



EAST SIDE ACCESS QUARTERLY REPORT

July - August - September 2011



CH053 - 43rd Street Westbound By-Pass Bridge Steel Installation.

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Quarterly Review Report – 3rd Quarter '11

Executive Summary

Status of ESA Budget and Schedule

BUDGET				
TOTAL (millions)	<i>Budget</i>	<i>Awards</i>	<i>Invoiced</i>	<i>Paid</i>
	\$ 7,328.0	\$ 4,547.6	\$ 3,215.7	\$ 3,218.9
% Budget		62%	44%	44%
% Awards			74%	71%

Note: The budget and schedule reflect the September 2009 rebaseline as approved by the MTA Board

CONSTRUCTION ONLY	<i>Budget</i>	<i>Awards*</i>	<i>Invoiced</i>	<i>Paid</i>
(millions)	\$ 5,579.2	\$ 3,351.2	\$ 2,100.9	\$ 2,104.0
% Budget		60%	38%	38%
% Awards			66%	63%

*Awards reflect current contract values.

CONTINGENCY (millions)	<i>FFGA Baseline</i>	<i>Sept 09 Baseline</i>	<i>Current</i>
	\$ 855	\$424	\$461

COMPLETED CONTRACTS 24 contracts valued at \$467.9 million

Contracts Completed This Quarter None

ACTIVE CONTRACTS 24 contracts valued at \$2.734 billion

Contracts Awarded This Quarter Plaza Substation and Queens Structures (CQ032)

2011 PLANNED AWARDS GCT Concourse & Facilities Fit-Out Phase I (CM014A)

PROJECT PROGRESS

Total Project Percent Complete 46.0%

Design Percent Complete 96.7%

4th QTR '11 DESIGN WORK PLAN INCLUDES:

Two contracts achieving 30% submittal – Amtrak Harold Stage 4-Catenary (FHA04), LIRR Harold Stage 4-Force Account (FHL04)

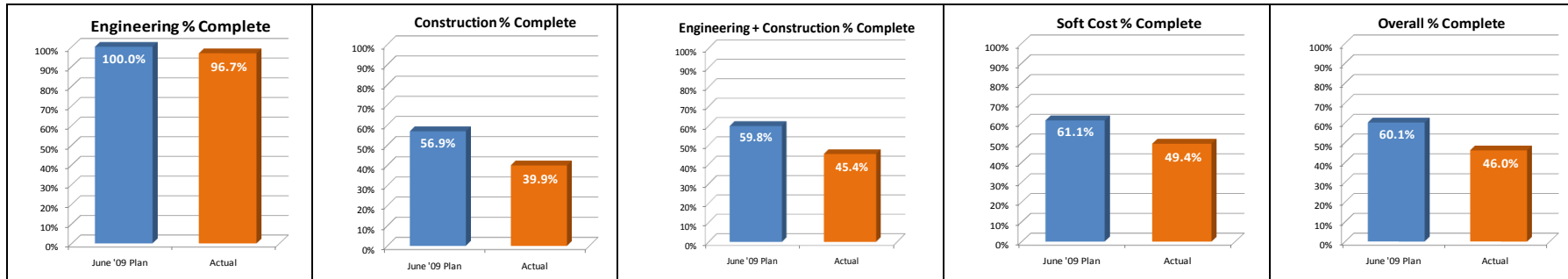
Two contracts achieving 60% submittal –Mid-Day Storage Yard Facility (CQ033), Amtrak Harold Stage 4-Catenary (FHA04)

One contract achieving 90% submittal – Amtrak Harold Stage 2-Catenary (FHA02)

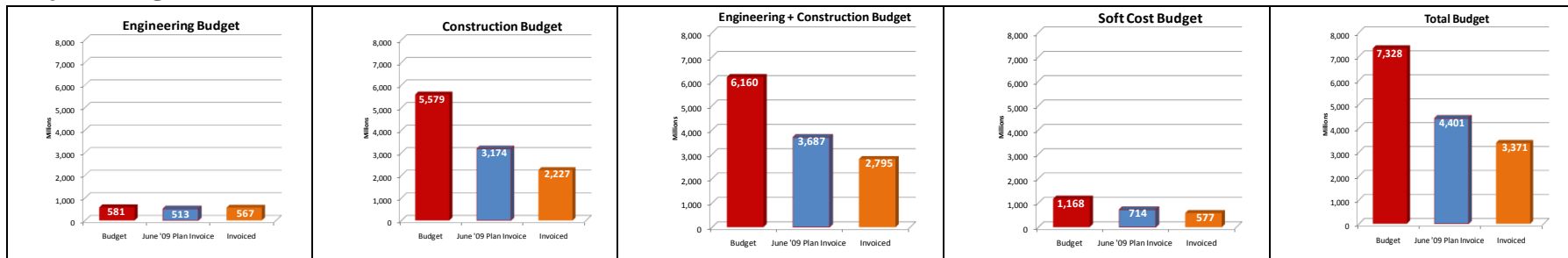
Three contracts achieving 100% submittal – LIRR Harold Stage 3-Force Account (FHL03), Amtrak Harold Stage 3-Force Account (FHA03), Loop Interlocking CIL – Amtrak Force Account (FQA65)

Quarterly Review Report – 3rd Quarter '11

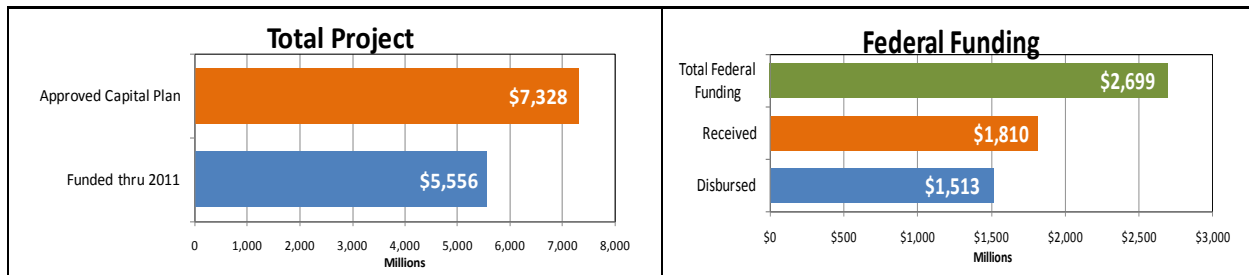
Project Progress Based on Earned Value



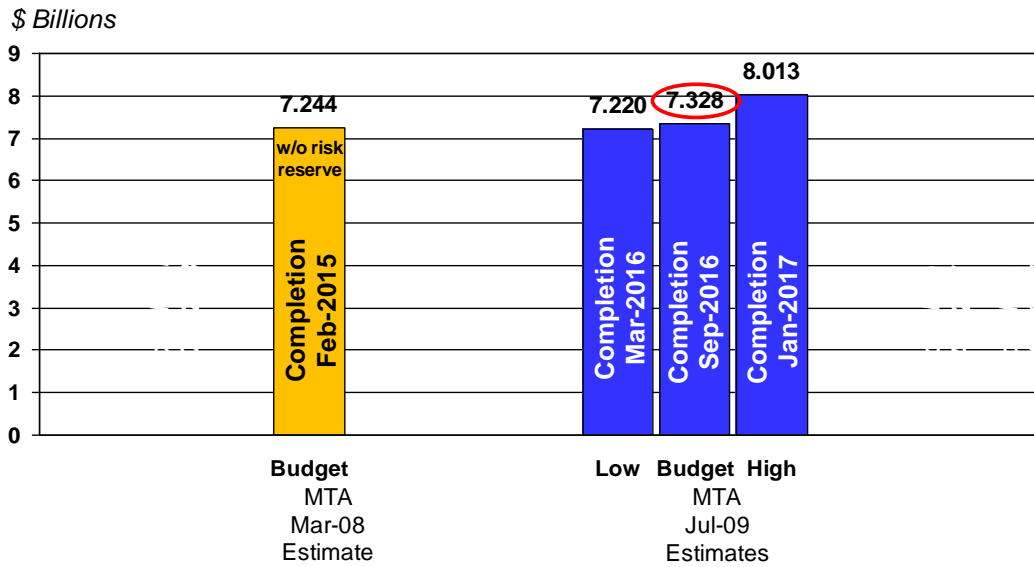
Project Budget



Status of Project Funding



East Side Access – Budget & Schedule



Note: July 2009 values exclude \$463M in rolling stock costs, now budgeted elsewhere.

Highlights and Issues

Overall Schedule:

- Work continued this quarter analyzing the on-going construction delays as well as the impact of the East River Tunnel work by AMTRAK. Mitigation strategies are being developed in both areas and will be incorporated into a re-baselined schedule that will be produced by the end of the fourth quarter.

Manhattan:

- Efforts continued with the *Manhattan Structures Part 1 (CM019)* and *Manhattan Tunnels Excavation (CM009)* contractor to develop a schedule that will meet the overall needs of the Program. This work has included identifying key elements of scope to be shifted both in and out of the contract. Details to be finalized during the fourth quarter.

Harold:

- The *Harold Structures (CH053 and CH054)* Contractor continued to ramp up work with the setting of some critical signal towers and catenary poles. Work should continue to increase with the approval of the remaining stage 1 designs and subsequent installation of more signal and catenary structures. In this quarter, the contractor set the first sections of the 43rd Street bridge and also continued work on 12 kV.
- AMTRAK continues work wiring the F1 and F2 CILs. The Point CIL for LIRR was delivered however placement was delayed as a result of Tropical Storm Irene.

Queens:

- Mining of both the Yard Lead and Tunnel A TBMs continued with satisfactory progress as part of the *Queens Soft Ground Tunnels (CQ031)*
- Tutor Perini Corp. was awarded the *Plaza Substation and Queens Structures (CQ032)* contract

Procurement:

- An evaluation of all open procurements is underway to bring the bid dates and planned NTPs in line with the repackaging efforts in Manhattan. These contracts include the *Manhattan Structures 2 & Facilities Fit Out (CM012)*, *55th St Ventilation Facility (CM013A)*, and proposals for the *Systems Package 1 Facilities Systems - Communications, Controls, Security, Fire Detection, Tunnel Ventilation and Facility Power (CS179)*.
- The responsibility review of the low apparent bidder for the *GCT Concourse & Facilities Fit-Out Early Work (CM014A)* contract has taken longer than anticipated. An award is now planned for November. This will not impact the critical path.

Quarterly Review Report – 3rd Quarter '11

Active Construction Contracts Summary

Project Description/ Contractor	Status	Current Budget (\$M)	Budget at Award (\$M)	Original Contract Award (\$M)	Current Approved Contract (\$M)	Remaining Contingency (\$M)	Estimate at Completion (\$M)	Cost Expenditure % Complete		Invoiced	NTP	Substantial Completion			Remarks
								Plan	Actual			Plan		Forecast	
												Orig	Revised		
MANHATTAN / BRONX															
CM009 - Manhattan Tunnels Excavations Dragados-Judlau (DJ)	CP	456.3	449.3	427.9	448.4	7.9	456.3	88.4	82.6	370.3	07/10/06	07/10	06/12	Under Review	Contract is on the critical path. DJ and MTA continue to explore opportunities to recover schedule.
CM019 - Manhattan Structures 1 Dragados-Judlau (DJ)	CP	775.2***	756.0	734.0	752.3	16.8	775.2	81.6	67.1	504.7	04/01/08	03/12	06/12	Under Review	Contract is on the critical path. DJ and MTA continue to explore opportunities to recover schedule.
FMM19 - Manhattan Force Account Support MNR	NO	31.4	33.1	31.8	29.9	1.5	31.4	N/A	62.0%	16.7	04/01/08	03/12	06/12	11/12	Force Account support for Manhattan construction.
CM002 - GCT Expansion Joint Repairs and Structural Closures J-Track LLC	NO	4.8	4.8	4.5	4.5	0.2	4.8	19.0%	8.4%	0.4	05/09/11	07/12	07/12	07/12	Delay of one month in starting field work due to late submittals. MNR long term continuous track access delays of approximately 2 weeks. Will try and make up time during MNR Track embargo period.
CM004 - 44th St. Demolition & Construct Fan Plan Structure & 245 Park Ave. Entrance Yonkers Contracting Company, Inc. (YCC)	NO	45.3	42.8	40.8	41.8	3.5	45.3	99.4%	49.9%	20.4	09/16/09	09/11	09/11	04/12	Contract is expected to incur substantial delays due to low productivity on several critical activities. YCC working double shifts and Saturdays to minimize delays.
CM013 - 50th St. Vent Facility CCA Civil-Halmar International (CCA)	NO	99.1	99.1	94.4	94.9	4.1	99.1	57.8%	42.3%	40.4	01/04/10	06/12	06/12	11/12	Construction manager is reviewing the proposed Milestone #5 schedule which enables early vehicular and passenger access to the ventilation shaft.
VM014 - Vertical Circulation (Escalators & Elevators) Schindler Elevator Corp.	NO	51.3	51.4	24.2	24.2*	3.4	51.3**	0.0%	0.0%	2.8	09/27/10	04/15	04/15	04/15	Contractor has resubmitted the baseline contract schedule and is currently under review.
QUEENS															
CS810 - Queens Instrumentation Wang Technology	NO	3.1	3.0	2.7	3.1	0.0	3.1	100.0%	92.8%	2.8	05/06/09	05/10	05/11	07/11	Substantial Completion attained on 07/14/11.
CQ031 - Queens Bored Tunnels and Structures *** Granite-Traylor-Frontier Joint Venture (GTF)	NC	778.5***	756.8	648.9	744.6	26.9	778.5	75.8%	58.2%	431.0	09/28/09	09/12	09/12	02/13	The revised schedule has been approved. The progress continues per the revised schedule.
CQ032 - Plaza Substation and Queens Structures Tutor Perini	NO	162.1	162.1	147.4	147.4	14.7	162.1	N/A	1.1%	1.5	08/10/11	08/14	08/14	08/14	The contract awarded and Notice to Proceed was issued for the work on 08/10/11. Site survey commenced.
CQ039 - Northern Boulevard Crossing Schiaivone/ Kiewit, a Joint Venture (SK)	NC	101.0	89.2	85.0	89.5	9.1	101.0	48.4%	48.3%	43.4	02/03/10	10/11	08/12	10/12	The global settlement for delay impacts from slurry wall repairs was reached. The schedule will be adjusted to accommodate CQ032 schedule.

* Current Approved Contract does not include all options **EAC assumes contract options will be exercised ***Does not include Regional Investment (ESA only)

Status	Red – Critical Path (CP)	Blue – Near Critical (NC)	Black – Not Critical (NO)
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Quarterly Review Report – 3rd Quarter '11

Project Description/ Contractor	Status	Current Budget (\$M)	Budget at Award (\$M)	Original Contract Award (\$M)	Current Approved Contract (\$M)	Remaining Contingency (\$M)	Estimate at Completion (\$M)	Cost Expenditure % Complete		Invoiced	NTP	Substantial Completion			Remarks
								Plan	Actual			Plan		Forecast	
												Orig	Revised		
HAROLD INTERLOCKING															
CH053 - Harold Structures Part 1 and G02 Substation Perini Corp.	NO	200.2	144.1	137.3	169.2	31.0	200.2	85.5%	60.2%	103.1	01/01/08	05/10	01/12	01/13	Progressing behind schedule. Contractor is considering progressing ahead of the re-baseline sequence to mitigate schedule delay.
CH054A - Harold Structures Part 2A Perini Corp.	NO	38.1	27.1	21.8	23.4	14.7	38.1	49.5%	50.5%	11.8	08/24/09	12/10	12/10	01/13	Delay in 12KV design controls the project critical path. The critical section of the 12KV ductbank has been completed for early construction to support the installation of the F2 Central Instrumentation House. The remaining portion of the ductbank will be released in phases to mitigate further schedule impacts.
FHA01 - Harold Stage 1 –Amtrak Amtrak Force Account	NO	16.8	9.5	9.5	16.8	0.0	16.8	92.3%	66.9%	13.5	06/30/07	09/10	01/12	01/13	Schedule is revised based upon CH053 re-baseline schedule. It has slipped due to the delay in design of Catenary, Signal Tower and 12KV in CH053.
FHA02 - Harold Early Stage 2 (Partial Budget Only) – Amtrak Amtrak Force Account	NO	9.7*	9.7	9.7	9.7	N/A	TBD	100.0%	88.1%	10.6	12/15/08	12/10	12/10	10/11	Progressing behind schedule (early stage 2 - partial budget) since the track works (Line 1 & Line 3) and Traction power works are pushed out to 2nd and 3rd Quarter of 2011.
FHL01 - Harold Stage 1 – LIRR LIRR Force Account	NO	22.0	28.8	28.8	20.8	0.9	22.0	89.5%	69.5%	17.2	06/29/07	09/10	10/11	01/13	Schedule has slipped due to the delay of 48 th St. bridge construction (CH053) and design issues for Signal Tower and G02 substation (Ch053)
FHL02 - Harold Early Stage 2 (Partial Budget Only) – LIRR LIRR Force Account	NO	7.4*	7.4	7.4	7.4	N/A	TBD	100.0%	99.2%	7.9	08/17/09	1/11	01/11	10/11	Progressing behind schedule (early stage 2 - partial budget). The track works are rescheduled to March and May '2011. This delay does not impact the overall FHL02 substantial completion.
FHA62 - F Interlocking CIH Amtrak Force Account	NO	8.2	8.2	7.0	7.0	1.2	8.2	97.0%	99.5%	6.4	09/11/08	08/10	07/11	08/11	Substantial Completion attained on 08/01/11.
VHA02 - Procure Harold Material Stage 2 – Amtrak Amtrak Force Account	NO	13.2	13.2	6.0	11.2**	0.6	13.2	84.0%	84.0%	2.3	01/09	01/12	05/12	07/12	Progressing on schedule.
VHL02 - Procure Harold Material Stage 2 – LIRR LIRR Procurement	NO	26.2	26.2	6.0	15.8**	7.0	26.4	49.5%	49.5%	6.2	01/09	08/13	08/13	08/13	Progressing on schedule.
VH051 (Part 1) - Harold and Point CILs Ansald STS USA, Inc. (ASTS)	NO	30.8	30.9	25.8	26.0	4.7	30.8	47.3%	28.0%	5.4	05/11/09	06/12	06/12	08/13	Deliveries of CILs have slipped but will not impact ESA project end date.
VH051 (Part 2) - Harold Tower Supervisory Control System ARINC, Inc.	NO	8.1	7.1	5.4	7.1	0.9	8.1	54.0%	54.0%	3.9	02/03/09	08/10	08/10	12/12	Progressing behind schedule due to the delay in processing the FHACS change order but will not impact ESA project end date.

* Current Budget does not include full budget

**Partial Award Only

Status	Red – Critical Path (CP)	Blue – Near Critical (NC)	Black – Not Critical (NO)
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Manhattan Active Contracts



Manhattan Tunnels Excavation (CM009) – The Manhattan tunnels excavation contract includes procurement of two 22 foot diameter rock tunnel boring machines (TBM), installation of temporary utilities, excavation of chambers and wyes, TBM (4 drives) excavation of approximately 25,000 linear feet (lf) of tunnels and final concrete lining of 11,600 lf of the running tunnels.

Manhattan Structures (CM019) – Excavation and lining of four tunnel drives, shafts, escalator well-ways, air plenums, cross-passages, and cavems mainly under Grand Central Terminal (GCT).

Manhattan Structures Part 1 – MNR (FMM19) – MNR Railroad resources in support of the contracts CM019, CM008A, CM004 and General Conditions contracts in the vicinity of GCT. These resources include both direct and indirect labor, worktrain support, and rack outages.

GCT Expansion Joint Repairs and Structural Closures (CM002) – Rehabilitation of GCT expansion joints, fire stopping and structural closures at the suburban roof level.

44th St. Demolition & Construct Fan Plant Structure & 245 Park Ave. Entrance (CM004) – 47 E. 44th Street: Demolish existing building, perform soil and rock excavation. Construct shell of new building. 245 Park Avenue Entrance: Conduct environmental abatement and demolition; construct new foundations, walls and supports, furnish and install escalator. Install architectural finishes, plumbing, fire protection, HVAC, lighting, power, fire alarm, and communication systems.

50th St. Ventilation Facility (CM013) – Construction of new ventilation building structure and vertical utility shaft form building foundation at 50th St.

Vertical Circulation - Escalators & Elevators (VM014) – The base scope includes the fabrication and installation of 17 elevators and 45 escalators for the Concourse, Cavems, 44th and 50th St. Ventilation Facilities, and MNR facilities. Options exist for an additional five elevators and two escalators.

Quarterly Review Report – 3rd Quarter '11

Active Projects – Manhattan

Manhattan Tunnels Excavation (CM009)

Jul, Aug, Sep '11

Contractor: Dragados/Judlau (DJ)

LONP#: 8

Construction Manager: Mike Pujdak

FTA Grant: NY-03-0344

Description: The Manhattan tunnels excavation contract includes procurement of two 22 foot diameter rock tunnel boring machines (TBM), installation of temporary utilities, excavation of chambers and wyes, TBM (4 drives) excavation of approximately 25,000 linear feet (lf) of tunnels and final concrete lining of 11,600 lf of the running tunnels.

Construction



Tail Tunnel (T302) Arch Rebar Installation.



EB4 Invert Rebar Installation.

Schedule and Cost

Progress:

Tunnel Concreting				
Location	Total (CY)	3 rd Qtr (CY)	Cum (CY)	% Complete
L302 UL EB (1+30 to 11+94) - Invert	1,064	162	1,064	100
L303 UL WB (1+30 to 11+94) - Invert	1,030	0	1,064	97
L303 UL WB (1+30 to 11+94) - Arch	421	329	1,064	40
EB4 (1065 to 1047+70) - Invert	1,260	240	1,598	78
EB4 (1065+06 to 1047+70) - Arch	0	0	1,598	0

1. Installation of PVC membrane, geodrains and rebars are ongoing in L302 (tail tunnel) L303 and GCT 5 to GCT 3

Schedule:

DJ submitted a completion schedule in June 2011, which shows that DJ continues to trend behind plan. MTA and DJ continue to work together to optimize the work plan and provide phased turnovers to areas using additional access points.

Cost:

The project is trending within budget. Monthly forecast projections indicate contingency values are sufficient. Current Budget increased due to transfer from contract *Manhattan Tunnels Excavation – NYCT F/A (FMT09)* for costs incurred for revised blast induced vibration limits imposed by NYCT.

Contract Modifications:

As of 09/30/11, thirty three modifications, for a total of \$20,467,318 have been executed including the scope transfers.

