Infrastructure Investment

The LIRR Expansion Project will allow more flexibility in scheduled and unscheduled maintenance, thereby reducing costs

Economic Development

The LIRR Expansion Project will **accommodate sustainable growth and support economic development**

Improved Quality of Life

Grade crossing elimination
at Urban Avenue

The LIRR Expansion Project will reduce noise, and improve **safety and quality of life for those living and working on Long Island**

Community Commitments

Construction will include **environmental controls** to minimize dust, noise, and other community disruptions

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Contractor Procurement

November 2016

MTA Board approved two-step RFQ / RFP procurement process

January 2017

Design-build teams responded to RFQ and submitted qualifications; 4 short-listed teams announced

Spring 2017

9 one-on-one meetings with design-build teams

June 2017

Final RFP released

Contractor Procurement (cont.)

July 2017 3 design-build proposals were received

July/August 2017 Technical and Price proposals reviewed

September 2017 Oral presentations

Fall 2017 4 Selection Committee meetings

Fall 2017 Pricing negotiations



Recommended Action

We recommend the award of a contract to **3rd Track Constructors** for the design and construction of the LIRR Expansion Project

Total Contract Amount: \$1.813 billion

\$1.457 billion (Base Scope) plus \$356 million
(Completion Scope + Garage Scope)

Design-Build Team

LEAD CONTRACTOR FIRMS

 **3rd TRACK CONSTRUCTORS**
Picone | Dragados USA | CCA Civil | Halmar

LEAD DESIGNER



LEAD OUTREACH

RUBENSTEIN

3TC: Diversity Participation

Job growth and contract opportunities for Minority and Women-Owned Business Enterprises (MWBEs) and Service-Disabled Veteran-Owned Businesses (SDVOBs)

PARTICIPATION GOALS:

15%

MBE

15%

WBE

6%

SDVOB



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Total Project Cost

3TC's Total Contract Amount

\$1.8 billion

Additional Project Cost

(includes Owners' Costs such as force account, property acquisition, contingencies, insurance, etc.)

\$0.8 billion

Total Project Cost: \$2.6 billion



Funding Strategy

2015-2019 Capital Program Funding **\$2.05 billion**

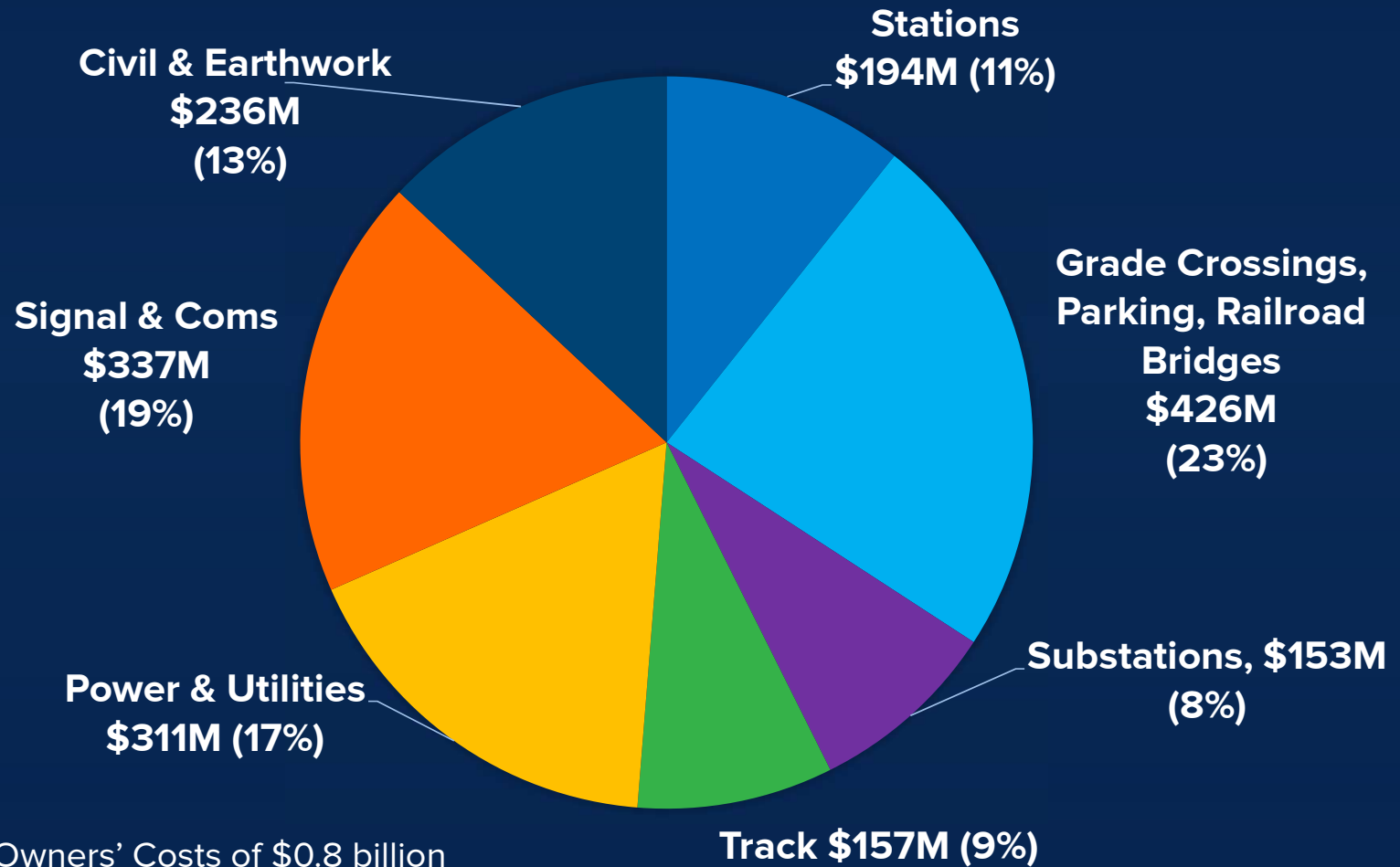
2020-2024 Capital Program Funding **\$538 million**

