

East Side Access



Capital Construction



Quarterly Progress Report 3rd Quarter

July, August, September 2014

**CM013 - 50th Street Commons
opened to public**

table of CONTENTS

Quarterly Progress Report 3rd Quarter 2014

CONTENTS

3rd Quarter Highlights With a Look Ahead To Next Quarter	iv
Enterprise Level Project Execution Plan (ELPEP)	v
Top Risks And Opportunities	v
Summary Of Schedule	vi
Table D - Active Construction Contracts Summary (\$ In Millions)	vii
44th St. Demolition and Construct Fan Plant Structure and 245 Park Ave. Entrance (CM004)	11
Manhattan South Structures (CM005).....	14
Manhattan North Structures (CM006)	17
55th Street Ventilation Facility (CM013A).....	20
GCT Concourse and Facilities Fit-Out Early Work (CM014A).....	23
Vertical Circulation - Escalators and Elevators (VM014).....	26
Manhattan Force Account (FMM19).....	28
Systems Package 1 - Facilities Systems (CS179)	29
Plaza Substation and Queens Structures (CQ032).....	33
Harold Structures Part 1 and GO2 Substation (CH053).....	36
Harold Structures Part 2A (CH054A).....	39
Harold Stage 1 - Amtrak Force Account (FHA01).....	42
Harold Stage 2 - Amtrak Force Account (FHA02)	44
Harold Stage 1 - LIRR Force Account (FHL01)	46
Harold Stage 2 - LIRR Force Account (FHL02)	48
Procure Harold Material Stage 2 (VHA/L02)	51
Harold and Point CILs (VH051 Part 1)	53
Harold Tower Supervisory Control System (VH051 Part 2).....	55
Harold Trackwork – 48th St. Bridge and Retaining Wall (CH057C, FHA57C, FHL57C)	57
Summary Of ESA Completed Contracts (\$ in millions)	60
Project Schedule	65
Contract Packaging Plan	67
3rd Quarter Budget Status.....	68
Project Funding Status (As Of September 30, 2014) (\$ in Millions).....	69
Status Of Project Contingency	70
Construction Safety	71
System Safety And Security	71
Quality Assurance.....	71
12-month Cumulative Running Total Of LTA And BLS Rates	72
Grand Central Terminal	72
Operational Readiness/LIRR Start up	73
Environmental Mitigation	74

table of CONTENTS

Quarterly Progress Report 3rd Quarter 2014

Public Outreach	74
Real Estate	75
Historic And Preservation Issues	75
FRA HSR Highlights	77
FRA HSR Design Milestones	78
Summary Of FRA HSR Budget And Funding	79
Status Of FRA HSR Submissions And Approvals	79
Fra HSR Proposed Budget	81
FRA HSR Active Construction Contracts Summary (\$ In Millions)	83
FRA HSR Summary Of Completed Contracts (\$ In Millions)	84
Harold Structures - Part 3 Westbound Bypass (CH057A, FHA57A, FHL57A)	85
Harold Stage 3 - Amtrak Force Account (FHA03)	88
Harold Stage 3 - LIRR Force Account (FHL03)	90
Loop Interlocking CIL - Amtrak (FQA65)	92

3RD QUARTER HIGHLIGHTS WITH A LOOK AHEAD TO NEXT QUARTER

CONSTRUCTION SAFETY

- The overall project LTA rate varied from 2.21 to 2.27 incidents per 200,000 work-hours during the 3rd quarter. In September, the rate was 2.26 incidents per 200,000 work-hours. The current national industry rate is 1.70. In August, it peaked at 2.27, which was driven primarily by the Manhattan South Structures (CM005) contract. During this period, this contract had an increase in concrete placement work and associated maneuvering of slick lines that resulted in a rise in lifting and straining injuries. Corrective measures have been made, which ESA site safety engineers have been monitoring.

MANHATTAN CONSTRUCTION

- All physical work on the 44th Street Vent Plant Facility (CM004) has been completed. Contract completion is scheduled for November.
- In the Manhattan North Structures (CM005), all physical work in the north end of the West Cavern is scheduled to be completed by the end of October, approximately 2.5 months ahead of the contract milestone; punch-list and as-builts are expected to be finalized by the end of the year. The north end of the East Cavern was completed in July. Construction of the GCT 1 & 2 East Wye intermediate slab is scheduled to commence in October. Completion of Wellways 1-4 is trending late. Contractor has provided additional crews and completed the PAC mock up in order to meet new milestone date in November.
- In the Manhattan North Structures (CM006), contractor continues concrete and waterproofing work in the west side structures at 50th and 55th Streets and continues to progress smoothing shotcrete and waterproofing at GCT 5 West Wye, GCT 4 Crossover, GCT 4 West Wye and the Cross Flue.
- The 55th Street Vent Plant Facility (CM013A) contract reached its first milestone with the completion of the Lower Fan Room and the Facility & Traction Power Station at the end of September. The Lower Fan Room is ready to be turned over to the follow-on CS179 contract.

QUEENS CONSTRUCTION

- Work continues on the Plaza Interlocking structure, Early Access Chamber and Bellmouth backfill under the Plaza Substation and Queens Structures (CQ032) contract. Rehabilitation work continues in the eastbound 63rd Street tunnel. Contractor will begin mobilization of construction for the yard service building in the next quarter.

HAROLD CONSTRUCTION AND AMTRAK/

LIRR COORDINATION

- The CH053, CH054A and CH057A Harold Structures contracts and CH057B and CH057C Harold Track Work on-call contracts are progressing as follows:
 - Under the CH053 contract, construction of the final micro-tunneling run was completed in July. Work also continues on the installation of conduits, ductbanks and equipment pads for the MG Signal Power Separation. At the 43rd Street Main Line 4 Bridge, the approach slabs are under construction and the structure is being waterproofed. Commissioning of the 12kV feeder system is expected to continue until the end of the year.
 - Under the CH054A contract, construction of the open-cut section of the new sewer was completed in August. Work commenced on the trenchless section of the new storm sewer in September. Contractor completed Microtunnel Run 13 in August. Work continues on the installation of the 12kV feeder system.
 - The CH057A contractor has commenced drilling of soldier piles for the Westbound Bypass. Signal Bridge 30 was erected in August. Demolition of Signal Tower 14 has commenced.
 - All physical work on the CH057B on-call contract was completed in July. Contractor installed approximately 2,700 feet of new track in the Interlocking.
 - The follow-on CH057C on-call contract was awarded in July. Contractor has demolished approximately 3,000 feet of existing track and 400 feet of retaining wall during this quarter. The Contractor also constructed a track bed for the future ML2 track which will allow LIRR to install 3 switches in October.

PROCUREMENT

- The selection committee has completed its initial review of the proposals for the GCT Concourse and Facilities Fit-out (CM014B) contract. MTA Board approval of this contract is planned for October.
- Bid packages for the System Package 4–Traction Power (CS084) have been received. Notice of Award is planned for the next quarter.
- Advertisement of GCT Caverns (CM007) contract is targeted for the next quarter.

COST

- As of the end of September 2014, of the total budget of \$10,17B, \$6.41B has been awarded and \$5.35B has been invoiced. In Q3, contingency was drawn down by \$28.9M, leaving \$791.1M remaining.

ENTERPRISE LEVEL PROJECT EXECUTION PLAN (ELPEP)

- ESA has made revisions to the draft PMP Rev. 10.0 based on PMOC comments and will submit a final document for FTA approval in September 2014.
- ESA has completed an update of the Force Account Management Plan. It will be submitted to FTA in October.
- ESA is in the process of making updates to the Cost Management Plan, Schedule Management Plan, and Risk Management Plan. The Cost Management Plan will be submitted for FTA Review by the end of December 2014.
- The quarterly ELPEP meeting was held on October 2, 2014. The next meeting will be held in December 2014.

TOP RISKS AND OPPORTUNITIES

- (Risk Mitigation Opportunity Brief to Change Committee) – The PMT presented a proposal to the CCC requesting to transfer the future CM007 GCT Cavern lower level cast in place walls to the existing CM005 construction contract. CM005 cavern invert concreting will be completed by November 2014, whereby both cavern chambers will sit vacant until CM007 has access provided in April 2016. The transfer of this work would not add any additional time to the existing CM005 contract, and can be completed concurrent to its critical path work. This proposal provides a greater schedule contingency for the CM007 contract, and advances the CM007 precast superstructure construction. The CCC acknowledged the merit of the proposal, and requested an ECRC review and endorsement before final acceptance.
- (Risk Mitigation Opportunities Brief to Change Control Committee) – The GCT Cavern North Back of House has successfully been negotiated as change order to CM006. The Modification was approved by the MTA Board. This work was on the critical path of the future CM007 contract package. The advancement of this work provides a greater schedule contingency to the future GCT cavern fit-out, and interface access provisions for the CS179 access to north cavern communication rooms.
- (Risk Mitigation Bellmouth Closure Opportunity) – The PMT will present to the CCC a justification to request the transfer of all remaining work in the CM012A (Bellmouth Closure) contract to the existing CQ032 and future CM007 contracts. Advancing this work would allow CQ032 to complete the running tunnel duct bank and cable troughs for CS179 cable pulls, and permit CM007 to finalize the Bellmouth roof closure once the superstructure in the cavern has been completed. The transfer and completion of this work would complete any interfaces between contracts at the access shaft and dissolve CM012A as a separate procurement package and interface contract.
- (Risk Mitigation – BIM Application of CM014B) – The ESA has commissioned an effort to produce a three dimensional Revit model of existing Madison Yard at GCT. This representative model will be furnished to the future CM014B contractor upon award, whereby it will serve as the starting basis for BIM applications on the contract. This contractor managed BIM model will provide shop drawing coordination and clash detection for the multidiscipline build out of the GCT Concourse, and serve as an advanced mitigation and cost reduction control tool.
- (Risk Workshop and Assessment) CM014B – GCT Concourse and Facility Fit-out - The project team and stakeholders attended a risk workshop for the CM014B - GCT Concourse and Facility Fit-out package. This pre-award workshop was independently facilitated, and discussed the cost, schedule and risk complexion of the RFP contract package. The workshop was a joint collaboration with project stakeholders, the project management team and oversight partners. This contract package is responsible for the future GCT Concourse construction and architectural fit out and will be working in conjunction with the VM014 - Vertical Circulation contract as an assigned subcontractor. A preliminary set of results is expected to be released in October.
- (Risk Workshop and Assessment) CM007 – GCT Caverns - The PMT is preparing materials to perform a risk workshop for the CM007 - GCT Caverns package. This pre-award workshop will be independently facilitated, and discuss the cost, schedule and risk complexion of the contract. The workshop will be a joint collaboration with project stakeholders, the project management team and oversight partners. This contract package is responsible for the future GCT Caverns construction and architectural fit out and will be working in conjunction with the VM014 - Vertical Circulation contract.

SUMMARY OF SCHEDULE

The current working IPS reflects an early Revenue Service Date (RSD) of March 25, 2020, a target RSD of February 12, 2021 inclusive of 324 days of IST contingency and a new late RSD of December 13, 2022 inclusive of 324 days if IST contingency and 669 days of program-level contingency.

As of October 1, 2014, the East Side Access Program Critical Path begins with work that is currently being performed under CM005 Manhattan South Structures (specifically the GCT 1 & 2 structure), followed by CM007 constructing the GCT Caverns, north Back of House space, then cavern structures and fit out, and ends with CS179 Integrated System Testing; however, see below for discussion of a risk mitigation strategy. CM005 continues to show an on-time substantial completion date. CM007 continues to advance through a re-design process and now includes track work transferred from CS084. Bid proposals are expected in early 2015, with full on-site mobilization expected in early 2016. CS179 continues engineering work for their base contract. The CS179 Preliminary Schedule is expected to be established early in the 4th quarter of 2014, with the full baseline to follow thereafter.

The North Back of House space in the caverns has been transferred from CM007 into CM006 such that this work can advance prior to the award of CM007 and keep it well off the program critical path. In addition, the lower level cavern walls are being transferred from CM007 into CM005, again, so the work can proceed prior to award of CM007, and keep it well off the program critical path.

Work within and around the Harold interlocking is subject to influences outside of the control of ESA such as force account and Railroad support, the program needs to be flexible in the work in this area to ensure the dynamic nature of the availability of resources does not have a negative impact on the overall program. Furthermore, recent developments with regard to Civil Speed Restrictions are being analyzed and are expected to have an impact on planned long term outages, and may push completion of work in Harold near the program completion date.

Active Harold Contracts CH053 and CH054A are both forecasting Substantial Completion by 1st Quarter 2015, and CH057A is forecasting Substantial Completion during the second Quarter of 2016. The deletion of the remaining Tunnel A Reception Pit and Track A Approach work from CH053 will expedite achieving Substantial Completion and reduce exposure of the project to impact costs. CH054A will advance work on the S1 and S2 Feeders to mitigate delays caused by Line 1 Outage availability to the S3 Feeder. CH054A has advanced construction of Access Road AR4 and Loop 1A Track Bed east of Queens Blvd in an effort to mitigate delays to the 12KV Ductbank and Storm Sewer. To further mitigate delays and expedite achieving Substation Completion, CH054A will only perform work for the Snow Melter Units (SMU) and Relay Transmission Units (RTU) that is described in the base Contract scope. Outstanding CPRs issued to the Contractor for additional trough work will be rescinded. CH057A critical path continues to be driven by demolition of existing Tower 14 and completion of the secant pile reaction wall along Lines 2 & 4 at the east approach leading to setup of tunneling equipment and mining the Westbound Bypass jacked shield tunnel. However, despite Tower 14 potentially being ready to be demolished by the end of October, the next available weekend outage of Line 2 and Line 4 to demolish the structure and foundation is mid-December, 2014. Construction of the secant pile guide wall for the tunnel reaction wall cannot commence until Tower 14 foundation is demolished. The Contractor is evaluating options to advance secant pile work by coring through the existing foundation instead of demolition. This would eliminate the need for a Line 2 and Line 4 outage. The Contractor would only need a Line 4 outage to demolish Tower 14 steel. A revised Harold Schedule is expected to be released in November 2014.

The CM006 Contractor has started and is continuing work on shotcreting, waterproofing, reinforcing, concreting construction of the tunnel invert. The PAC approval process and the contractor shot pre-construction test panel was completed on 9/12/2014. Cores will be taken on 10/6/2014.

Category	2014 Baseline	July Total	August Drawdown	Remaining
IST Completion 1 (Stakeholder Agreed additional IST Contingency)	154	154	0	154
IST Completion 2 (IST Completion Contingency to LIRR)	170	170	0	170
ESA Program Contingency	365	365	0	365
Stakeholder Additional Contingency	304	304	0	304
Total	993	993	0	993

Executive Summary

TABLE D - ACTIVE CONSTRUCTION CONTRACTS SUMMARY (\$ IN MILLIONS)

Project Description/ Contractor	Status	Budget at Award	Original Contract Award ****	Current Value			Estimate at Completion*	Cumulative % Complete		Invoiced	NTP	Substantial Completion		
				Current Approved Contract **	Remaining Budget	Total Budget		Plan	Actual ***			Plan		Forecast
												Orig.	Revised	
Manhattan														
CM004 – 44th St. Demolition & Construct Fan Plan Structure & 245 Park Ave. Entrance Yonkers Contracting Company, Inc. (YCC)	NO	42.8	40.8	55.1	0.4	55.5	55.2	100.0%	99.9%	55.2	09/16/09	09/11	04/14	11/14
CM005 - Manhattan South Structures Michels Corporation	CP	220.7	200.6	207.3	16.1	223.4	212.5	50.0%	51.6%	107.4	09/09/13	02/16	02/16	02/16
CM006 - Manhattan North Structures	NC	316.3	294.2	294.2	46.1	340.3	317.6	Pending schedule approval	Pending schedule approval	0.0	3/31/14	11/16	11/16	11/16
CM013A – 55th Street Vent Facility SCC-JPP, JV (Schivavone and Picone, JV)	NO	58.8	56.0	57.2	1.7	58.9	57.2	70.5%	58.9%	29.3	09/04/12	04/15	04/15	07/15
CM014A - GCT Concourse & Facilities Fit-Out Early Work Yonkers Contracting Company, Inc.	NO	46.5	43.5	52.0	5.2	57.2	55.8	92.7%	81.3%	36.8	11/07/11	04/13	12/14	03/15
VM014 - Vertical Circulation (Escalators & Elevators)** Schindler Elevator Corp.	NO	51.4	24.6	24.6	44.6	69.2	58.1	Ph1 100.0% Ph 2 16%	Ph1 100.0% Ph 2 16%	4.3	09/27/10	09/18	07/19	07/19
FMM19 - Manhattan Force Account Support MNR***	NO	33.1	31.1	31.1	38.2	69.3	69.3	N/A	43.1%	29.9	04/01/08	03/12	07/19	07/19

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				Current Approved Contract **	Remaining Budget	Total Budget		Plan	Actual ***			Plan		Forecast
												Orig.	Revised	
Systems Package 1 - Facilities Systems (CS179)	CP	605.4	333.6	333.6	271.8	605.4	551.4	Pending schedule approval	Pending schedule approval	7.3	3/31/14	06/16	11/19	11/19
Queens														
CQ032 - Plaza Sub- station and Queens Structures Tutor Perini	NO	162.1	147.4	213.4	25.5	238.9	237.3	67.1%	69.0%	148.8	08/10/11	08/14	10/15	04/16
Harold Interlocking														
CH053 - Harold Structures Part 1 and GO2 Substation Perini Corp.	NO	144.4	136.9	294.9	21.6	316.5	298.6	99.8%	91.6%	270.1	01/01/08	05/10	9/14	5/15
CH054A - Harold Structures Part 2A Perini Corp.	NO	27.1	21.8	56.0	11.4	67.4	61.3	100.0%	86.6%	46.8	08/24/08	12/10	8/14	04/15
FHA01 - Harold Stage 1 - Amtrak Amtrak Force Account***, ****	NO	9.5	18.8	18.8	0.0	18.8	18.8	98.4%	97.3%	18.3	06/30/07	09/10	02/16	05/16
FHA02 - Harold Stage 2 - Amtrak Amtrak Force Account***, ****	NO	27.3	38.6	44.2	1.2	45.4	45.4	89.2%	88.5%	40.1	12/15/08	09/13	09/17	11/17
FHL01 - Harold Stage 1 - LIRR LIRR Force Account***, ****	NO	28.8	20.8	20.8	0.0	20.8	20.8	93.1%	98.7%	20.5	06/29/07	09/10	04/15	09/15
FHL02 - Harold Early Stage 2 - LIRR LIRR Force Account***, ****	NO	54.1	48.2	48.2	28.4	76.6	76.6	61.7%	58.0%	42.8	08/17/09	11/15	11/16	04/18

Executive Summary

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				Current Approved Contract ****	Remaining Budget	Total Budget		Plan	Actual ***			Plan		Forecast	
												Orig.	Revised		
VHA02 - Procure Harold Material Stage 2 – Amtrak Amtrak Force Account	NO	12.7	11.2	11.3	0.0	11.3	11.3	N/A	100.0%	10.3	01/09	01/12	08/14	09/17	
VHL02 - Procure Harold Material Stage 2 – LIRR LIRR Procurement	NO	25.0	23.2	24.0	0.0	24.0	24.0	N/A	97.9%	23.5	01/09	08/13	11/15	11/16	
VH051 (Part 1) - Harold and Point CILs Ansaldo STS USA, Inc. (ASTS)	NO	30.9	25.5	26.8	3.4	30.2	29.0	90.0%	90.0%	24.4	05/11/09	06/12	07/15	07/15	
VH051 (Part 2) - Harold Tower Supervisory Control System ARINC, Inc.	NO	7.1	7.2	7.2	2.5	9.7	9.1	93.0%	96.7%	6.9	02/03/09	08/10	08/10	07/15	
CH057C HAROLD TRACKWORK – 48TH ST. BRIDGE AND RETAINING WALL	NO	2.4	1.9	1.9	0.5	2.4	1.9	52.9%	29.5%	0.5	7/14/14	8/14	8/14	1/16	
Total Award Value				\$1,822.6											

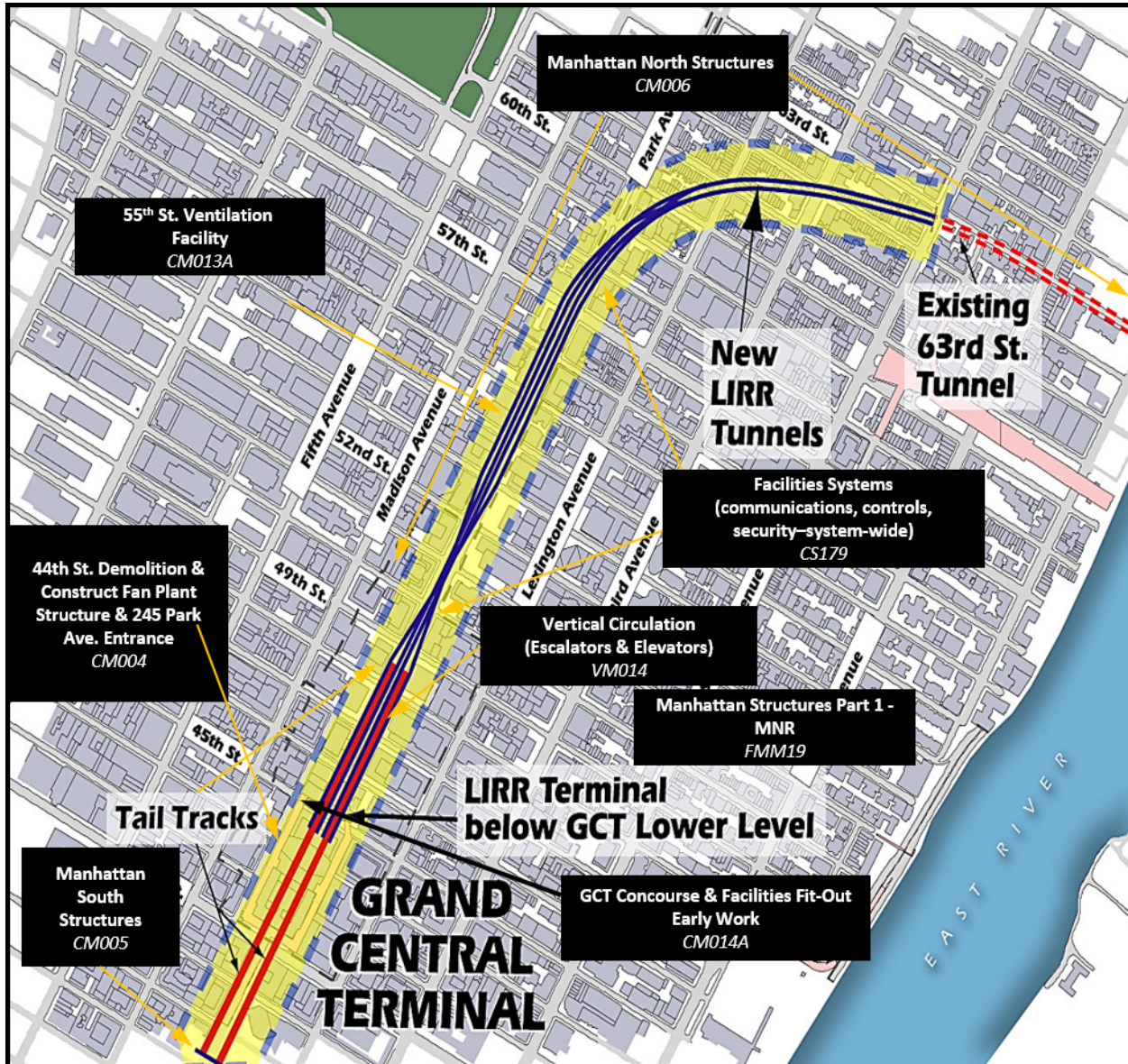
Status **Critical Path (CP)** **Near Critical (NC)** **Not Critical (NO)**

*EAC's do not include possible contract mods and future claims. **Current approved contract does not include full scope. ***Actual Cumulative % Complete is based on Current Contract Value. ****Contract Awards for Force Account work are made on an annual basis.

For more information, please refer to the individual contract summary sheets.

Manhattan Construction

MANHATTAN ACTIVE CONTRACTS



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.

Manhattan South Structures (CM005) The Manhattan South Structures work provides the fabrication and construction of permanent structural concrete lining, interior structures, and fit-out for caverns and tunnels previously excavated by others beneath Grand Central Terminal located in Manhattan.

Manhattan North Structures (CM006) Work on the Manhattan North Structures consists of the installation of the permanent lining, duct bench and embedded MEP in all running tunnels and structures north of the GCT station caverns, construction of the 50th Street air plenum cavern and the underground 55th Street ventilation facility as well as rehabilitation to the existing 63rd Street tunnel.

55th St. Ventilation Facility (CM013A) Work includes excavation from the street level to an existing cavern below. Upon completion of excavation, a subsurface concrete vent building is erected from the cavern invert to the sidewalk elevation.

GCT Concourse & Facilities Fit-Out Early Work (CM014A) Fit-out of lower portion of new LIRR concourse located in the lower level of GCT, Construction of south sub-station facility, fit-out of shaft 2, procurement of electrical equipment for north substation & unit substations, Construction & fit-out of terminal management system & Construction of certain rooms adjacent to south substation & TMC.

Vertical Circulation - Escalators & Elevators (VM014) 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.

Manhattan Structures Part 1 – MNR (FMM19) MNR Railroad resources in support of the contracts CM019, CM004, CM013, CM014A and General Conditions contracts in the vicinity of GCT. These resources include both direct and indirect labor, worktrain support, and track outages.

Systems Package 1 - Facilities Systems (CS179) Procurement, fabrication, installation, testing and commissioning integrated testing of all electrical, mechanical, communications and control systems throughout the tunnel alignment. Also included will be installation of security systems, fire detection for interior spaces, cables and surface mounted raceways.

Manhattan Construction

44TH ST. DEMOLITION AND CONSTRUCT FAN PLANT STRUCTURE AND 245 PARK AVE. ENTRANCE (CM004)

Contractor: Yonkers Contracting Company, Inc. (YCC)

Construction Manager: Steve Asquith

FTA Grant: NY-03-0344, 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.

SCHEDULE PROGRESS

- 44th Street Vent Plant: • The building is complete except for on-going punch list work. CM005 took over the MPT at 44th street. Park Avenue entrance.
- 245 Park Avenue Entrance: The Contract Substantial Completion forecast is now November 14, 2014. This one month delay is due to an ESA decision to wait on granting Substantial Completion until the Contractor fixes the water and terrazzo issue at the 245

CRITICAL ISSUES

- A solution to the water problem and Terrazzo work is required at 245 Park Avenue.

MITIGATION

- The Contractor will remove Terrazzo, inject waterproofing and replace Terrazzo.