Critical Issues:

1. ESA is working with DJ to optimize the schedule and establish new turnover points to follow on contracts
2. Finalizing negotiations on potential scope transfers

Milestones CM009*

Milestones		Original Baseline (Approved Plan)	Current Baseline (Approved Plan)	Actual /Forecast
#	Description			
N/A	Advertise (RFP)	01/06	01/06	01/06 (A)
N/A	NTP	07/10/06	07/10/06	07/10/06 (A)
N/A	Start Tunnel Mining	09/04/07	09/25/07	09/25/07 (A)
N/A	Complete Final Drive at Lower Level (Robbins)	03/31/09	06/04/10	06/02/10 (A)
N/A	Complete Final Drive #4(SELI)	02/24/09	05/26/11	06/10/11 (A)
6A	Substantial Completion	07/08/10	06/23/12	Under Review
7A	Final Completion	11/08/10	11/23/12	Under Review

Schedule Progress	3 rd Qtr		Cumulative	
Cost Expenditure	Plan	Actual	Plan	Actual
Percent Complete**	3.2	0.9	88.4	82.6

*Milestones reflects combine CM009/CM019 Rebaseline schedule

**Curve redesigned based on Original Baseline, Current Baseline and Actual

Contract Costs (\$000) as of 09/30/11

	CM009	F/A Support	Total
Budget at Award	449,351	4,041	453,392
Current Budget	456,325	2,793	459,118
Original Award	427,954	2,597	430,551
Approved Changes	20,467	0	20,467
Current Contract Value	448,421	2,597	451,018
Invoiced Amount	370,322	1,227	371,549
Estimate at Completion	456,325	2,793	459,118

Quarterly Review Report – 3rd Quarter '11

Coordination Required

Real Estate: All properties and easements are secured for tunnel construction. MTA sent mailings to owners regarding contract NTP, zones of influence, pre-construction survey, instrumentation, and monitoring.

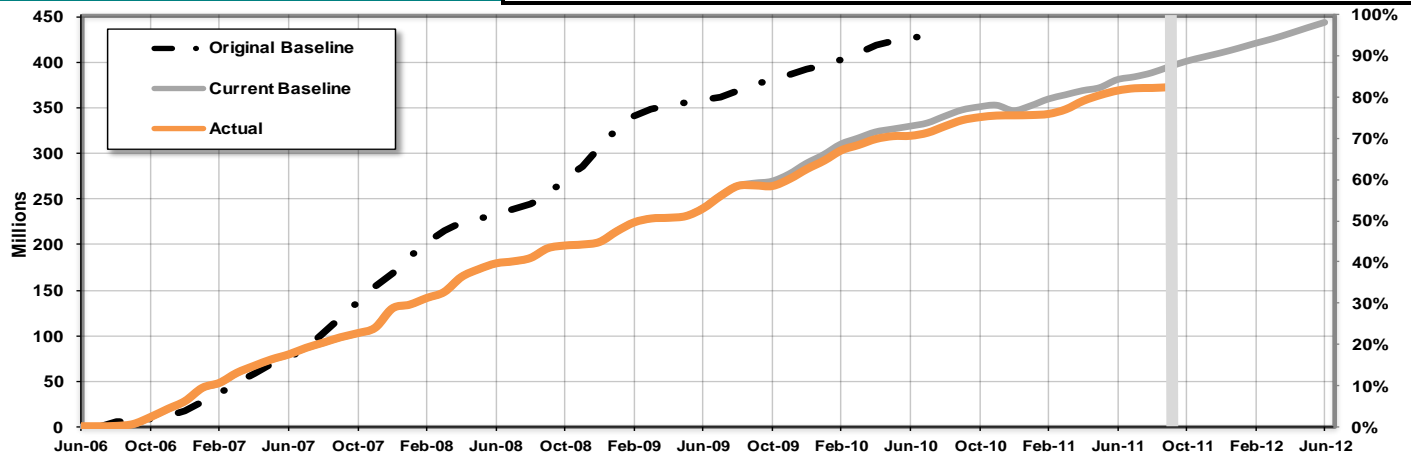
Railroad Agencies: Flagging and access protection are being provided by MNR and NYCT.

MOU: N/A

Permits: The contractor is responsible for securing the following:

- Blasting Permit – FDNY: Permit received
- Water Discharge Permit – NYCDEP: Permit received
- Lane Closure Permits – NYCDOT: Permit received for 2nd Ave. and Northern Blvd.

Progress (CM009)



Safety

- Continued ongoing safety walk-thru of sites to reinforce best practices with Management/Supervision
- Recognizing the adverse trend in accidents, DJ has briefed the MTA with the actions they are taking to improve their safety culture. These actions include more senior management involvement and field supervision accountability. To reinforce this emphasis, the ESA Construction Management team accompanies the DJ project management group on weekly, on-site job surveys.
- ESA Safety will monitor DJ's management training plan and provide assistance where requested to improve the hazard recognition and control skills of their field management

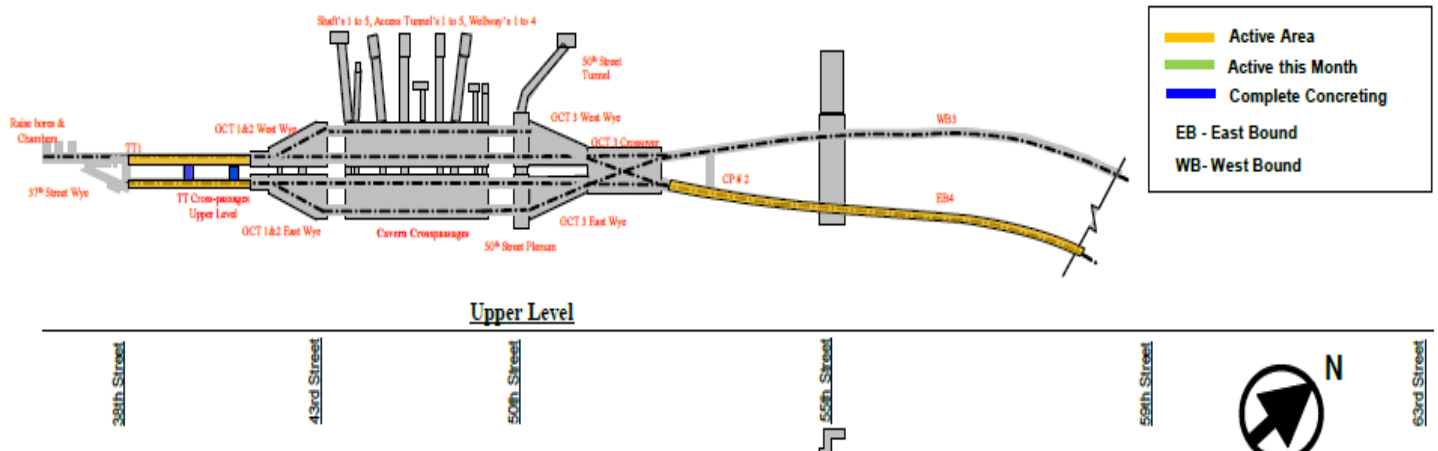
Safety Statistics* (Cumulative Incidents per 200,000 work-hours)

	Project	Contract	BLS** ('10)
Lost Time Accidents	2.76	3.10	2.20

*The project performance statistics are based on construction hours only

**Bureau of Labor Statistics/National Industry Average

Site Map



Quarterly Review Report – 3rd Quarter '11

Manhattan Structures Part 1 (CM019)

Jul, Aug, Sep '11

Contractor: Dragados-Judlau (DJ)

Construction Manager: Mike Pujdak

FTA Grant: NY-03-0344

Description: Excavation and lining of four tunnel drives, shafts, escalator well-ways, air plenums, cross-passages, and caverns mainly under Grand Central Terminal (GCT).



Rebar Installation in Wellway #4.



Formwork Assembly in EB Cavern.

Schedule and Cost

Progress:

CY - Cubic Yard

Shafts & Escalators Excavation				
Location	Total (CY)	3 rd Qtr (CY)	Cum (CY)	% Complete
Shaft 5	1,695	0	1,334	79
Shaft 4	4,389	0	4,389	100
Access tunnel # 4	536	0	536	100
Shaft 3	3,533	0	3,533	100
Access tunnel # 3	920	0	920	100
Shaft 2	1,424	0	1,424	100
Access tunnel # 2	1,091	0	939	86
Shaft 1	1,600	574	574	36
Access tunnel # 1	6,600	5,990	6,270	95
WW 4 & Slope	4,138	0	4,000	97
WW 3 & Slope	4,857	0	4,650	96
WW 2 & Slope	4,851	0	4,438	91
WW 1 & Slope	5,213	1,053	2,423	47

1. Continued drill and blast operation in GCT 1 & 2 west wye top heading (82% completed)
2. Continued Westbound Cavern arch concreting operation (13 of 23 pours completed)
3. Began formwork assembly in Eastbound Cavern
4. Completed T403 lower level cheek excavation and began T404 cheek excavation

Schedule:

DJ submitted a completion schedule in June 2011 which shows that DJ continues to trend significantly behind plan. MTA and DJ continue to work together to optimize the work plan and provide phased turnovers to areas using additional access points.

Contract Modifications: As of 09/30/11, forty eight modifications for a total of \$18,347,328 have been executed.

Cost: The contract was awarded for \$499 million. The balance of the contract was authorized in Feb '11 which increases the contract value to \$751 million. The option is \$234 million for the construction of the Main Cavern and GCT 1/2 Interlocking Bench Excavation along connecting tunnels. The project is trending within budget. Monthly forecast projections indicate contingency values are sufficient after adding potential changes and when combined with *Manhattan Tunnels Excavation (CM009)*.

The Current Budget was decreased to reflect the transfer of the 38th St Vent Plant lining to *GCT Expansion Joint Repairs and Structural Closures (CM002)* (\$10.4 M) and a transfer to the GEC to fund a design change (\$1.0 M) leading to a cost savings to CM019 (\$3.5 M).

Milestones CM019*

Milestones		Original Baseline (Approved Plan)	Current Baseline (Approved Plan)	Actual /Forecast
#	Description			
N/A	Advertise (RFP)	02/07	02/07	02/07 (A)
N/A	NTP	04/01/08	04/01/08	04/01/08 (A)
N/A	Complete West Cavern Top Heading	10/28/10	01/04/11	02/21/11(A)
5A	Excavation of GCT Caverns	12/02/11	03/01/12	Under Review
6A	Substantial Completion	03/31/12	06/23/12	Under Review
7A	Final Completion	08/31/12	11/23/12	Under Review

Schedule Progress	3 rd Qtr		Cumulative	
Cost Expenditure	Plan	Actual	Plan	Actual
Percent Complete**	8.2	5.5	81.6	67.1

* Milestones reflects combine CM009/CM019 Rebaseline schedule

**Curve redesigned based on Original Baseline, Current Baseline and Actual

Contract Costs (\$000) as of 09/30/11

	CM019	F/A Support**	Total
Budget at Award	756,020	-	756,020
Current Budget**	775,191	-	775,191
Original Award	734,000	-	734,000
Approved Changes	18,347	-	18,347
Current Contract Value	752,347	-	752,347
Invoiced Amount	504,722	-	504,722
Estimate at Completion	775,191	-	775,191

* Force Account costs are reported on the FMM19 summary page.

**Includes \$234M

Critical Issues:

1. MTA continues to monitor the formwork delivery in the east cavern and concrete cycle in the west cavern
2. Finalizing negotiations on potential scope transfers

Quarterly Review Report – 3rd Quarter '11

Coordination Required

Real Estate: All properties and easements are secured.

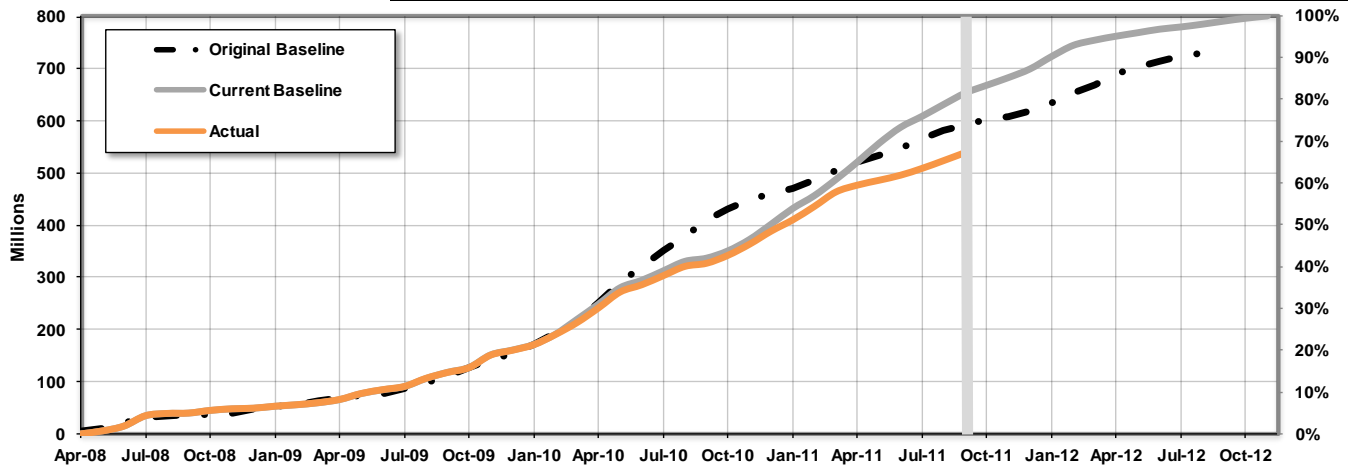
Railroad Agencies: Flagging and access and protection are being provided by MNR and NYCT.

MOU: N/A.

Permits: The contractor is responsible for securing the following:

- **Blasting Permit – FDNY:** Permit received.
- **Lane Closure Permits – NYCDOT:** Permit received for Park Ave utility work.

Progress (CM019)



Safety

- Ongoing safety walk-thru of sites continues and the contractor continues to improve ventilation capacities
- Recognizing the adverse trend in accidents, DJ has provided MTA with a plan they are implementing to improve the safety culture on project
- ESA Safety will monitor DJ's management training plan and provide assistance where requested to improve the hazard recognition and control skills of their field management and supervision. To reinforce this emphasis, the ESA Construction Management team accompanies the DJ project management group on weekly, on-site job surveys.

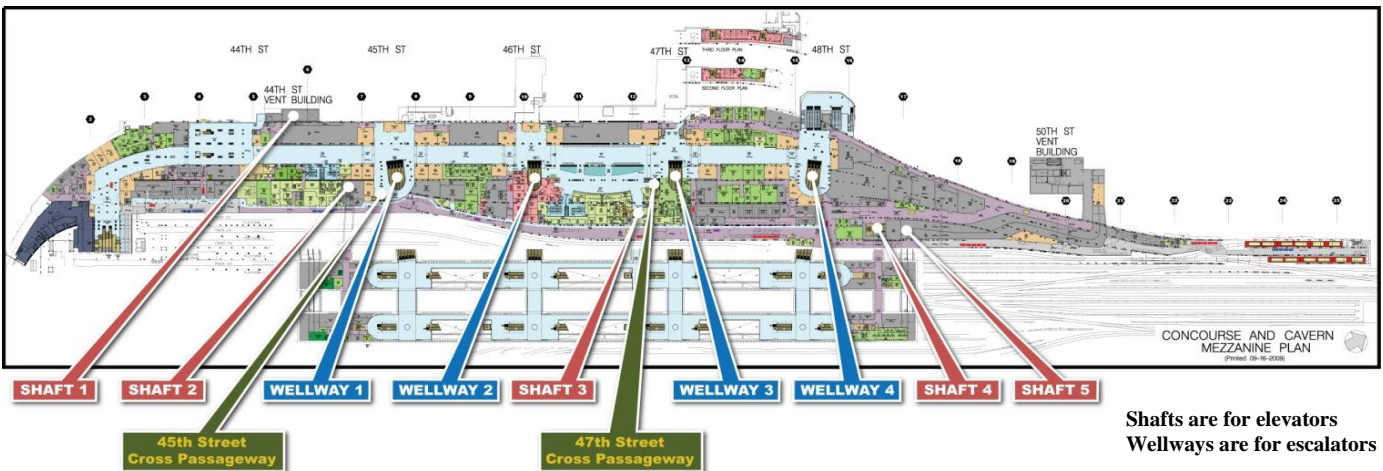
Safety Statistics* (Cumulative Incidents per 200,000 work-hours)

	Project	Contract	BLS** ('10)
Lost Time Accidents	2.76	3.08	2.20

*The project performance statistics are based on construction hours only

**Bureau of Labor Statistics/National Industry Average

Site Map



Quarterly Review Report – 3rd Quarter '11

Manhattan – MNR F/A Support (FMM19)

Jul, Aug, Sep '11

Contractor: Metro-North Railroad
Construction Manager: Fred Atiles

FTA Grant: NY-03-0344

Description: MNR Railroad resources in support of the Manhattan contracts *CM019*, *CM008A*, *CM004*, *FM216*, *CM013*, and *CM002*. These resources include both direct and indirect labor, flagging, project management, work train support, load inspection, rail cars inspection and repair, and track outages.

Construction



Track #93 Track Joint # TJ3 at the Upper level of GCT.



Longitudinal Expansion Joint Replacement at Track #40.

Schedule and Cost

Progress:

1. MNR continued to provide flagman protection outside of Madison Yard envelope during the day and at night shifts
2. MNR continued to provide support to *Manhattan Structures (CM019)* for blasting operations
3. MNR continued to provide flagman support and track outages to *Yonkers Contracting* on Tracks #11 and #13
4. MNR will provide track outages and flagging protection to support *GCT Expansion Joint Replacement & Structural Closures (CM002)*

Schedule: Scheduled to continue support of *CM019*, *CM004*, *CM013*, *CM002* and General Condition's contracts.

Cost: Project is trending under budget. However, no change to EAC is being made at this time. Further review will take place upon final completion of *FM216* and review of *CM002* needs.

Critical Issues: None

Contract Costs (\$000) as of 09/30/11

	<i>FMM19</i>	<i>F/A Support</i>	<i>Total</i>
Budget at Award	33,124	-	33,124
Current Budget	31,424	-	31,424
Original Award	31,819	-	31,819
Approved Changes	-	-	-
Current Contract Value	29,927	-	29,927
Invoiced Amount	16,663	-	16,663
Estimate at Completion	31,424	-	31,424

Quarterly Review Report – 3rd Quarter '11

GCT Expansion Joint Repairs and Structural Closures (CM002)

Jul, Aug, Sep '11

Contractor: J-Track LLC

Construction Manager: Larry Nigro

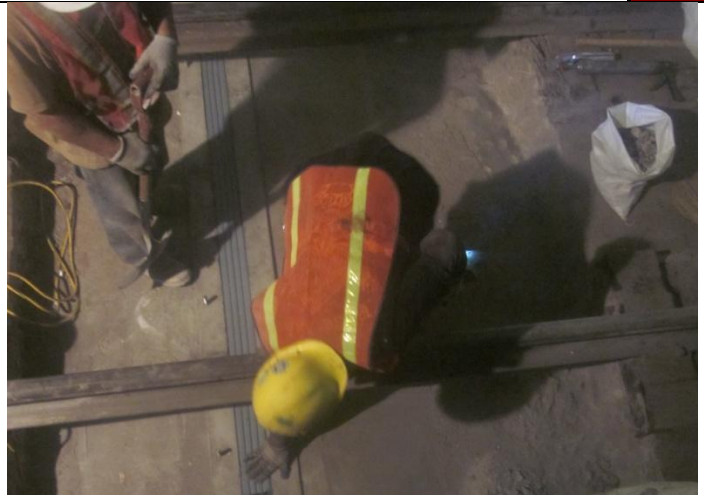
FTA Grant:

Description: GCT expansion joint replacement, column fire stopping, structural closures at the suburban roof level and track drain replacement.

Construction



Firestopping installation at Track 34.



Waterproofing and Firestopping at Track 34.

Schedule and Cost

Progress:

- Completed expansion joints, column firestopping and opening modification closures at crashwalls between Tracks at tracks 93, 94 and 33

Schedule: The Contractor's CPM Baseline Schedule has been accepted. Approximately two weeks were lost this period due to the unavailability of track outages from MNR as planned. The CM team is working with the Contractor to mitigate the impact of the changes as efficiently as possible.

Cost: Budget reflects the award amount.

Critical Issues: Long term track outages at platforms started on 09/26/11. Need to make-up lost time during MNR Track embargo period.

Milestones CM002

		Original Baseline (Approved Plan)	Current Baseline (Approved Plan)	Actual/ Forecast
#	Description			
N/A	Advertise (IFB)	01/25/11	01/25/11	01/25/11 (A)
N/A	NTP	05/09/11	05/09/11	05/09/11 (A)
1	Substantial Completion	07/02/12	07/02/12	07/02/12
2	Final Completion	08/21/12	08/21/12	08/21/12

Schedule Progress	3 rd Qtr		Cumulative	
Cost Expenditure	Plan	Actual	Plan	Actual
Percent Complete	19.0	8.4	19.0	8.4

Contract Costs (\$000) as of 09/30/11

	CM002	F/A Support	Total
Budget at Award	4,772	-	4,772
Current Budget	4,772	-	4,772
Original Award	4,545	-	4,545
Approved Changes	-	-	-
Current Contract Value	4,545	-	4,545
Invoiced Amount	380	-	380
Estimate at Completion	4,772	-	4,772

* Force account costs are reported on the FMM19 summary page.