Total Project Cost: \$2.6 billion

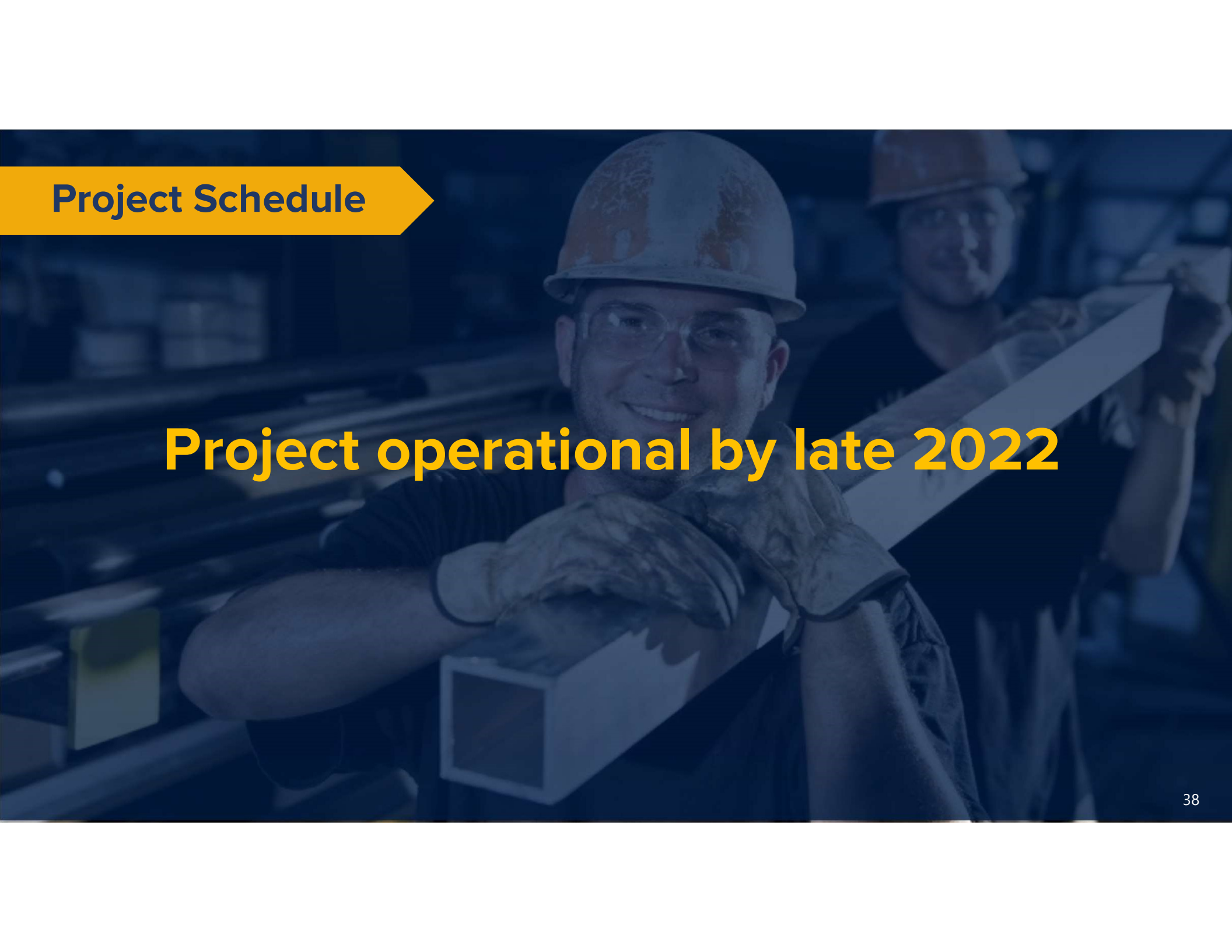
Includes 3TC's contract plus owners' costs

COST BY COMPONENT CATEGORIES*

(IN MILLIONS)



* Not including Owners' Costs of \$0.8 billion



Project Schedule

Project operational by late 2022



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Upcoming Milestones

Anticipated Project Schedule

Design-Build Contract Award

December 2017

Early Work

- Design Completion
- Utility Relocations
- Surveying
- Mobilization
- Community Outreach
- Retaining Walls
- Station Work

Beginning
1Q2018



Thank You