COST

- 83 modifications have been executed, up from 82 executed modifications last month. 99.9% of CM004's current contract value was invoiced as of September 2014, unchanged from last month. 99.7% of the current contract value has been paid, up from 99.5% last month. The EAC is unchanged at \$55,089,647.

LOOK AHEAD

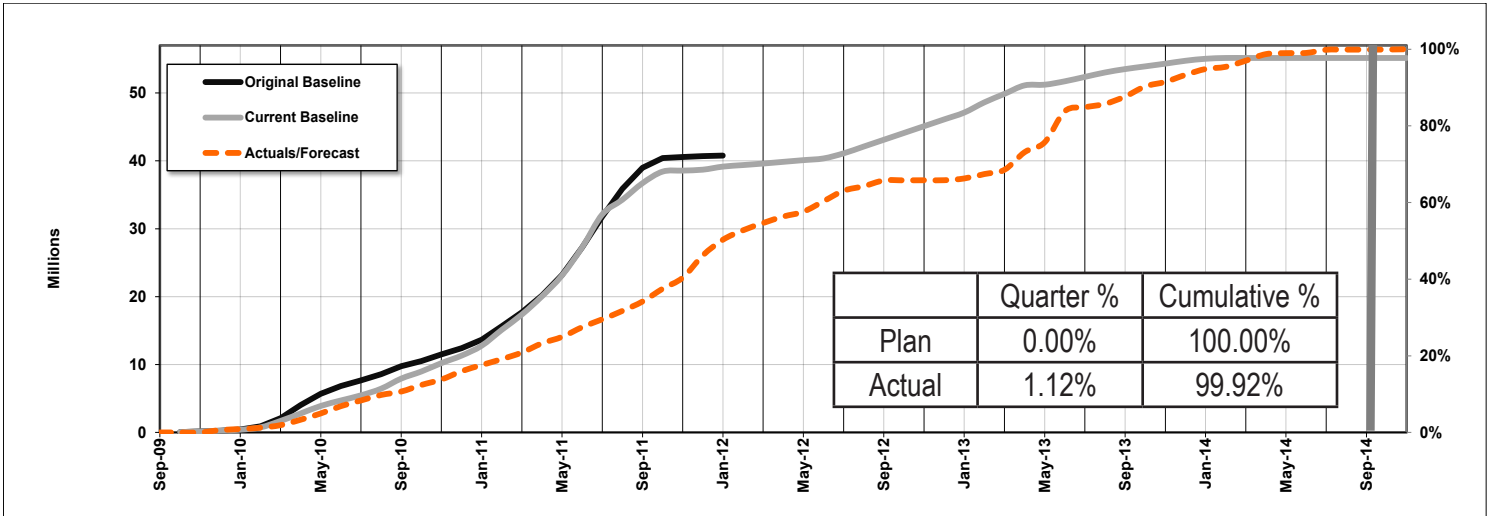
- 245 Park Avenue Entrance: Complete punch list items by November 14, 2014.

SAFETY

- Contract work is completing, demobilization is progress and site is closed at this time.
- No production work on Contract at this time.
- Safety Statistics—LTIR 2.57, B.L.S. (Bureau of Labor Standards) 1.70.

LTIR represents incidents that occurred for every 200,000 manhours worked.

CM004 PROGRESS CURVE

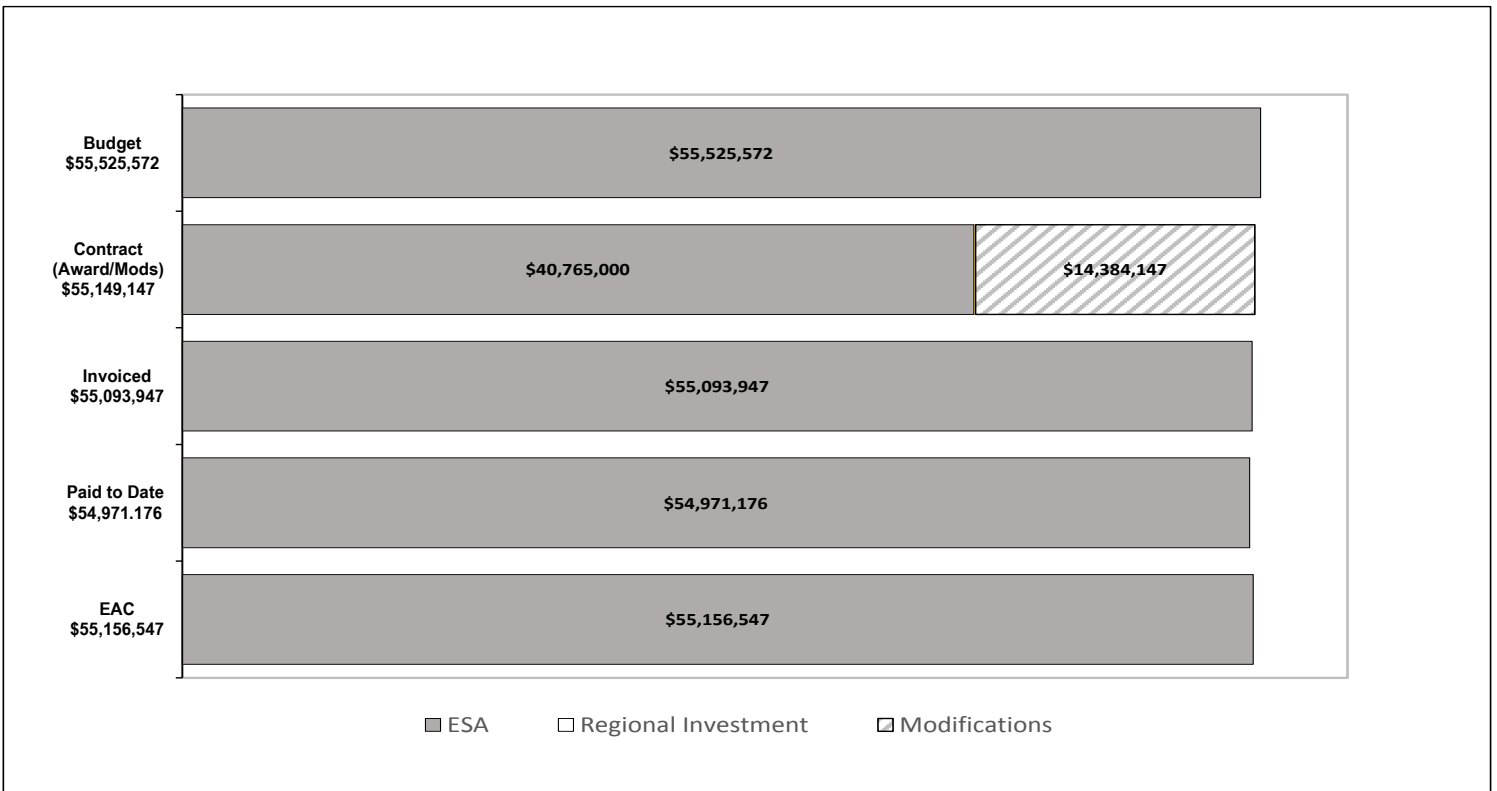


MILESTONES

	Current Baseline	Actual/Forecast	2008	2009	2010	2011	2012	2013	2014	2015
			Q3 Q4	Q1 Q2 Q3 Q4	Q1 Q2 Q3 Q4	Q1 Q2 Q3 Q4	Q1 Q2 Q3 Q4	Q1 Q2 Q3 Q4	Q1 Q2 Q3 Q4	Q1
Notice to Proceed	9/16/09	9/16/09		♦♦	(0 days)					
Complete South End of Platform E	5/28/10	10/05/11			♦		♦		(+495 days)	
Substantial Completion of 44th St. Vent Plant	4/1/14	11/14/14							(+227 days)	♦ ♦
Final Completion - 44th St.	6/30/14	2/13/15							(+228 days)	♦ ♦♦

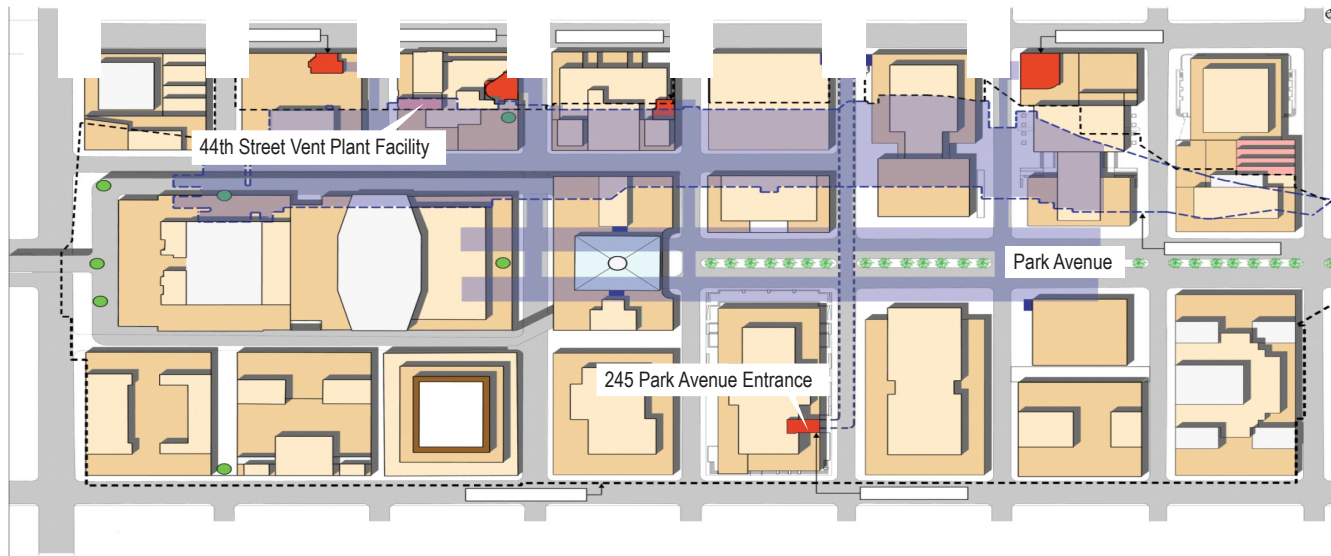
Current Baseline ♦
Actual/Forecast ♦

FINANCIAL SUMMARY



EAC's do not include possible contract mods and future claims.

SITE MAP



Manhattan Construction

MANHATTAN SOUTH STRUCTURES (CM005)

Contractor: Michels Corporation

Construction Manager: Vincent Monaco

FTA Grant: NY-03-0344

Description: The Manhattan South Structures work provides the fabrication and construction of permanent structural concrete lining, interior structures, and fit-out for caverns and tunnels previously excavated by others beneath the existing Grand Central Terminal located in Manhattan.

SCHEDULE PROGRESS

- West Cavern: The installation of rebar for the WB invert slab continued at the north and south ends of the cavern. Michels continued concrete placement at the west half of the invert slab.
- GCT 1&2 EB: The rebar installation and concrete placement for the interior walls at the south GCT 1&2 EB cavern between sta. 13+00 to sta. 13+80 was completed as planned.
- GCT 1 & 2 WB: The rebar and concrete placement for the WB invert was completed. The rebar installation and concrete placement at the single level wye side walls has been completed.
- Wellways: Michels completed the rebar installation and concrete placement for inverts in Wellways #1, #2, and #4.
- 38th Street Ventilation Facility: Michels completed the rebar installation and concrete placement for inverts in Wellways #1, #2, and #4. Completed invert waterproofing, rebar and concrete placement in the west running tunnel (UW1).

CRITICAL ISSUES

- Milestone #1 (Escalator Wellways 1-4 connections to cavern) is delayed and is currently forecasted to be completed by October 21, 2014, which is 42 days behind the contractual milestone date of September 09, 2014. The path for MS#1 is currently through the mock-up for the Pneumatically Applied Concrete (PAC).

MITIGATION

- Michels will use additional crews to perform work in two wellways concurrently. MTA and Michels are working together to finalize all of the submittals required to start the PAC work.

COST

- Six contract modifications have been executed, unchanged from last month. 51.8% of the CM005 current contract value has been invoiced as of September 2014, up from 46.2% last month. 38.4% of the current contract value has been paid, up from 33.0% last month. The EAC increased to \$212,546,895 from \$210,923,395 reported last both due to new modifications.

LOOK AHEAD

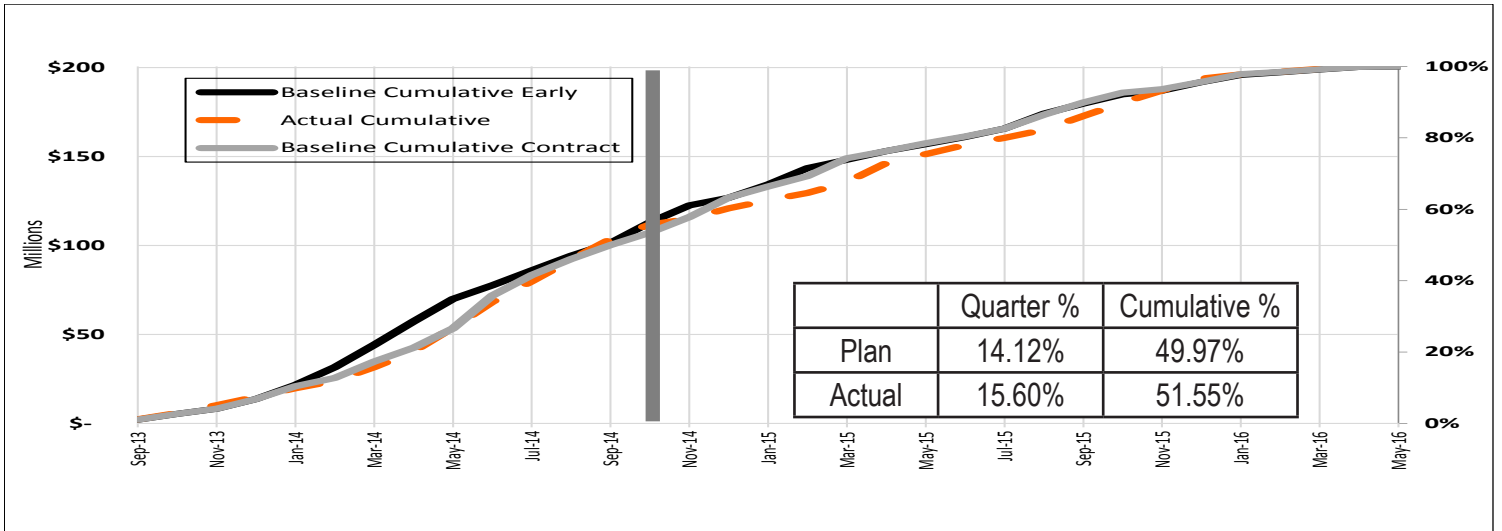
- Continue concrete installation in WB Cavern invert slab.
- Continue rebar installation for the lower level side walls in WB GCT 1&2.
- Continue shoring/rebar for intermediate slab at EB GCT 1&2.
- Commence PAC installation in wellways.
- Commence rebar/concrete installation at TT1 lower level side walls.

SAFETY

- Safety Statistics—LTIR 4.02, B.L.S. (Bureau of Labor Standards) 1.70.
- The CM will conduct weekly safety walks which Michels will attend to address all on-site safety related issues.
- Third Quarter Safety Audits have been performed.
- Contractor has held Safety Stand downs and Tool Box Talks to their trades and management regarding housekeeping, working safe and concrete operations.
- Increased OCIP Safety Walks daily.
- Back to work Monday Meeting has been added into contractor's normal routine of morning safety meetings/briefings.
- Readiness Reviews held prior before work commences.
- MTACC-ESA Safety and Contractor management conducted Safety Meeting for incident reviews and preventative actions.
- Continued to have safety talks with the CM construction team on a weekly basis.

LTIR represents incidents that occurred for every 200,000 man-hours worked.

CM005 PROGRESS CURVE

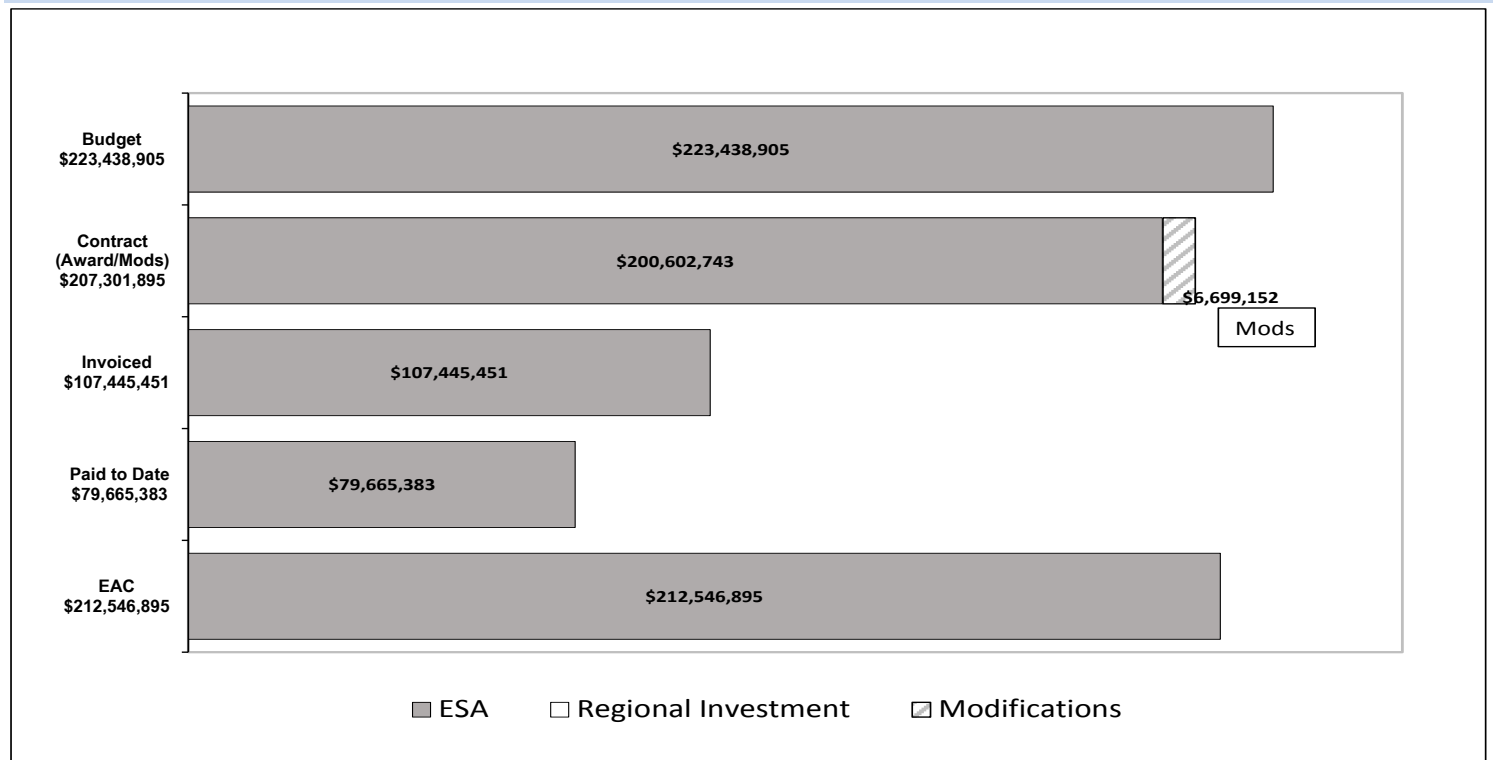


MILESTONES

	Current Baseline	Actual/Forecast	2012				2013				2014				2015				2016				2017								
			Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4					
Notice to Proceed	9/9/13	9/9/13									◇◇	(0 days)																			
Escalator/Cavern Connections	9/9/14	11/17/14													◇	(+69 days)															
North End of East Cavern	6/30/14	7/6/14													◇◇	(+6 days)															
North End of West Cavern	1/12/15	10/29/14																	◇	(-75 days)											
Substantial Completion	2/6/16	2/6/16																	◇◇	(0 days)											
Final Completion	5/6/16	5/6/16																	◇◇	(0 days)											

◇ Current Baseline
◇ Actual/Forecast

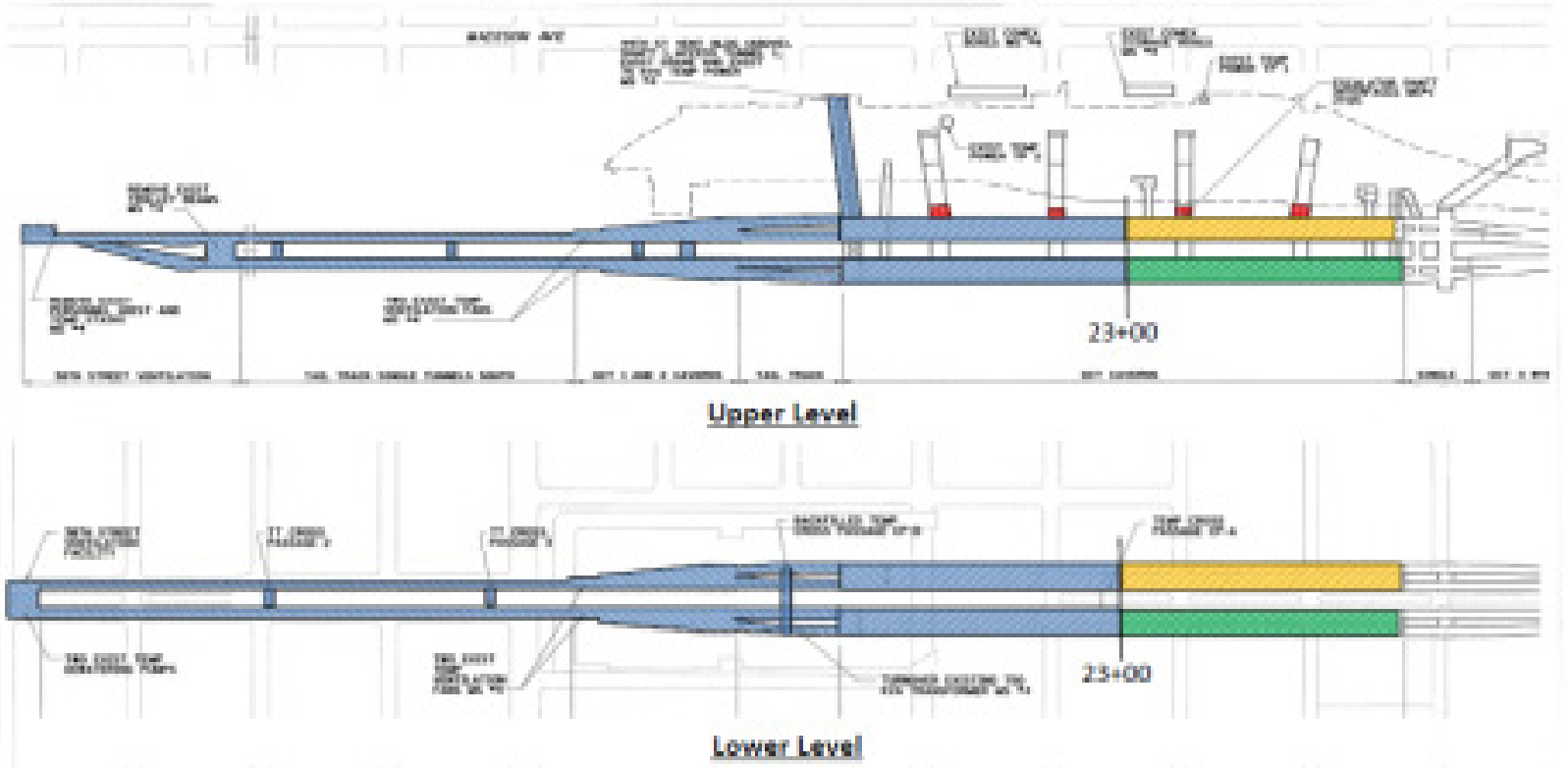
FINANCIAL SUMMARY



EAC's do not include possible contract mods and future claims.

SITE MAP

NOTICE TO PROCEED
CM005 - 9/9/13
MS #1
Escalator-Cavern Connections
Date: 9/9/14
TO: CM0148/VM014
MS #2
North End of East Cavern
Date: 7/6/14
To: CM006
MS #3
North End of West Cavern
Date: 1/12/15
To: CM007
MS #4
Substantial Completion
Date: 2/6/16
To: CM007, CS179 & CS284
MS #5
Final Completion
Date: 5/6/16



Manhattan Construction

MANHATTAN NORTH STRUCTURES (CM006)

Contractor: Frontier Kemper Constructors Inc.

Construction Manager: Michael Antonio

FTA Grant: NY-03-0344

Description: Work on the Manhattan North Structures consists of the installation of the permanent lining, duct bench and embedded MEP in all running tunnels and structures north of the GCT station caverns, construction of the 50th Street air plenum cavern and the underground 55th Street ventilation facility as well as rehabilitation to the existing 63rd Street tunnel.

SCHEDULE PROGRESS

- DCB and the cost and resource-loaded baseline schedule were submitted by FK on September , re-submitted on 10/1/2014, and were returned by MTA on 10/6/2014 for Revise and Resubmit.
- Smoothing shotcreting and overbreak repair at the following areas continued at GCT 4 Crossover.
- Waterproofing continued at GCT 4 West Wye and GCT 3 East Wye.
- Reinforcing continued at Invert slab at GCT 4 Facility Room.
- PAC approval process and shot pre-construction test panel was conducted on 9/12/2014 and cores were taken on 10/6/2014.

CRITICAL ISSUES

- GEC review of alignment issues, specifically for WB1 and T403..

MITIGATION

- Resolution was reached, however, for future locations, FKCI survey team verify existing field conditions prior to commencing work at future locations.

COST

- No contract modifications have been executed in CM006. \$419,480 was invoiced this month, this amount is the first invoice for this contract. The current EAC for CM006 is \$317,595.750. an increase from the \$295,345,750 reported last month. The increase in EAC is due to the GCT Cavern North Back of House successfully being negotiated as change order to CM006. The PMT is preparing the Modification for MTA Board approval.