Quarterly Review Report – 3rd Quarter '11

Coordination Required

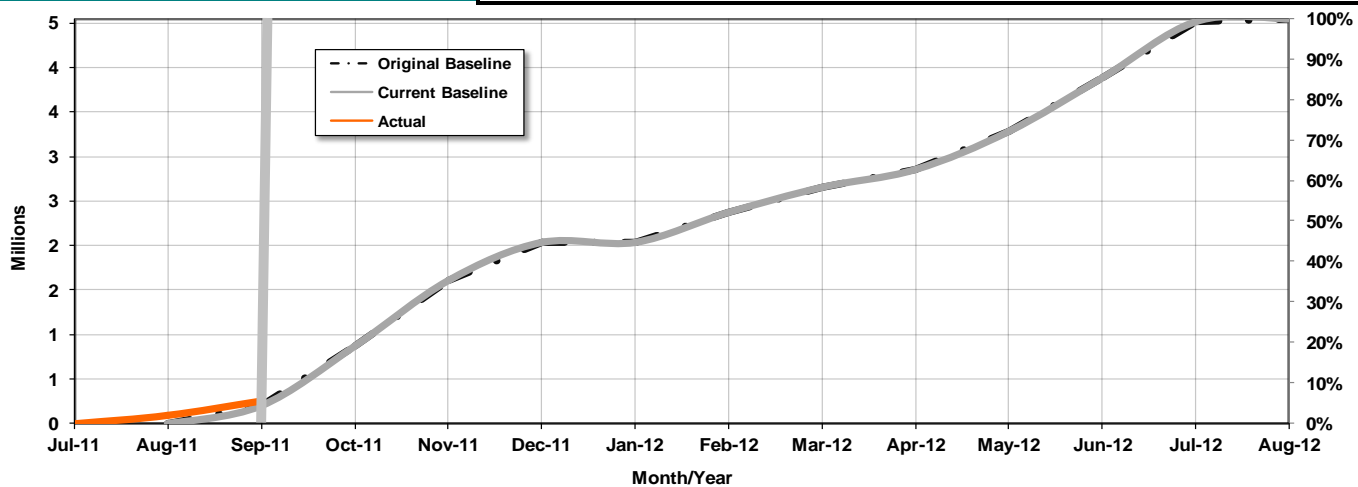
Real Estate: None

Permits: Construction

Railroad Agencies: MNR

MOU: Amended with existing MNR MOU

Progress (CM002)



Safety

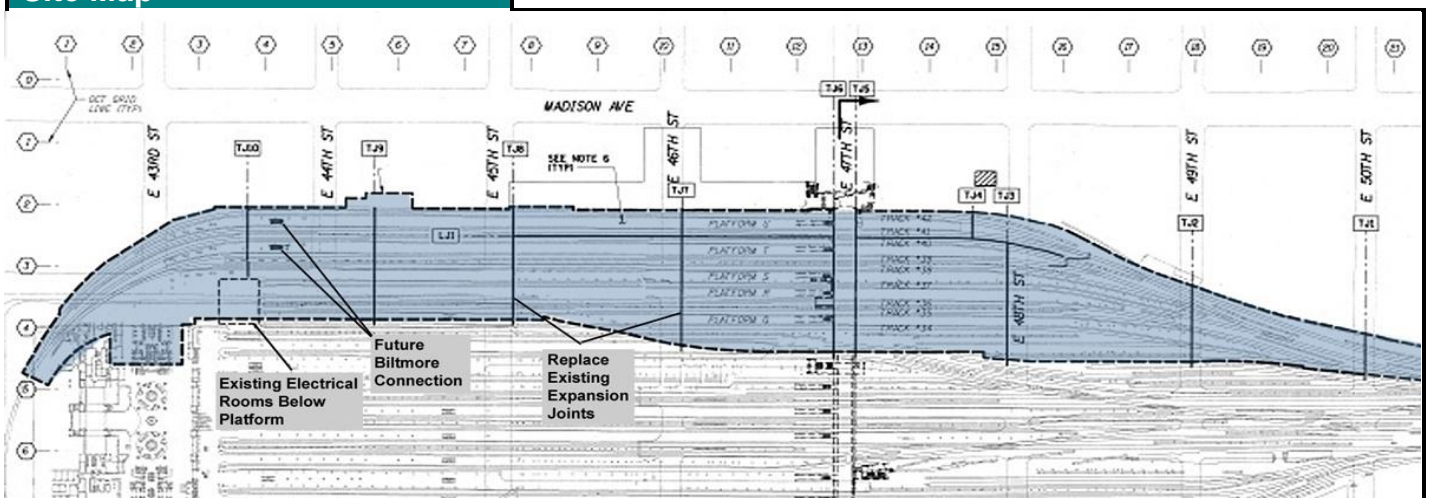
- Safety submittals completed
- Tool Box Meetings being held on a daily basis
- All required PPE being enforced with Contractor's compliance

Safety Statistics* (Cumulative Incidents per 200,000 work-hours)			
	Project	Contract	BLS** ('10)
Lost Time Accidents	2.76	0.00	2.20

*The project performance statistics are based on construction hours only

**Bureau of Labor Statistics/National Industry Average

Site Map



Quarterly Review Report – 3rd Quarter '11

44th St. Demolition & Construct Fan Plant Structure & 245 Park Ave. Entrance (CM004)

Jul, Aug, Sep '11

Contractor: Yonkers Contracting Company, Inc. (YCC)

Construction Manager: Daniel Connor

FTA Grant: ARRA Stimulus Funds NY-36-0002

Description: 47 E. 44th Street: Remove hazardous material, demolish existing building, perform soil and rock excavation. Construct shell of new building. Frame and partially fit out new building. 245 Park Avenue Entrance: Conduct environmental abatement and demolition; construct new foundations, walls and supports, furnish and install escalator. Install architectural finishes, plumbing, fire protection, HVAC, lighting, power, fire alarm, and communication systems.

Construction



On-going Construction of Foundation Walls at 44th Street.



On-going installation of Escalator at 245 Park Avenue.

Schedule and Cost

Progress: 44th Street Vent Plant

1. Completed installation of temporary struts at EL300
2. Completed shotcrete flash coat for 1st lift (EL308 to EL296) in the shaft for water proofing
3. Excavated and placed footing for re-framing of UA wall in elevator vestibule area
4. Continued excavation of shaft (58.3% excavated)
5. Continued removing excavated rock from Track 123 (via rail) construction of foundation walls (North Wall)

Progress: 245 Park Avenue Entrance

1. Completed construction of staircase & staircase support walls from platform level to lobby
2. Delivered and set escalator. Fit-up of the escalator is on-going
3. Commenced finish work at ground floor lobby.
4. Completed construction of access way for MNR passengers. Turned over to MNR for limited revenue service use.
5. Continued mechanical, electrical & plumbing work at 245 Park Ave

Schedule: Time has been lost due to equipment breakdowns and time spent in trimming shaft face. Security design changes at 245 Park Avenue and extensive design changes at 44th St. will add to delay.

Cost: Project is expected to exceed its budgeted cost due to various design changes at 245 Park Ave & 44th St. \$2.5M additional contingency was added to the contract to cover cost overruns.

Contract Modifications: As of 09/30/11 thirty modifications have been executed for \$1,023,543. Fourteen modifications have been negotiated for \$1,327,493 & scoped for a total excusable delay of 80 work days, awaiting issuance of MOD.

Critical Issues:

1. Equipment breakdown impacted rock excavation at 44th St. YCC hired a fulltime mechanic to mitigate delays.
2. 245 Park Ave security system design changes will impact the completion of the entrance facilities. On negotiating cost for change, YCC was instructed to procure the security materials to mitigate delays. The time impact on this change will be negotiated.
3. Design changes at 44th St. will delay the contract. YCC was advised to commence procurement of long lead items. The time impact on these changes will be negotiated.

Milestones CM004

Milestone		Original Baseline (Approved Plan)	Current Baseline (Approved Plan)	Actual/ Forecast
#	Description			
N/A	Advertise (IFB)	12/11/08	12/11/08	12/11/08 (A)
N/A	NTP	09/16/09	09/16/09	09/16/09 (A)
N/A	Complete South End of Platform E	05/28/10	05/28/10	10/20/11
N/A	Complete Rock Excavation & Shaft Construction at 44 th St.	06/01/11	06/01/11	01/11/11
1A	Substantial Completion of 245 Park Ave.	09/16/11	09/23/11 [†]	01/31/12
1	Substantial Completion of 44 th St. Vent Plant	09/16/11	09/23/11 [†]	04/18/12
2	Final Completion-44 th St.	12/16/11	12/23/11	07/17/12

Schedule Progress	3 rd Qtr		Cumulative	
Cost Expenditure	Plan	Actual	Plan	Actual
Percent Complete**	22.4	10.9	99.4	49.9

**Curve redesigned based on Original Baseline, Current Baseline and Actual

[†]MODS pending to be issued will extend the SC & FC by 80 work days.

Contract Costs (\$000) as of 09/30/11

	CM004	FA Support*	Total
Budget at Award	42,803	-	42,803
Current Budget	45,303	-	45,303
Original Award	40,765	-	40,765
Approved Changes	1,023	-	1,023
Current Contract Value	41,788	-	41,788
Invoiced Amount	20,445	-	20,445
Estimate at Completion	45,303	-	45,303

* Force Account costs are reported on the FMM19 summary page.

4. The turnover of temporary access way to 47th St. CPW per MNR's request will delay completion of work at 245 Park Avenue entrance

Quarterly Review Report – 3rd Quarter '11

Coordination Required

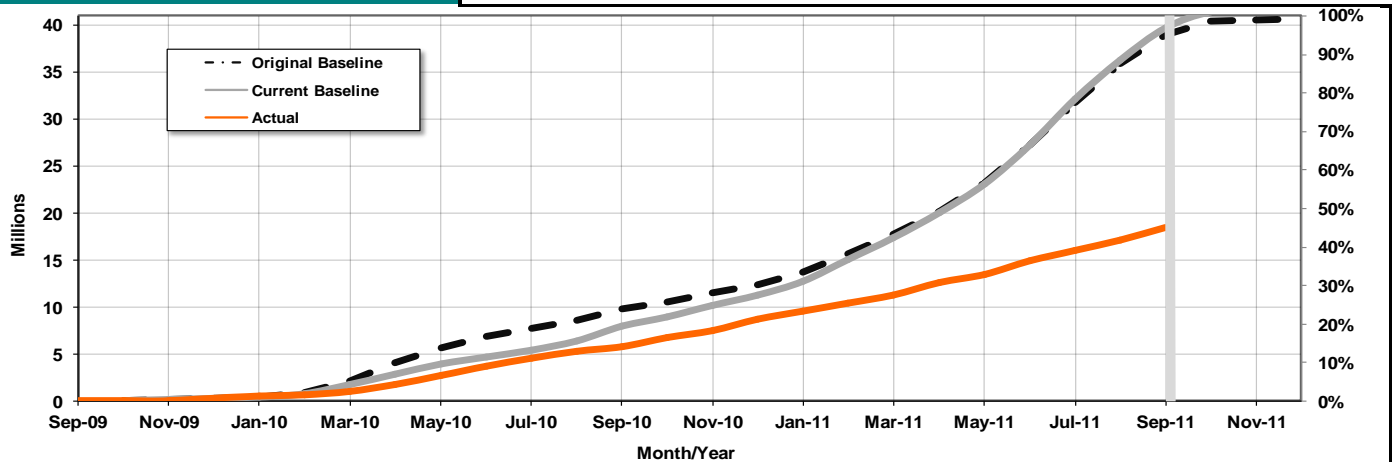
Real Estate: 47 E.44th St. acquired and vacated; NYC Planning Commission approved 245 Park Ave. change of use in Plaza area.

Railroad Agencies: MNR and LIRR.

Permits: Contractor acquired all demolition, construction, sidewalk and MPT (lane closing -DOT) permits.

MOU: MOU with MNR executed.

Progress (CM004)



Safety

- Continued ongoing safety walk-thru of sites
- Work continues with only minor disturbances to neighbors in some very congested work site areas in Manhattan
- Excavation has reached a depth where debris is now being removed underground through Madison Yard to minimize the exposure to the public

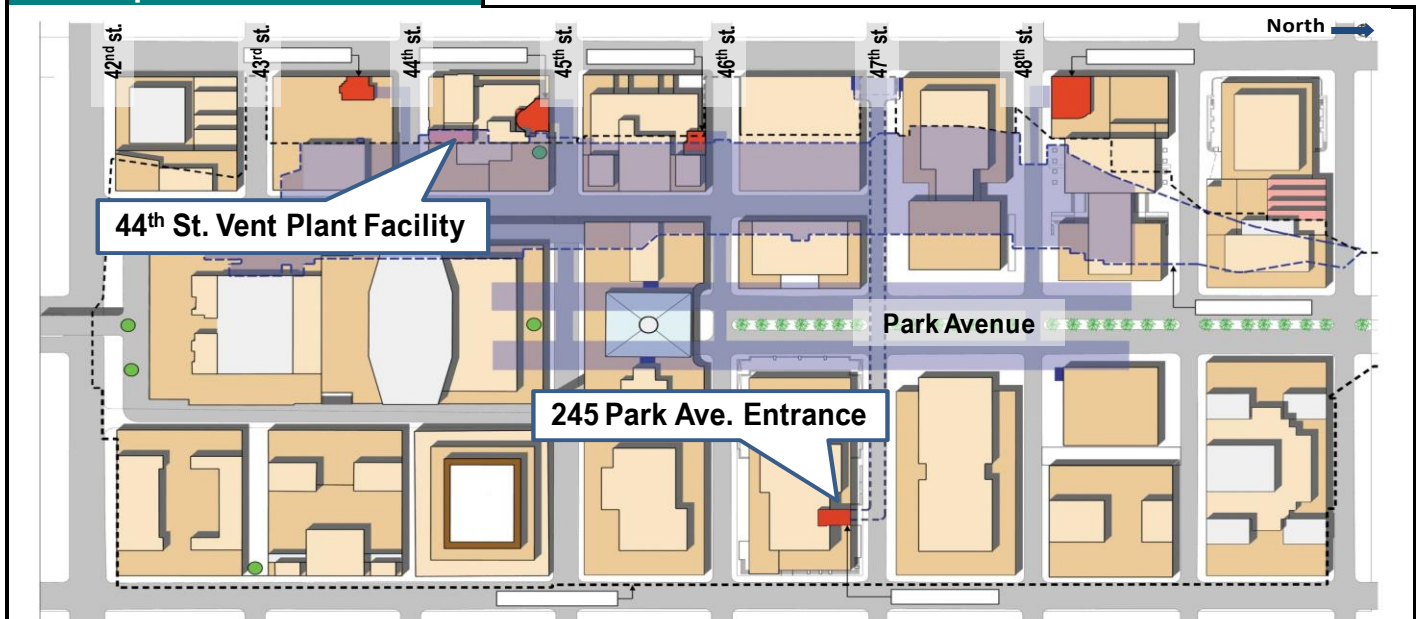
Safety Statistics* (Cumulative Incidents per 200,000 work-hours)

	Project	Contract	BLS** ('10)
Lost Time Accidents	2.76	6.03	2.20

*The project performance statistics are based on construction hours only

**Bureau of Labor Statistics/National Industry Average

Site Map



Quarterly Review Report – 3rd Quarter '11

50th St. Vent Facility (CM013)

Jul, Aug, Sep '11

Contractor: CCA Civil-Halmar International

Construction Manager: Vincent Monaco

FTA Grant: NY-03-0344

Construction

Description: Construct 50th St. Ventilation Facility. Work includes: building demolition including environmental abatement, termination of utility connections; foundation excavation and lining; shaft and tunnel excavation and lining; and construction of new ventilation building structure and vertical utility shaft.



Vent Building Excavation and Rock Support and Shotcrete Installation.



300 Park Ave. Façade Installation.

Schedule and Cost

Progress:

1. Continued rock excavation of the ventilation building (100% complete) and service tunnel (85% complete). The excavation has reached 55 ft. below street level to be followed by a 90 ft. shaft.
2. Excavation for the ventilation shaft has commenced and most of the muck removal will be performed using the shaft crane
3. Abutment wall demolition work is currently progressing as the service tunnel excavation proceeds. Upon completion, the adjacent areas will be shotcreted from inside Madison Yard.
4. The contractor finished probe work and the initial survey of the west wall of 300 Park Ave. in preparation for the Vertical Utility Chase installation

Schedule: The shaft excavation, rock support and shotcrete installation have been scheduled on 3 shifts per day, 6 days a week to minimize the current delay to the major milestones of the project. The contractor will perform controlled blasting for shaft excavation to expedite the critical path of the schedule. The Construction Manager is currently reviewing the contractor's proposed schedule to introduce a new Milestone (#5) for early passenger and vehicular access to the shaft.

Cost: As of 09/30/11, fifteen modifications for a total of \$575,443 have been executed** and the project is currently on budget.

Critical Issues:

1. MTA is introducing a new Milestone #5 into the schedule to allow vehicular and passenger access to the tunnel through the vent shaft. Once approved, the existing delay to Milestones 3 and 4 (Substantial and Final Completion) will not be as critical anymore.
2. Contractor to prevent noise above allowed levels by maintaining the sound blankets on the service tunnel deck and north wall of the service tunnel and will continue with controlled blasting excavation for the shaft rather than mechanical excavation which generates more noise

Milestones CM013

Milestone		Original Baseline (Approved Plan)	Current Baseline (Approved Plan)	Actual/ Forecast
#	Description			
N/A	Advertise (IFB)	07/09	07/09	07/09 (A)
N/A	NTP	01/04/10	01/04/10	01/04/10 (A)
2	Installation of Street Decking	11/17/10	11/19/10	11/06/10 (A)
1	300 Park Independent Wall & Site Access	12/15/10	02/06/11	04/29/11 (A)
3	Substantial Completion	06/01/12	06/06/12	11/19/12
4	Final Completion	09/04/12	09/09/12	01/28/13

Schedule Progress		3 rd Qtr		Cumulative	
Cost Expenditure		Plan*	Actual	Plan	Actual
Percent Complete**		15.3	5.6	57.8	42.3

**Curve redesigned based on Original Baseline, Current Baseline and Actual

Contract Costs (\$000) as of 09/30/11

	CM013	CMR13***	F/A Support	Total
Budget at Award	99,073	24,000	-	123,073
Current Budget	99,073	24,000	-	123,073
Original Award	94,355	24,000	-	118,355
Approved Changes	575	0	-	575
Current Contract Value	94,930	24,000	-	118,930
Invoiced Amount	40,375	17,801	-	58,176
Estimate at Completion	99,073	24,000	-	123,073

**A modification of \$841,083 for Roosevelt Island Ventilation Building funded by Homeland Security is not included in the Current Contract Value

***Work performed by Property Owner (Tishman Speyer Properties LP)

Quarterly Review Report – 3rd Quarter '11

Coordination Required

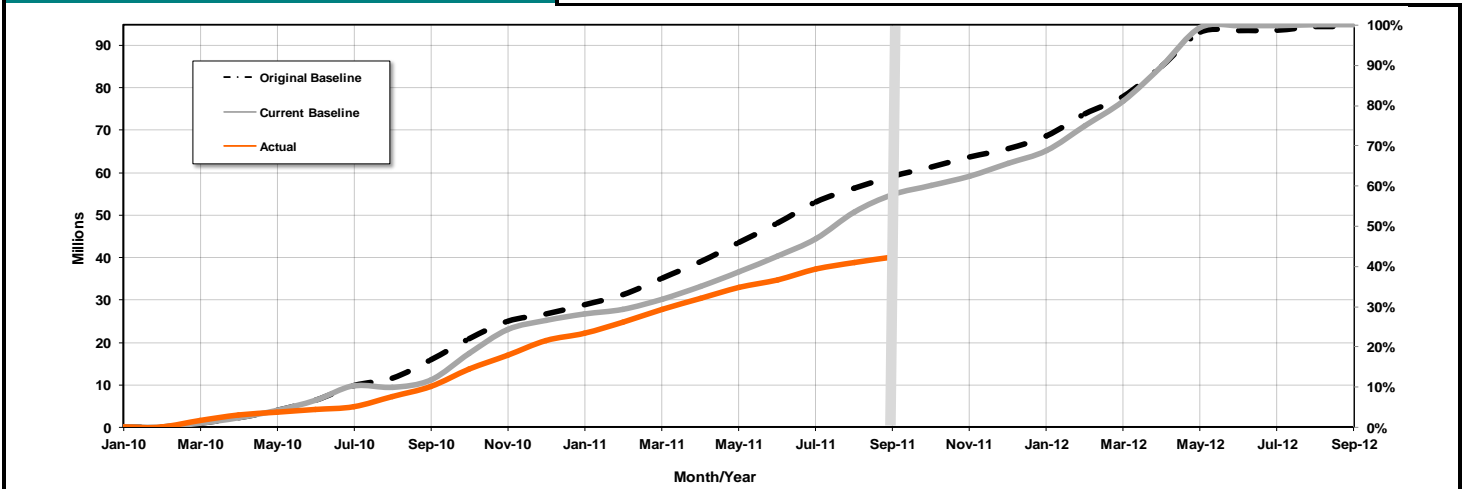
Real Estate: All properties and easements are secured/evacuated; currently awaiting a tax lot merger

Railroad Agencies: MNR

MOU: NYCDOT MOA executed, 437 Madison MOU executed, 300 Park MOU executed, NYCDEP / MNR executed.

Permits: The contractor is responsible for securing the following: Blasting Permit FDNY, Lane Closure Permits (secured) – NYCDOT, Building Permits – NYC Buildings and Asbestos permits (secured) – 300 Park Ave demo permit DOB (secured) – FDNY Blasting permit (secured) – Vertical Utility Chase installation DOB (secured) and scaffold permit (secured)

Progress (CM013)



Safety

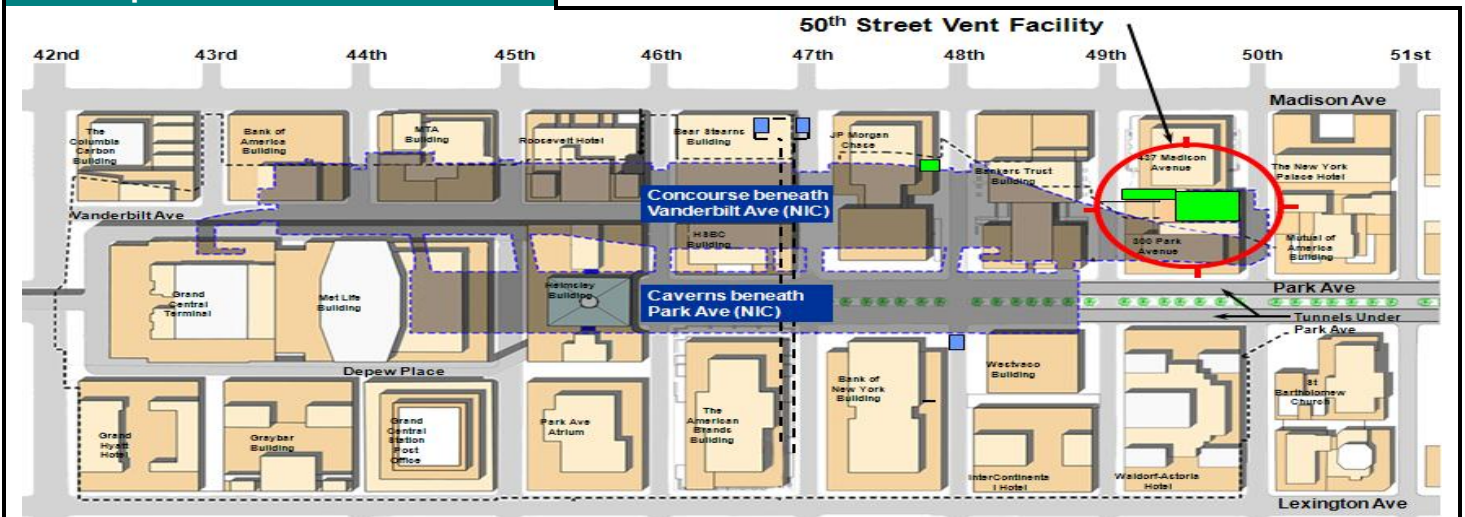
- Continued ongoing safety walk-thru of sites
- Excavation, rock support and shotcrete installation are ongoing
- The FDNY has approved the blasting plan and magazines for emergency storage of blasting material

Safety Statistics* (Cumulative Incidents per 200,000 work-hours)			
	Project	Contract	BLS** ('10)
Lost Time Accidents	2.76	2.23	2.20

*The project performance statistics are based on construction hours only

**Bureau of Labor Statistics/National Industry Average

Site Map



Quarterly Review Report – 3rd Quarter '11

Vertical Circulation - Escalators & Elevators (VM014)

Jul, Aug, Sep '11

Contractor: Schindler Elevator Corporation

Construction Manager: Doug Tilden

FTA Grant: NY-03-0344/ Freedom Grant NY-57-X018-00

Description:

The base scope includes the fabrication and installation of 17 elevators and 45 escalators for the Concourse, Caverns, 44th and 50th St. Ventilation Facilities, and MNR facilities. Options exist for an additional five elevators and two escalators.



Rendering of New Escalators.