LOOK AHEAD

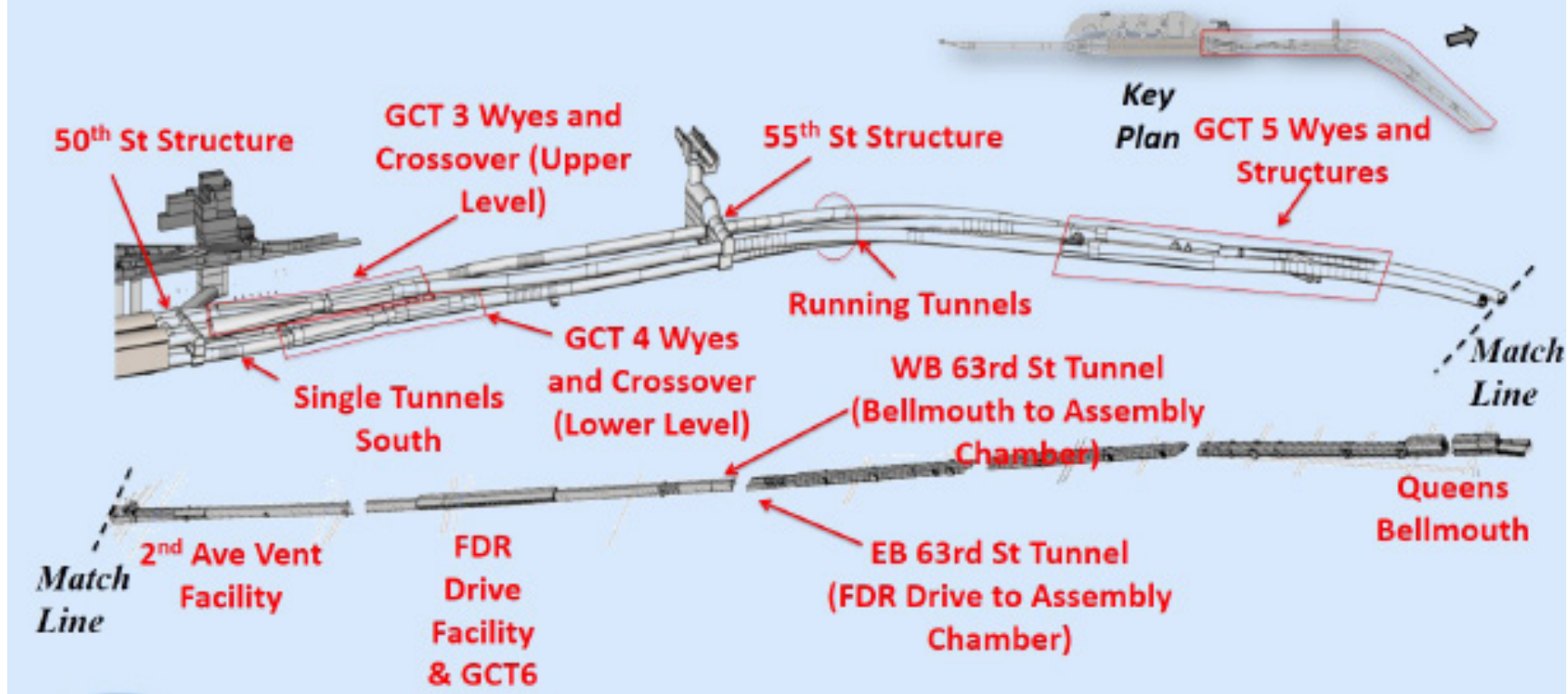
- Pour invert at to 50th St. Air Plenum and 55th St. Ventilation Facility.
- Shotcrete GCT West Wye and Facility Room.
- Shotcrete GCT crossover.
- Pour Invert-Tunnel 404-50th St. Air Plenum to GCT 4 Wye West.
- Shotcrete Arch to Inner Layer-GCT 4 West Wye.

SAFETY

- Continued ongoing weekly walkthrough of site with management and daily safety site visits which are documented in the daily hazard logs.
- Conducted daily safety walks and documented each in daily hazard logs.
- Continued to have safety talks with the CM construction team on a weekly basis.
- Readiness Reviews held prior before work commences.
- Continue with OCIP walkthrough's on a weekly basis.
- Third Quarter Safety Audits have been performed.
- Performing monthly safety Safe Work Plan Audits.
- Safety Statistics–LTIR 1.91, B.L.S. (Bureau of Labor Standards) 1.70.

LTIR represents incidents that occurred for every 200,000 man-hours worked.

CM006 - Scope Overview



Manhattan Construction

55TH STREET VENTILATION FACILITY (CM013A)

Contractor: SCC-JPP, JV (Schiavone and Picone, JV)

Construction Manager: Caroline Purcell

FTA Grant: NY-03-0344

Description: Work includes excavation from the street level to an existing cavern below. Upon completion of excavation, a subsurface concrete vent building is erected from the cavern invert to the street elevation.

SCHEDULE PROGRESS

- In the cavern, SP completed 100% concrete pour for the exterior wall and 60% interior walls at Lower Fan Room.
- SP completed 80% concrete pour for the Upper Fan Room Slab.
- In Air Plenum SP completed the concrete placement for west upper bench north and south walls.
- SP completed Architectural work activities in Traction Power & Facility Power levels for Milestone# 1.

CRITICAL ISSUES

- None.

MITIGATION

- None.

COST

- 13 modifications have been executed for CM013A, up from 12 last month. 62.3% of the CM013A current contract value has been invoiced as of September 2014, up from 49.5% last month. 51.3% of the current contract value has been paid, up from 46.5% last month. The EAC is \$57,241,937, up from \$57,236,956 last month.

LOOK AHEAD

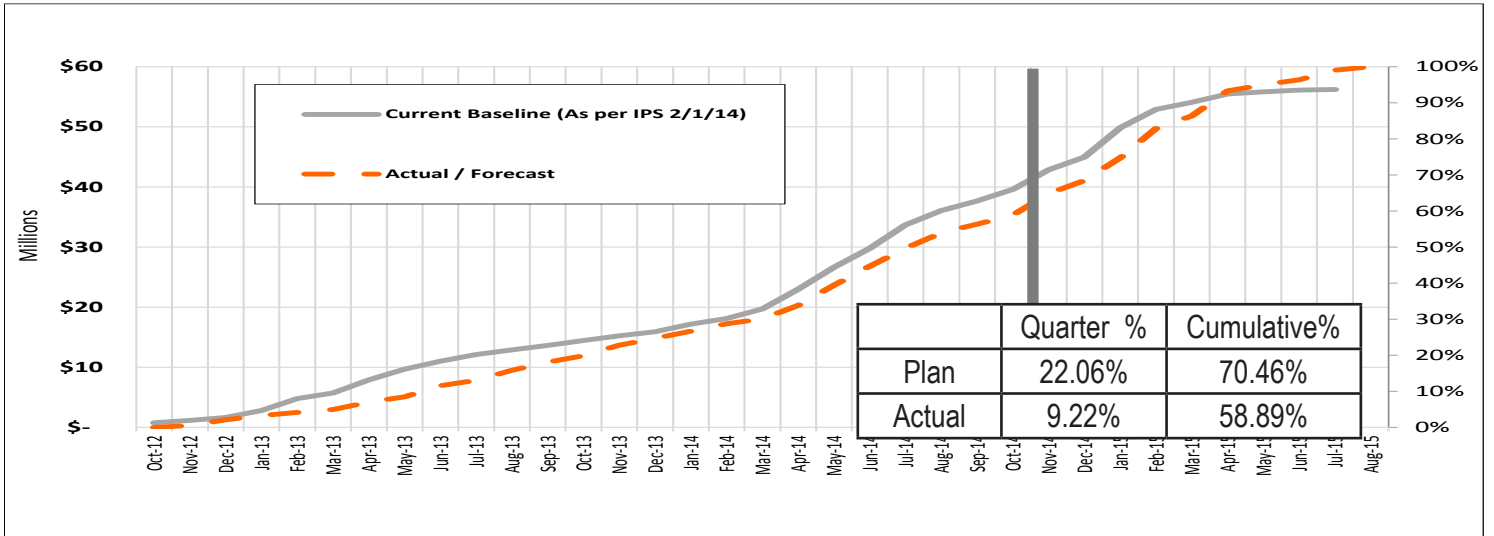
- Complete concrete pour for interior walls at Lower Fan Room level.
- Complete remaining Upper Fan Room rebar installation, concrete pour for slab.
- Complete Cavern Arch repairs.
- Commence Cavern Arch waterproofing.
- Commence exterior wall rebar and concrete pour at Upper Fan Room level.
- Continue roof rebar and concrete pour in the East and West sides of plenum.
- Commence waterproofing in the plenum roof.

SAFETY

- Continued to maintain emphasis on safety and public protection around the site with contractor and their workers.
- OCIP conducts sporadic safety walks with ESA and Contractor.
- Contractor performs Safety Tool Box talks.
- Readiness Reviews held prior before work commences.
- Third Quarter Safety Audits have been performed.
- Continued to have safety talks with the CM construction team on a weekly basis.
- Safety Statistics—LTIR 1.01, B.L.S. (Bureau of Labor Standards) 1.70.

LTIR represents incidents that occurred for every 200,000 manhours worked.

CM013A PROGRESS CURVE

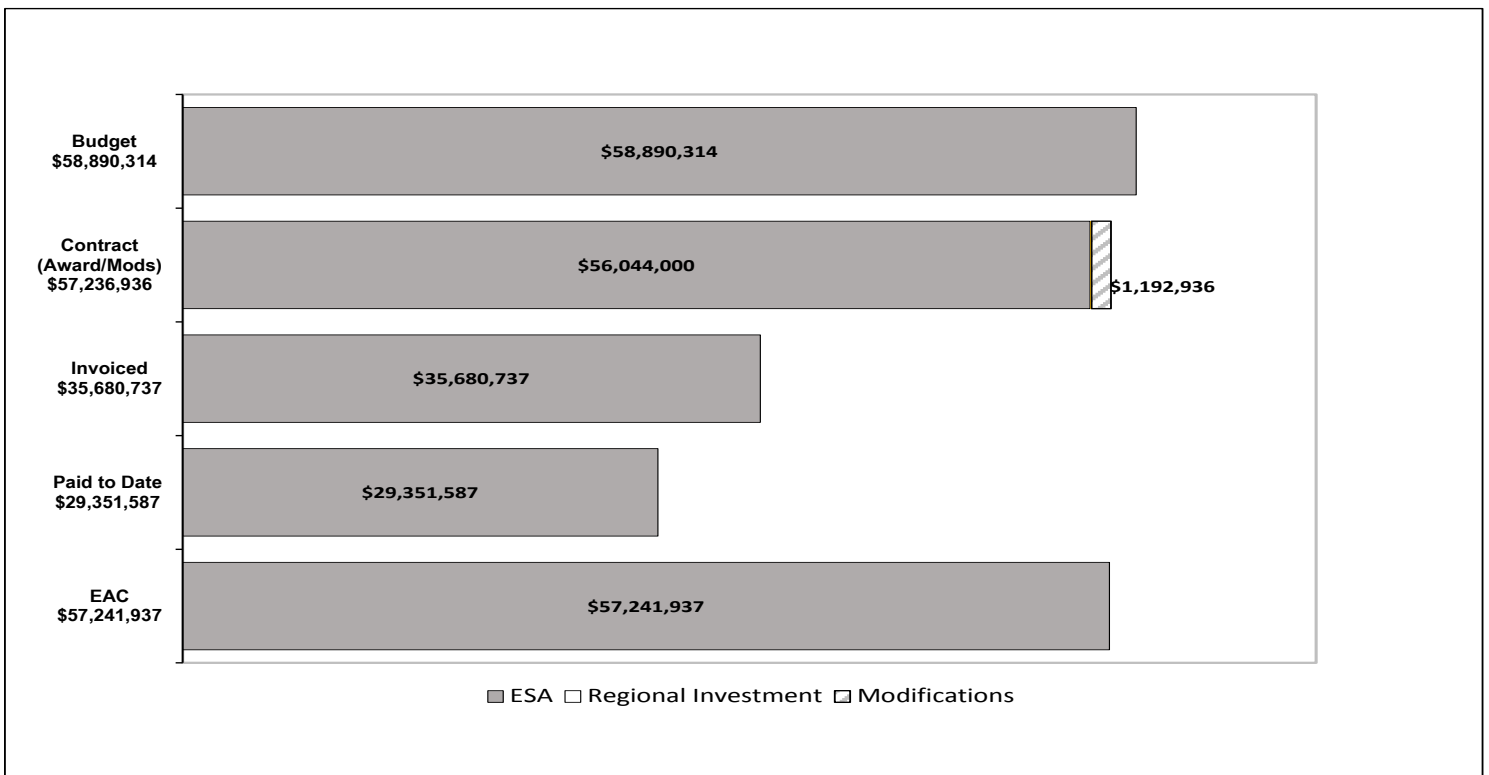


MILESTONES

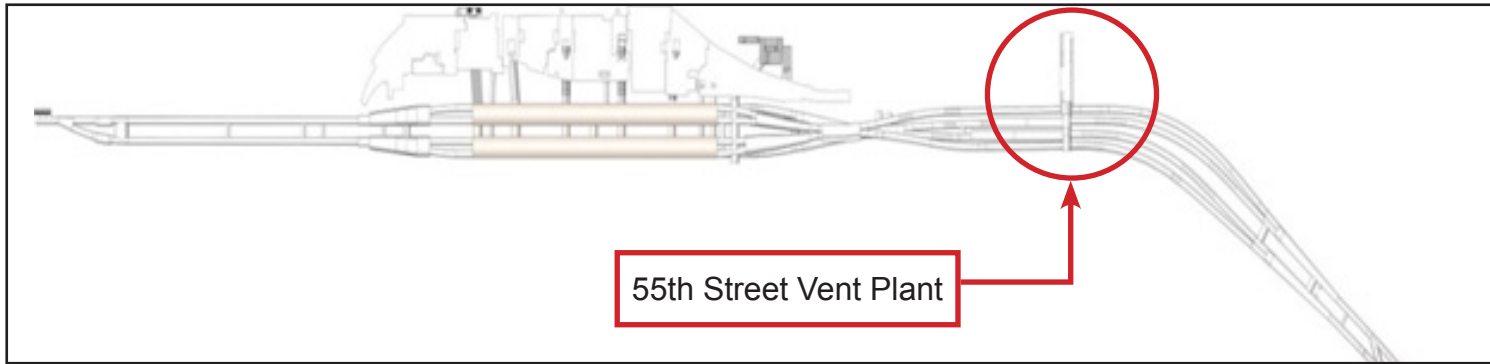
	Current Baseline	Actual/Forecast	2012				2013				2014				2015				2016				2017			
			Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Notice to Proceed	9/4/12	9/4/12			◇◇																					
Access Restraint #1	2/21/14	2/21/14								◇◇																
Milestone #1	10/1/14	10/1/14																								
Substantial Completion	4/5/15	4/5/15																								
Final Completion	7/4/15	7/4/15																								

Current Baseline ◇ Actual/Forecast ◇

FINANCIAL SUMMARY



EAC's do not include possible contract mods and future claims.



Manhattan Construction

GCT CONCOURSE AND FACILITIES FIT-OUT EARLY WORK (CM014A)

Contractor: Yonkers Contracting Company, Inc. (YCC)
Construction Manager: Steve Asquith
FTA Grant: NY-03-0344

Description: Fit-out of lower portion of new LIRR concourse located in the lower level of GCT, construction of south sub-station facility, fit-out of shaft #2, procurement of electrical equipment for north substation and US-3/US-4 unit substations, construction and fit-out of Terminal Management Center (TMC), and construction of certain rooms adjacent to south substation and TMC.

SCHEDULE PROGRESS

- Unit substation conduit and wiring installation completed.
 - Continued roof deck work in the TMC.
 - Completed MV Cable pulling from the 44th street garage to Madison Yard.
 - Continued CMU wall, door frame and concrete header construction.
- Work on the fire alarm continued.
 - The installation of the secondary Medium Voltage switchgear continued.
 - Seismic clip installation continued.

CRITICAL ISSUES

- Finalization of SCADA delay costs.

MITIGATION

- SCADA unilateral modification to capture the time related portion of the SCADA delay has been issued to the Contractor, and caps the impact due to SCADA at 308 calendar days. Efforts to finalize compensable delay costs are on-going.

COST

- 22 contract modifications have been executed, equal to last month. 70.9% of the CM014A current contract value has been invoiced as of September 2014, unchanged from last month. 69.1% of the current contract value has been paid, unchanged from last. The EAC remains unchanged at \$55,807,229.

LOOK AHEAD

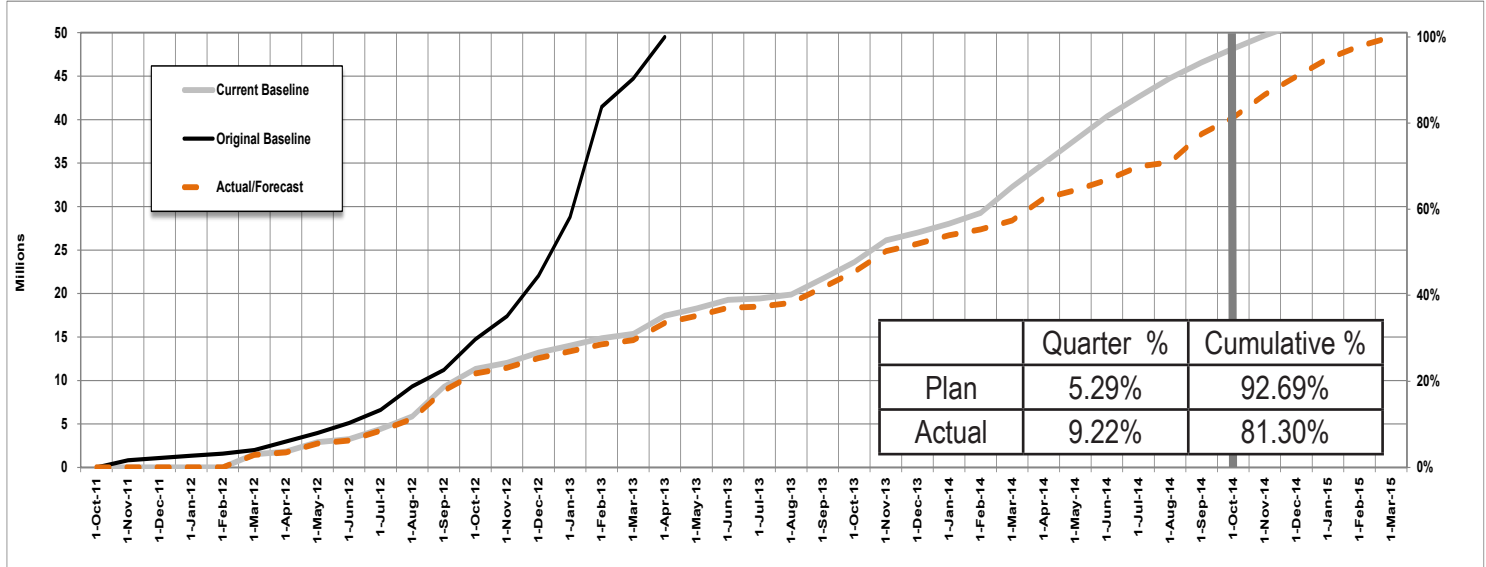
- Complete CMU work.
 - Complete switchgear wiring and terminations.
 - Continue HVAC and plumbing installation and SCADA equipment fabrication.
 - Completion of work in Shaft 2
- SCADA equipment delivery and installation.
 - Continue TMC Room build-out.

SAFETY

- Continued weekly safety walkthrough's and increased number of OCIP walkthrough's of the site.
 - Continued to stress the importance of safety with field management, foreman and superintendent. Addressed safety issues and documented what was corrected through hazard logs.
 - Conducting workshops for contractor when reviewing plans for upcoming work.
- Performing monthly safety Safe Work Plan Audits.
 - Contractor is completing /submitting competent person and qualified person designation form from the CHSP.
 - Revisit and update all contractor Emergency Action Plans/Safe Work Plans/Logistic maps.
 - Safety Statistics–LTIR 3.90, B.L.S. (Bureau of Labor Standards) 1.70.

LTIR represents incidents that occurred for every 200,000 manhours worked.

CM014A PROGRESS CURVE



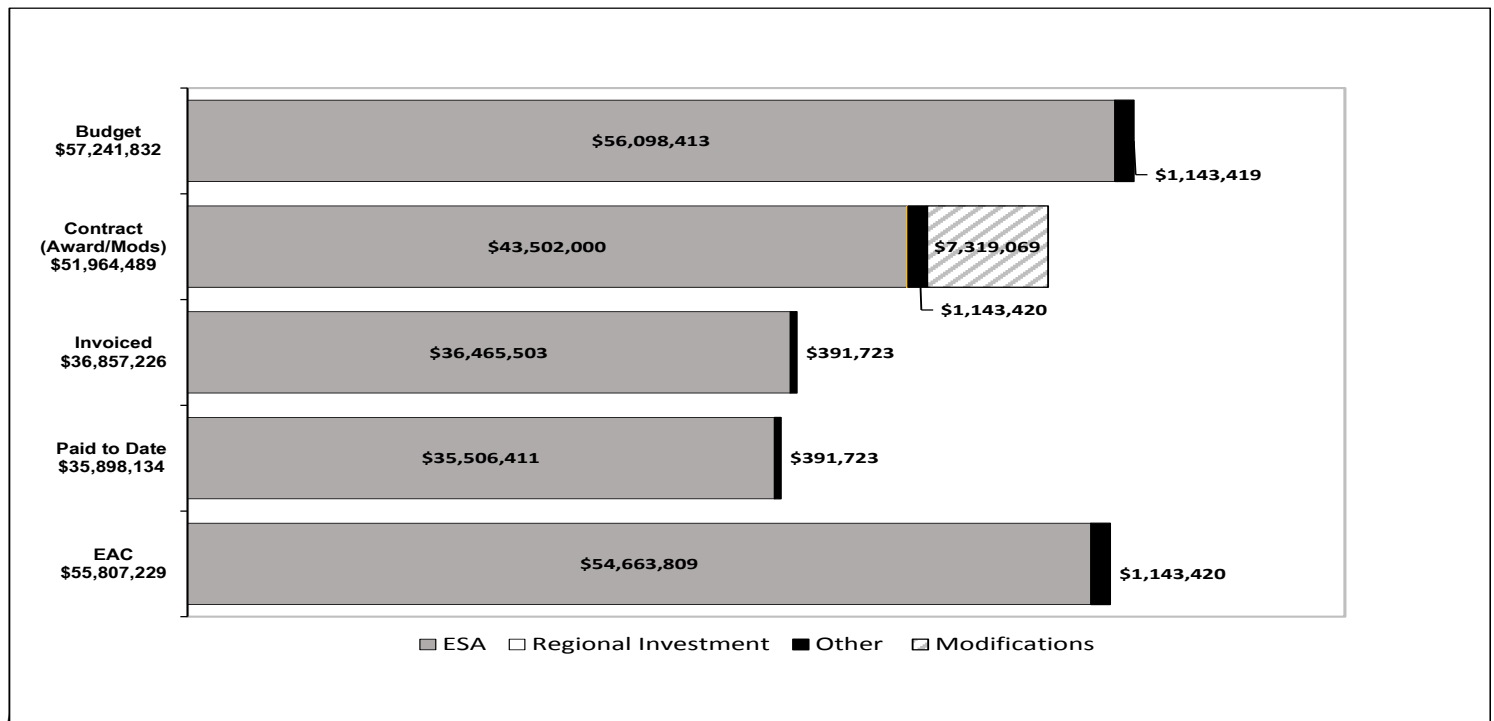
*Cumulative % Complete Plan lower than July report, which was incorrect.

MILESTONES

	Current Baseline	Actual/Forecast	2011	2012	2013	2014	2015	2016
			Q1 Q2 Q3 Q4	Q1 Q2 Q3 Q4	Q1 Q2 Q3 Q4	Q1 Q2 Q3 Q4	Q1 Q2 Q3 Q4	Q1 Q2 Q3 Q4
Notice to Proceed	11/7/11	11/7/11		◆◆ (0 days)				
Substantial Completion	12/15/14	3/31/15					◆◆ (+106 days)	
Final Completion	3/15/15	6/29/15					◆◆ (+106 days)	

Current Baseline ◆ Actual/Forecast ◆

FINANCIAL SUMMARY



Manhattan Construction

VERTICAL CIRCULATION - ESCALATORS AND ELEVATORS (VM014)

Contractor: Schindler Elevator Corp.

Construction Manager: Doug Tilden

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

Description: The base scope includes the fabrication of 17 elevators and 45 escalators for the Concourse, Caverns, 44th and 50th Street Vent Facilities and MNR facilities. Options exist for the installation and maintenance of 17 elevators and 45 escalators as well as fabrication, installation and maintenance of an additional five elevators and two escalators.

SCHEDULE PROGRESS

- The contractor continues Phase II - Fabrication work which currently involves the submittal of shop drawings.

CRITICAL ISSUES

- The ESA Team has completed the negotiations with the contractor for the increased labor and material costs resulting from the adjustments to the GCT Concourse and Facilities Fit-Out (CM014B) schedule as initially established in the VM014 contract awarded in September 2010.

MITIGATION

- The ESA Team is currently awaiting approval of the contract modification for the increased labor and material costs within the VM014 contract resulting from the schedule cost adjustments to the GCT Concourse and Facilities Fit-Out (CM014B) contractor.

COST

- One contract modification has been executed. 17.3% of the current contract value has been invoiced and 12.6% paid for September 2014. The August report incorrectly reported 17.3% paid.

LOOK AHEAD

- Finalizing shop drawing reviews and authorizing commencement of fabrication for the 22 escalators and 14 elevators within the VM014 contract to be installed as part of the GCT Concourse and Facilities Fit-Out (CM014B) contract.
- Request a proposal from the contractors for the increased labor and material costs resulting from the adjustments to the GCT Caverns-Public Areas (CM007B) schedule as initially established in the VM014 contract awarded in September 2010..