Construction

Schedule and Cost

Progress:

1. The contractor has completed the “Phase I – Engineering Services” (initial six months) of their contract during which the contractor assigned two full-time engineering specialists to the ESA Project office
2. The contractor is now engaged in the Phase II – Fabrication work which includes the submittal of shop drawings and the actual fabrication of the escalators and elevators
3. The PMT continued to work with the contractor and the GEC to resolve numerous interfaces in the *44th St Vent Plant and 245 Park Ave (CM004)*, *Manhattan Structures 2 Facilities Fit-Out (CM012)*, *50th St. Vent Facility (CM013)*, *GCT Concourse and Facilities Fit-Out (CM014B)*, and *Manhattan Structures Part I (CM019)* contract documents

Schedule: The contractor has resubmitted their baseline contract schedule and detailed cost breakdown. Both are currently under review by PMT’s Project Controls.

Cost: Contract was awarded under budget. Options exist that when exercised could increase the contract value to \$47.8 million. The Current Budget was reduced by \$101,518 and transferred to the GEC to eliminate an escalator which was identified as a cost savings.

Contract Modifications: As of 09/30/11, two modifications have been executed with no dollar value. Two contract options were executed for Installation of Fire Protection in Cavern Escalators totaling \$92,000 and a Regional Investment option was executed for Phase II – Fabrication of 45th St. Cross Passageway Elevator totaling \$245,794. These options are included in the Original Award.

Critical Issues: None.

Milestones VM014				
Milestones		Original Baseline	Current Baseline	Actual/ Forecast
#	Description	(Approved Plan)	(Approved Plan)	
N/A	Advertise (IFB)	12/09	12/09	01/10 (A)
N/A	Notice of Award	09/23/10	09/23/10	09/23/10 (A)
N/A	NTP	09/27/10	09/27/10	09/27/10 (A)
N/A	Substantial Completion	04/29/15	04/29/15	04/29/15
N/A	Final Completion	07/29/15	07/29/15	07/29/15
Schedule Progress		3 rd Qtr		Cumulative
Cost Expenditure		Plan	Actual	Plan
Percent Complete		-	-	-
Contract Costs (\$000) as of 09/30/11				
	VM014	Regional Investment **	F/A Support	Total
Budget at Award	51,406	2,724	-	54,130
Current Budget	51,305	2,724	-	54,029
Original Award*	24,170	246	-	24,416
Approved Changes	0	-	-	0
Current Contract Value	24,170	246	-	24,416
Invoiced Amount	2,753	-	-	2,753
Estimate at Completion	51,305	2,724	-	54,029

*Original Award is for Phase I (Engineering and Design Services) and Phase II (Fabrication of escalators and elevators) only

**Not included as part of the FFGA Budget. The 45th St. CPW elevator is funded by Freedom Grant. Work must be progressed concurrently with ESA construction.

Coordination Required

Real Estate: N/A

Railroad Agencies: MNR and LIRR

Permits: N/A

MOU: N/A

Queens/Harold Active Contracts

Queens Instrumentation (CS810) – Procurement, installation and establishment of initial readings for structural instrumentation, geotechnical instrumentation, and data acquisition systems to support Queens tunnel excavation.

Queens Bored Tunnels (CQ031) – Construct three revenue tunnels and one non-revenue tunnel beneath Sunnyside Yard and Harold Interlocking.

Northern Boulevard Crossing (CQ039) – Construct mined tunnel under Northern Boulevard, the IND underground subway and the BMT elevated subway.

Harold Structures 1 and G02 Substation (CH053) – Construct various civil infrastructure elements at Harold Interlocking and expand the existing LIRR Amtrak Right of Way for the future TBM tunnels and Mainline track diversions including the design, and installation of a pre-fabricated substation.

Harold Structures 2 (CH054A) – Construct various civil infrastructure elements at Harold Interlocking and expand the existing LIRR and Amtrak Right of Way for the future TBM tunnels and Main-line track diversions.

Harold Stage 1-2 Amtrak/LIRR Force Account (FHA/L01-2) – Installation of track/switches by LIRR and Amtrak. Installation of new microprocessor based signal system. Construction of traction power substation. Modified catenary system.

F Interlocking CIH (FHA62) – Amtrak manufacture and delivery of Central Instrumentation Houses (CIHs) and cases for the F2 and F1 Signal Interlockings.

Procure Harold Materials Stage 2 (VHA/L02) – Procure LIRR and Amtrak Force Account material in support of Stage 2 construction.

Harold & Point CIL's (VH051 Part 1) – This is the procurement of seven Harold Interlocking Central Instrument Locations (CILs) and one Point Interlocking Central Instrument Location and the purchase of a fully operational Vital Microprocessor-Based Interlocking Control System for the referenced interlockings.

Harold Tower Supervisory (VH051 Part 2) – This contract includes the purchase of a fully operational Supervisory Control System for control of signals at Harold and Point Interlocks.



Quarterly Review Report – 3rd Quarter '11

Active Projects – Queens

Queens Instrumentation (CS810)

Jul, Aug, Sep '11

Contractor: Wang Technology, LLC
Construction Manager: John Annoni

FTA Grant: N/A

Description: Procurement, installation and establishment of initial readings for structural instrumentation, geotechnical instrumentation, and data acquisition systems in Sunnyside Yard and Harold Interlocking to support Queens tunnel excavation. The instrumentation will monitor on existing ground and structure settlement during the TBM operation.

Construction



Unloading Instrumentation Equipment.

Schedule and Cost

Progress:

1. Completed installation of all the borehole extensometers in the contract except for BX-115, which is pending completion of the retaining wall
2. Installed prisms on Mainline tracks and G02 Substation for Automatic Motorized Total Station (AMTS) units
3. Installed two AMTS units near Honeywell Bridge
4. Installed Surface Movement Monitoring Points on Mainline tracks and reinstalled prism on mainline tracks after the resurfacing
5. Completed taking baseline reading on LIRR Mainline Tracks, Loop Tracks, and Sunnyside Yard

Schedule: Substantial Completion achieved on 07/14/11. The scope for installation of extensometer pending the retaining wall completion by the other contract will be transferred out.

Cost: As of 09/30/11, eight modifications for a total of \$315,173 have been executed.

Critical Issues: None

Milestones CS810				
Milestones		Original Baseline (Approved Plan)	Current Baseline (Approved Plan)	Actual/ Forecast
#	Description			
N/A	NTP	05/06/09	05/06/09	05/06/09 (A)
1A	Prisms at 43 rd St. Bridge	09/01/09	09/01/10	09/01/10 (A)
1B	Instrumentation at Yard Lead area	12/01/09	12/02/10	12/02/10 (A)
1C	Instrumentation near Three Tunnel Exits	02/04/10	12/07/10	12/07/10 (A)
2	Substantial Completion	05/05/10	05/03/11	07/14/11 (A)
Schedule Progress		3 rd Qtr		Cumulative
Cost Expenditure		Plan	Actual	Plan Actual
Percent Complete		0.0	6.3	100.0 92.8
Contract Costs (\$000) as of 09/30/11				
	CS810	F/A Support*	Total	
Budget at Award	3,007	-	3,007	
Current Budget	3,055	-	3,055	
Original Award	2,740	-	2,740	
Approved Changes	315	-	315	
Current Contract Value	3,055	-	3,055	
Invoiced Amount	2,834	-	2,834	
Estimate at Completion	3,055	-	3,055	

* Force Account Access and protection costs are reported with CQ031.

Queens Bored Tunnels and Structures (CQ031)
Jul, Aug, Sep '11
Contractor: Granite-Traylor-Frontier Joint Venture

FTA Grant: NY-03-0344/ARRA Stimulus Funds NY-36-0002

Construction Manager: Neal O'Connor

Description: Construct three revenue tunnels and one non-revenue tunnel beneath Sunnyside Yard and Harold Interlocking. Construction includes the following: complete main open-cut excavation (from CQ028), procurement and assembly of two pressurized face tunnel-boring machines and ancillary equipment, tunnel excavation, installation of a one-pass pre-cast concrete tunnel liner, installation of ground treatment along the alignment to support tunnel construction, underpinning bridge piers and LIRR mainline structures, construction of an Amtrak access road, and construction of exit/ventilation structures (below-ground) and TBM reception pit, environmental monitoring, water quality sampling and elevation.

Construction

Extending Grout Lines.

Concrete Being Placed in Secant Pile #2.
Schedule and Cost
Progress:

1. Continued Yard Lead TBM mining and advanced 1,083 ft from the Launch Shaft (25% completed to date). The scheduled intervention was complete and TBM continued mining under Harold Interlocking.
2. Continued TBM A mining and advanced 778 ft from the Launch Shaft (40% completed to date) under Sunnyside Yard. TBM was currently on intervention for regular maintenance.
3. Completed invert slab and continued concreting wall at Yard Lead Approach Structure. Yard Lead Reception Pit is ready for TBM.
4. Completed installation of secant & soldier piles. Started installation of Jet grout block for Temporary Tunnel A Reception Pit.
5. Continued installation of mini-piles at 39th St. Bridge Pier 1S for its underpinning. Continued excavation of Yard Lead Emergency Exit to 3rd Level bracing.

Schedule: The revised schedule has been approved for progress tracking/monitoring purposes. Tunnel excavation has begun, and shows that actual progress on the YL Tunnel is tracking at approximately the planned rate, and the A Tunnel is ahead of schedule. The revised Westbound Bypass alignment has been issued. The realignment mitigates some of the impact of the Bypass on the critical path.

Cost: As of 09/30/11, forty five modifications for a total of \$95,990,738 including \$324,392 in Regional Investment have been executed. This includes the option work of \$58,400,000 for the construction of the Yard Lead Approach and other structures. CQ031 ESA budget increased due to scope move from CQ032 to CQ031 for Yard Lead Emergency Exit, vent structure, the B13 Substation, and additional funding for slurry wall repairs.

Critical Issues: Completion of the ground freeze Safe Haven and Tunnel A Temporary Pit are on the critical path for Tunnel Completion.

Milestones CQ031

#	Milestones Description	Original Baseline (Approved Plan)	Current Baseline (Approved Plan)	Actual/ Forecast
N/A	NTP	09/28/09	09/28/09	09/28/09 (A)
1	Temporary TBM Substation	09/27/10	09/27/10	09/26/10 (A)
N/A	Begin Yard Lead Mining	02/24/11	02/24/11	05/18/11 (A)
4	Complete Tunnels	03/04/12	03/04/12	06/01/12
7	Substantial Completion	09/26/12	09/26/12	02/18/13
8	Final Completion	01/24/13	01/24/13	06/06/13

Schedule Progress	3 rd Qtr		Cumulative	
Cost Expenditure	Plan	Actual	Plan	Actual
Percent Complete**	9.3	6.9	75.8	58.2

**Curve redesigned based on Original Baseline, Current Baseline and Actual

Contract Costs (\$000) as of 09/30/11

	CQ031 ESA Only	Regional Investment**	F/A Support	Total
Budget at Award	756,763	-	22,677	779,440
Current Budget***	778,484	10,641	22,677	811,802
Original Award	648,884	10,317	22,677	681,878
Approved Changes	95,990	324	-	96,314
Current Contract Value	744,550	10,641	22,677	777,868
Invoiced Amount	431,005	10,641	11,770	453,416
Estimate at Completion	778,484	10,641	22,677	811,802

**Not included as part of the FFGA Budget. Work must be built concurrently with ESA construction pursuant to an agreement with Amtrak.

***The Current Budget includes funds for scope moved from Plaza Substations & Queens Structures (CQ032) to CQ031. This work has not been executed.

Quarterly Review Report – 3rd Quarter '11

Coordination Required

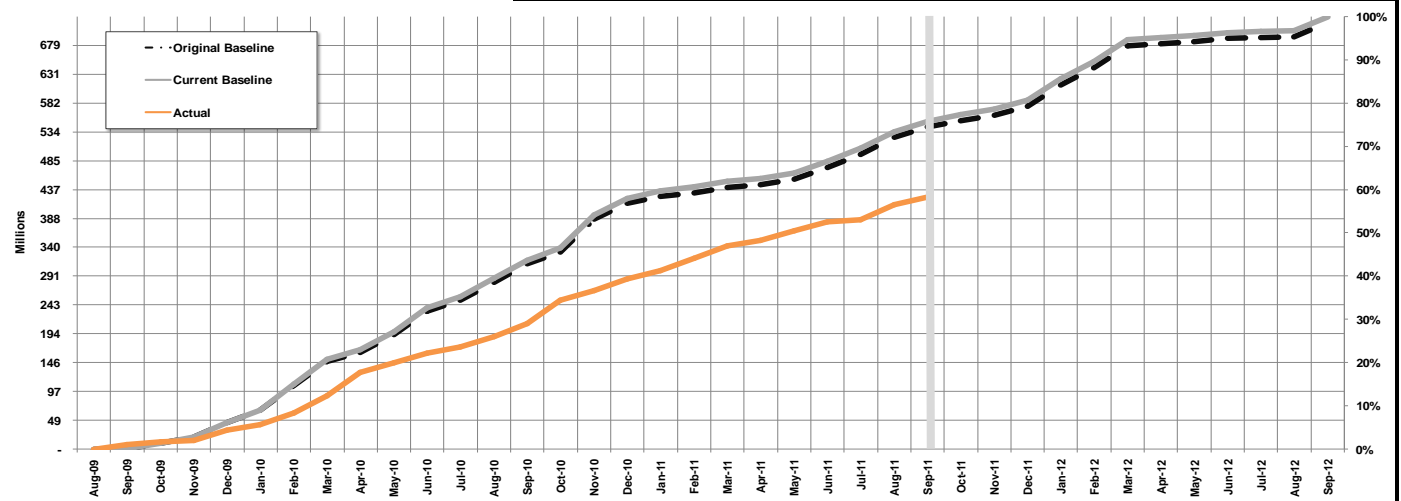
Real Estate: All Real Estate has been acquired and tenants are being relocated.

Permits: A FDNY blasting permit was and the water discharge permit were obtained. Long Island Well Permit has been obtained

Railroad Agencies: Amtrak, LIRR, NYAR.

MOU: Amtrak Project Initiative and Permit to Enter obtained.

Progress Curve (CQ031)



Safety

- Continued ongoing safety walk-thru of sites
- Continuing reviews of the segment liner delivery operation
- The ground freezing operation is successfully completed and the Yard Lead TBM has successfully mined through the block
- The second TBM has launched safely under the Sunnyside Yard with no earth surface movement and is mining steadily towards the freeze area

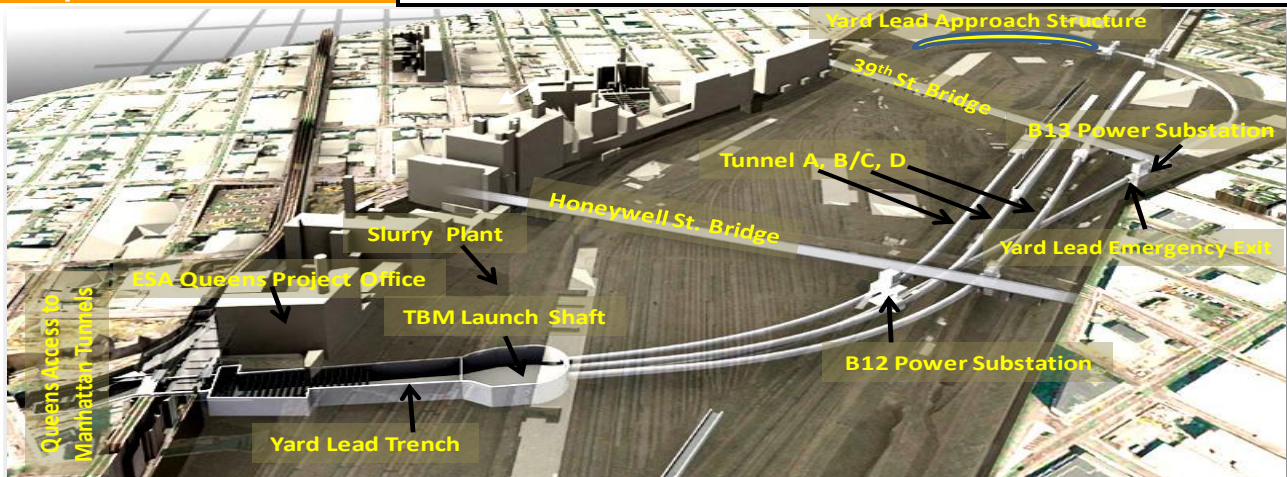
Safety Statistics* (Cumulative Incidents per 200,000 work-hours)

	Project	Contract	BLS** ('10)
Lost Time Accidents	2.76	2.46	2.20

*The project performance statistics are based on construction hours only

**Bureau of Labor Statistics/National Industry Average

Site Map



Quarterly Review Report – 3rd Quarter '11

Plaza Substation and Queens Structures (CQ032)

Jul, Aug, Sep '11

Contractor: Tutor Perini

FTA Grant: NY-03-0344

Construction Manager: Alvaro Buendia

Construction

Description: Structural and architectural rehabilitation to existing facilities along existing 63rd St. Tunnel. Construction of Plaza Interlocking below grade facilities for Mainline Traction Power Substation C06, Facility Power Substation B11, ventilation, signal, emergency power, mechanical and communication rooms. Construction of Mid-Day Storage Yard Traction Power Substation. Construction of above grade Plaza Bulk Facility Power Substation (B10) and Yard Lead Service Building. Installation of ConEd Manholes and conduits for permanence power services. Construction of miscellaneous site work in preparation for Mid-Day Storage Yard.



Outside View of Vernon Blvd Facility.



MCC Room at 29th St. Existing Facility.

Schedule and Cost

Progress:

1. CQ032 contract was awarded to Tutor Perini on 8/5/11; Notice to Proceed was on 08/10/11
2. The contractor begins site survey at 63rd St Tunnel existing facilities
3. Continued transmission of required submittals prior to field activity
4. Coordinated with CQ039 contractor for initial access prior to contractual access restraint at B10 Substation area

Schedule: The preliminary schedule was submitted and approved. The baseline CPM schedule was submitted and it was reviewed by ESA. The contractor is incorporating comments.

Cost: The contract was awarded within budget. The contractor provide detailed Cost breakdown and it was under review.

Critical Issues: Coordinate with CQ039 contractor to allow early access for commencement of B10 Substation construction this year. The original contract Access Restraint to begin the work is on 08/24/12. The early completion of the B10 Substation will facilitate the overall ESA program.

Milestones CQ032

<i>Milestones</i>		<i>Original Baseline (Approved Plan)</i>	<i>Current Baseline (Approved Plan)</i>	<i>Actual/Forecast</i>
#	Description			
N/A	NTP	8/10/11	N/A	8/10/11
1	Complete B10 Substation	6/10/13	N/A	6/10/13
2	Turnover YL Track	6/20/13	N/A	6/20/13
3	Complete C06 Substation area	9/8/13	N/A	9/8/13
5	Complete C07 Substation	6/5/14	N/A	6/5/14
6	Substantial Completion	8/14/14	N/A	8/14/14
7	Final Completion	11/12/14	N/A	11/12/14

<i>Schedule Progress</i>	<i>3rd Qtr</i>		<i>Cumulative</i>	
<i>Cost Expenditure</i>	<i>Plan</i>	<i>Actual</i>	<i>Plan</i>	<i>Actual</i>
Percent Complete	N/A	1.1	N/A	1.1

Contract Costs (\$000) as of 09/30/11

	<i>CQ032</i>	<i>F/A Support</i>	<i>Total</i>
Budget at Award	162,114	174	162,288
Current Budget	162,114	174	162,288
Original Award	147,377	-	147,377
Approved Changes	-	-	-
Current Contract Value	147,377	-	147,377
Invoiced Amount	1,538	-	1,538
Estimate at Completion	162,114	174	162,288

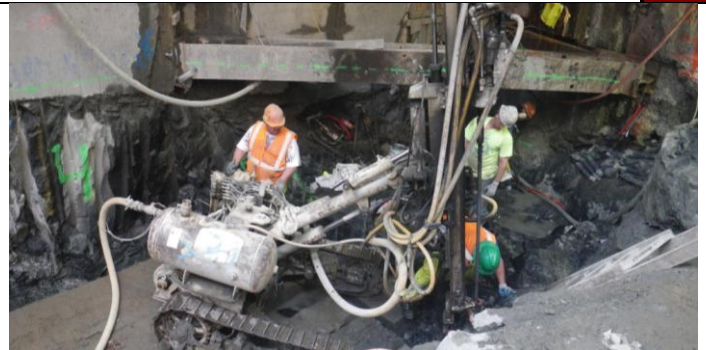
Northern Boulevard Crossing (CQ039)
Jul, Aug, Sep '11
Contractor: Schiavone/Kiewit, a Joint Venture (SK)

Construction Manager: Philip Stummvoll

FTA Grant: NY-03-0344

Description: Construct mined tunnel under Northern Boulevard, the IND underground subway and the BMT elevated subway. The work includes: 1) Ground improvement/freezing; 2) Underpinning BMT foundations; 3) Complete excavation and support existing slurry walls; 4) Geotechnical instrumentation/monitoring; 5) Sequential tunnel excavation and initial support; and 6) Final structural lining and invert.

Construction

Drilling Rock Formation Using Air Track Drill.

Drilling Holes at Bottom Area of South Freeze Pit.
Schedule and Cost
Progress:

1. Completed installation of freeze pipes for EAC Level 6 and advanced to Level 7
2. Completed south portion of Plaza invert slab under modification. The Plaza scope was transferred from the CQ032 contract to facilitate the overall program schedule.
3. Continued drilling freeze pipes at EAC Level 7 and installation of manifold
4. Continued installation of vertical element to and modification of EAC slabs prior to tunnel sequential excavation

Schedule: ESA finalized the Plaza invert scope transfer to expedite the overall program schedule. The final schedule update from SK for September 2011 was received, and reflects the 37 calendar day impact of the addition of the invert work on Substantial Completion. The contractor submitted a proposed recovery schedule for delay mitigation.

Cost: As of 09/30/11, eight modifications for a total of \$4,518,540 have been executed. Current budget increased due to Plaza Invert Slab scope transfer from *Plaza Substation & Queens Structures (CQ032)* and to fund the global settlement reached with the contractor.

Critical Issues:

The contractor is working three shifts and Saturdays to recover schedule. It is anticipated some delays may be recovered due to the additional shifts.

Milestones CQ039

Milestones		Original Baseline (Approved Plan)	Current Baseline (Approved Plan)	Actual/ Forecast
#	Description			
N/A	NTP	02/03/10	02/03/10	02/03/10 (A)
N/A	Complete BMT Underpinning	09/26/10	09/26/10	11/21/10 (A)
N/A	Completion of Access Chamber	10/28/10	12/31/10	10/14/10
N/A	Begin Ground Freezing	10/15/10	08/30/11	10/14/11
1	Substantial Completion	10/05/11	08/01/12	10/1/12
2	Final Completion	02/04/12	11/30/12	1/16/13

Schedule Progress	3 rd Qtr		Cumulative	
Cost Expenditure	Plan	Actual	Plan	Actual
Percent Complete**	13.4	9.9	48.4	48.3

* Curve redesigned based on Original Baseline, Current Baseline and Actual

Contract Costs (\$000) as of 09/30/11

	CQ039	F/A Support	Total
Budget at Award	89,245	1,245	90,490
Current Budget**	101,037	1,188	102,225
Original Award	84,950	200	85,150
Approved Changes	4,518	0	4,518
Current Contract Value	89,468	200	89,668
Invoiced Amount	43,361	61	43,191
Estimate at Completion	101,037	1,188	102,225

**The Current Budget includes funds for scope moved from Plaza Substations & Queens Structures (CQ032) to CQ039. This work has not been executed.