PERCENT COMPLETE

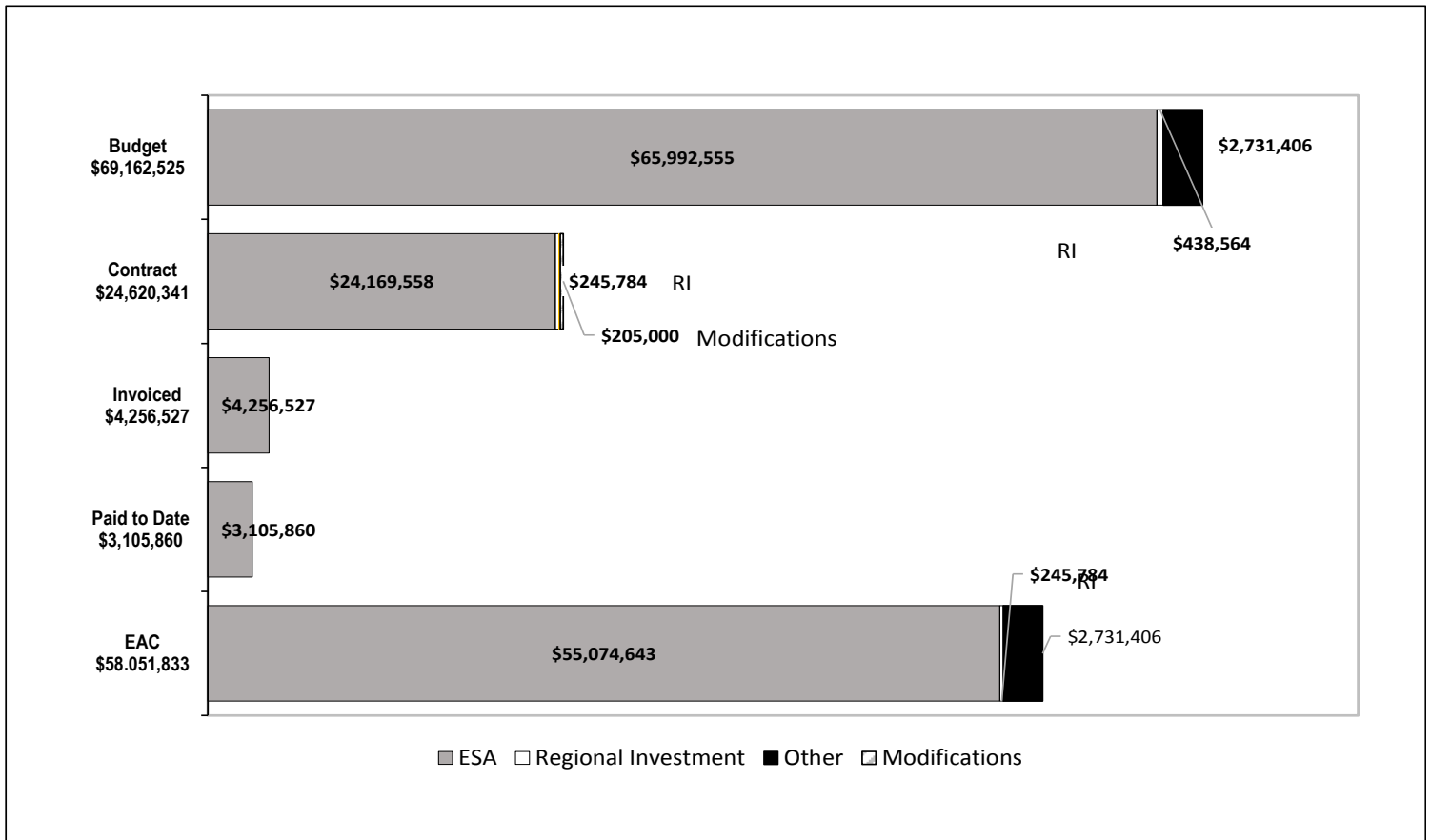
Schedule Progress	Current Period		Cumulative	
	Plan	Actual	Plan	Actual
Phase I—Engineering	100%	100%	100%	100%
Phase II—Fabrication	1%	1%	16%	16%
Phase III—Installation	0%	0%	N/A	N/A
Phase IV—Interim Maint.	0%	0%	N/A	N/A

MILESTONES

	Current Baseline	Actual/Forecast	2009		2010		2011		2012		2013		2014		2015		2016		2017		2018		2019	
			Q1/2	Q3/4	Q1/2	Q3/4	Q1/2	Q3/4	Q1/2	Q3/4	Q1/2	Q3/4	Q1/2	Q3/4	Q1/2	Q3/4	Q1/2	Q3/4	Q1/2	Q3/4	Q1/2	Q3/4	Q1/2	Q3/4
Notice of Award	9/23/10	9/23/10			♦♦																			
Notice to Proceed	9/27/10	9/27/10			♦♦																			
Substantial Completion	9/20/18	7/24/19																						
Final Completion	12/20/18	10/24/19																						

Current Baseline ♦ Actual/Forecast ♦

FINANCIAL SUMMARY



EAC's do not include possible contract mods and future claims.

Manhattan Construction

MANHATTAN FORCE ACCOUNT (FMM19)

Contractor: Metro-North Railroad
Construction Manager: Fred Atilles
FTA Grant: NY-03-0344

Description: MNR Railroad resources in support of the Manhattan active and future contracts. These resources include both direct and indirect labor, flagging, project management, work train support, load inspection, rail cars inspection and repair, and track outages.

SCHEDULE PROGRESS

- MNR continues to provide work train support for all ESA contracts.
- At this time, MNR provides occasional flagman support and track outages to support ESA Contract CM014A.
- MNR, in coordination with ESA, is providing support to identify all utilities in the footprint of the 45th CPW Elevator prior to installation.
- MNR and ESA continue to meet on a biweekly basis to go over Force Account work and Construction Progress. Once ESA contract CM14B has started the Force Account meeting will resume on a weekly basis.

CRITICAL ISSUES

- None reported this month.

MITIGATION

- None required.

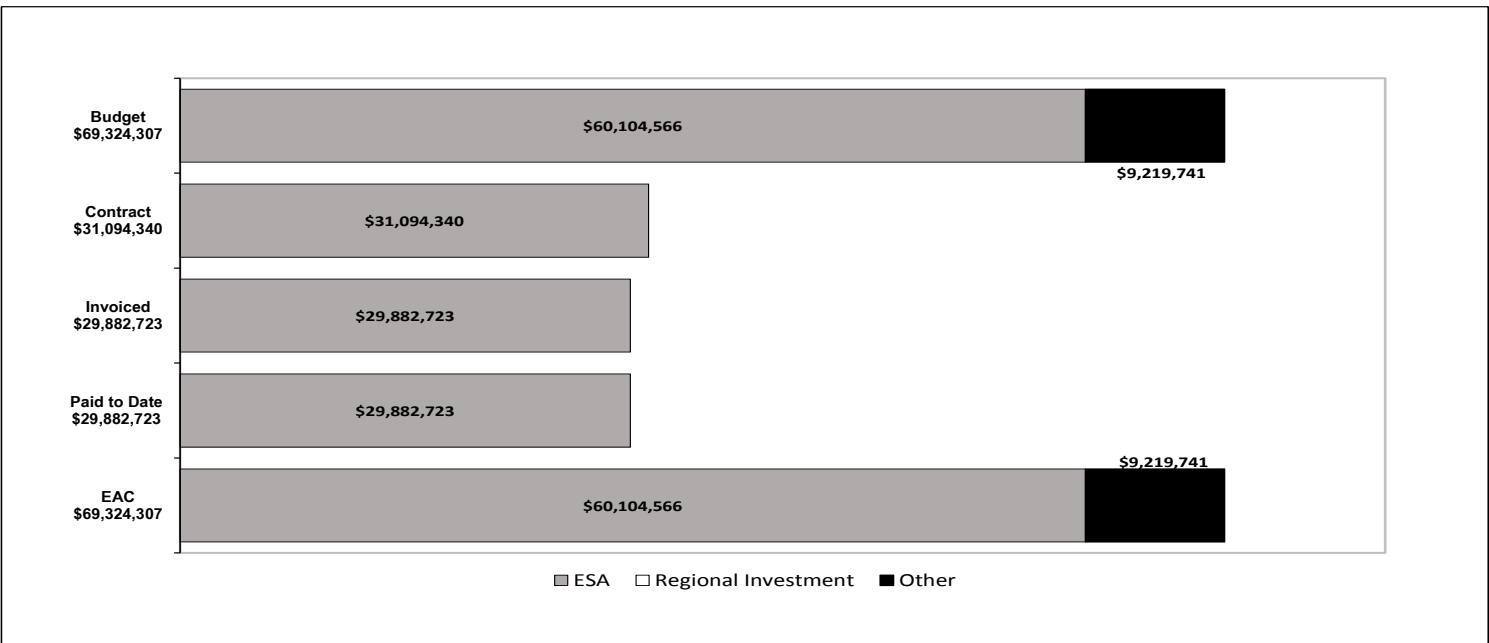
COST

- 96.1% of the FMM19 current contract value has been invoiced and paid as of September 2014, up from 95.7% last month. The EAC did not change from last month.

LOOK AHEAD

- Continue to provide flagman protection and work-train support outside of Madison Yard envelope during the day time shift.

FINANCIAL SUMMARY



EAC's do not include possible contract mods and future claims.

Manhattan Construction

SYSTEMS PACKAGE 1 - FACILITIES SYSTEMS (CS179)

Contractor: Tutor Perini Corporation (TPC)

Construction Manager: Kirk Hunt

FTA Grant: NY-03-0344

Description: The scope of work requires procurement, fabrication, installation, testing and commissioning integrated testing of all electrical, mechanical, communications and control systems throughout the tunnel alignment. Also included will be installation of security systems, fire detection for interior spaces, cables and surface mounted raceways.

SCHEDULE PROGRESS

- Contractor is continuing to develop submittals.

CRITICAL ISSUES

- The contractor has not submitted an acceptable baseline schedule.

MITIGATION

- The CM and Project Controls are working directly with the contractor's scheduler's in order to ensure that the contractor's schedule meets all the requirements of the contract.

COST

- The current award value for CS 179 is \$333,588,000. The first invoice for \$7,307,100 was received in September. The EAC is \$550,388,000 which includes all seven options.

LOOK AHEAD

- Contractor is anticipated to submit a baseline schedule by December 2014.

SAFETY

- Continue with documentation review and response
- Safety Statistics—LTIR 0.00, B.L.S. (Bureau of Labor Standards) 1.70.

LTIR represents incidents that occurred for every 200,000 manhours worked.

CS179 PROGRESS CURVE

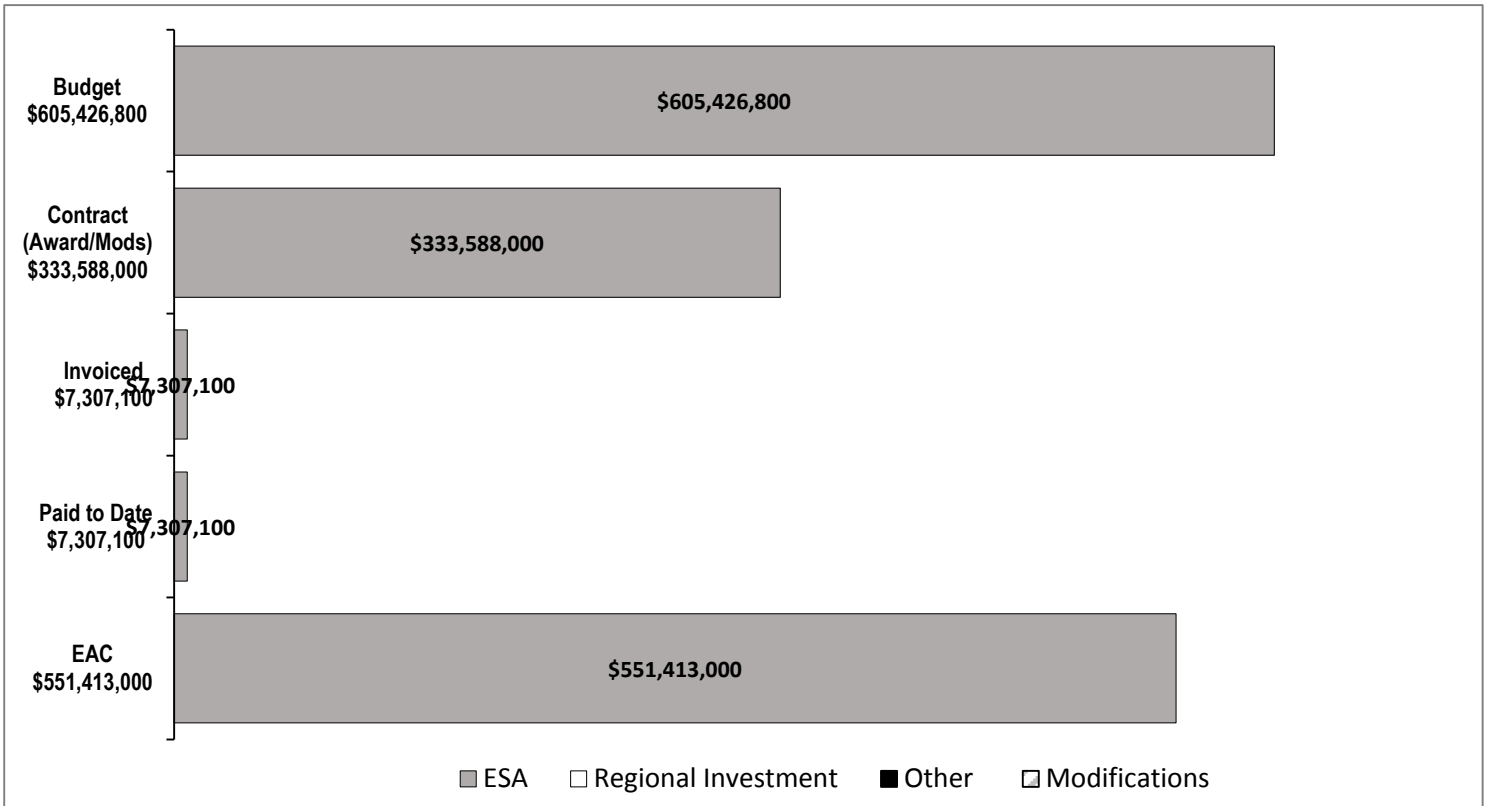
- None of the overall project schedule documents have been submitted or approved yet.

MILESTONES

	Current Baseline	Actual/Forecast	2014				2015				2016				2017				2018				2019				2020	
			Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2
NTP	3/31/14	3/31/14	◇																									
Traction Power Substation C05	8/18/15	8/18/15						◇	◇																			
Yard Lead Tunnel	4/19/16	4/19/16											◇	◇														
Multiple Plaza Rooms	9/6/16	9/6/16																										
Traction Power Substation C04	5/4/16	5/4/16											◇	◇														
Temp power equip. within 2nd ave	5/4/16	5/4/16											◇	◇														
Completed Room Ready Condition	8/17/16	8/17/16																										
B10 Bulk Power Station	6/23/16	6/23/16											◇	◇														
Interated System Testing Start	9/1/18	9/1/18																										
IST - Contract CM007	7/23/19	7/23/19																										
IST - Contract CM014A	7/23/19	7/23/19																										
IST - Contract CM014B	7/23/19	7/23/19																										
Substantial & IST Complete	11/25/19	11/25/19																										
Final Complete	3/4/20	3/4/20																										

◇ Current Baseline
◇ Actual/Forecast

FINANCIAL SUMMARY



EAC's do not include possible contract mods and future claims.

Queens/Harold Construction

QUEENS/HAROLD ACTIVE CONTRACTS

Plaza Substation and Queens Structures (CQ032) 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.

Harold Structures 1 and GO2 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.

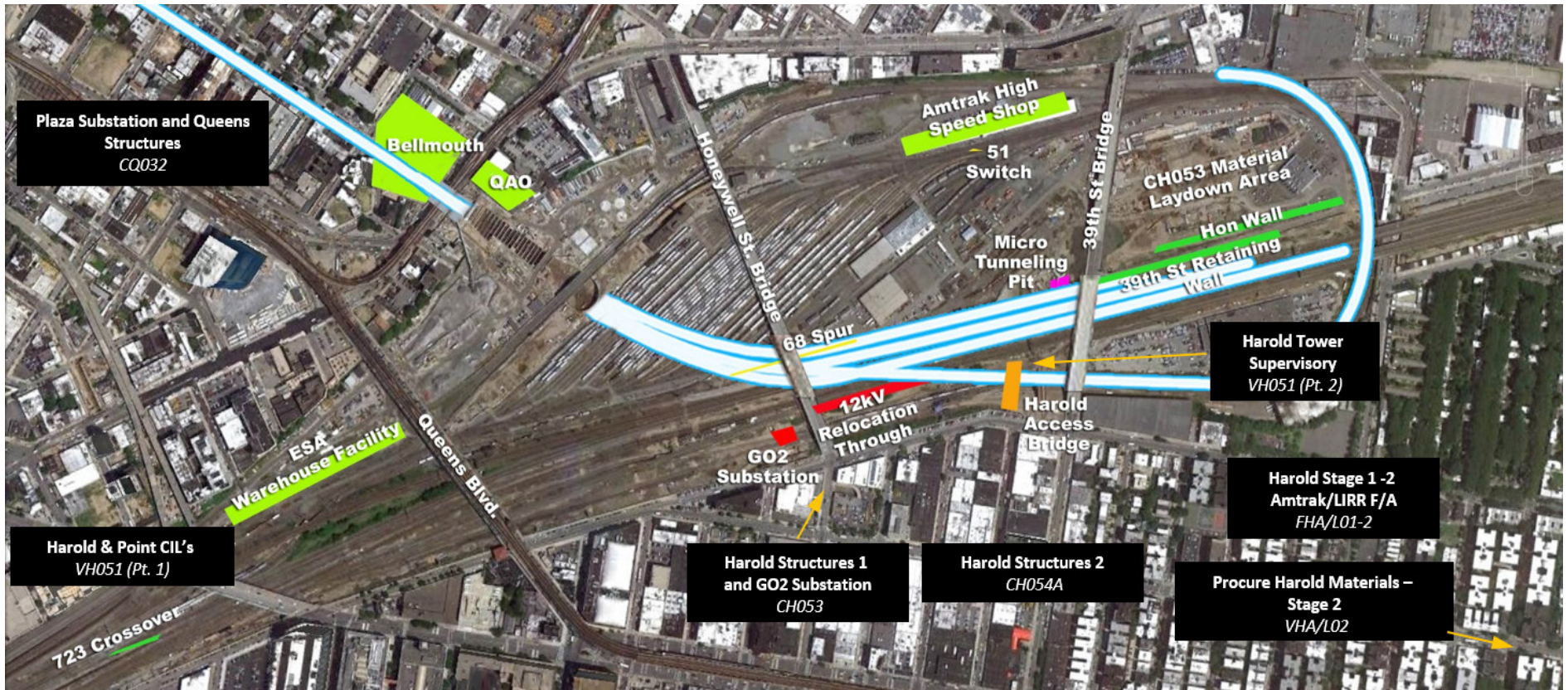
Harold Structures 2 (CH054A) Construct various civil infrastructure elements at Harold Interlocking and expand the existing LIRR and Amtrak Right of Way for the future TBM tunnels and Main-line track diversions.

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.

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.



Queens Construction

PLAZA SUBSTATION AND QUEENS STRUCTURES (CQ032)

Contractor: Tutor Perini

Construction Manager: Alvaro Buendia

FTA Grant: NY-03-0344

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 permanent power services. Construction of miscellaneous site work in preparation for Mid-Day Storage Yard.

SCHEDULE PROGRESS

- Roosevelt Facility/Vernon Facility/12th Street Facility/29th Street Facility: Interior signage pending. CM working on beneficial occupancy certificate.
- 23rd Street Facility: Continued SOE for Stage 1. Continued excavation within SOE for Stage 1. Continued SOE for Stage 2 installation of whalers and lagging. Completed cutting and capping Con Edison Feeder Cables.
- Bulk Power Substation (B10): Continue Punch List work.
- Plaza Interlocking Substation: Continued decking installation and concrete placement for C06 level slab. Continued installation of waterproofing membrane on the slurry walls. Continued installation of PAC for interior and exterior walls. Continued steel erection. Continue installing conduits
- Early Access Chamber: Stage 1 re-bracing sequence completed. Continued Stage 2 waterproofing system installation and welding on NBX's NE face.
- 63rd Street Tunnel Rehab: Continued Duct bench work, invert work, and replacement of transition joints in immersed tubes.
- Yard Lead Tunnel: Construction on hold pending foundation design modification and CPR negotiations.

CRITICAL ISSUES

- None.

MITIGATION

- None.

COST

- 41 contract modifications have been executed, up from 39 modifications last month. 69.8% of the CQ032 current contract value has been invoiced as of September 2014, up from 67.2% last month. 57.1% of the current contract value has been paid, unchanged from last month. The EAC increased to \$237,347,769 from \$230,746,188 due to completed negotiations and new and revised issues.
- 85.4% of the CQ032 FA current contract value has been invoiced as of September 2014, down from 94.0% last month due to the increase in contract value.. CQ032 Amtrak and LIRR Force Accounts are paid out FQL99 and FQA99. \$31.6M has been paid out of FQL 99 to date. \$56.5 has been paid out of FQA99 to date.

LOOK AHEAD

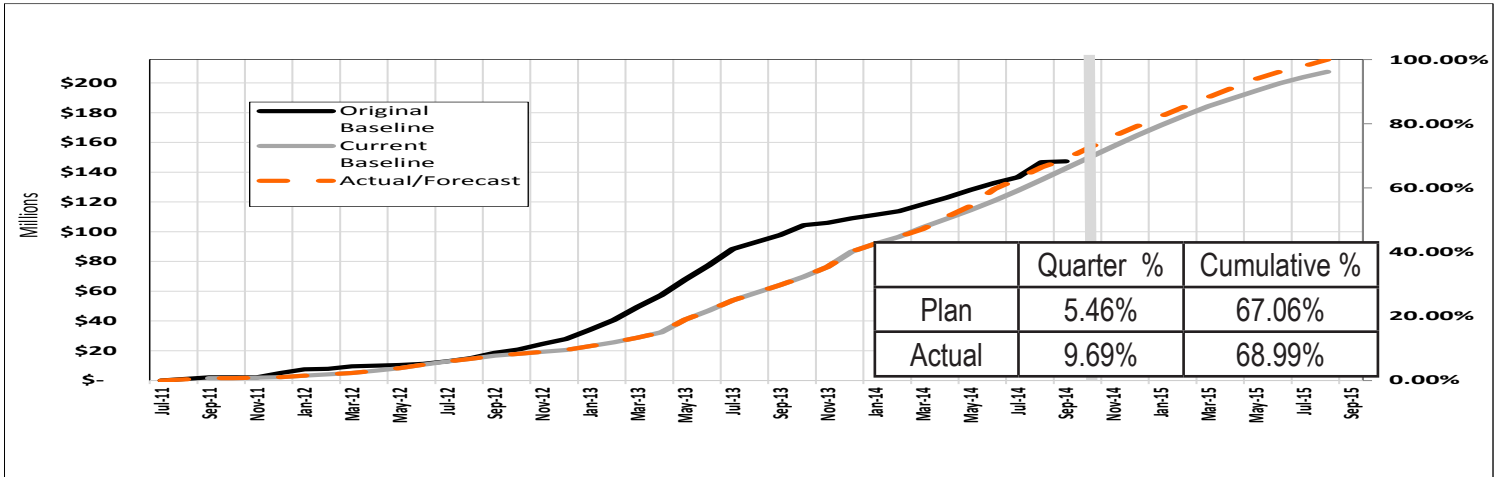
- Continue Sump Pit Concrete walls and Roof work.
- Continue rehabilitation of Existing 63rd Street Tunnel.
- Complete Bulk Power Station (B10) punch list items.
- Bell mouth / 63rd Street Tunnel complete tunnel extension.
- Waterproofing testing to be completed.

SAFETY

- Performing monthly safety Safe Work Plan Audits.
- Contractor is completing /submitting competent person and qualified person designation form from the ESA CHSP, making that person go on record that they are responsible person.
- Additional Safety oversight was brought over to assist with everyday activities. The contractor has also brought in another Safety person.
- Revisit and update all contractor Emergency Action Plans/Safe Work Plans/Logistic maps
- Safety Statistics—LTIR 0.80, B.L.S. (Bureau of Labor Standards) 1.70.

LTIR represents incidents that occurred for every 200,000 man-hours worked.