Quarterly Review Report – 3rd Quarter '11

Coordination Required

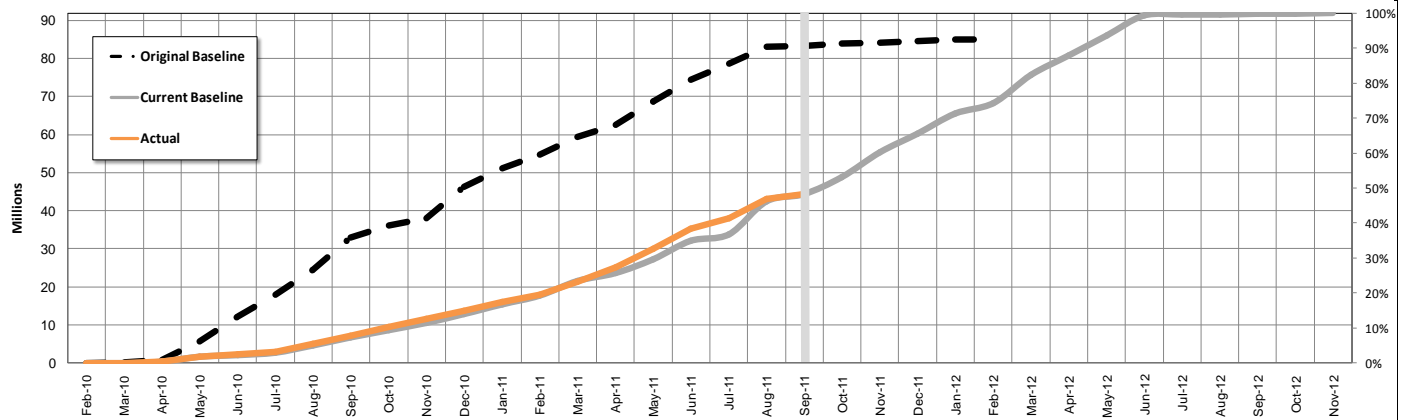
Real Estate: N/A

Permits: Lane closure (DOT) was obtained by contractor.

Railroad Agencies: The preliminary design is approved by NYCT. Instrumentation and monitoring are being coordinated with NYCT. The General Order for BMT underpinning load transfer was obtained.

MOU: N/A

Progress Curve (CQ039)



Safety

- One lost time accident occurred in August when a portable power tool kicked back against a worker's hand. Lost time was limited to a couple of days.
- Continue ongoing safety walk-thru of sites

Safety Statistics*

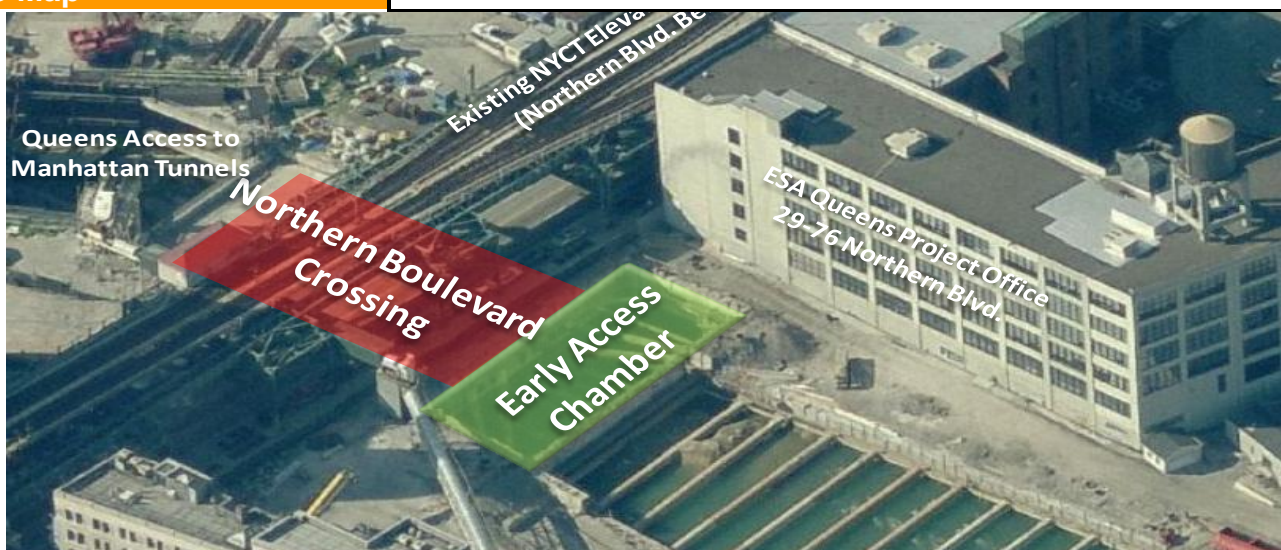
(Cumulative Incidents per 200,000 work-hours)

	Project	Contract	BLS** ('10)
Lost Time Accidents	2.76	1.23	2.20

*The project performance statistics are based on construction hours only

**Bureau of Labor Statistics/National Industry Average

Site Map



Quarterly Review Report – 3rd Quarter '11

Harold Structure Part 1 and G02 Substation (CH053)

Jul, Aug, Sep '11

Contractor: Perini Corp.

Construction Manager: Ray Busch

FTA Grant: NY-03-0344/ NY-95-X025

Description: Construct various civil infrastructure elements at Harold Interlocking and expand the existing LIRR Amtrak Right of Way for the future TBM tunnels and Mainline track diversions including the design, and installation of a pre-fabricated substation and installation of new signal towers and catenary structures by replacing the existing structures.

Construction



43rd St. Westbound Bypass Demolition of Existing Wing Wall.



Signal Tower 22 Erection and Installation of Cross Arms.

Schedule and Cost

Progress:

1. Installed the fabricated G02 Substation and continued internal wiring and equipment testing
2. Completed installation of piles and concrete for the pile cap stem wall and beam seat for Westbound Bypass Pier 1 & Pier 2 Abutment.
3. Demolished existing wingwall to enable installation load test piles for Westbound Bypass West Abutment
4. Completed Harold Aerial Utility Structure reinforced concrete pile foundations
5. Installed catenary steel structures and signal towers and continued installation of catenary foundations as part of Harold Interlocking signal line relocation
6. Continued construction of 12 kV ductbank

Schedule: Contractor is progressing toward the re-baseline sequence to mitigate schedule delay. The re-baseline schedule is being updated to include design completion of the 12 kV and MP5 drawing packages.

Cost: The design issues with the Amtrak catenary poles and foundations as well as the 12 kV ductbank are nearing resolution. Quantity take-offs are being compiled, and will be used to prepare a revised forecast to capture the poles associated with Mainline Package 5. This work is trending over budget. A revised Estimate at Completion is being prepared. The budget was increased by \$12M to fund pending modifications.

Contract Modifications: As of 09/30/11, sixty two modifications for a total of \$31,939,022 have been executed.

Critical Issues:

1. Complete installation of the new signal towers. The relocation is critical to the Queens tunnel mining.
2. Obtain approval of the MP5 package. The installation of new structures is critical to interfaces with *Queens Bored Tunnels and Structures (CQ031)*.

Milestones CH053*

Milestones		Original Baseline (Approved Plan)	Current Baseline (Approved Plan)	Actual/ Forecast
#	Description			
N/A	NTP	01/01/08	01/01/08	01/01/08 (A)
1	Beneficial Occupancy Harold Access Bridge (HAB)	12/16/08	01/01/11	12/08/11
3	New G02 Substation Complete	08/14/09	04/15/11	05/22/12
7	Substantial Completion	05/05/10	01/16/12	01/24/13
8	Final Completion	09/02/10	04/15/12	04/24/13

Schedule Progress	3 rd Qtr		Cumulative	
Cost Expenditure	Plan*	Actual	Plan	Actual
Percent Complete**	12.9	3.0	85.5	60.2

* Re-baseline schedule is conditionally approved assuming a substantial completion date of January 2012

**Curve redesigned based on Original Baseline, Current Baseline and Actual

Contract Costs (\$000) as of 09/30/11

	CH053	LIRR Costs	F/A Support	Total
Budget at Award	144,144	2,000	18,212	164,356
Current Budget	200,208	2,000	27,560	229,768
Original Award	137,280	2,000	27,560	166,840
Approved Changes	31,939	0	0	31,939
Current Contract Value	169,219	2,000	27,560	198,779
Invoiced Amount	103,116	0	20,647	123,763
Estimate at Completion	200,208	2,000	27,560	229,768

Quarterly Review Report – 3rd Quarter '11

Coordination Required

Real Estate: All easements have been secured.

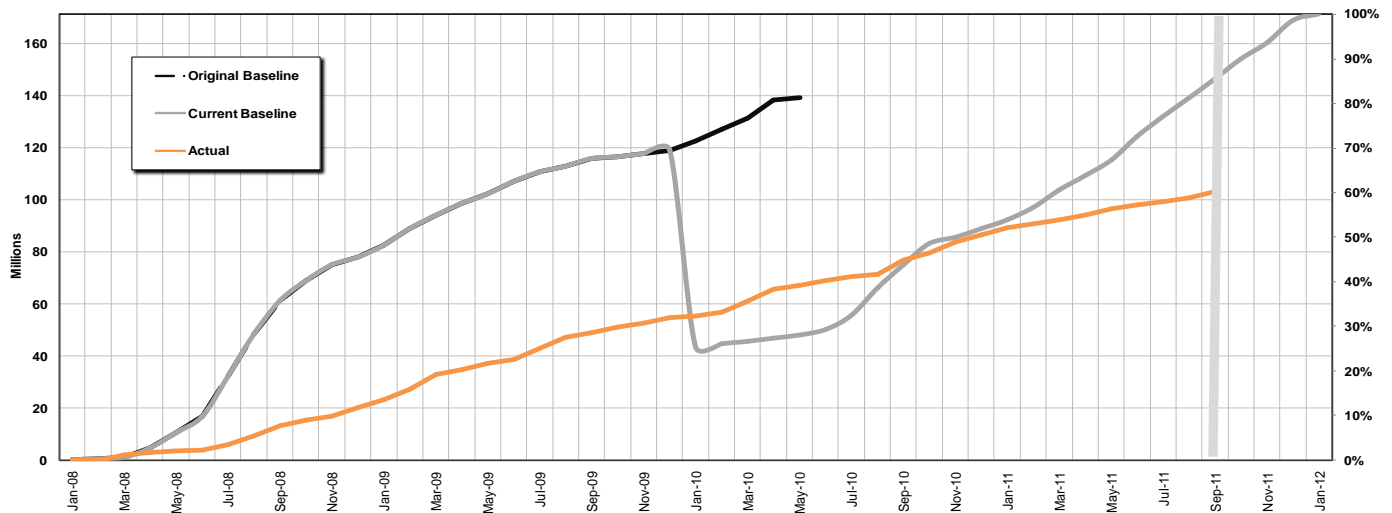
Railroad Agencies: LIRR and Amtrak will provide flagging protection and perform required support work.

Con Ed: Provide inspection services.

Permits: Pre-award reviews and approvals have been obtained from NYCDOT and NYCDEP. Relevant permit have been obtained by the contractor. Amtrak Entry Permit was approved.

MOU: Amtrak labor clearance was obtained. LIRR and Amtrak force account agreements were signed. Project Initiative (PI) with Amtrak signed.

Progress Curve (CH053)



Safety

- Continue ongoing safety walk-thru of sites
- The GO2 substation is nearing completion
- More signal and catenary tower replacements are proceeding to reinforce the surface infrastructure above the Queens tunnel paths and upgrade to more stringent weather resistance standards

Safety Statistics* (Cumulative Incidents per 200,000 work-hours)			
	Project	Contract	BLS**('10)
Lost Time Accidents	2.76	1.85	2.20

*The project performance statistics are based on construction hours only

**Bureau of Labor Statistics/National Industry Average

Site Map



Quarterly Review Report – 3rd Quarter '11

Harold Structures – Part 2A (CH054A)

Jul, Aug, Sep '11

Contractor: Perini Corp.

Construction Manager: Ray Busch

FTA Grant: NY-03-0344/ARRA Stimulus Funds NY-36-0002

Description: Construct various civil infrastructure elements at Harold Interlocking and expand the existing LIRR and Amtrak Right of Way for the future TBM tunnels and Main-line track diversions including: 1) the construction of retaining walls, 2) Track D TBM reception pit, 3) AC traction power duct bank, 4) access road work, 5) demolition of existing Catenary Foundations, 6) procurement of two signal bridges, and 7) other utility relocations and adjustments.

Construction



Demolition of Amtrak Trailers.



Excavating for Guy Anchor Installation.

Schedule and Cost

Progress:

1. Continued storm sewer line relocation along LP1A track and installation of 36" reinforced concrete pipe
2. Signal Bridge E34 and Signal Bridge E32 are in fabrication
3. Installed A-1 electrical equipment
4. Installed pre-cast guy anchor at B-909E
5. Installed new Amtrak signal trailer at 39th St.
6. Demolished Amtrak trailers at 27th St.
7. Installed Sewer Manhole SSMH-11

Schedule: The CH054A contract anticipates delays to Substantial Completion due to the re-design of the 12 kV feeder ductbank which controls the critical path of the CH054A contract and delays from the relocation of the Harold Structure Part 1 and GO2 Substation (CH053) catenary structures.

The critical section of the 12 kV ductbank has been completed to allow construction to support the intermediate milestone for installation of the F2 Central Instrumentation House. The complete 12 kV ductbank design was issued in August, and the construction will commence in October 2011.

The contractor plans to mitigate the schedule impact by increasing manpower and number of crews. Weekday night shift is also being considered to reduce overall construction duration. The plan curve is updated to demonstrate the estimate at completion.

Cost: The Current Budget was increased by \$9M to fund pending modifications.

Contract Modifications: As of 09/30/11, fourteen modifications for a total of \$1,623,855 have been executed.

Critical Issues: Amtrak approved electrical traction 12 kV ductbank design. Converted drawings and issued change proposal request to rescope, negotiate and commence work. Availability of track outages and railroad protection personnel are required for the storm sewer relocation and 12 kV ductbank installations.

Milestones CH054A

Milestones		Original Approved (Approved Plan)	Current Approved (Approved Plan)	Actual/ Forecast
#	Description			
N/A	NTP	08/24/09	08/24/09	08/24/09 (A)
2	Retaining Wall THOM S1/S2	05/26/10	05/26/10	12/21/10 (A)
N/A	Complete 12KV relocation	12/07/10	12/07/10	11/08/12
3	Substantial Completion	12/21/10	12/21/10	01/10/13
4	Final Completion	03/21/11	03/21/11	04/15/13

Schedule Progress	3 rd Qtr		Cumulative	
Cost Expenditure	Plan	Actual	Plan	Actual
Percent Complete**	.67	1.7	49.5	50.5

**Curve redesigned based on Original Baseline, Current Baseline and Actual
This is a forecasted progress curve

Contract Costs (\$000) as of 09/30/11

	CH054A	F/A Support	Total
Budget at Award	27,067	3,199	30,266
Current Budget	38,066	3,998	42,064
Original Award	21,778	2,978	24,756
Approved Changes	1,623	0	1,623
Current Contract Value	23,401	2,978	26,379
Invoiced Amount	11,827	1,727	13,554
Estimate at Completion	38,066	3,998	42,064

Quarterly Review Report – 3rd Quarter '11

Coordination Required

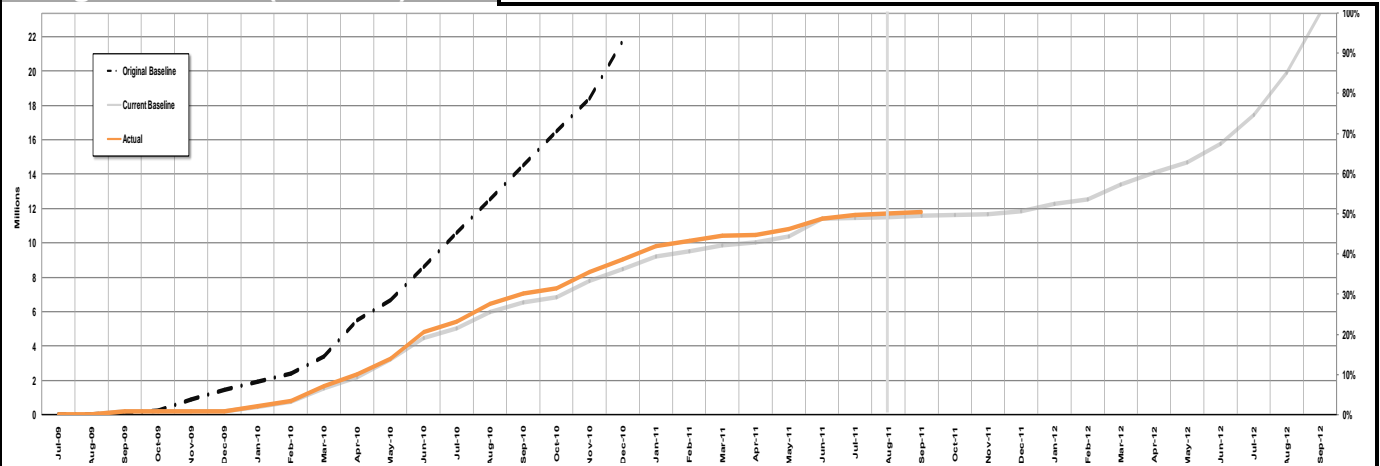
Real Estate: All work on railroad property or in city streets.

Railroad Agencies: Amtrak and LIRR.

Permits: NYCDOT permits needed. Water discharge permit (DEP) needed.

MOU: Obtained Project Initiative and Permit to Enter from Amtrak.

Progress Curve (CH054A)



Safety

- No major safety issues or injuries reported for this month
- The LTA rate is declining as job hours accumulate and as work progresses without incidents
- Continue safety walk-thru of work sites
- Confined/enclosed space hazard controls are being followed effectively by the contractor's workforce in all manhole, sewer excavation and installation work

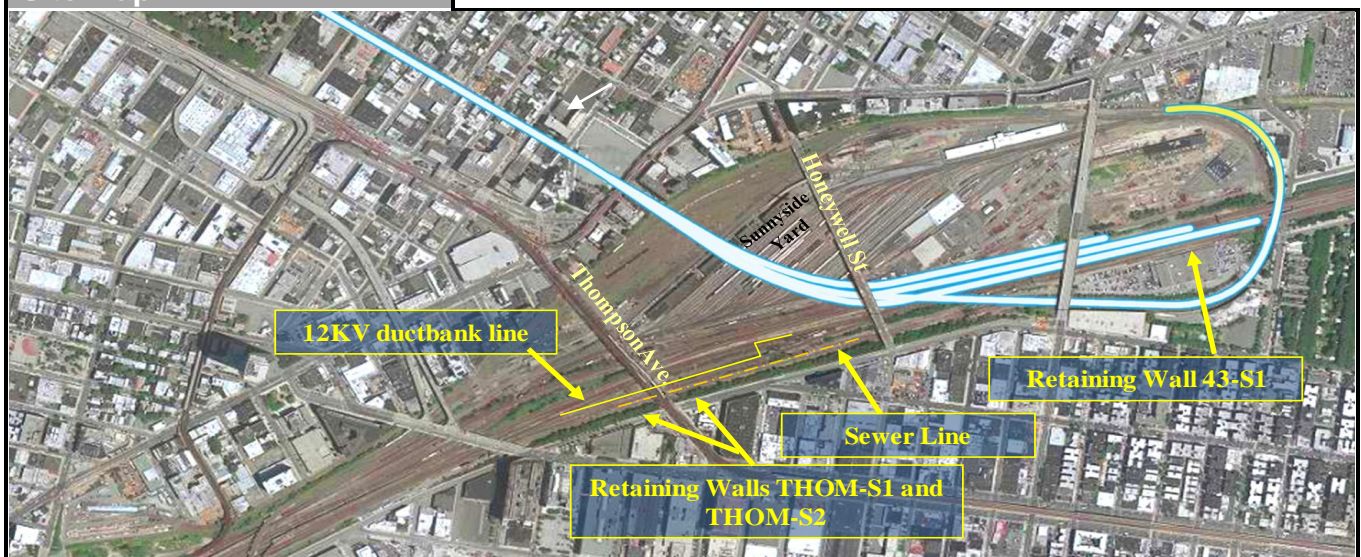
Safety Statistics* (Cumulative Incidents per 200,000 work-hours)

	Project	Contract	BLS** ('10)
Lost Time Accidents	2.76	3.19	2.20

*The project performance statistics are based on construction hours only

**Bureau of Labor Statistics/National Industry Average

Site Map



Quarterly Review Report – 3rd Quarter '11

Harold Stage 1 – Amtrak Force Account (FHA01)

Jul, Aug, Sep '11

Contractor: Amtrak

Construction Manager: Peter Malvese

FTA Grant: N/A

Description: Install one track crossover (723); Relocate catenary and signal power at several locations, perform modifications and removal of poles; Third-rail installation; Signal infrastructure installation, cable pulls, tie-ins, testing and cut-over of the 723 crossover incorporating changes to "F" Interlocking and software and hardware modification for the Penn Station Central Control (PSCC); Clear debris and other incidentals from the Amtrak Maintenance-of-Way Yard; electrical traction relocations in support of the CH053, 54A and CQ031 civil work.

Construction



Pulling Signal Power Cables Between Towers 22 to 23.

Schedule and Cost

Progress:

1. Removed body span wire on B-929W (Subset G)
2. Completed installing Catenary structures (B-922EA and B-923E) and pulling Catenary wires between B-922E and B-923E (Subset C)
3. Supported/installed catenary structure (B-920EC) and signal towers (T21A, T21B, T21C, T22, T23, T29, T30), Subset A&C
4. Completed pulling signal power wires between Towers 29 to 30
5. Performed bonding and installation of signal power wires (#134 and #135) from B-920EC to Tower 23, Subset A&C

Schedule: The Signal Tower and Catenary work continues to drive the substantial completion date.

The signal power cable relocation at Tower 26 has been rescheduled to November '11.

Cost: As of 09/30/11, one modification for a total of \$1,500,000 has been executed. Costs are within the current budget and it is expected that the contract will be completed within or below budget.

Critical Issues: None

Milestones FHA01

Milestones		Original Baseline (Approved Plan)	Current Baseline (Approved Plan)	Actual/ Forecast
#	Description			
N/A	100% Design	11/19/07	11/19/07	11/19/07 (A)
N/A	Commence Stage 1	06/30/07	06/30/07	06/30/07 (A)
N/A	Cutover Switch O1/O2	04/13/08	08/10/08	10/05/08 (A)
N/A	Compl. 68 Spur Track	09/15/09	05/01/10	09/06/10 (A)
N/A	Compl. Signal Power Cable	04/15/09	09/20/10	11/09/11
N/A	Substantial Completion	09/30/10	01/03/12	01/24/13

Schedule Progress	3 rd Qtr		Cumulative	
Cost Expenditure	Plan	Actual	Plan	Actual
Percent Complete**	5.8	1.7	92.3	66.9

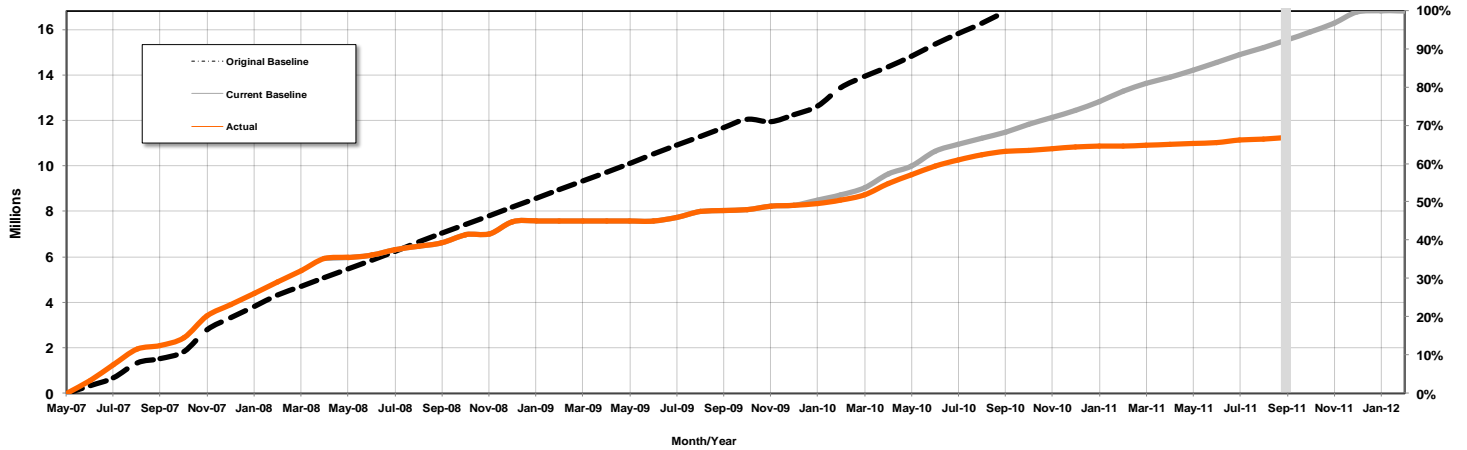
**Curve redesigned based on Original Baseline, Current Baseline and Actual

Contract Costs (\$000) as of 09/30/11

	Stage 1	F/A Support	Total
Budget at Award	9,500	-	9,500
Current Budget	16,825	-	16,825
Original Award	9,500	-	9,500
Approved Changes	1,500	-	1,500
Current Contract Value	16,825	-	16,825
Invoiced Amount	13,503	-	13,503
Estimate at Completion	16,825	-	16,825

Quarterly Review Report – 3rd Quarter '11

Progress Curve (FHA01)



Coordination Required

Real Estate: None required.

Permits: None required.

Railroad Agencies: LIRR and Amtrak.

MOU: Amtrak Force Account Agreement has been signed.

Site Map



Quarterly Review Report – 3rd Quarter '11

Harold Early Stage 2 – Amtrak Force Account (FHA02)

Jul, Aug, Sep '11

Contractor: Amtrak

Construction Manager: Peter Malvese

FTA Grant: N/A

Description: Convert air switches 735, 737, 741, and 743 from air to electric; Install new electric switch machines; Install temporary signal case, cable pulls, tie-ins, testing and cut-over switches; Install signal troughs, pull boxes, 9-ways/conduits, and case foundations for F1 and F2 Central Instrument Houses (CIH).

Construction



Installing Pull Box on South of Line 1 at Hunters Point Ave.



Track Shift and Re-Alignment at Hunters Point Ave.

Schedule and Cost

Progress:

- Completed installation of case legs and ground grids for signal cases (6WWA, 3WWA, 2WBA, E37), signal huts (F2E, F2G, F1F), and F1-CIH
- Completed installation of F1-CIH and Battery Box
- Installed cable chutes and stair steps at the new signal cases and huts
- Installed conduits crossing Line 1 to signals/switches for F2-CIH, and conduits to switch machine at F1 side
- Continued installation of pull box, trough, and 9-way from Tunnel portal (Line 1) to F2-CIH
- Performed Track shift and re-alignment with the relocation of Catenary and 3rd rail on Line 1

Project Initiative (P.I.) Status:

ESA continued working with Amtrak Communication & Signal to finalize the estimate and schedule. Track/3rd Rail /Electric Traction (ET) concurred with the estimate and schedule.

The P.I. for ET Catenary will be issued separately since the ET Catenary design will be completed in December 2011.

Schedule:

The final weekend Line 1 and Line 3 track alignment works are rescheduled for October 2011. Four switches (turnouts – 771 E/W and 747 E/W) are scheduled for late January / February 2012.

Cost:

Additional work is being authorized. Negotiations in progress with Amtrak to increase the P.I. to cover the cost of FHA02.

Critical Issues: None.

Milestones Early FHA02

Milestones		Original Baseline (Approved Plan)	Current Baseline (Approved Plan)	Actual/ Forecast
#	Description			
N/A	Commence Early Stage 2	12/15/08	12/15/08	12/15/08 (A)
N/A	Cutover Switch Machine-741	06/13/09	06/13/09	06/06/09 (A)
N/A	Cutover Switch Machine-743	06/21/09	06/21/09	06/20/09 (A)
N/A	Cutover Switch Machine-735	07/11/09	07/11/09	05/30/09 (A)
N/A	Cutover Switch Machine-737	07/18/09	07/18/09	06/14/09 (A)
N/A	Install F2 CIH	10/15/10	10/15/10	04/02/11 (A)
N/A	Track Alignment – Line 1 & 3	08/15/10	08/15/10	11/15/11
N/A	Complete Early Stage 2	12/30/10	12/30/10	10/15/11

Schedule Progress	3 rd Qtr		Cumulative	
Cost Expenditure	Plan	Actual	Plan	Actual
Percent Complete**	1.5	3.8	100.0	88.1

**Curve redesigned based on Original Baseline, Current Baseline and Actual

Contract Costs (\$000) as of 09/30/11

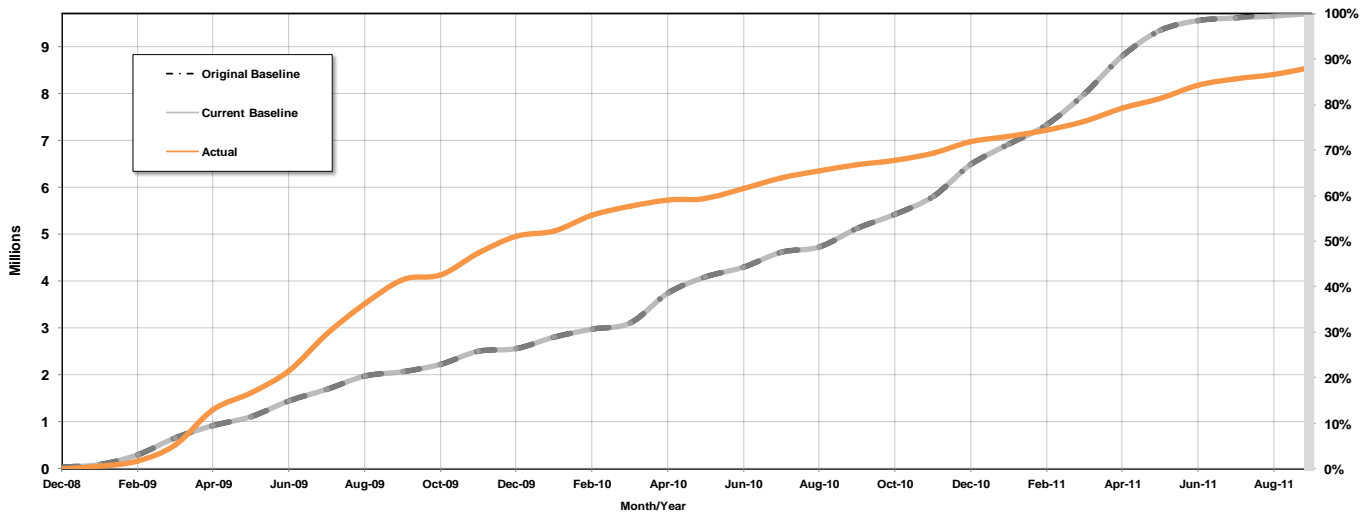
	Early Stage 2	F/A Support	Total
Budget at Award**	9,706	-	9,706
Current Budget**	9,706	-	9,706
Original Award	9,706	-	9,706
Approved Changes	-	-	-
Current Contract Value	9,706	-	9,706
Invoiced Amount***	10,631	-	10,631
Estimate at Completion	TBD	-	TBD

**Note: Stage 2 partial budget (early work only)

***Note: P.I. value under negotiation

Quarterly Review Report – 3rd Quarter '11

Progress Curve (FHA02)



Coordination Required

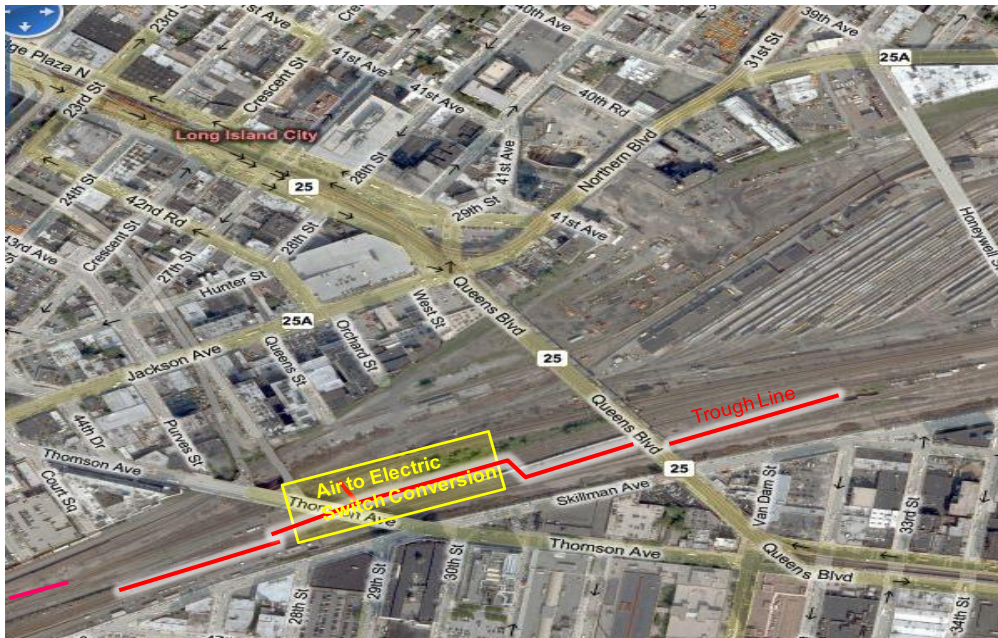
Real Estate: None required.

Permits: None required.

Railroad Agencies: LIRR and Amtrak.

MOU: Amtrak Force Account Agreement has been signed.

Site Map



Quarterly Review Report – 3rd Quarter '11

Harold Stage 1 – LIRR Force Account (FHL01)

Jul, Aug, Sep '11

Contractor: LIRR

Construction Manager: Peter Malvese

FTA Grant: NY-03-0344

Construction

Description: Install eight track switches into the existing signal system; remove two switches; Install signal infrastructure in preparation of Stage 2 (Harold and Point CILs); Reroute signal power cables; Install third rail for new switches & track. Pull traction power cables from G02 Substation final manholes to Harold Main Line tracks; Energize and commission the relocated G02 Substation installed by CH053. Install and relocate signal and communications cables. Cut and throw Main Line 4 and relocated Main Line 2 upon CH053 expanding the South ROW East of 43rd Street.



823 Switch on Line 2 East of Honeywell St.



New LIRR G02 Substation.

Schedule and Cost

Progress:

- Completed installation of 3rd rail gap to construct 12 kV duct bank at substation 44

Schedule:

The LIRR signal towers are planned for Dec '11 delivery and the LIRR signal power relocation is planned for Jan '12.

The Electric Traction power work for G02 substation is rescheduled to 1st Quarter of 2012 due to the impact of the 12 kV ductbank.

Cost:

The contract is expected to be completed within the current budget.

Critical Issues:

The cutover of 821 and 823 switches is rescheduled to April 2012 since the design of the Amtrak signal tower and catenary is delayed.

Milestones FHL01

Milestones		Original Baseline (Approved Plan)	Current Baseline (Approved Plan)	Actual/ Forecast
#	Description			
N/A	100% Design	06/07	06/07	07/07 (A)
N/A	Begin Stage 1	06/29/07	06/29/07	06/29/07 (A)
N/A	Install 823 Switches	01/25/08	03/20/10	08/21/10 (A)
N/A	Cutover 865 Switch	03/01/09	10/16/10	10/16/10 (A)
N/A	Compl. Signal Power Cable	07/15/09	09/20/10	03/11/12
N/A	Operate 821 & 823 Switches	02/15/10	03/05/11	04/14/12
N/A	Substantial Completion	09/30/10	10/10/11	01/21/13

Schedule Progress	3 rd Qtr		Cumulative	
Cost Expenditure	Plan	Actual	Plan	Actual
Percent Complete**	9.6	0.3	89.5	69.5

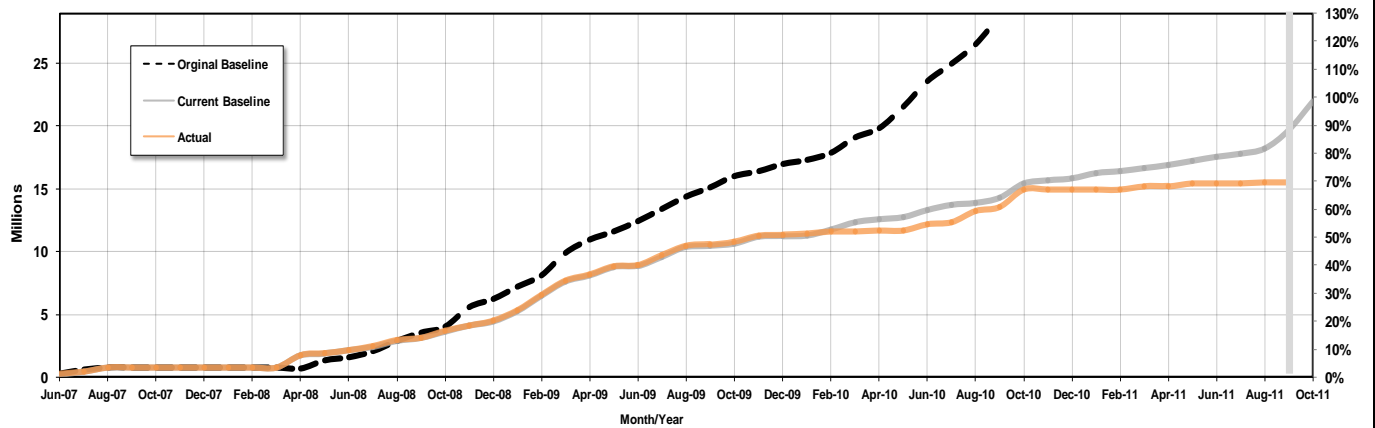
**Curve redesigned based on Original Baseline, Current Baseline and Actual

Contract Costs (\$000) as of 09/30/11

	Stage 1	F/A Support	Total
Budget at Award	28,781	-	28,781
Current Budget	21,972	-	21,972
Original Award	28,781	-	28,781
Approved Changes	-	-	-
Current Contract Value	20,782	-	20,782
Invoiced Amount	17,167	-	17,167
Estimate at Completion	21,972	-	21,972

Quarterly Review Report – 3rd Quarter '11

Progress Curve (FHL01)



Coordination Issues

Real Estate: None required.

Railroad Agencies: LIRR and Amtrak.

MOU: Amtrak Force Account Agreement signed. LIRR Force Account Agreement signed.

Permits: None required.

Site Map



Harold Early Stage 2 – LIRR Force Account (FHL02)

Jul, Aug, Sep '11

Contractor: LIRR

Construction Manager: Peter Malvese

FTA Grant: NY-03-0344

Description: Advanced signal work for Stage 2 including cable trough, conduit and pull box installations, located in Point Interlocking and the West End of Harold Interlocking. Scope includes signal training for 4th signal gang.

Construction



EWD LI PASS Track Shift and Re-Construction.



Pulling Communication Cable at Hunters Point Station.

Schedule and Cost

Progress:

- Completed retaining wall, leg foundations and ground grids for H6 CIL and battery hut
- Completed track panel fabrications at Belmont Yard for Port Washington 2 (PW2) track work scheduled in November 2011
- Installed temporary pedestal signals, conduits, and cables for the new Signal Bridge 23 and 11
- Continued installation of troughs, conduits, and pull boxes at H6 Location
- Continued circuit revision tie-in at the existing Point CIL and install new signal cables for the new Point CIL
- Continued installation of HTSCS (Harold Tower Supervisory Control System) furniture and server connection in temporary Signal Trailer

Schedule:

The Eastward LI PASS Track realignment work is almost completed. The Port Wash 2 track work is rescheduled to November 2011. The Continuous Welded Rail (CWR) on EWD LI Passenger Track is scheduled in December 2011.

Cost: ESA continues working with LIRR Signal department to finalize the Stage 2 estimate. The rest of the departments (3rd Rail, Track, Communication and B&B) concur with the estimates. Additional work is being authorized. Negotiations in progress with LIRR to increase the MOU to cover the cost of FHL02.

Critical Issues: None

Milestones FHL02

Milestones		Original Baseline (Approved Plan)	Current Baseline (Approved Plan)	Actual/ Forecast
#	Description			
N/A	Commence Stage 2	08/17/09	08/17/09	08/17/09 (A)
N/A	Compl. Trough - Point CIL	03/03/10	03/03/10	05/15/10 (A)
N/A	Compl. Trough - H4 CIL (Early Work)	10/28/10	10/28/10	08/04/10 (A)
N/A	Complete. Early Stage 2	01/30/11	01/30/11	10/31/11

Schedule Progress	3 rd Qtr		Cumulative	
Cost Expenditure	Plan	Actual	Plan	Actual
Percent Complete**	2.7	28.9	100.0	99.2

**Curve redesigned based on Original Baseline, Current Baseline and Actual

Contract Costs (\$000) as of 09/30/11

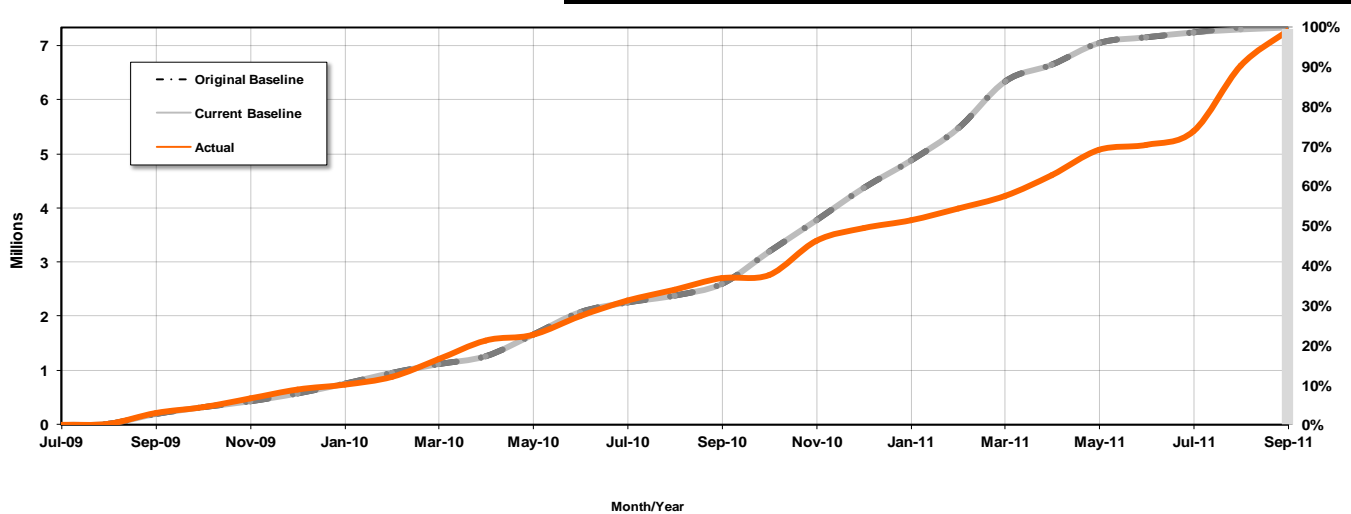
	Early Stage 2*	Signal Training	Total
Budget at Award	7,351	3,429	10,780
Current Budget	7,351	3,429	10,780
Original Award	7,351	3,429	10,780
Approved Changes	-	-	-
Current Contract Value	7,351	3,429	10,780
Invoiced Amount**	7,931	2,730	10,661
Estimate at Completion	TBD	2,730	TBD

*Note: Stage 2 partial budget (early work only)

**Note: MOU value under negotiation

Quarterly Review Report – 3rd Quarter '11

Progress Curve (FHL02)



Coordination Issues

Real Estate: None required.

Railroad Agencies: LIRR and Amtrak.

MOU: Amtrak Force Account Agreement signed. LIRR Force Account Agreement signed.

Permits: None required.

Site Map



Quarterly Review Report – 3rd Quarter '11

F Interlocking CIH (FHA62)

Jul, Aug, Sep '11

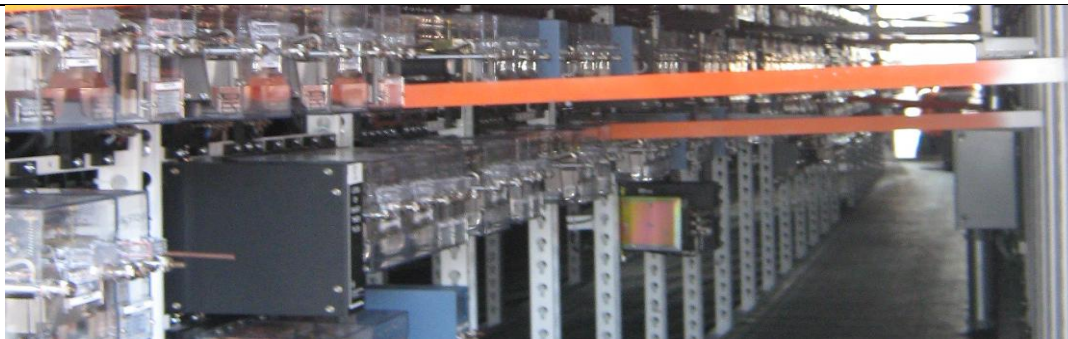
Contractor: Amtrak

Construction Manager: Chuck Miller

FTA Grant: N/A

Description: Amtrak manufacture and delivery of Central Instrumentation Houses (CIHs) and cases for the F2 and F1 Interlockings. All work will be performed by Amtrak.

Construction



Inside of F2 CIH.

Schedule and Cost

Progress:

1. F1 CIH was delivered on July 27th
2. All signal cases and huts have been delivered to the project. Batteries and cases are on order. Delivery to be determined.
3. Tunnel cases will be completed by November 18th
4. Substantial Completion achieved on 08/01/11

Cost: Contract is anticipated to be slightly under budget. Budget to be finalized by December 31st. Invoiced amount remains static due to lack of invoicing from Amtrak.