CQ032 PROGRESS CURVE

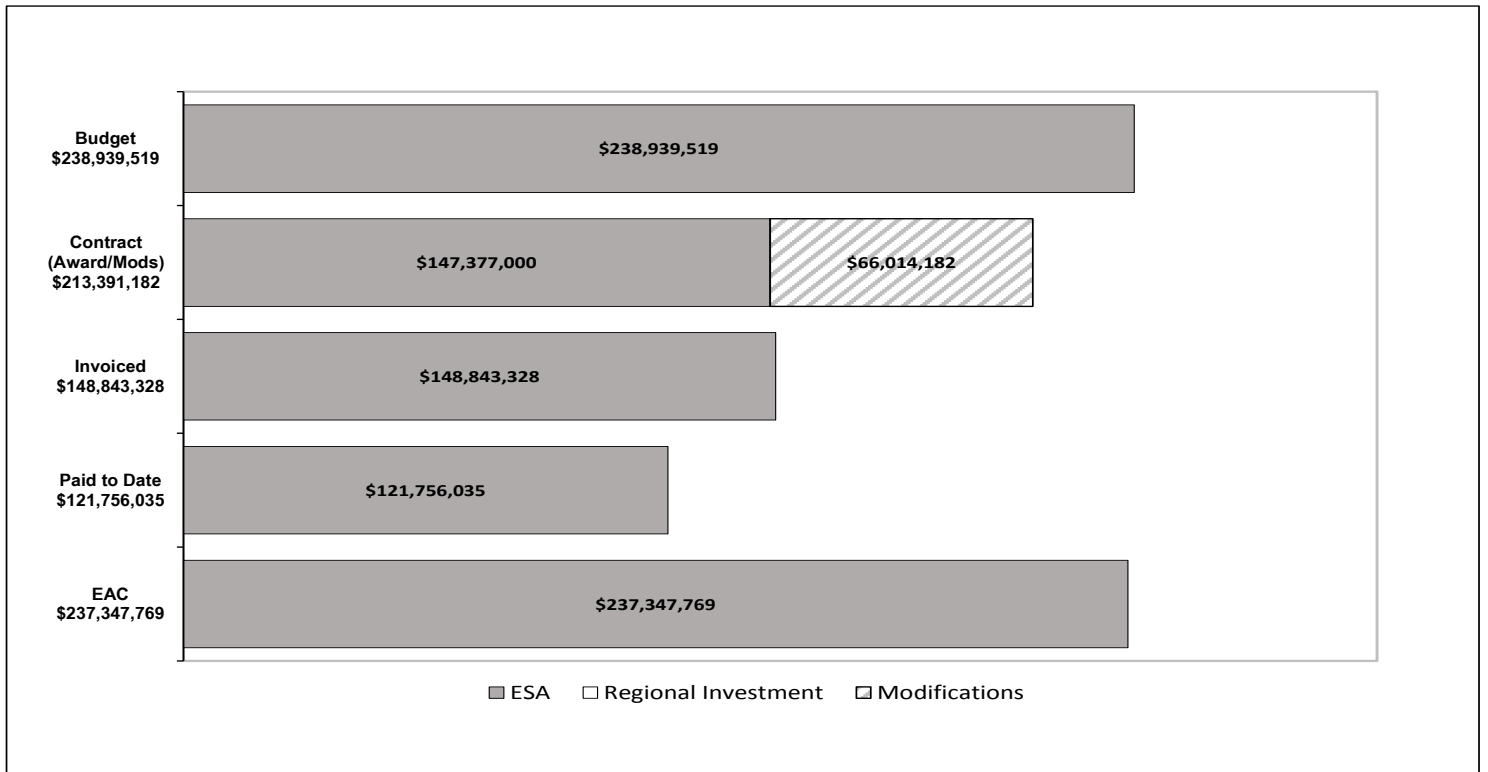


MILESTONES

	Current Baseline	Actual/Forecast	2011				2012				2013				2014				2015				2016				
			Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	
Notice to Proceed	8/10/11	8/10/11			◇	◇	(0 days)																				
Turnover YL Track	4/21/15	11/19/14																									
C06 Substation Area	7/6/14	6/2/15																									
C07 Substation	9/21/15	7/31/15																									
Substantial Completion	10/7/15	4/1/16																									
Final Completion	1/6/16	6/29/16																									

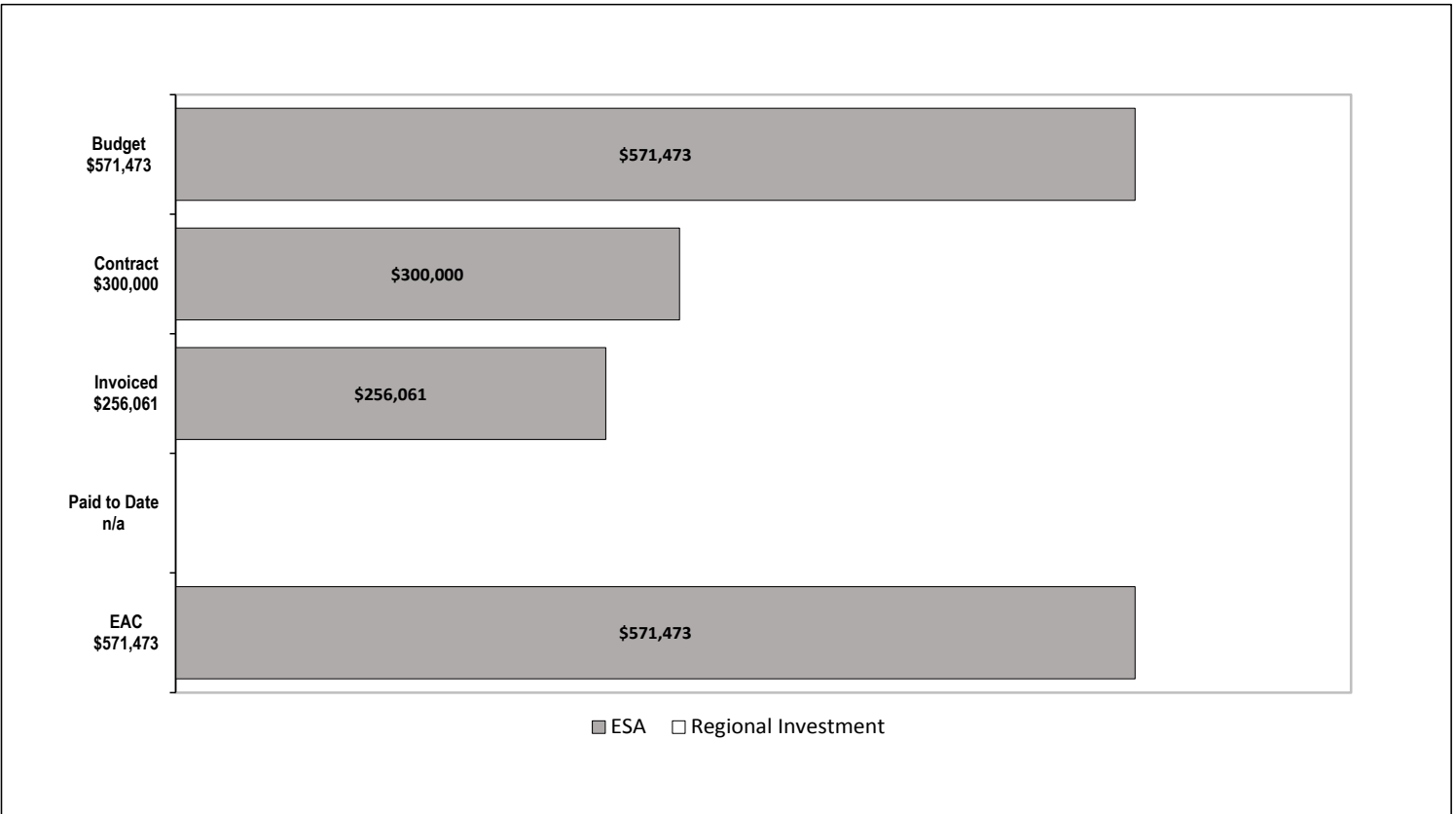
Current Baseline ◇ Actual/Forecast ◇

FINANCIAL SUMMARY ESA



EAC's do not include possible contract mods and future claims.

FINANCIAL SUMMARY FORCE ACCOUNT



SITE MAP



Harold Construction

HAROLD STRUCTURES PART 1 AND G02 SUBSTATION (CH053)

Contractor: Perini Corp.

Construction Manager: James Pagano

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 Main-line 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.

SCHEDULE PROGRESS

- 12KV Ductbank: Continued tests of C3 Feeder.
- Tunnel A Reception Pit & Track A Approach: Continued construction of 21" sewer north of Tunnel A Reception Pit.
- Microtunnel Run 12 North Utilities: Continued construction of 27KV Ductbank, 2.4KV Ductbank and future carwash feed ductbank from Run 12 reception pit to Amtrak Substation S-1.
- 43rd Street Bridges: Continued construction of Westbound Bypass track embankment east of 43rd St. WBY Bridge.
- 48th Street Bridge: Completed painting of 48th Street Bridge steel and abutments.
- Retaining Walls: Continued construction of retaining wall for H1 CIL located east of 43rd St. WBY Bridge.
- Microtunnel Runs 1-4: Completed conduits and grout in Run 1.
- Car Wash Feed: Completed construction of ductbank between A2 Con Edison electrical service and pull box at Carwash electrical pad at Skillman Ave.
- MG Power Separation: Erected signal power towers 29C, 29D and 29E.

CRITICAL ISSUES

- 12KV Ductbank continues to be the most critical scope of work in the CH053 contract. The existing 12KV ductbank obstructs installation of support of excavation piles, and excavation and concrete work at the Tunnel A Reception Pit & Approach Structure.

MITIGATION

- 12KV impacts to Microtunnel Runs 1-4 and G02 Substation have been mitigated by adopting temporary measures which allow work on Microtunnel civil elements to proceed despite the presence of the existing 12KV ductbank. Work on Manholes P1, P4, N2 and N5 commenced after the existing ductbank was temporarily supported. Manholes P4 and N5 are complete and work on P1 and N2 is currently in progress.
- Temporary measures are not suitable to mitigate 12KV impacts to Tunnel A Reception Pit and Track A Approach Structure. 12KV impacts to CH053 Contract will be mitigated by deleting all remaining Tunnel A Reception Pit and Track A Approach work from CH053 and transferring to future Contract CH061A. transferring a portion of the Tunnel A Reception Pit and Approach Structure to future contracts.

COST

- 135 contract modifications have been executed, unchanged from last month. 91.6% of the CH053 current contract value has been invoiced as of September 2014. 85.0% of the current contract value has been paid. The EAC decreased to \$298,624,003 from \$298,804,003 reported last month due to reforecasting of existing Mods.
- 99.2% of the CH053 FA current contract value has been invoiced as of September 2014. CH053 Amtrak and LIRR Force Accounts are paid out FQL99 and FQA99. \$31.6M has been paid out of FQL 99 to date. \$56.5 has been paid out of FQA99 to date.

LOOK AHEAD

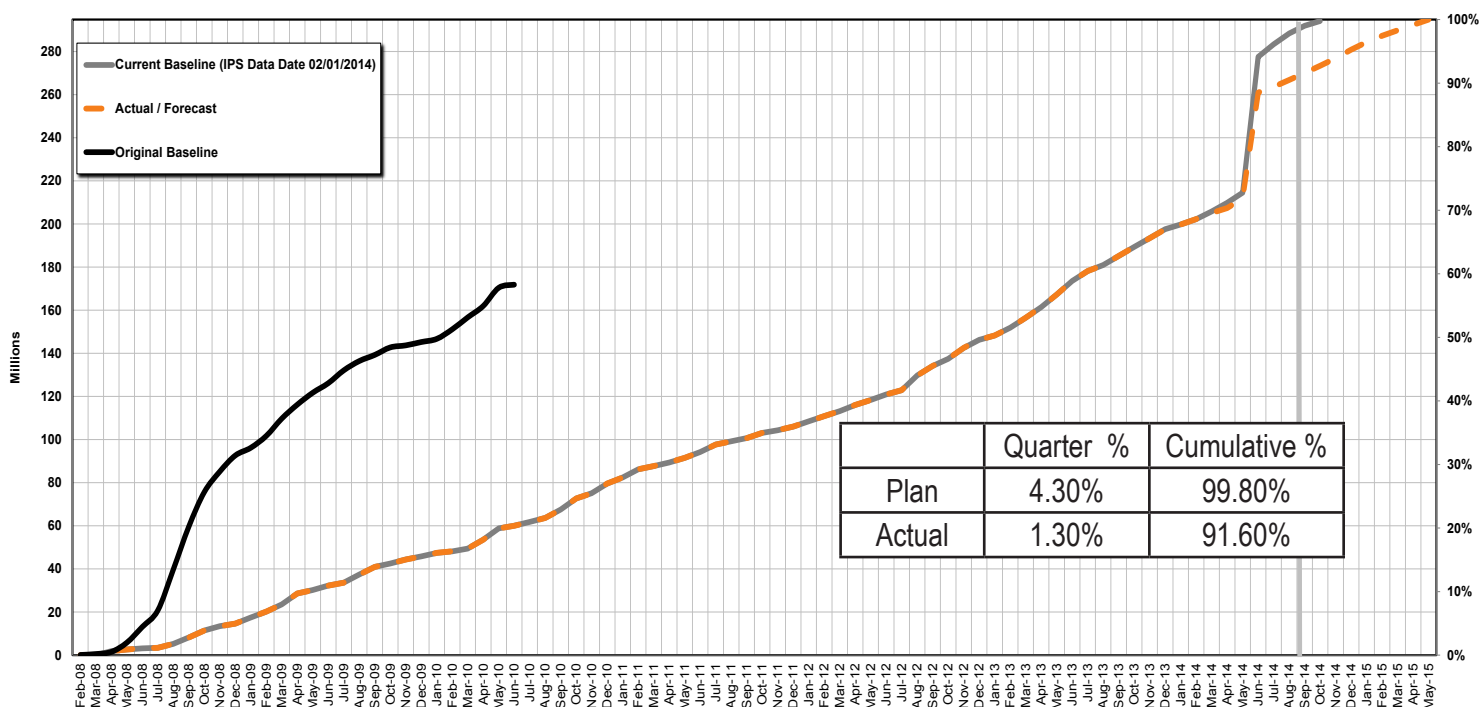
- Complete testing of C3 Feeder. Secure approval of Component Testing Plan and schedule necessary track outages. Submit plans for Functionality Test of C3 Feeder.
- Complete construction of Retaining Wall B between Amtrak Substation S1 and Tunnel A Reception Pit. Complete construction of precast retaining wall for H1 CIL east of 43rd St. WBY Bridge.
- Complete installation of precast manhole EMH-E7 adjacent to Run 1 reception pit. Backfill EMH-E7, EMH-N3 and Run 1 reception pit and remove support of excavation piles. Complete construction of walls for EMH-P1 at Run 2. Commence construction of roof slab. Complete excavation of EMH-N1 at Run 1 and commence construction of roof slab.
- Complete construction of 21" sewer connection north of Tunnel A Reception Pit. and C cases.
- Complete concrete equipment pad adjacent to H4 CIL and complete concrete ductbank between equipment pad and Harold MG Building.
- Complete construction of concrete equipment pad for new Amtrak Carwash feed at Skillman Avenue.

SAFETY

- Continued ongoing weekly safety walkthrough's of the site with management and documentation in daily hazard logs.
- Coordination with the railroads, "toning" of the ground, and hand digging procedures are still being followed to prevent buried utility "strikes" at excavation sites.
- Continue with weekly OCIP walks.
- Emergency Evacuation Drill.
- Continue safety tool box talks for CM staff.
- Performing monthly safety Safe Work Plan Audits.
- Having the contractor Enforce their Discipline Policy when workers fail to comply with Safety rules and regulations according to Contractor's Health and Safety Plan.
- Contractor is completing /submitting competent person and qualified person designation form from the ESA CHSP, making that person go on record that they are responsible person.
- Revisit and update all contractor Emergency Action Plans/Safe Work Plans/Logistic maps
- Safety Statistics—LTIR 0.78, B.L.S. (Bureau of Labor Standards) 1.70

LTIR represents incidents that occurred for every 200,000 manhours worked.

CH053 PROGRESS CURVE



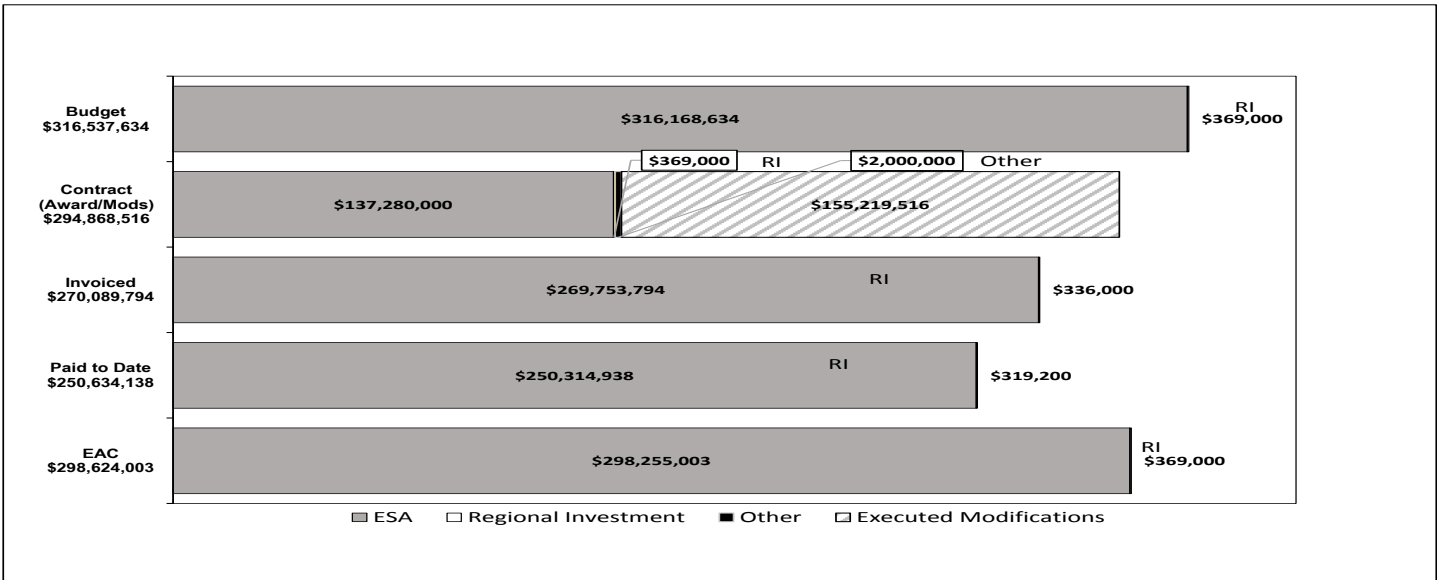
Note: Plan and Actual adjusted to reflect execution of contract modification.

MILESTONES

	Current Baseline	Actual/Forecast	2008		2009		2010		2011		2012				2013				2014				2015										
			Q1/2	Q3/4	Q1/2	Q3/4	Q1/2	Q3/4	Q1/2	Q3/4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4											
Notice to Proceed	1/1/08	1/1/08	◇	◇	(0 days)																												
Substantial Completion	9/9/14	5/4/15																				◇				◇	(+237 days)						
Final Completion	1/7/15	9/1/15																				(+237 days)				◇				◇			

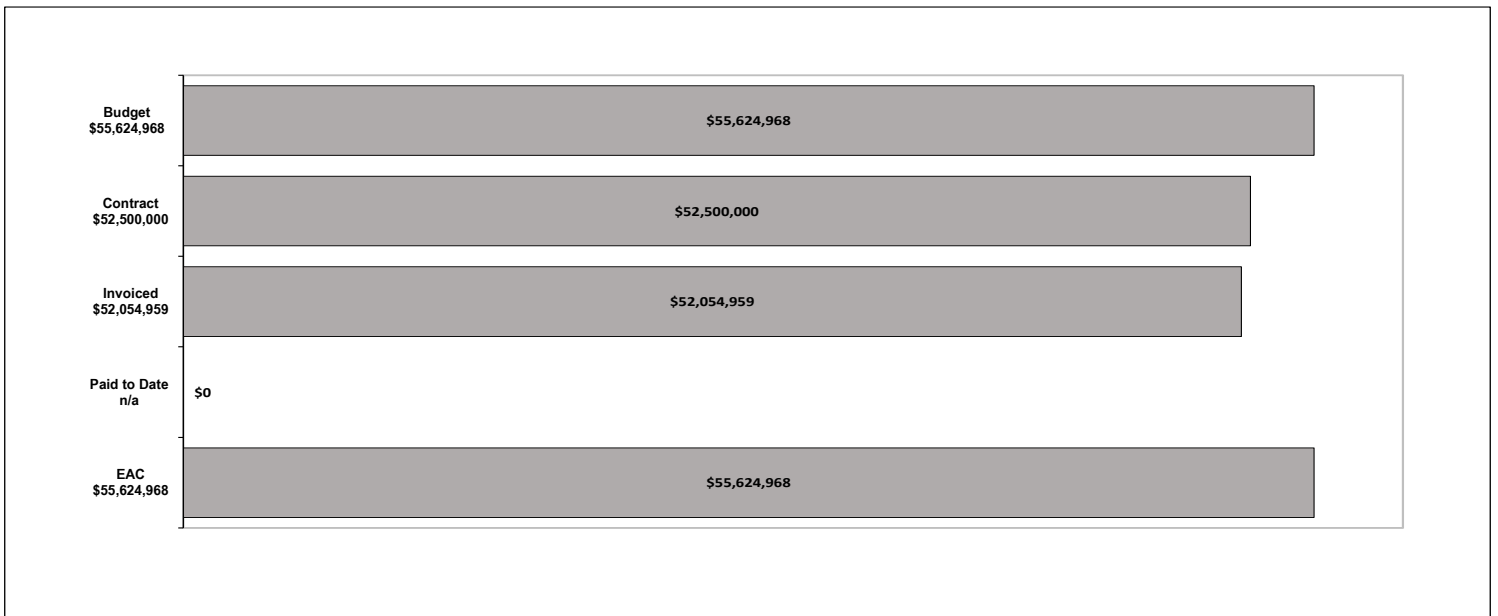
Current Baseline ◇ Actual/Forecast ◇

FINANCIAL SUMMARY ESA



EAC's do not include possible contract mods and future claims.

FINANCIAL SUMMARY FORCE ACCOUNT



SITE MAP



Harold Construction

HAROLD STRUCTURES PART 2A (CH054A)

Contractor: Perini Corp.

Construction Manager: Garth Lawrence

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.

SCHEDULE PROGRESS

- 12KV Duct bank: Completed pulling remaining length of S3 Feeder cables between EMH-22B and EMH-24. Completed pulling approximately 1200 LF of S1 and S2 feeder cables.
- Completed splicing of S3 Feeder cables at all S3 manholes.
- Storm Sewer: Completed excavation and installation of sewer 12" sewer between SSMH-21 and SSMH-22.
- Access Road AR4 AND Loop 1A Track Bed: Completed grading and seeding of Skillman Avenue embankment between Queens Blvd and Honeywell Street.

CRITICAL ISSUES

- None.

MITIGATION

- None.

COST

- 42 contract modifications have been executed, unchanged from last month. 86.6% of the CH054A current contract value has been invoiced as of September 2014. 76.0% of the current contract value has been paid. The EAC decreased to \$61,279,271 from \$61,279,471 due to reforecasting of existing Mods.
- 96.9% of the CH054 FA current contract value has been invoiced as of September 2014. CH054A Amtrak and LIRR Force Accounts are paid out FQL99 and FQA99. \$31.6M has been paid out of FQL 99 to date. \$56.5 has been paid out of FQA99 to date.

LOOK AHEAD

- 12KV Ductbank: Complete construction of S3 Feeder ductbank tie-in at existing manhole EMH-1560.
- Storm Sewer: Complete construction of thrust block for east tunnel run at jacking pit at SSMH-15 location. Commence setup of tunneling equipment at jacking pit. Complete excavation and exit block at reception pit at SSMH-17 location. Complete Permeation Grouting at Queens Blvd Bridge south abutment and complete exploratory borings. Complete demobilization of grouting equipment.
- MG Power Signal Separation: Commence installation of Signal Power Separation equipment on concrete pads constructed by CH053.
- H4CI: Crib Wall Extension: Complete construction of precast extension to H4 CIL crib wall. Completion of the crib wall must be coordinated with CH053 construction of the equipment pad.

SAFETY

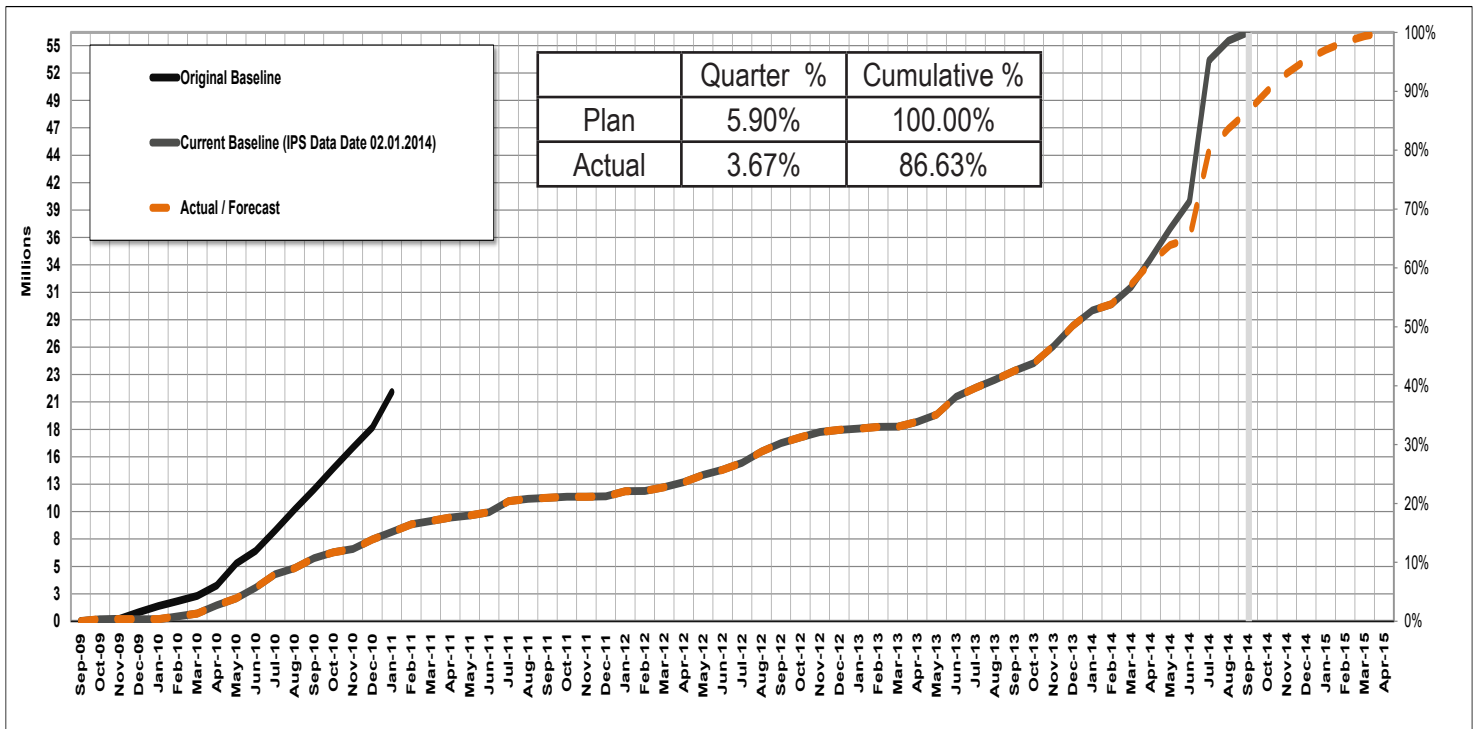
- Continued ongoing weekly walkthrough of site with management and daily safety site visits which are documented in the daily hazard logs
- Coordination with the railroads, “toning” of the ground, and hand digging procedures are still being followed to prevent buried utility “strikes” at excavation sites
- Continued to have safety talks with the CM construction team on a weekly basis
- Continue with OCIP walkthrough’s on a weekly basis
- Performing monthly safety Safe Work Plan Audits
- Contractor is completing /submitting competent person and qualified person designation form from the ESA CHSP, making that person go on record that

they are responsible person.

- Having the contractor Enforce their Discipline Policy when workers fail to comply with Safety rules and regulations according to Contractor’s Health and Safety Plan.
- Revisit and update all contractor Emergency Action Plans/Safe Work Plans/Logistic maps
- Emergency Evacuation Drill
- Safety Statistics–LTIR 1.13, B.L.S. (Bureau of Labor Standards) 1.70

LTIR represents incidents that occurred for every 200,000 manhours worked.

CH054A PROGRESS CURVE



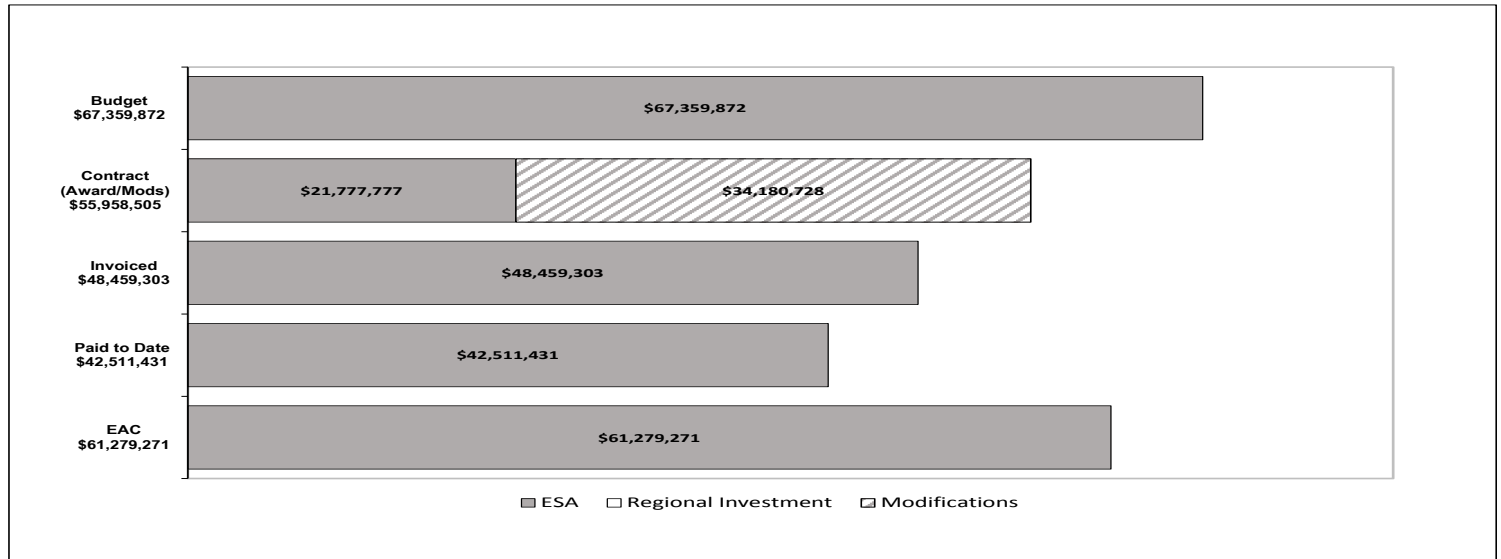
Note: Plan and Actual adjusted to reflect execution of contract modification.

MILESTONES

	Current Baseline	Actual/Forecast	2009				2010				2011				2012				2013				2014				2015		
			Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3				
Notice to Proceed	8/24/09	8/24/09																											
Retaining Wall THOM S1/S2	12/21/10	12/21/10																											
Substantial Completion	8/9/14	4/10/15																											
Final Completion	11/6/14	7/9/15																											

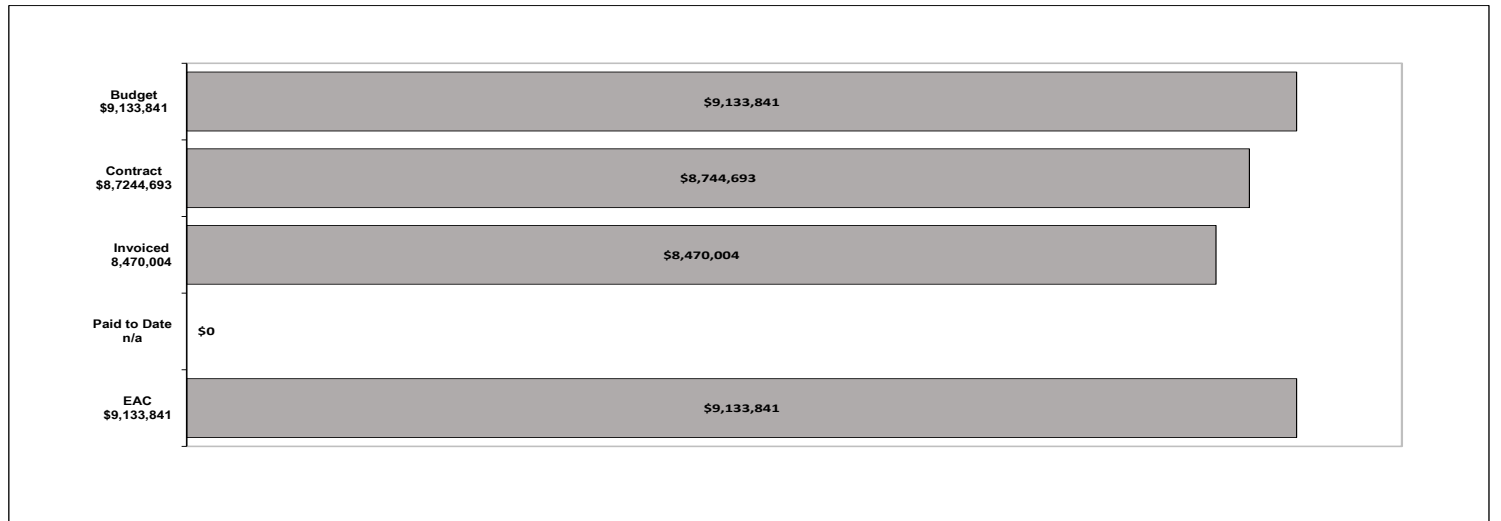
Current Baseline ◊ Actual/Forecast ◊

FINANCIAL SUMMARY ESA



EAC's do not include possible contract mods and future claims.

FINANCIAL SUMMARY FORCE ACCOUNT



SITE MAP



Harold Construction

HAROLD STAGE 1 - AMTRAK FORCE ACCOUNT (FHA01)

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, CH054A and CQ031 civil work.

SCHEDULE PROGRESS

- Continued tension and wire transfers on WWD LI Passenger and Line 2 tracks for 821 and 823 crossover.
- Installed new catenary body span and demolished the old span at B-915E.
- Transferred catenary wires on B-912ES on Line1, Loop 1, and Loop 2.

CRITICAL ISSUES

- Schedule is being delayed due to inconsistent scheduling and use of resources. ET Catenary gang have been pulled to perform work in other Amtrak project.

MITIGATION

- Meeting with Amtrak to lock down schedule, manpower, and track/power outage.

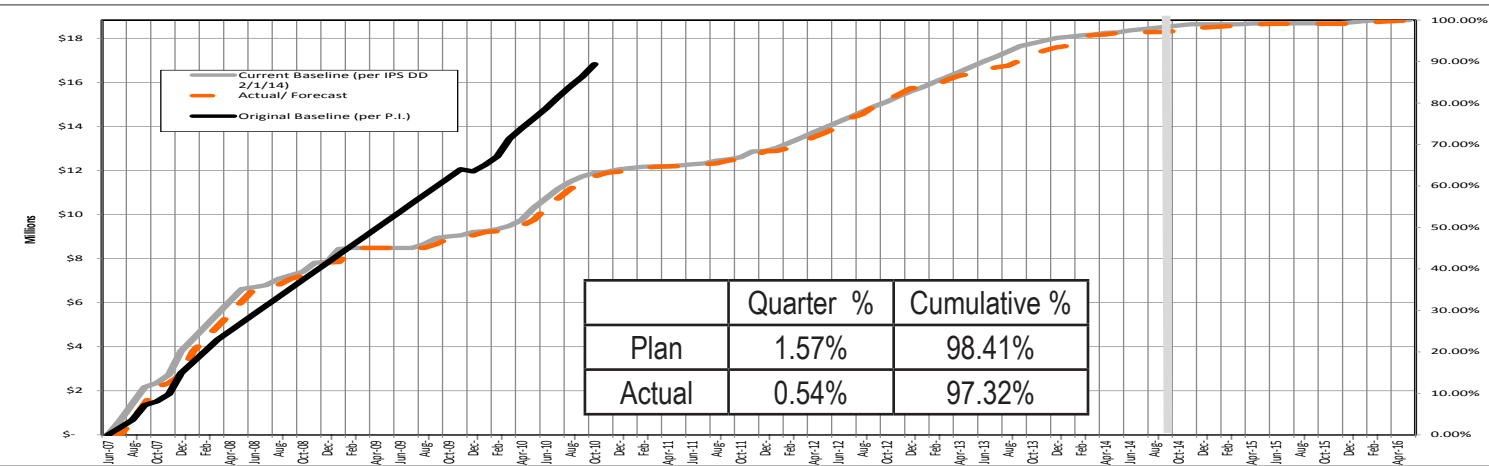
COST

- 97.3% of the FHA01 current contract value has been invoiced as of September 2014, unchanged from last month. 97.3% of the current contract value has been paid, unchanged from last month. The EAC remains unchanged at \$18,824,861.

LOOK AHEAD

- Continue catenary work for 821 and 823 crossover.
- Continue hardware installation, catenary wire transfer, signal power (#124 and #123), and feeder (#4301 and #4303) relocations between Thomson Avenue and Substation 44.

FHA01 PROGRESS CURVE

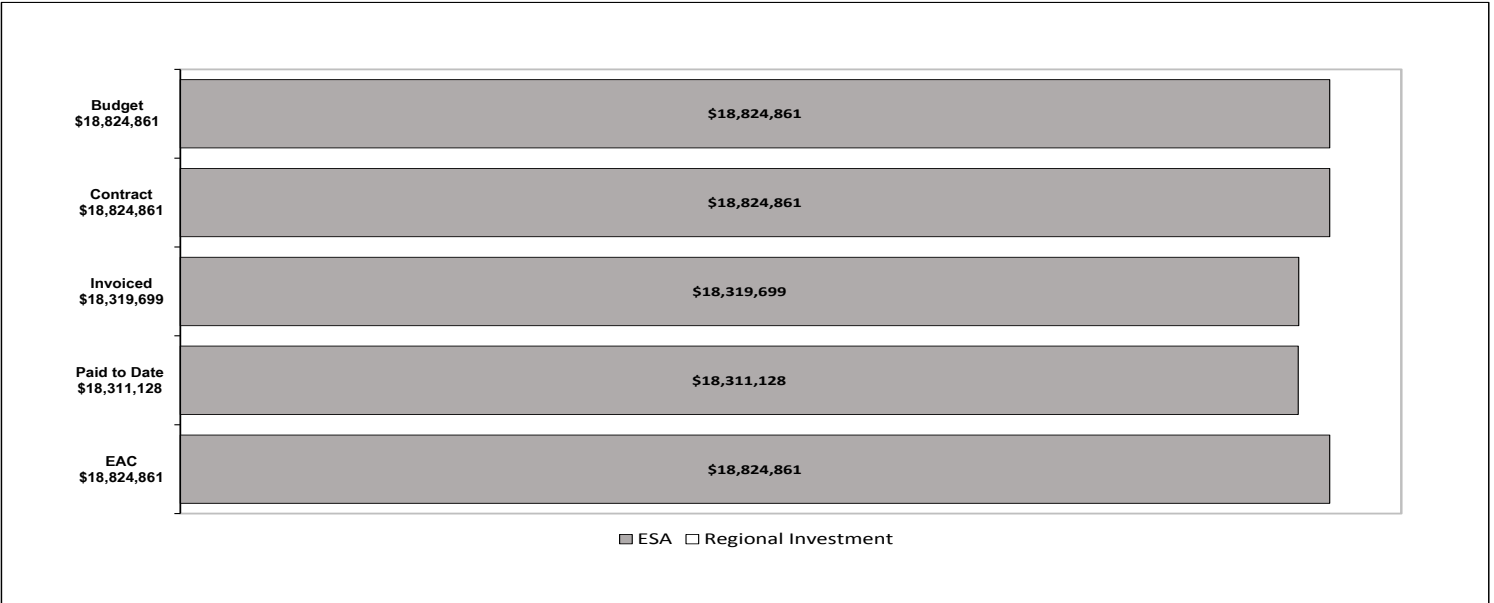


MILESTONES

	Current Baseline	Actual/ Forecast	2007		2008				2009				2010				2011				2012				2013				2014				2015				2016		
			Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3				
100% Design	11/19/07	11/19/07																																					
Commence Stage 1	6/30/07	6/30/07																																					
Cutover Stage 1	10/5/08	10/5/08																																					
Compl. Signal Power	4/23/12	4/23/12																																					
Cutover Switch O1/O2	3/8/15	3/8/15																																					
Substantial Completion	2/4/16	5/27/16																																					

Current Baseline ◆ Actual/Forecast ◆

FINANCIAL SUMMARY



EAC's do not include possible contract mods and future claims.

SITE MAP



Harold Construction

HAROLD STAGE 2 - AMTRAK FORCE ACCOUNT (FHA02)

Contractor: Amtrak
Construction Manager: Peter Malvese
Federal Grant: N/A

Description: Install seven switches and LP1A Track (~ 2,400lf). 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 F1 CIH, F2 CIH and FHACS ("F" Interlocking and Harold Interlocking Alternate Control System).

SCHEDULE PROGRESS

- Completed revision works for 6EA and 6EB removal.
- Support LIRR for pulling cables between HP3 and HP4 crossing Loops tracks.
- Support LIRR for install 4178W switch.
- Continued modify and install F11W break between pole B-910E and B-909E for 747 switch.
- Installed track panels and third rails of LP1A (600LF) track at east of Queens Street.
- Commenced relocate signal power at Tower 14.

CRITICAL ISSUES

- None.

MITIGATION

- None.

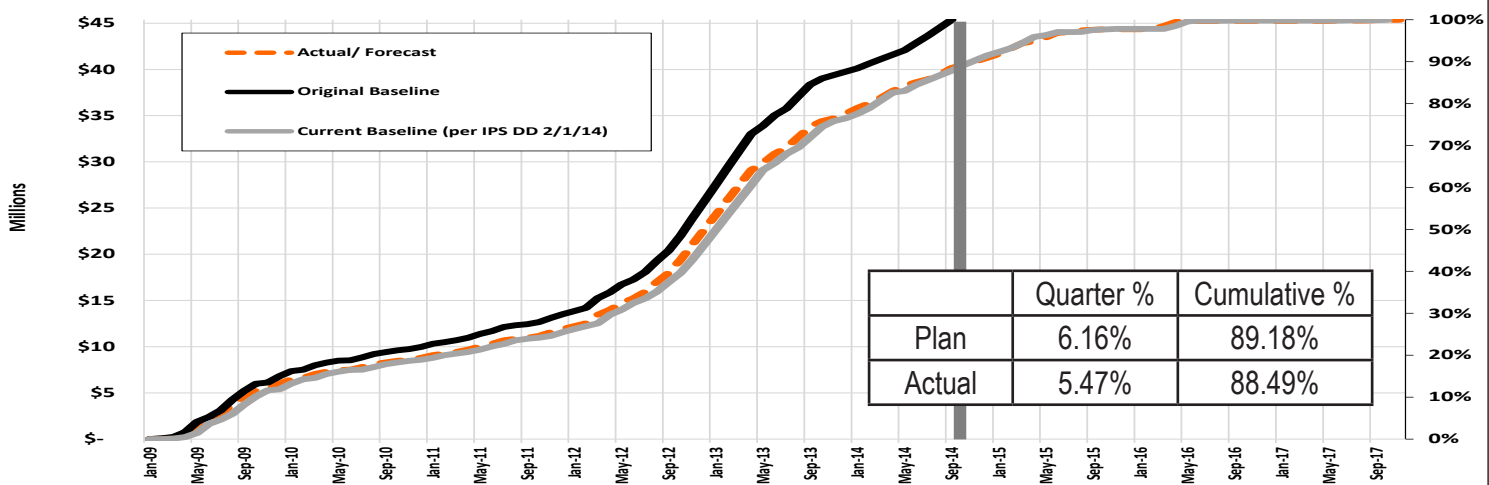
COST

• 90.8% of the FHA02 current contract value has been invoiced, up from 89.3% last month. 86.7% of the current contract value has been paid, unchanged from last month. The EAC is \$45,369,618.

LOOK AHEAD

- Demolish and remove 6EA and 6EB signal cases.
- Continue catenary work for 747 Switch cutover.
- Complete catenary work on Tower 14 removal.

FHA02 PROGRESS CURVE



Harold Construction

HAROLD STAGE 1 - LIRR FORCE ACCOUNT (FHL01)

Contractor: Long Island Rail Road
Construction Manager: Peter Malvese
FTA Grant: NY-03-0344

Description: Install eight track switches into the existing signal system and 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 and 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.

SCHEDULE PROGRESS

- Continued trenching and installing conduits for positive duct line (rail gap) and cables on Main Line 2.

CRITICAL ISSUES

- The substantial completion date is driven by the new G02 Substation construction that is impacted by the delay of Microtunneling construction (CH053) and 12KV cutover.

MITIGATION

- ESA continue to work with Tutor Perini and LIRR to re-schedule the construction plan for the new G02 Substation.

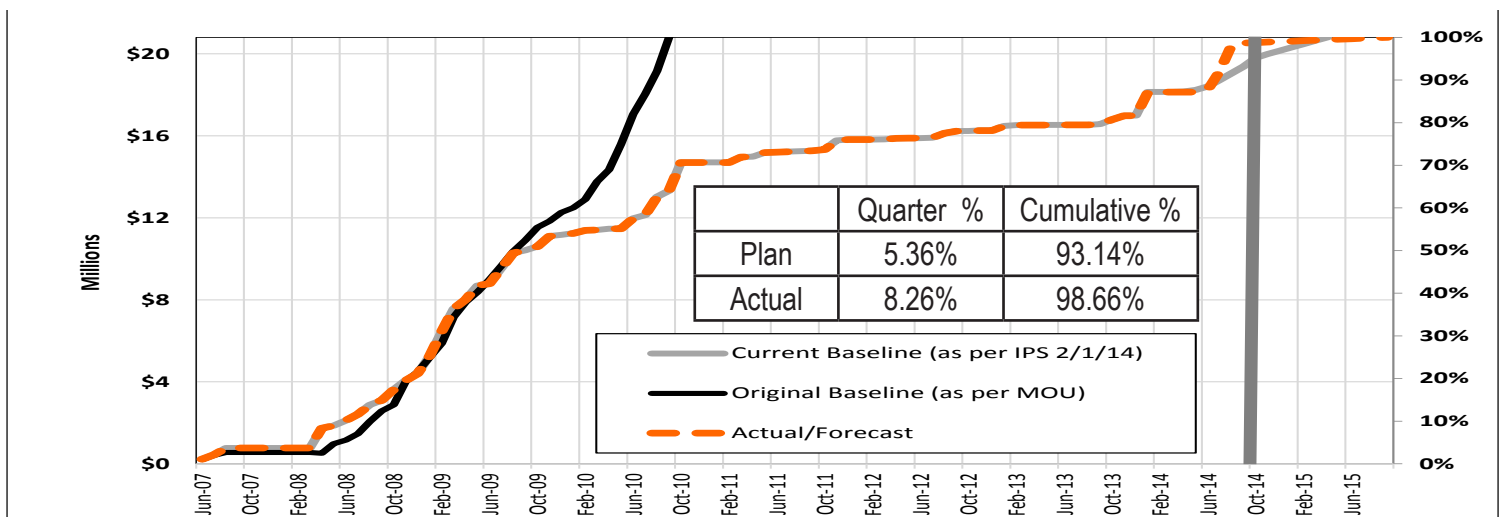
COST

- 98.8% of the FHL01 current contract value has been invoiced as of August 2014, up from 98.3% from last month. 88.0% of the current contract value has been paid, unchanged from last month. The EAC has not changed at \$20,804,621.

LOOK AHEAD

- None reported.

FHL01 PROGRESS CURVE

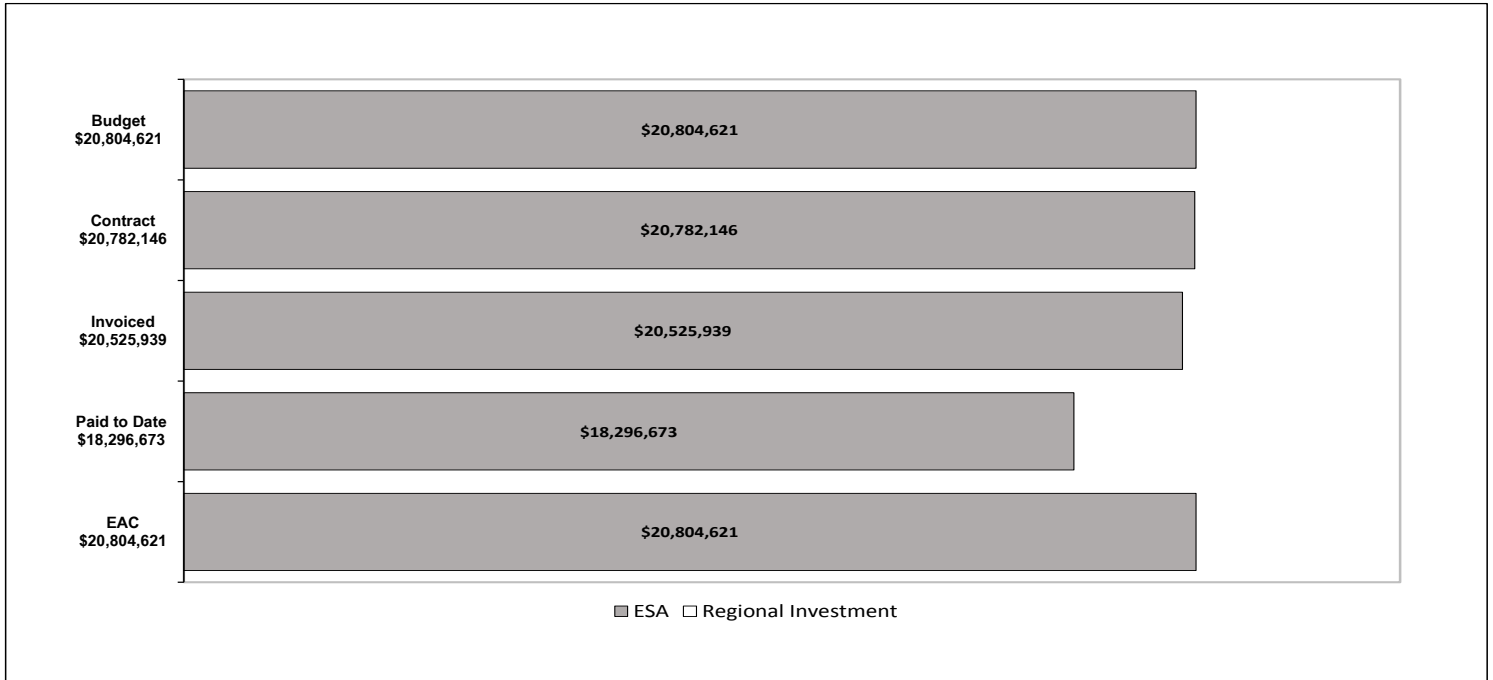


MILESTONES

	Current Baseline	Actual/Forecast	2007			2008			2009			2010			2011			2012			2013			2014			2015					
			Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3				
100% Design	6/7/07	7/7/07	◇◇	(+30 days)																												
Begin Stage 1	6/29/07	6/29/07	◇◇	(0 days)																												
Install 823 Switches	8/21/10	8/21/10							◇◇			(0 days)																				
Cutover 865 Switch	10/16/10	10/16/10										◇◇			(0 days)																	
Compl. Signal Power	11/6/13	11/6/13																◇◇			(0 days)											
Operate 821 & 823 Switch	5/10/14	12/14/14																						◇			◇ (+218 days)					
Substantial Completion	4/9/15	9/17/15																									(+161 days)			◇ ◇		

Current Baseline ◇ Actual/Forecast ◇

FINANCIAL SUMMARY



EAC's do not include possible contract mods and future claims.

SITE MAP



Harold Construction

HAROLD STAGE 2 - LIRR FORCE ACCOUNT (FHL02)

Contractor: Long Island Rail Road

Construction Manager: Peter Malvese

FTA Grant: NY-03-0344

Description: Install 15 track switches, new Mainline 4 tracks (~ 2,800lf) and remove two switches; Install signal infrastructure, cable, testing and circuit revision for Harold (6 CILs) Loc 30, Point CILs and HTSCS; Install third rail for new switches & track. Install new MG set for LIRR Signal Power Separation from Amtrak. Renovate Harold Tower. Install and remove signal bridges.

SCHEDULE PROGRESS

- Installed trough and conduits for temporary power feeder to H3-CIL.
- Installed trough and pull boxes in preparation for 6167/6176 switch installation.
- Installed 4178W switch.
- Installed cases 2B & 3B located east of H3-CIL.
- Installed cases 6C1 and 6C2.

CRITICAL ISSUES

- Civil speed enforcement will impact all remaining CIL cutovers with the exception of H4-CIL..

MITIGATION

- ESA working with LIRR to determine the impact of civil speed enforcement and new cutover dates.

COST

- 89.0% of the FHL02 current contract value has been invoiced as of September 2014, up from 84.1% last month. 69.2% of the current contract value has been paid, up from 66.3% last month. The EAC, \$76,619,172, has not changed from last month.

LOOK AHEAD

- Continue performing pre-testing and circuit revisions at H4-CIL.
- Pulled power cables between HP3 and HP4.
- Continue fabricating switches in Queens Freight Yard.
- Install P2 (3234E) switch.
- Install H3 (6167W) + 6776MPF 4178W switch.
- Continued installing fiber hardware on new wood poles north of PW1 track.

SITE MAP



Harold Construction

PROCURE HAROLD MATERIAL STAGE 2 (VHA/L02)

Contractor: Various

Construction Manager: Peter Malvese

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

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.

SCHEDULE PROGRESS

- LIRR procured all 17 switches and they are to be delivered from May 2013 to September 2014. Reviewing alternate locations with expanded facilities for delivery, building and storage.
- Bill of materials for VHA/L02 is an average of 94.4% procured. This percentage was recalculated based on the average of Amtrak and LIRR combined. Deliveries continue in coordination with the construction schedule.

MATERIAL STATUS FOR VHA02

- 95% of the remaining materials required on Bill of Materials (BOMs) have been sent to Procurement for requisition processing.
- 95% of procured DC traction miscellaneous material has been delivered.
- Procured third rail has been delivered.
- Communication material inner duct and cable have been delivered.

MATERIAL STATUS FOR VHL02

- The majority of procured materials have been delivered including long lead items.

CRITICAL ISSUES

- None reported.