Critical Issues: None.

Milestones FHA62

Milestones		Original Baseline (Approved Plan)	Current Baseline (Approved Plan)	Actual/ Forecast
#	Description			
N/A	100% Design	08/28/08	08/28/08	08/28/08 (A)
N/A	NTP	09/11/08	09/11/08	09/11/08 (A)
N/A	Delivery of F2 CIH	12/31/09	11/30/10	03/31/11 (A)
N/A	Delivery of F1 CIH	03/31/10	06/30/11	07/27/11 (A)
N/A	Substantial Completion	08/31/10	07/28/11	08/01/11 (A)
N/A	Final Completion	10/31/10	09/30/11	11/30/11

Schedule Progress	3 rd Qtr		Cumulative	
Cost Expenditure	Plan	Actual	Plan	Actual
Percent Complete**	14.0	7.5	97.0	99.5

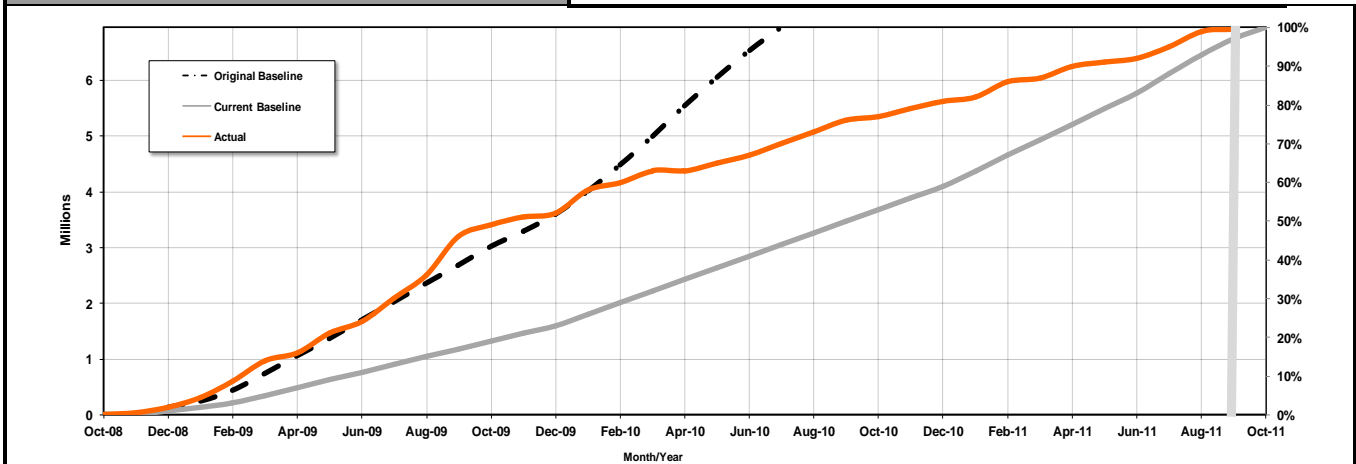
**Curve redesigned based on Original Baseline, Current Baseline and Actual

Contract Costs (\$000) as of 09/30/11

	FHA62	F/A Support	Total
Budget at Award	8,178	-	8,178
Current Budget	8,178	-	8,178
Original Award	6,954	-	6,954
Approved Changes	-	-	-
Current Contract Value	6,954	-	6,954
Invoiced Amount	6,431	-	6,431
Estimate at Completion	8,178	-	8,178

Quarterly Review Report – 3rd Quarter '11

Progress Curve (FHA62)



Coordination Issues

Real Estate: N/A

Railroad Agencies: Amtrak

MOU: Amtrak Force Account Agreement and Project Initiative signed.

Permits: N/A

Site Map



Quarterly Review Report – 3rd Quarter '11

Procure Harold Materials – Stage 2 (VHA/L02)

Jul, Aug, Sep '11

Contractor: Various

FTA Grant: ARRA Stimulus Funds NY-36-0002 (Only VHL02)

Construction Manager: Peter Malvese

Procurement

Description: Procure LIRR and Amtrak Force Account material in support of Stage 2 construction. LIRR will manage and operate the project warehouse with ESA oversight. Example of materials include: *Track* - switches, rail, concrete ties and ballast; *Third-Rail & Power* – rail, cables, boards, brackets, wire, power connectors, bus bar; *Signal Equipment* – switch machines, cables, signals, relays, motor generators, heaters, troughs, impedance bonds; and *Structures* – signal bridges, retaining walls etc.; *Communications* – equipment, wire, cables, and poles.



Materials at Warehouse Storage Area.

Schedule and Cost

Status:

1. LIRR waiting final approval for award of 9 switches
2. Delivered Amtrak 7 switches with hollow ties to Queens St. Warehouse
3. Continued to review revised bill of materials for VHA/L02, and create requisitions to support the construction schedule for 2012
4. Continued VHA/L02 materials procurement for signal, track, third rail, electrical traction/Catenary activities

Cost: Table shows value of awards to date. An overall VHL02 savings is expected due to large scale advance procurement for Stage 2 materials. The budget of VHL02 was increased to purchase two motor generators for Harold signal power separation.

Critical Issues: None.

Amtrak – VHA02 – Budget Summary (09/30/11)

Material	Budget	Harold Stage 2 Awarded PO Value to Date	Percent Procurement Completed	Estimate at Completion
Signals	6,074,955	5,152,643	86%	6,074,955
Track	3,434,215	2,968,019	86%	3,434,215
Third Rail	491,632	491,632	100%	491,632
DC Traction	431,615	431,615	100%	431,615
Communication	126,716	0	0%	126,716
Catenary	553,007	443,998	80%	553,100
Elec. Traction	2,106,948	1,677,415	80%	2,106,948
Totals	13,219,087	11,165,322	84%	13,219,181

LIRR – VHL02 – Budget Summary (09/30/11)

Material	Budget	Harold Stage 2 Awarded PO Value to Date	Percent Procurement Completed	Estimate at Completion
Signals	12,761,182	6,074,050	84%	7,288,860
Track	8,300,639	7,905,900	95%	8,300,639
Third Rail	2,249,987	1,846,050	82%	2,249,987
Communication	2,850,950	0	0%	2,850,950
Totals	26,163,400	15,826,000	60%	20,690,436

Motor Generators	5,750,000	0	0%	5,750,000
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**Combined percent complete is 49.5%.*

Quarterly Review Report – 3rd Quarter '11

Jul, Aug, Sep '11

Harold and Point CILs – (VH051 Part 1)

Contractor: Ansaldo STS USA, Inc. (ASTS)

Construction Manager: Chuck Miller

FTA Grant: NY-03-0344

Description: This includes the procurement of seven Harold Interlocking Central Instrument Locations (CILs) and one Point Interlocking CIL and the purchase of a fully operational Vital Microprocessor-Based Interlocking Control System for the referenced interlockings. This system will operate the new Harold Interlocking configuration and eventually connect to the new GCT tunnels.

Construction

Schedule and Cost

Progress:

- Setting of the POINT CIL has been postponed from the scheduled dates of October 1st and 2nd to TBD due to the cancellation of Amtrak ET support (A men)
- H4 CIL manufacturing is continuing at the ASTS Batesburg facility
- Submittals for CIL locations H3, H4, H5 and H6 continue to be cycled for review and approval
- LIRR continues testing of the Communication and Synch boards and TRU III track circuit. Testing will continue until POINT cutover.
- Negotiations for the Milestone Update proposal have been further delayed due to the pending change order for 843 Switch that delays removal from Stage 2D to Stage 2J. The ASTS proposal has not been received. The milestone update will affect the Schedule Progress table at right.

Schedule: The setting of POINT CIL has been delayed to a date TBD. ASTS has indicated that the subsequent CIL deliveries (H4, H3) may slip due to the concentrated effort ASTS expended to expedite the POINT CIL delivery, diverting labor from other locations to work on POINT. This will be a subject for discussion with Ansaldo as it was communicated to ESA that the ASTS resource issue was resolved.

Cost: The project is currently within budget. As of 09/30/11, two contract modifications have been executed for \$186,514. Two pending change orders, milestone updates and engineering changes (including the 843 Switch work), are currently in-house for \$1,628,638.

Critical Issues:

- Timely submittal of ASTS information regarding the subjects noted and LIRR and GEC review, comment, and approval. Progress of the design is dependent on the incorporation of these elements to meet the current schedules.
- LIRR approval of the communication design and approval of the new track circuit is critical to the design.
- ARINC's work on the FHACS and expedited delivery of the equipment are necessary to mitigate any delays to the CIL cut-over dates. Amtrak and LIRR support are also required for hub rack builds and acceptance of the staging and cut-over plans.
- Changes to the current Ansaldo and ARINC designs can be expected to cause delays. 843 Switch will cause hardware and software rework. Mitigation discussions are underway.

Milestones VH051 (Part 1)

Milestones		Original Baseline (Approved Plan)	Current Baseline (Approved Plan)	Actual/ Forecast
#	Description			
N/A	NTP	05/11/09	05/11/09	05/11/09 (A)
1	Compl. POINT CIL, huts and cases	06/30/10	06/30/10	09/13/11
4	Compl. H4 CIL	04/26/11	04/26/11	12/07/11
5	Compl. H5 CIL	05/26/11	05/26/11	04/15/12
6	Compl. H6 CIL	07/26/11	07/26/11	07/14/12
7	Compl. 30 Loc Hut	07/26/11	07/26/11	08/14/12
8	Compl. H1 CIL	10/26/11	10/26/11	10/21/12
8	Compl. H2 CIL	10/26/11	10/26/11	12/07/12
8	Compl. H3 CIL	10/26/11	10/26/11	02/01/12
9	Substantial Completion	06/25/12	06/25/12	08/31/13
10	Final Completion	07/25/12	07/25/12	09/30/13

Schedule Progress	3 rd Qtr		Cumulative	
Cost Expenditure	Plan	Actual	Plan	Actual
Percent Complete**	17.0	5.0	47.3	28.0

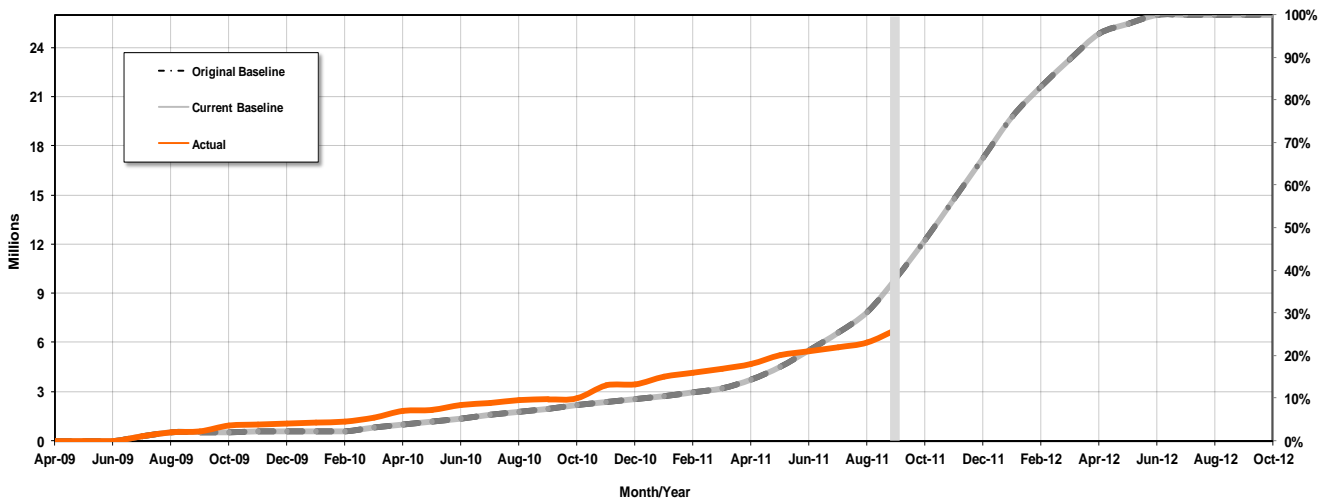
**Curve redesigned based on Original Baseline, Current Baseline and Actual

Contract Costs (\$000) as of 09/30/11

	VH051-1	F/A Support	Total
Budget at Award	30,891	-	30,891
Current Budget	30,753	-	30,753
Original Award	25,840	-	25,840
Approved Changes	186	-	186
Current Contract Value	26,026	-	26,026
Invoiced Amount	5,372	-	5,372
Estimate at Completion	30,753	-	30,753

Quarterly Review Report – 3rd Quarter '11

Progress Curve (VH051 Part 1)



Coordination Issues

Real Estate: N/A

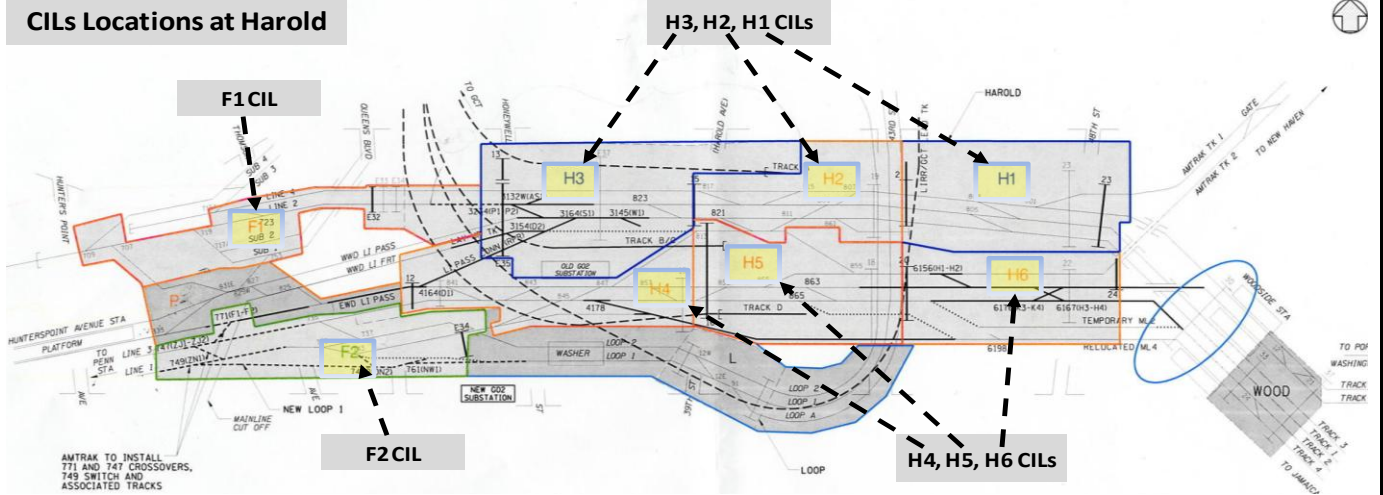
Permits: N/A

Railroad Agencies: LIRR/ Amtrak

MOU: LIRR Force Account MOU signed.

Site Map

CILs Locations at Harold



Quarterly Review Report – 3rd Quarter '11

Harold Tower Supervisory Control System (VH051 Part 2)

Jul, Aug, Sep '11

Contractor: ARINC, Inc.

Construction Manager: Chuck Miller

FTA Grant: NY-03-0344

Description: This procurement contract requires purchase of a fully operational Harold Tower Supervisory Control System (HTSCS) for control of signals at Harold and Point Interlocking.

Construction



HTSCS Temporary Trailer at 39th St.

Schedule and Cost

Progress:

1. ARINC continues to progress the work on the FHACS
2. Approximately 99% of the FHACS hardware has been received by ARINC
3. ARINC visited PSCC on 9/20/11 to finalize the measurements required for the console workstations and to participate in an Amtrak/LIRR/ESA joint meeting on the installation and sequencing of work required for the FHACS/HTSCS/F/POINT/Harold cutovers

Schedule: The Schedule Progress table at right has been revised to reflect the addition of the FHACS work. Contemplated revisions to the work (843 Switch), ERT repair work and available railroad cut-over support may further impact the schedule. The FHACS Factory Acceptance Test has been scheduled for Feb '12 with delivery of the system targeted for Mar '12.

Cost: As of 09/30/11, four contract modifications have been executed for a total of \$1,776,701, with one pending change in the amount of \$23,000.

Critical Issues:

1. FHACS delivery and in-service is required to support all CIL and CIH cut-overs. Due to the delay in approving the FHACS, the alternatives for F2 cut-over without the FHACS are no longer feasible. The current plan tests GATE Interlocking initially, exercising the control system and performing the cut-over on a small interlocking to prepare for the transition with the F2 and F1 Interlockings.
2. Amtrak project management resources must be made available and involved at PSCC as they are a critical element to the successful completion of the temporary work, as well as to the final implementation of the FHACS.

Milestones VH051 (Part 2)

Milestones		Original Baseline (Approved Plan)	Current Baseline (Approved Plan)	Actual/ Forecast
#	Description			
N/A	Advertise	03/27/08	03/27/08	03/27/08 (A)
N/A	NTP	02/03/09	02/03/09	02/03/09 (A)
1	Delivery of HTSCS Control System	03/16/10	03/16/10	10/08/10 (A)
2	Delivery of FHACS	-	-	02/03/12
4	Substantial Completion	08/24/10	08/24/10	12/31/12
5	Final Completion	05/03/12	05/03/12	11/23/13

Schedule Progress		3 rd Qtr		Cumulative	
Cost Expenditure		Plan	Actual	Plan	Actual
Percent Complete**		0.0	0.0	54.0	54.0

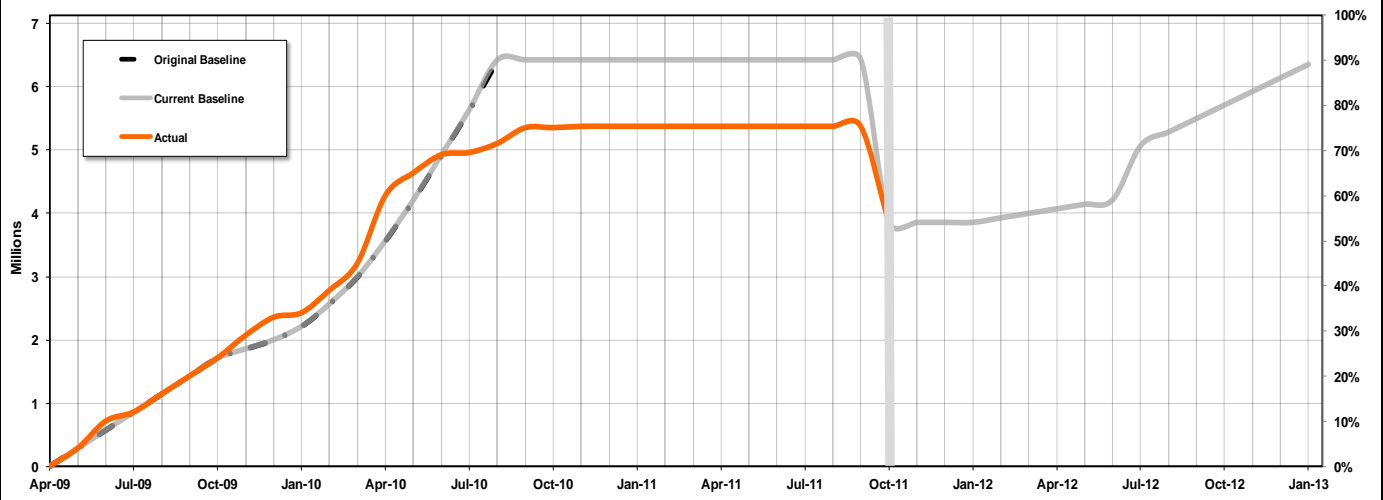
**Curve redesigned based on Original Baseline, Current Baseline and Actual

Contract Costs (\$000) as of 09/30/11

	VH051-2	F/A Support	Total
Budget at Award	7,061	-	7,061
Current Budget	8,091	-	8,091
Original Award	5,354	-	5,354
Approved Changes	1,776	-	1,776
Current Contract Value	7,131	-	7,131
Invoiced Amount	3,910	-	3,910
Estimate at Completion	8,091	-	8,091

Quarterly Review Report – 3rd Quarter '11

Progress Curve (VH051 Part 2)



Coordination Issues

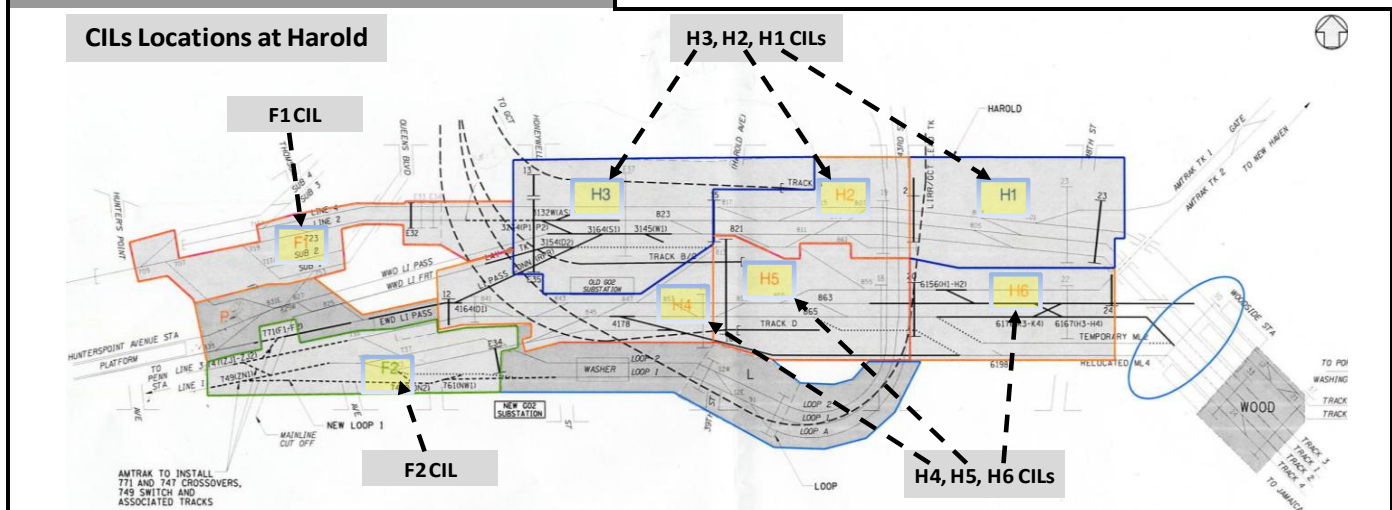
Real Estate: N/A

Railroad Agencies: LIRR.

Permits: N/A

MOU: LIRR Force Account MOU signed.

Site Map



Projects – To Be Awarded

Manhattan Structures 2 & Facilities Fit-Out (CM012)

Description: This contract will complete the construction of and provide the final finishes for the Manhattan tunnels and tail tracks excavated under prior contracts. The contract will include architectural, structural, geotechnical and mechanical and electrical work. The scope includes providing the concrete lining and interior concrete structures for GCT 1 and 2, East and West caverns and the concrete slab for the tail track cross passages 2 and 3, architectural finishes, it will provide plumbing, smoke and ventilation systems, and substations to operate the caverns. The contract will also manage the installation of escalators and elevators within the caverns.