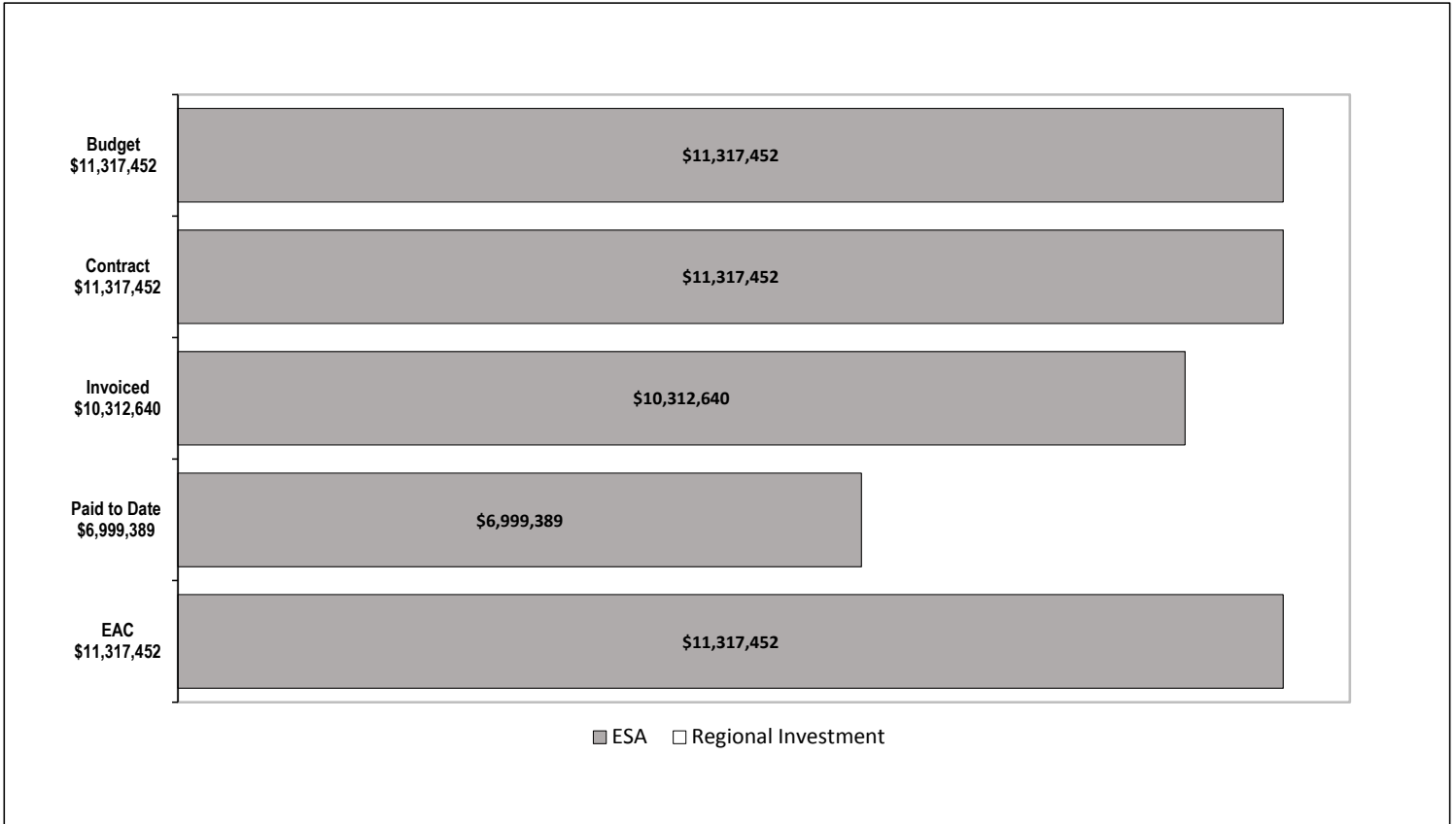
MITIGATION

- None required.

COST

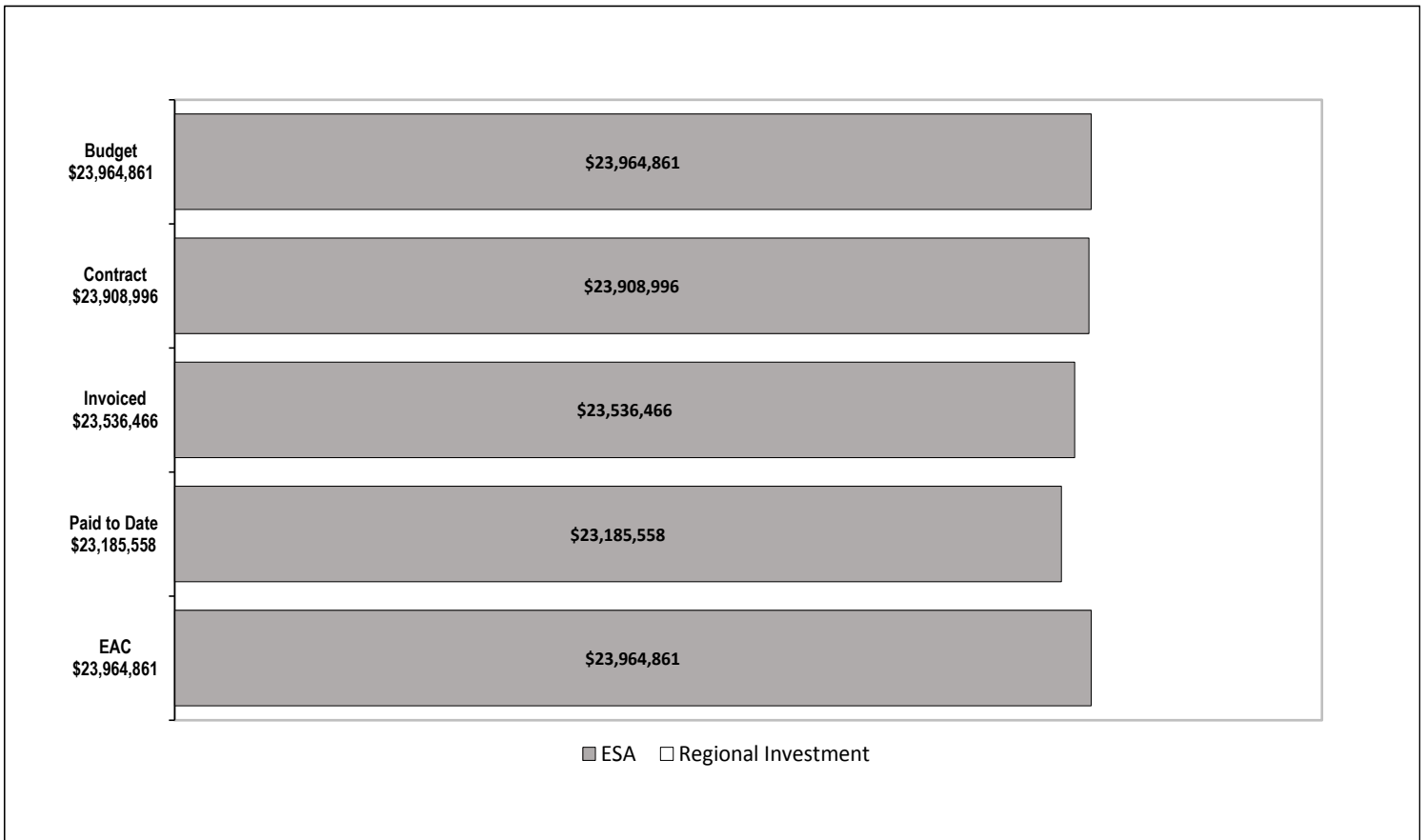
- 91.1% of the VHA02 current contract value has been invoiced for September 2014, down from 100% invoiced last month due an increase in contract value. 61.8% of the current contract value has been paid, down from 61.8% last month. The EAC has not changed from last month.
- 98.4% of the VHL02 current contract value has been invoiced. 97.0% for the current contract has been paid. The EAC has not changed from last month.

FINANCIAL SUMMARY VHA02



EAC's do not include possible contract mods and future claims.

FINANCIAL SUMMARY VHL02



EAC's do not include possible contract mods and future claims.

Harold Construction

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.

SCHEDULE PROGRESS

- All CILs have been completed.
- The GEC is incorporating resequencing and civil speed enforcement

ment changes into the Harold Interlocking design.

CRITICAL ISSUES

- Limited LIRR resources are still impacting the turnaround time for circuit design and review of design modifications, which is affecting subsequent cutovers..

MITIGATION

- Steps are being taken to address the issue but short-term (next six to twelve months) will still present a problem as the learning curve for new hires levels off. As of this writing, no new resources have been brought on board.

COST

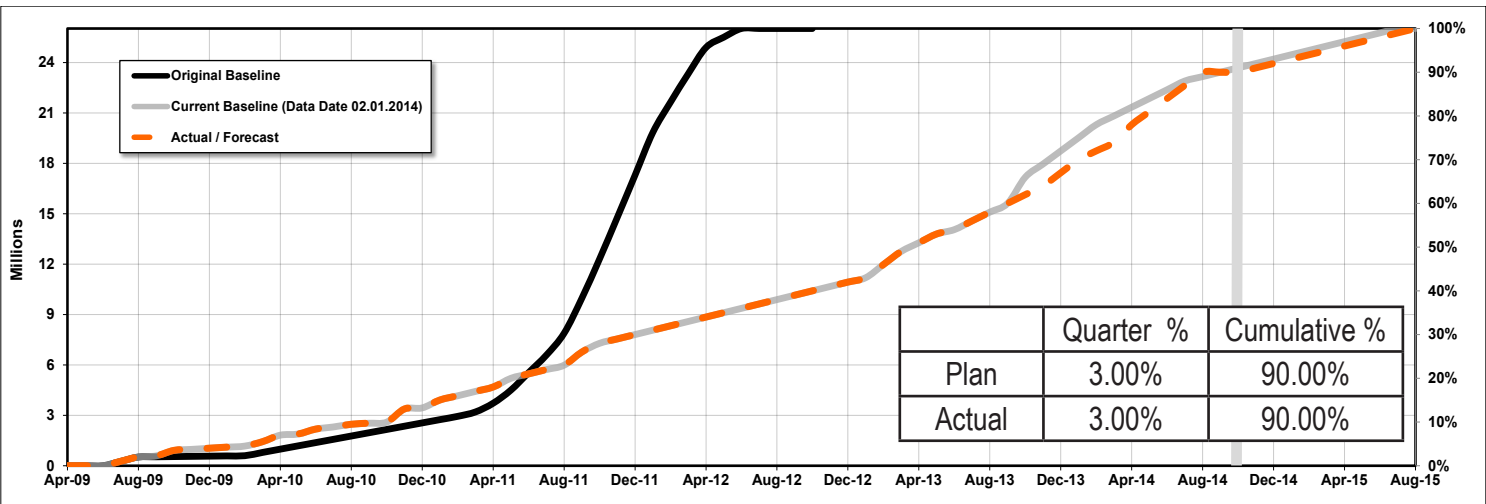
- One contract modification has been executed. 17.3% of the current contract value has been invoiced and 12.6% paid for September 2014. The August report incorrectly reported 17.3%

paid.

LOOK AHEAD

- Establish plans for all future CIL cutovers.

VH051 PART 1 PROGRESS CURVE



Harold Construction

HAROLD TOWER SUPERVISORY CONTROL SYSTEM (VH051 PART 2)

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.

SCHEDULE PROGRESS

- None reported this month.

CRITICAL ISSUES

- Additional cost and schedule impacts due to Harold re-sequencing.

MITIGATION

- Harold re-sequencing under evaluation.

COST

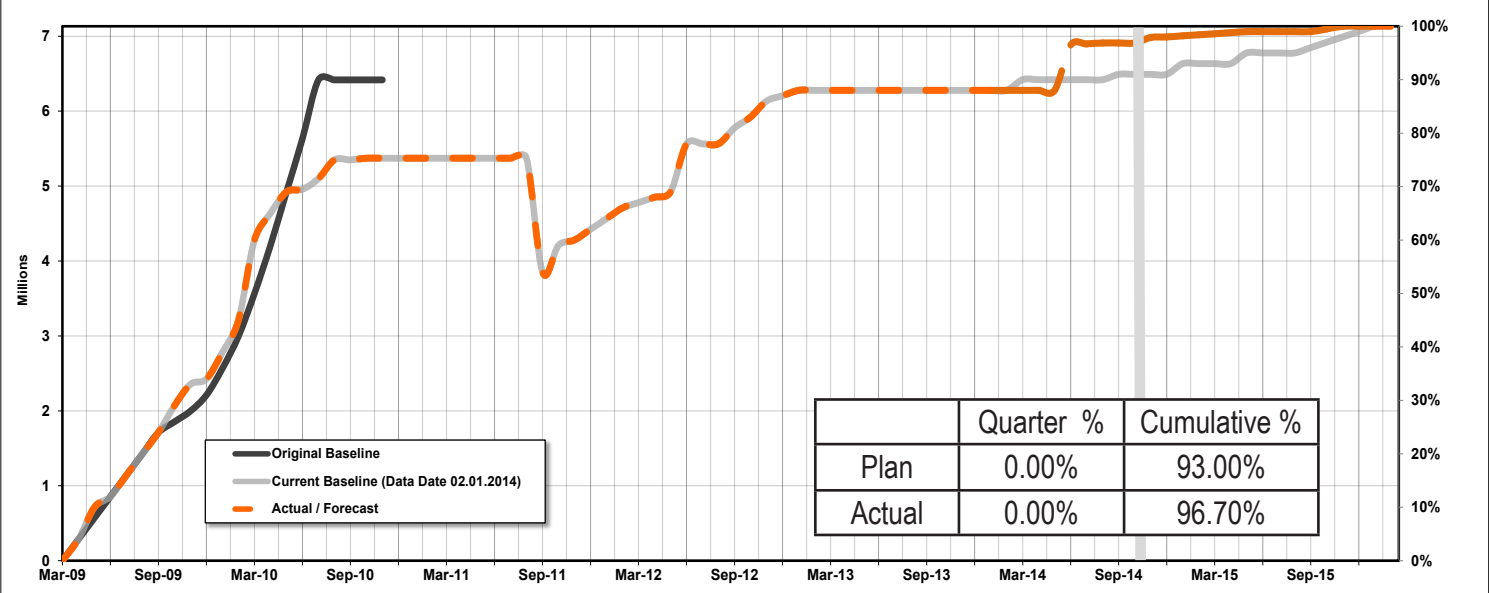
- Two contract modifications have been executed, which is the same as last month. 91.1% of the VH051 Part 1 current contract value has been invoiced, up from 86.9% last month. 91.1% of the contract is paid as of September 2014, up from 81.7% last month.

The EAC is \$29,958,809.

LOOK AHEAD

- Support future cut overs.

VH051 PART 2 PROGRESS CURVE

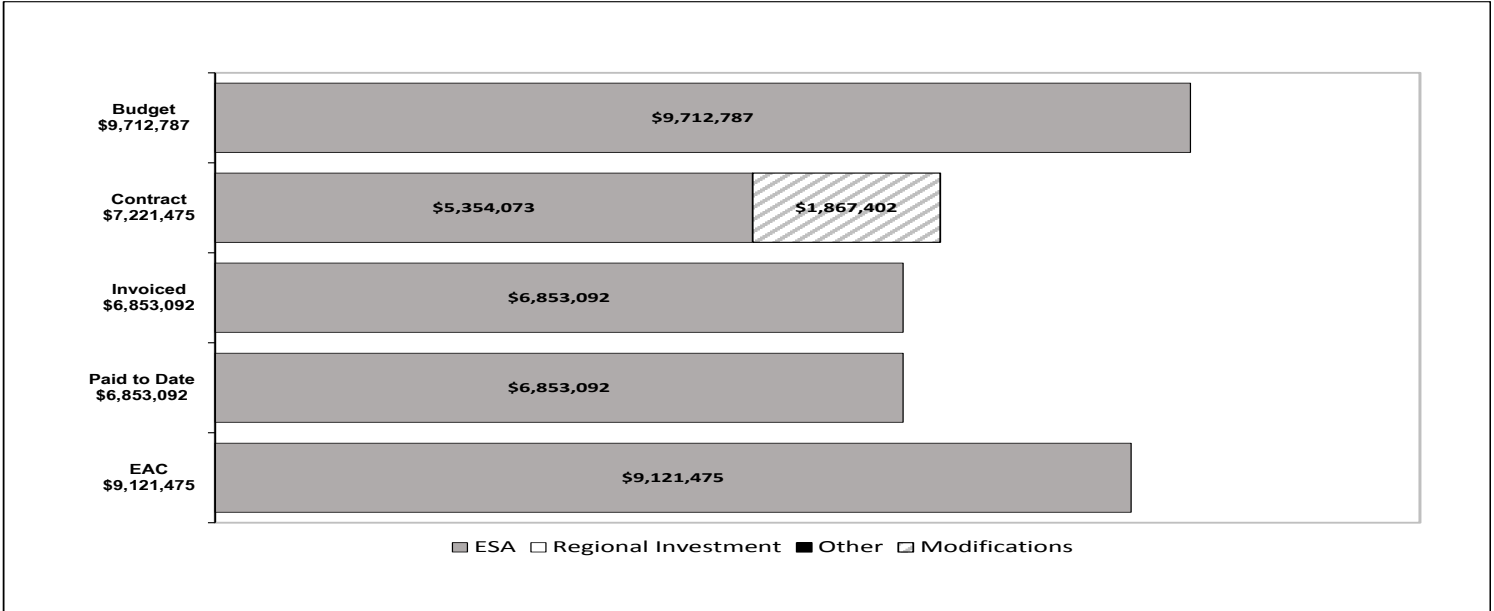


MILESTONES

Current Baseline/Forecast	2009				2010				2011				2012				2013				2014				2015			
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Notice to Proceed	2/3/09	2/3/09	◇◇	(0 days)																								
Delivery of HTSCS Control Systems	3/16/10	10/8/10			◇	◇			(+206 days)																			
Delivery of FHACS	-	5/9/12											◇															
Substantial Completion	8/24/10	7/31/15			◇																(+1,802 days)				◇			
Final Completion	5/3/12	8/28/15											◇								(+1,212 days)				◇			

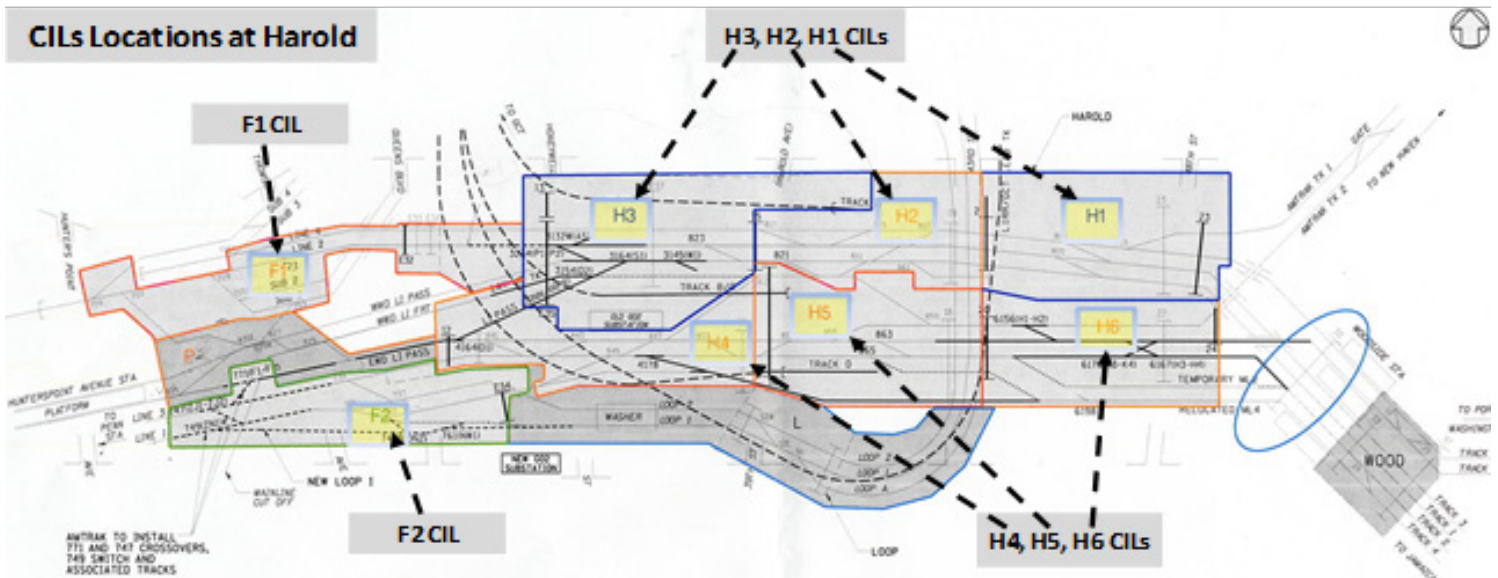
Current Baseline ◇ Actual/Forecast ◇

FINANCIAL SUMMARY



EAC's do not include possible contract mods and future claims.

SITE MAP



Harold Construction

HAROLD TRACKWORK – 48TH ST. BRIDGE AND RETAINING WALL (CH057C, FHA57C, FHL57C)

Contractor: Railroad Construction Company

Construction Manager: Andrew Nigro

FTA Grant: NY-03-0344

Description: Remove portion of old ML2 and old ML4. Remove portion of LIRR Freight Track. Construction portion of RPR Track. Construct ML2 Track and Trackbed. Re-grade 43rd Street to 48th Street for permanent ML2. Demolish portion of retaining wall between PW2 and old ML2. Re-grade future RPR track.

SCHEDULE PROGRESS

- Setup MPT and conveyor belt for delivery of fill to work site at 48th Street.
- Completed track bed, approximately 1600 CY of subgrade, for new MM2 track east and west of existing 48th Street Bridge. No fill was placed on the bridge. The bridge will be demolished and replaced in future CH057 Contract.
- Demobilized equipment and performed housekeeping at work site after completing track bed for MM2 track.

CRITICAL ISSUES

- The remaining work in CH057C which includes the demolition of the existing LIRR Freight track and the installation of the Locomotive (LC) and Revised Primary Route (RPR) track must be postponed because of delays to LIRR H3 Interlocking Cutover. H3 was originally scheduled to be cutover in December 2014 but is now delayed to November 2015. The existing signal infrastructure that will be replaced by H3 Interlocking is in direct conflict with CH057C installation of the LC and RPR track. In addition, LIRR will not allow demolition of the LIRR Freight track until two months prior to H3 Interlocking cutover. As a result, CH057C is currently on hold.

MITIGATION

- The ESA program is currently evaluating whether to extend CH057C until the third quarter of 2015 or to issue Substantial Completion and transfer the remaining work to future CH057 Contract.

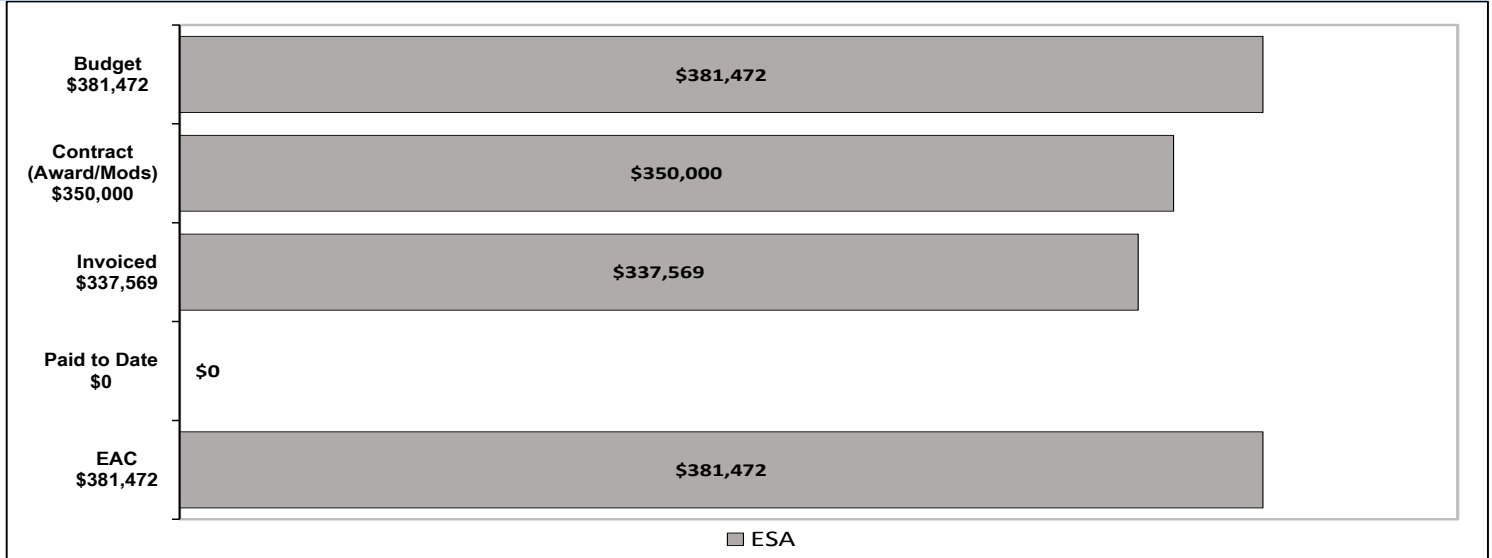
COST

- 71.1% of the CH057C current contract value has been invoiced as of September 2014.
- \$337,569 was invoiced for FHA57C.
- \$194,320 was invoiced for FHL57C.

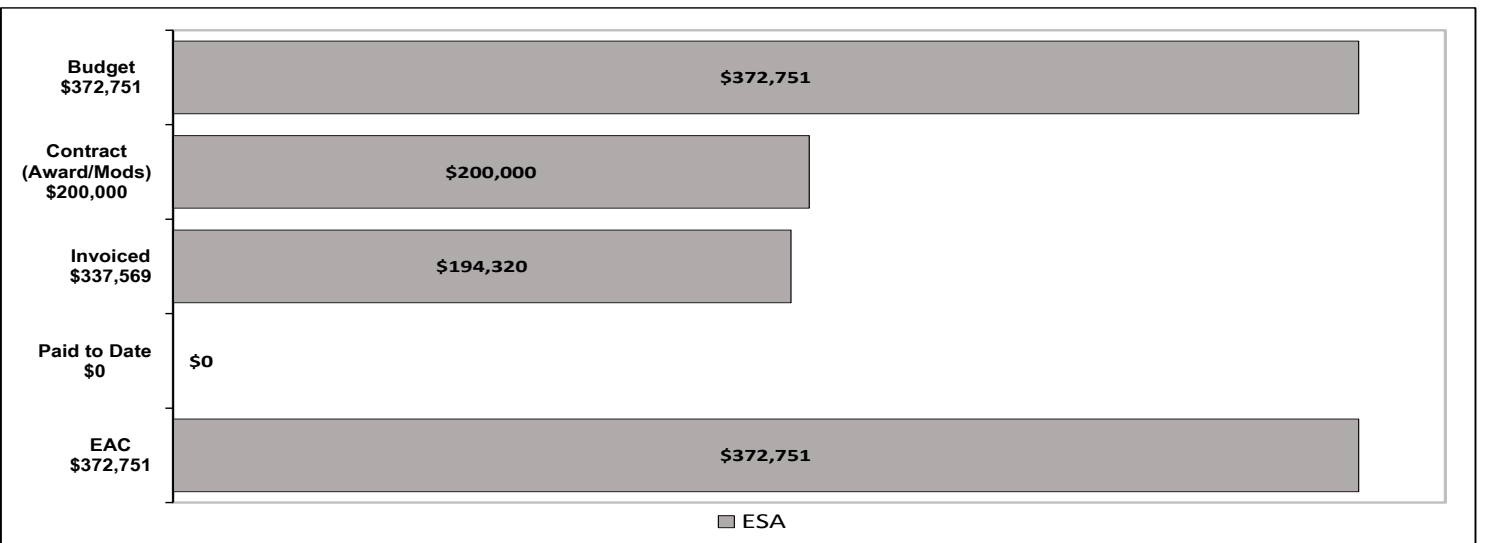
LOOK AHEAD

- Future work on hold.