Advertised Date: 02/2011

Anticipated Award Date: 03/2012

GCT Concourse and Facilities Fit-Out Early Work (CM014A)

Description: This contract installs the permanent power at South Substation, unit substations 3 and 4 in the Concourse and unit substation 2 in the south end of the caverns. The other major scope item is to ready the Terminal Management Center and provide communications conduits from here to the caverns. The other work included in the scope of the contract is fit-out work to complete the two items which includes under slab utilities, construction of the rooms and purchase of the electrical equipment specified.

Advertised Date: 05/2011

Anticipated Award Date: 10/2011

Facilities Systems Package 1 (CS179)

Description: This is the first of three systems packages necessary for the ESA Project. This contract will procure, fabricate, install, test and commission Communication, Controls, Security, Fire Detection, Tunnel Ventilation and Facility Power Systems. The contract will be procured using the Request for Proposal process.

Advertised Date: 05/2011

Anticipated Award Date: 03/2012

Quarterly Review Report – 3rd Quarter '11

Summary of Completed Contracts

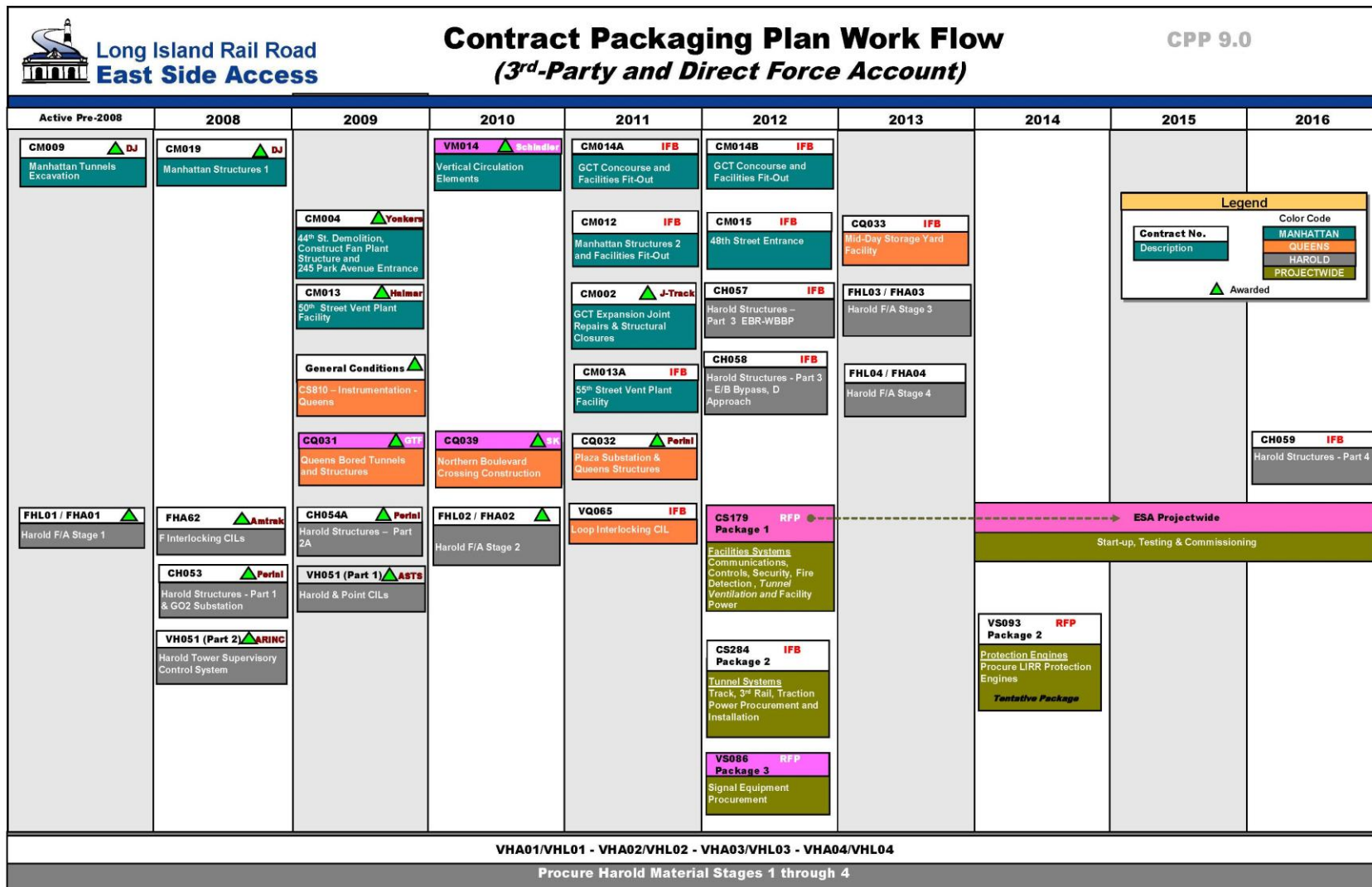
Project Description/ Contractor	NTP	Substantial Completion			Original Budget at Award (\$M)	Final Budget
		Plan		Actual		
		Orig	Revised			
Manhattan / Bronx						
CM001 – Highbridge Yard Highbridge Yard Contractors	09/05/01	04/15/03	04/15/03	12/04/03	80.1	75.6
CM008 – Madison Yard Site Clearance Gramercy Group, Inc.	03/09/09	06/02/10	04/10/11	04/10/11	40.9	42.7
CM016 – Manhattan Approach Tunnels Excavation Kiewit Constructors, Inc.	02/23/04	08/20/04	08/20/04	08/18/04	11.8	11.1
CM017 – GCT East Yard Remediation Tully Environmental Inc.	01/06/03	10/3/03	10/3/03	09/26/03	2.2	1.8
FMM02 – GCT East Yard Track & Signal Modifications MNR F/A	12/01/02	12/09	12/09	12/08	58.7	26.8
FM216 – MNR Traction Power MODs & 13.2 kV Loop TC Electric	09/25/08	06/30/10	06/30/10	06/30/10	14.5	17.0
CS770 – GCT Flat Cars Procurement J-Track, LLC	11/17/08	02/09	03/09	03/09	2.4	2.3
CS780 – Madison Yard Preparation T. Moriarty and Sons, Inc.	05/14/08	12/08	04/09	09/09	4.4	4.9
CS790 – GCT Protection Works Ad-Tech Enterprises	10/23/08	10/09	09/10	10/08/10	12.8	13.0
CS800 – GCT Instrumentation Wang Technology, LLC.	06/28/08	06/09	09/09	09/09	7.1	7.5
VM022 – MNR Locomotives Brookville Equipment Corp.	12/01/02	01/09	01/09	05/11/09	5.8	5.5
QUEENS						
CQ025 – Demolition of Superior Reed Bldg and Preparation of Yard A Tully Environmental, Inc.	11/05/02	07/02/03	09/15/03	09/15/03	5.3	5.6
CQ026 – Open Cut Excavation at Bellmouth Kiewit Construction, Inc.	10/07/02	09/07/03	11/25/03	11/25/03	16.8	18.7
CQ027 – Arch St Yard and Shop Facility Slattery Skanska/Edwards & Kelcey	07/09/02	06/28/04	11/30/04	12/31/04	77.1	77.1
CQ028 – Queens Open-Cut Excavation* Pile Foundation Construction Co., Inc.	04/27/06	04/15/08	10/22/08	06/08	121.5	62.8
CQE28-01 – Emergency Work Civil/Structural Railroad Construction Co., Inc.	06/08	10/09	10/09	12/09	6.5	8.0
CQE28-02 – Queens Emergency Work – Environmental Impact Environmental Consulting, Inc.	07/14/08	08/09	01/10	02/10	8.8	3.0
FQA36 – Arch Street Yard Access – Amtrak Amtrak F/A	11/14/04	09/01/05	06/23/06	06/23/06	3.8	3.4
FQL36 – Arch Street Yard Access – LIRR LIRR F/A	11/14/04	09/01/05	06/23/06	06/23/06	8.3	4.9
FQL35 – Wood Interlocking – LIRR LIRR F/A	07/05	10/08	10/08	11/08	26.9	27.4
VH055 – Switch Exchange System (Procurement) Plasser American Corp.	12/20/02	06/27/04	05/29/05	09/30/05	17.7	17.2

Quarterly Review Report – 3rd Quarter '11

Project Description/ Contractor	NTP	Substantial Completion			Original Budget at Award (\$M)	Final Budget
		Plan		Actual		
		Orig	Revised			
VHA01 – Procure Harold Materials – Stage 1 Amtrak Various	06/06/06	07/08	09/29/10	09/09	5.1	6.1
VHL01 – Procure Harold Materials – Stage 1 LIRR	06/26/07	01/09	03/10	09/09	8.3	8.3
CS099 – Advanced Procurement of 3rd Party Materials Various	03/10	03/11	03/11	03/11	37.9	17.2
Total					584.7	467.9

Quarterly Review Report – 3rd Quarter '11

Contract Packaging Plan – Rev. 9.0



Quarterly Review Report – 3rd Quarter '11

Funding and Budget

Project Budget Summary (As of Sep 30, 2011) (\$ in thousands)

Component	FFGA Budget	Current Budget	Awarded Value	Paid To Date	EAC
EIS & Engineering	\$486,270	\$581,002	\$566,213	\$539,457	\$581,002
Construction	4,441,776	5,579,204	3,351,209	2,103,963	5,579,204
Contracts Awarded	1,838,859	3,643,100	N/A	N/A	
Contracts To Be Awarded	2,602,917	1,936,104	N/A	N/A	
OCIP*	250,000	190,853	112,942	97,391	190,853
Management**	475,652	608,623	416,401	372,559	608,623
Real Estate	165,000	166,318	100,821	99,462	166,318
Rolling Stock***	531,202	202,000	0	0	202,000
Total	\$6,349,900	\$7,328,000	\$4,547,586	\$3,218,880	\$7,328,000
Rolling Stock Reserve		463,000			
Total with Rolling Stock Reserve		7,791,000			
Funded thru 2011		\$5,555,571			
Balance of Funds		\$2,235,429			

* OCIP budget does not include \$84 million paid with surety funds that are not included in the project budget.

**FFGA budget includes General Conditions (GC). GC Costs were subsequently moved to construction.

Project Funding Status (As of Sep 30, 2011)

(\$ in Millions)

Total Budget (exclusive of financing costs) \$7,328.0					
MTA Capital Programs	Budget	Funding			
		Federal			Local
		New Starts		Other	
		New Starts	ARRA		
1995-1999	\$ 7.7	\$ 45.7	0	0	\$ 112.0
2000-2004	1,560.5	591.1	0	28.8	940.6
2005-2009	2,655.8	1799.9	195.4	37.9	622.6
2010-2014	2,954.0	0	0	0	2,954.0
Total	\$7,328.0	\$2,436.7	195.4	66.7	\$4,629.2

*Totals may not add due to rounding.

Value of Contract Awards

\$4,547.6

▪ Federal Share of Contract Awards	1,810.3	39.8%
▪ Local Share of Contract Awards	2,737.3	60.2%

Value of Finance Charges Incurred (based on prorated share) \$230.9 million

Summary of Federal Grants Received (FFGA)

Grant No.	FTA Award Date	FFY	Obligation Amount	Disbursement
NY-03-0344	22-Jun-99	1998	\$19.9	\$19.9
		1999	23.8	23.8

Quarterly Review Report – 3rd Quarter '11

NY-03-0344-01	25-Apr-00	2000	2.0	2.0
NY-03-0344-02	14-May-01	2001	7.9	7.9
NY-03-0344-03	13-Jun-02	2002	14.6	14.6
NY-03-0344-04	05-Aug-03	2003	13.3	13.3
NY-03-0344-05	21-Sep-04	2004	73.8	73.8
NY-03-0344-06	10-May-05	2005	65.2	65.2
NY-03-0344-07	27-Jan-06	2005	34.0	34.0
NY-03-0344-08	21-Dec-06	2006	333.2	333.2
NY-03-0344-09	01 Aug 07	2007	300.0	300.0
NY-03-0344-10	11 Aug 08	2008	210.7	210.7
NY-36-0002 (ARRA)	01-Mar-10	2009	195.4	195.4
NY-03-0344-11	23-Sep-10	2009	207.5	168.9
NY-03-0344-12	20-Sep-11	2011	246.9	0
Subtotal ESA New Starts Grants			\$1,748.3	\$1,462.8
NY-90-X467 (MNR&LIRR)	29-Mar-02	2002	15.2	15.2
NY-03-0395 (LIRR)	20-Feb-02	2002	7.5	7.5
NY-03-0406 (MNR)	12-May-03	2003	5.0	5.0
NY-90-X489 (MNR)	08-Aug-03	2003	1.1	1.1
NY-03-0427 (LIRR)	01-Mar-05	2005	2.0	2.0
NY-05-0108 (LIRR)	27-Jun-06	2006	2.7	2.7
NY-05-0109 (LIRR)	24 Jul -07	2007	5.8	5.8
NY-95-X002 ESA (CMAQ)	14-Sep-07	2007	6.6	6.6
NY-95-X009 ESA (CMAQ)	13-Jan-09	2008	2.3	2.3
NY-95-X015 ESA (CMAQ)	22-Sep-09	2009	2.3	2.3
NY-95-X025 ESA (CMAQ)	23-Sep-10	2010	11.6	0
Subtotal Non-New Starts Grants			\$62.0	\$50.4
Total All Grants			\$1,810.3	\$1,513.2

Status of Project Contingency

Status of Project Contingency (\$M)					
	Sept. '09 Baseline	2nd Qtr '11 Balance	3rd Qtr '11 Drawdown	Current Contingency	%*
AFI					
Harold	\$11.5	11.0	0	11.0	
Manhattan	43.8	53.5	(2.1)	51.4	
Queens	22.5	7.2	0	7.2	
Systems	31.1	54.8	0	54.8	
Total AFI	\$108.9	126.5	(2.1)	124.4	7.2%
AWO (MODS)					
Harold	\$61.1	68.2	10.0	78.2	
Manhattan	86.3	74.5	0.4	74.9	
Queens	61.4	60.3	(1.3)	59.0	
Systems	32.6	33.2	0	33.2	
Construction Contingency	0.0	32.5	(18.1)	13.8	
Total AWO (MODS)	\$241.40	268.7	(9.6)	259.1	8.3%
Engineering	6.7	6.4	3.8	10.2	
OCIP	18.3	18.3	0	18.3	
Real Estate	33.8	33.8	0	33.8	
Rolling Stock	15.3	15.3	0	15.3	
Soft Cost	74.1	73.8	3.8	77.6	
Total	\$424.4	469.0	(7.9)	461.1	

* AFI % calculation represents the current value of AFI contingency as a percent of total unawarded construction. AWO (MODS) % calculation is the current value of contingency as a percent of total active/unawarded work to go for that category

Notes: Value include both third party and force account (direct + indirect) contingency

Contingency Drawdown	(\$ in Millions)
September 2009 Baseline	424.4
Second Quarter '11 Balance:	469.0
Third Quarter '11 Adjustments:	
Executed Modifications	
CM013 – 50 th Street Vent Plant	(0.9)
CM009 – Manhattan Tunnel Excavation	(0.5)
CH053 - Harold Structures Part I	(0.5)
FM216 - Traction Power MODS	(0.1)
CM019 - Manhattan Structures Part I (correction)	(1.3)
CQ031 - Queens Bored Tunnels and Structures	(0.2)
CQ039 - Northern Blvd Crossing	(4.1)
Revised Estimate to Complete	
CM014A - GCT Concourse & Facilities Fit-out Phase I Anticipated Award	(0.3)
Total Third Quarter '11 Adjustments:	(7.9)
Total	461.1

Fourth Quarter '11 – Look Ahead

Design

Active Design Packages Table

Contract	Description	Design Start	Next Milestone & Date	Comments
Manhattan				
CM014B	GCT Concourse & Facilities Fit-Out		100% TBD	
CM015	48th Street Entrance	N/A	60% TBD	Progress dependent on resolution of issues with Building Owner.
Queens				
CQ033	Mid-Day Storage Yard	N/A	60% 10/11	
FQA65	Loop Interlocking CIL – Amtrak F/A	N/A	100% 11/11	
Harold				
CH057	Harold Structures Part 3A	N/A	100% 01/12	
CH058	Harold Structures Part 3B	N/A	90% 06/12	
FHA02	Harold Stage 2 Amtrak Catenary	N/A	90% 10/11	
FHA03	Harold Stage 3 Amtrak F/A	N/A	100% 08/11	
FHA03	Harold Stage 3 Amtrak Catenary	N/A	100% 04/12	
FHL03	Harold Stage 3 LIRR F/A	N/A	100% 10/11	
FHA04	Harold Stage 4 Amtrak F/A	N/A	30% 01/12	
FHL04	Harold Stage 4 LIRR F/A	N/A	30% 01/12	

Grand Central Terminal

- Advance the 48th St. Entrance (CM015) design work
- Resolve the *Vertical Circulation – Escalators & Elevators (VM014)* technical and design interface issues within the *GCT Concourse and Facilities Fit Out (CM014B)* contract documents
- Advance the *GCT Concourse and Facilities Fit Out (CM014B)* contract documents
- Complete the Biltmore Room Connection contract documents
- Issue RFP for the administration and maintenance of the 50th St. Pocket Park

Railroad Systems

- Finalize the incorporation of the revised 250Hz approach in the final tunnel signal design
- Update Tunnel Simulation to incorporate refinement of Tunnel Signal Design
- Develop mitigations for System Schedule Risks
- Provide support for the *Systems Package 1 Facilities Systems - Communications, Controls, Security, Fire Detection, Tunnel Ventilation and Facility Power (CS179)* procurement

Operational Readiness/LIRR Start Up

- Completing the review of sequencing and durations for baseline tasks and responsibilities identified as part of the Rail Activation Plan to be incorporated into the project IPS
- Creating new sections of Operations and Maintenance Plan – Volume 2 (*Infrastructure*) focusing on Vent Plants and Electric Traction areas
- Continuing to develop Room Data materials for facilities and locations as part of the Asset Inventory process
- Completing the data templates and management process for developing the Corporate Asset Management Plan (CAMS) with LIRR
- Finalizing supporting materials for utilizing a Cab Simulator to support instruction and qualifying of LIRR train and engine crews, and determining path forward with effort

Construction

- *Manhattan Tunnels Excavation (CM009)* – Continue invert concrete in L302 Tunnel and arch concrete in L303 tunnel
- *Manhattan Structures Part 1 (CM019)* – Formwork assembly in East Bound Cavern. Continue excavation in GCT 1 and 2 West Wye, blasting in Wellway #1, and concrete final lining in Wellway #4.
- *44th St. Demolition & Construct Fan Plant Structure & 245 Park Ave. Entrance (CM004)* – Continue excavation/construction of shaft and construction of building foundation. Continue reconstruction of 245 Park Ave. and platform E.
- *50th St. Ventilation Facility (CM013)* – Continue rock excavation for service tunnel, installation of rock support and shotcrete. Start the ventilation shaft excavation after the shotcrete operation is

complete. The abutment wall demolition work will continue and contractor is currently preparing to execute the Vertical Utility Chase installation work next month.

- *Vertical Circulation - Escalators & Elevators (VM014)* – Continue development of the fabrication and installation schedule for the project's escalators and elevators
- *GCT Expansion Joint Replacement and Structural Closures (CM002)* – Continue expansion joint replacement, column firestopping and opening modification closures at Tracks 33 and 34
- *Queens Bored Tunnels and Structures (CQ031)* – Continue TBM mining for Yard Lead and continue assembly TBM for Tunnel A. Continue installation of Yard Lead Approach Structure. Commence mining A-TBM.
- *Northern Boulevard Crossing (CQ039)* – Complete installation of Early Access Chamber concrete slab and freeze pipes at Level 6 and Level 7
- *Queens Instrumentation (CS810)* – Complete instrumentation in Sunnyside Yard and continue drilling instrumentation in Harold Interlocking
- *LIRR Harold Stage 1 (FHL01)* – Begin installation of electrical traction duct at G02 substation and signal power cables
- *LIRR Harold Stage 2 (FHL02)* – Install point CIL and begin pulling express cable and circuit revision for Point CIL cutover and continue installation of trough, pull box, snow melter cases at various locations
- *Amtrak Harold Stage 1 (FHA01)* – Complete demolition of catenary structures at Loop (Subset J & K) and begin pulling signal power cable
- *Amtrak Harold Stage 2 (FHA02)* – Install F1 CIH and begin pulling and terminating cables for F2 CIH
- *F Interlocking CIHs (FHA62)* – Complete remaining work for the two tunnel cases
- *Harold and Point CILs (VH051 Part 1)* – Set POINT CIL on October 29th. ASTS will continue wiring of H4 and complete inspection of the H3 CIL at PTMW by October 21st
- *Harold Tower Supervisory Control System (VH051 Part 2)* – Design work continuing on the FHACS. Coordination meetings are underway with Amtrak, LIRR and ESA to plan the installation, test and cut-over of the local control systems and instrument houses.

Budget and Finance

- Update Project commitment plan based on the revised repackaging plan and IPS

Executive Level Project Execution Plan

- Complete review and revision of Risk Management Plan
- Review and respond to FTA comments on the Project Management Plan (Rev 8)
- Continue to review MTACC procedures for consistency with ESA processes

Quality

- Schedule audit of the GEC Quality Assurance and Quality Control process
- Continue the review of all programmatic documents that incorporate new processes or enhance existing processes
- Refine as-built information process and implement tracking of information and revised design drawings

Methods and Procedures

- Continue to facilitate the review of critical procedures

Safety

- Continue performing oversight of contractor's safety and security activities
- Implement ESA Safety Team's requirements and adjustments to expanding field conditions
- Project safety staff will continue joint inspections with the FDNY to minimize potential fire hazards under Grand Central Terminal and at the Queens soft ground tunnel operation

Site and Systems Security

- Convene LIRR Safety and Security Committee meeting to review and certify *55th St. Ventilation Facility (CM013A)*, *Harold Structures – Part 3, Eastbound, RR & W/B Bypass Structures (CH057)*, *Tunnel Ventilation Facilities Power (CS081)*, and *Signal ESA Tunnels (CS086)*

Real Estate

- Title to the temporary subsurface easements required for the excavation support for the construction of the *55th Street Ventilation Facility (CM013A)* was vested in the MTA. Secure approval from Roosevelt Island Operating Corporation to undertake the work associated with the modification of the existing Roosevelt Island NYCT Ventilation Plant.
- Obtain permission from General Motors Corporation (GM) to underpin one of the piers that support the GM Access Bridge. The underpinning of the pier is a precautionary measure in the event of settlement during tunneling below that pier.
- Request access to 415 Madison Avenue for the GEC's surveyors to do the scanning and survey control work within that building and HSBC bank space located therein. This is necessary to advance the 48th Street Entrance design.

Public Outreach

- Meet with NYCHA representatives to provide details regarding *Plaza Substation & Queens Structures (CQ032)* at Vernon Boulevard Facility
- Draft new Complaints Process Project Instructions, complete transition and begin using the new Complaints Database
- Continue to work with MTA Legal on finalizing Vernon Boulevard Facility transfer agreement