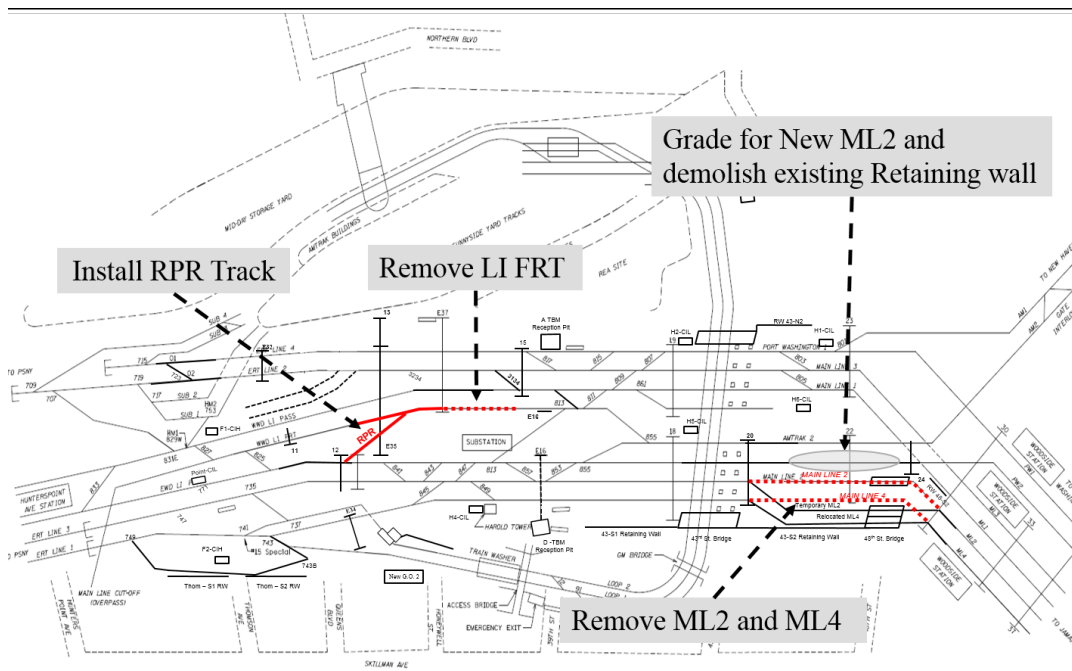
FINANCIAL SUMMARY FORCE ACCOUNT FHA57C



FINANCIAL SUMMARY FORCE ACCOUNT FHL57C



SITE MAP



SUMMARY OF ESA COMPLETED CONTRACTS (\$ IN MILLIONS)

Project Description/ Contractor	NTP	Substantial Completion			Original Budget at Award	Final Budget	Total Scope Completed	Value of Scope Transferred	Status	Remarks
		Plan		Actual						
		Orig.	Revised							
Manhattan										
CM001 – Highbridge Yard Highbridge Yard Contractors	09/05/01	04/15/03	04/15/03	12/04/03	\$ 80.1	\$ 75.6	Y		Closed	
CM002- GCT Expansion Joint Replacement and Structural Closures J-Track LLC	05/09/11	07/02/12	07/02/12	07/02/12	4.8	4.8	Y		Open	Final invoice to be processed
CM008 - Madison Yard Site Clearance Gramercy Group, Inc.	03/09/09	06/02/10	04/10/11	04/10/11	40.9	42.7	Y		Closed	
CM009 - Manhattan Tunnels Excavation Dragados/Judlau (DJ)	07/10/06	03/31/12	09/30/13	09/30/13	449.4	430.9	N	(17.5)	Open	CCU rescinded Notice of Violation for use of PAC on CM009 and CM019.
CM019 – Manhattan Structures Part 1 Dragados-Judlau (DJ)	04/01/08	03/31/12	06/01/13	05/31/13	756.0	806.1	Y	34.4	Open	CCU issued Certificates of Compliance for CM009 and CM019. MTA finalizing review of revised as-builts. Contract closeout in process.
CM013 – 50th St. Vent Facility CCA Civil-Halmar International (CCA)	01/04/10	06/12	03/14	03/14	99.1	95.1	Y		Open	The ESA final budget excludes amount for allowance items which were not paid and will be a credit. This month's final budget number is less than last month's reported amount due to a revised forecast.
CM014MP - Early Work for GCT and Facilities Fit-Out The Urban Group, Ltd.	03/27/13	10/27/13	10/27/13	12/23/13	2.0	2.0	Y		Open	Awaiting final release letters from Contractor.

SUMMARY OF ESA COMPLETED CONTRACTS (\$ IN MILLIONS)

Project Description/ Contractor	NTP	Substantial Completion			Original Budget at Award	Final Budget	Total Scope Completed	Value of Scope Transferred	Status	Remarks
		Plan		Actual						
		Orig.	Revised							
CM016 – Manhattan Approach Tunnels Excavation Kiewit Constructors, Inc.	02/23/04	08/20/04	08/20/04	08/18/04	11.8	11.1	Y		Closed	
CM017 – GCT East Yard Remediation Tully Environmental Inc.	01/06/03	10/03/03	10/03/03	09/26/03	2.2	1.8	Y		Closed	
FMM02– GCT East Yard Track & Signal Modifications MNR F/A	12/01/02	12/09	12/09	12/08	58.7	24.6	Y		Closed	
FM216 – MNR Traction Power MODs & 13.2kV Loop TC Electric	09/25/08	06/30/10	06/30/10	06/30/10	14.5	17.0	Y		Closed	
CS770 – GCT Flat Cars Procurement J-Track, LLC	11/17/08	02/09	03/09	03/09	2.4	2.3	Y		Closed	
CS780 – Madison Yard Preparation T. Moriarty and Sons, Inc.	05/14/08	12/08	04/09	09/09	4.4	4.9	Y		Closed	
CS790 – GCT Protection Works Ad-Tech Enterprises	10/23/08	10/09	09/10	10/08/10	12.8	13.0	Y		Closed	
CS800 – GCT Instrumentation Wang Technology, LLC.	06/28/08	06/09	09/09	09/09	7.1	7.5	Y		Closed	
VM022– MNR Locomotives Brookville Equipment Corp.	12/01/02	01/09	01/09	05/11/09	5.8	5.5	Y		Closed	
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	Y		Closed	
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	Y		Closed	
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	Y		Closed	

SUMMARY OF ESA COMPLETED CONTRACTS (\$ IN MILLIONS)

Project Description/ Contractor	NTP	Substantial Completion			Original Budget at Award	Final Budget	Total Scope Completed	Value of Scope Transferred	Status	Remarks
		Plan		Actual						
		Orig.	Revised							
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	N	(59.8)	Closed	Contractor was defaulted. Scope was not completed and transferred to various contracts: CQ039, CQE28-01, CQE28-02, CQ031
CQE28-01 – Emergency Work Civil/ Structural Railroad Construction Co., Inc.	06/08	10/09	10/09	12/09	6.5	8.0	Y	2.0	Closed	Scope transferred from defaulted contract CQ028
CQE28-02– Queens Emergency Work – Environmental Impact Environmental Consulting, Inc.	07/14/08	08/09	01/10	02/10	8.8	2.9	N	(5.2)	Closed	Scope was not completed and transferred to CQ031
CQ031 - Queens Bored Tunnels and Structures Granite-Traylor-Frontier Joint Venture (GTF)	09/28/09	09/12	09/12	11/13	756.8	786.6	Y	24.8	Open	<ul style="list-style-type: none"> •Modification 98 Execution routing for approvals •Final As-builts received, 30% of the 450 drawings have been reviewed. A Revision 3 will be necessary. •OCIP Closed •Less than 15 outstanding submittals and deliverables remain •Payment and reconciliation of DCB pending Modification Execution • Warranties are based on Final Completion under review

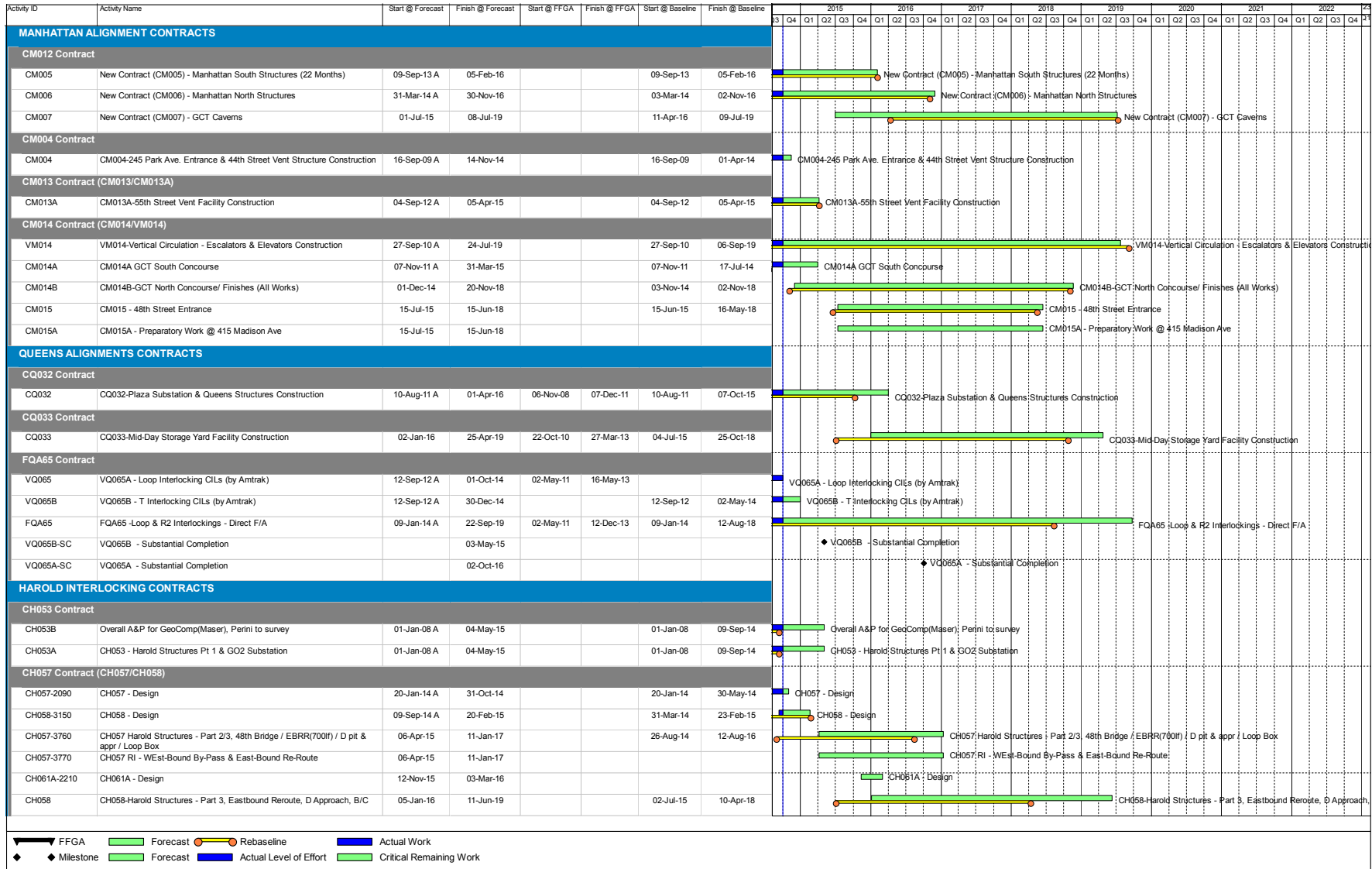
SUMMARY OF COMPLETED CONTRACTS (\$ IN MILLIONS)

Project Description/ Contractor	NTP	Substantial Completion			Original Budget at Award	Final Budget	Total Scope Completed	Value of Scope Transferred	Status	Remarks
		Plan		Actual						
		Orig.	Revised							
CQ039 - Northern Boulevard Crossing Schiavone/Kiewit, a Joint Venture (SK)	02/03/10	10/05/11	08/01/12	09/30/13	89.2	102.1	Y	2.6	Open	<ul style="list-style-type: none"> •Meeting with MTACC President, Final Commercial Negotiations, Board Approval, Modification/Settlement–still TBD •OCIP Closeout pending •12 submittals & deliverables, including OCIP documentation are outstanding •Lien releases and waivers pending resolution of commercial issues • LIRR concurrence and ROCA form pending •Payment and reconciliation of DCB – TBD •Warranties are based on Final Completion – TBD •Final Commercial Negotiations – Settlement Estimates and TIA are pending approval

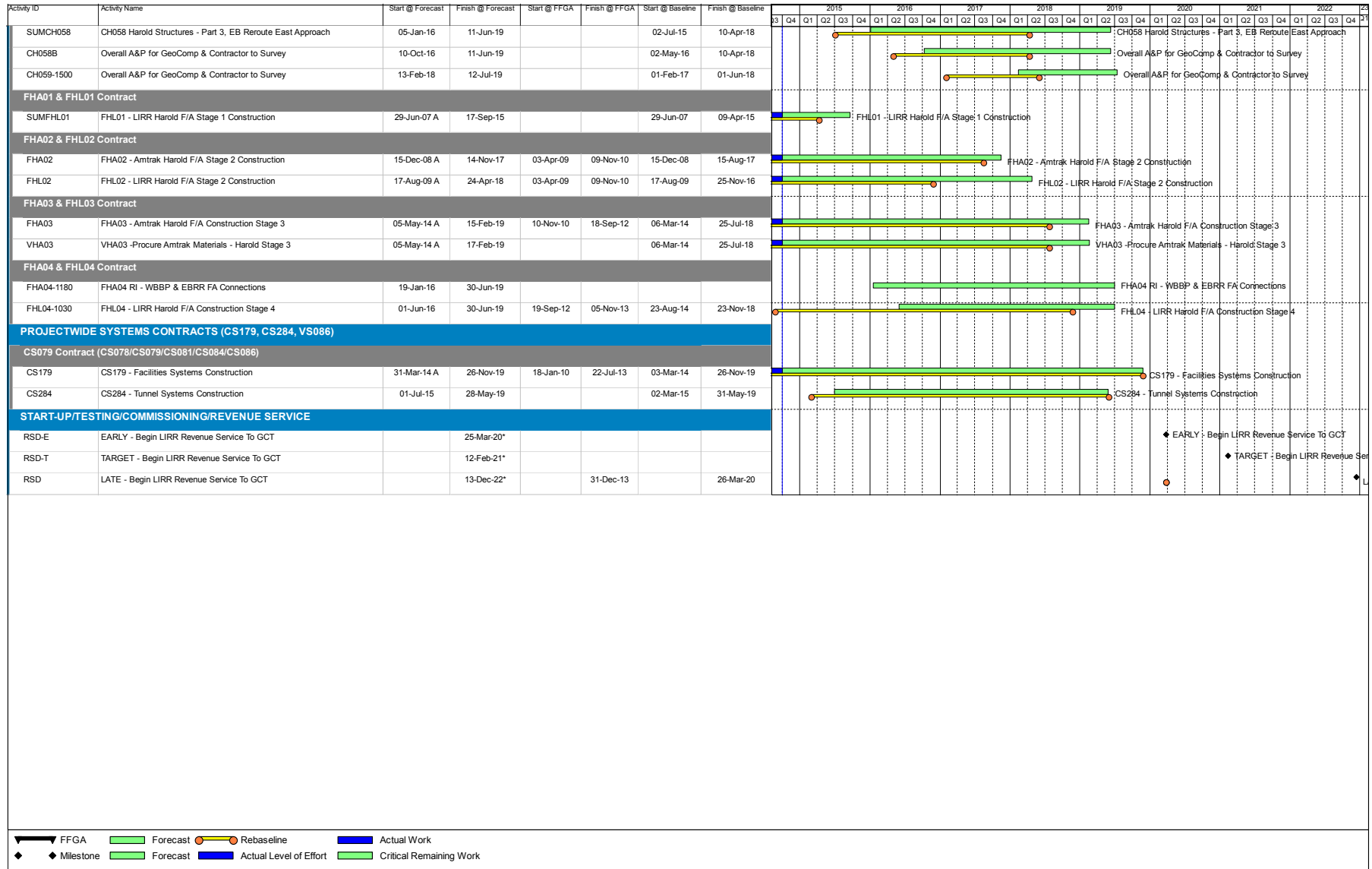
SUMMARY OF ESA COMPLETED CONTRACTS (\$ IN MILLIONS)

Project Description/ Contractor	NTP	Substantial Completion			Original Budget at Award	Final Budget	Total Scope Completed	Value of Scope Transferred	Status	Remarks
		Plan		Actual						
		Orig.	Revised							
CS810 – Queens Instrumentation Wang Technology	05/06/09	05/10	05/11	09/11	3.0	3.1	Y		Closed	
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	Y		Closed	
FQL36 – Arch Street Yard Access – LIRR LIRR F/A	11/14/04	09/01/05	06/23/06	06/23/06	3.8	4.9	Y		Closed	
FQL35 – Wood Interlocking – LIRR LIRR F/A	07/05	10/08	10/08	11/08	26.9	27.1	Y		Closed	
Harold										
VH055 – Switch Exchange System (Procurement) Plasser American Corp.	12/20/02	06/27/04	05/29/05	09/30/05	17.7	17.2	Y		Closed	
VHA01 – Procure Harold Materials – Stage 1 Amtrak Various	06/06/06	07/08	09/29/10	09/09	5.1	5.1	Y		Closed	
VHL01 – Procure Harold Materials – Stage 1 LIRR Various	06/26/07	01/09	03/10	09/09	8.3	8.3	Y		Closed	
CS099 – Advanced Procurement of Third Party Materials Various	03/10	03/11	03/11	03/11	37.9	16.6	N	(20.7)	Closed	
FHA62– F Interlocking CIH Amtrak Force Account	09/11/08	08/10	07/11	08/11	8.2	8.2	Y		Closed	
VQ065 - Loop Interlocking CILs Amtrak	09/12/12	03/14	03/14	10/13	2.7	2.7	Y		Open	Awaiting final invoices from Amtrak
CH057B-Harold Trackwork	9/9/13	8/22/14	8/22/14	8/30/14	0.8	0.8	Y		Open	
Subtotal					\$ 2752.2	\$ 2,698.2				
								Value of scope transferred		(\$ 41.4)
Total					\$2,710.8	\$2,656.8				


PROJECT SCHEDULE



PROJECT SCHEDULE



CONTRACT PACKAGING PLAN

 Long Island Rail Road East Side Access		Contract Packaging Plan Work Flow <i>(3rd-Party and Direct Force Account)</i>									
Active Pre-2012	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	
CM004 ▲ Yonkers 44 th St. Demolition, Construct Fan Plant Structure and 245 Park Avenue Entrances CM013 ▲ Halmar 50 th Street Vent Plant Facility CM014A ▲ Yonkers GCT Concourse and Facilities Fit-Out VM014 ▲ Schindler Vertical Circulation Elements CQ032 ▲ Perini Plaza Substation & Queens Structures FHL01 / FHA01 ▲ Harold F/A Stage 1 FHL02 / FHA02 ▲ Harold F/A Stage 2 FHA62 ▲ Amtrak F Interlocking CILs CH053 ▲ Perini Harold Structures - Part 1 & GO2 Substation VH051 (Part 2) ▲ ARINC Harold Tower Supervisory Control System CH054A ▲ Perini Harold Structures - Part 2A VH051 (Part 1) ▲ ASTS Harold & Point CILs	CM013A ▲ SCC-JPP JV 55 th Street Vent Plant Facility VQA65 ▲ Amtrak Loop Interlocking CIL Fabrication	CM005 ▲ Michels Manhattan Structures South CM014MP ▲ Urban Group Early Work for GCT and Facilities Fit-Out CH057A ▲ HSJV Harold Structures - Part 3 Westbound Bypass Structure FQA65 ▲ Amtrak Loop CIL Installation FHL03 ▲ LIRR Harold F/A Stage 3	CM014B RFP GCT Concourse and Facilities Fit-Out CM006 ▲ FKC Manhattan Structures North CH057B On-Call ▲ Harold Track work - Relocated Mainline 2/4 Tracks at 48 th Street CH057C On-Call ▲ Harold Track work - 48 th Street Bridge & Retaining Wall FHA03 Amtrak Harold F/A Stage 3 CS179 Package 1 ▲ TPC Facilities Systems Communications, Controls, Security, Fire Detection, Tunnel Ventilation and Facility Power CS084 Package 4 IFB Traction Power Systems Traction Power Procurement and Installation VS086 Package 3 RFP Signal Equipment Procurement	CM015 IFB 48th Street Entrance CM007 RFP GCT Caverns CH057 IFB Harold Structures - Part 3 Eastbound RR & W/B Bypass Structures CQ033 IFB Mid-Day Storage Yard Facility FHA04 Harold F/A Stage 4 VH051C 250 Hertz VH052 CAB Simulator CS284 Package 2 IFB Tunnel Systems Signal Installation	CM018 Proposed Concourse, Cavern & Facility Detailing Services CH061A IFB Tunnel A and D Construction CH058 IFB Harold Structures - Part 3 - E/B Bypass, D Approach FHL04 Harold F/A Stage 4 T0900 RFP Procure LIRR Revenue Rolling Stock T0109 RFP Protection Engines Procure LIRR Protection Engines	CH059 IFB Harold Structures - Part 4 Amtrak Car Washer					
VHA01/VHL01 - VHA02/VHL02 - VHA03/VHL03 - VHA04/VHL04 Procure Harold Material Stages 1 through 4											

Legend

Contract No.	Color Code
Description	MANHATTAN
	QUEENS
	HAROLD
	PROJECTWIDE
▲ Awarded	▲ Completed

3RD QUARTER BUDGET STATUS

3rd Quarter Budget Status						
	June 2014 Project Budget	Current Budget	Award Value	Invoiced	Paid to Date	EAC
Engineering	\$720,615,810	\$720,615,810	\$651,281,210	\$625,725,941	\$630,338,337	\$720,615,810
Construction	7,379,296,706	7,385,861,766	4,803,529,574	3,837,553,508	3,699,759,138	7,243,508,331
OCIP	282,613,620	282,613,620	187,960,159	174,752,914	174,752,914	282,613,620
Management	972,168,644	972,168,644	646,399,923	596,390,863	589,197,743	972,168,644
Real Estate	182,076,230	182,076,230	115,888,509	114,068,968	114,068,968	182,076,230
Rolling Stock	202,000,000	202,000,000	0	0	0	202,000,000
Unallocated Contingency	439,000,000	432,434,940	0	0	0	432,434,940
Total	\$10,177,771,010	\$10,177,771,010	\$6,405,059,374	\$5,348,492,194	\$5,208,117,100	\$10,035,417,575
Change from June 2014	\$0	\$0	\$116,893,061	\$193,638,738	\$194,447,758	\$341,927,872

- In Q3, contingency was drawn down by \$28.9M
- Major awards for the 3rd Quarter include:

Package	Sept	June	Delta
CH053 - Harold Structures Part 1	\$292,499,516	\$236,607,958	\$55,891,558
CH054 - Harold Structures Part 2A	\$55,958,505	\$44,771,105	\$11,187,400
CH057 - Harold Structures Part 3 WBHP	\$1,092,137	\$1,000,000	\$92,137
CH057 - Harold Trackwork Part 2	\$1,910,000	\$0	\$1,910,000
CM004 - 245 Park Entr/44th St Vent Structures	\$55,149,147	\$55,149,647	(\$500)
CM005 - Manhattan South Structures	\$207,301,895	\$202,151,277	\$5,150,618
CM013 - 95th St Vent Plant Facilities	\$57,236,936	\$57,071,936	\$165,000
CO032 - Plaza Substation & Queens Structures	\$213,391,182	\$213,783,570	(\$392,388)
Force Account	\$511,165,068	\$478,886,605	\$32,278,463
General Engineering Consultant	\$368,192,074	\$363,460,879	\$4,731,195
Force Account Design Support	\$27,489,941	\$24,244,712	\$3,245,229
Construction Management	\$326,714,196	\$326,677,464	\$36,732
MTA	\$104,367,591	\$103,177,793	\$1,189,798
Real Estate	\$115,888,509	\$114,480,689	\$1,407,820

PROJECT FUNDING STATUS (AS OF SEPTEMBER 30, 2014) (\$ IN MILLIONS)

Total Budget (exclusive of financing costs) \$10,177.8					
Total Commitments to Date \$6,708.3					
MTA Capital Programs	Budget	Fund Source			
		Federal			Local
		New Starts		Other	
		New Starts	ARRA		
1995-1999	\$157.7	\$64.0	0	0	\$93.7
2000-2004	1,534.0	754.0	0	31.0	749.0
2005-2009	2,683.0	1618.6	195.4	31.0	838.0
2010-2014	3,232.0	0	0	5.0	3,227.0
2015-2019	2,571.1	0	0	0	2,571.1
Total	\$10,177.8	\$2,436.6	\$195.4	\$67.0	\$7,478.8

Totals may not add due to rounding. Does not include rolling stock reserve.

Value of Contract Awards	\$6,405.0	
• Federal Share of Contract Awards	\$2,233.3	34.9%
• Local Share of Contract Awards	\$4,171.7	65.1%

Summary of Federal Grants Received (\$ in millions)				
Grant No.	FTA Award Date	FFY	Obligation Amount	Disbursement
NY-03-0344-01-13 + ARRA (NY-36-0002)	N/A	1998-2011	\$1,963.3	\$1,897.3
NY-03-0344-14	28-Sep-14	2013	203.4	0.0
Subtotal ESA New Starts Grants			\$2,166.7	\$1,897.3
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	11.6
NY-95-X037 ESA (CMAQ)	01-Jan-13	2012	4.6	4.6
Subtotal Non-New Starts Grants			\$66.6	\$66.6
Total All Grants			\$2,029.9	\$1,953.6

STATUS OF PROJECT CONTINGENCY

ESA Contingency Balance				
	June 2014 Project Budget	June Contingency	3rd Quarter Drawdown	Contingency Balance
Pre Award Contingency (AFI)	\$112,701,505	\$112,701,505	1,208,329	\$111,493,176
Post Award Contingency (AWO)	266,286,180	266,286,180	19,079,278	247,206,902
Sub-Total	378,987,685	378,987,685	20,287,607	358,700,078
Unallocated Contingency	439,000,000	439,000,000	6,565,060	432,434,940
Total	\$817,987,685	\$817,987,685	26,852,667	\$791,135,018

Contingency Drawdown in 3rd Quarter				
Executed Modifications	Total Contingency Drawdown	Budget Mod #	AFI	AWO
Harold Structures Part 1 – CH053	(\$3,789,349)	N/A	\$0	(\$3,789,349)
Harold Structures Part 2A – CH054A	(\$2,014,234)	N/A	\$0	(\$2,014,234)
Harold Structures Part 3 WBBP - CH057A	\$908,550	N/A	\$0	\$908,550
Relocate Mainline 2/4 Tracks 48th St - CH057B	\$106,500	N/A	\$0	\$106,500
44th St and 245 Park Ave Entrance - CM004	(\$125,100)	N/A	\$0	(\$125,100)
Manhattan South Structures - CM005	\$1,318,410	N/A	\$0	\$1,318,410
Manhattan North Structures - CM006	\$1,144,000	N/A	\$0	\$1,144,000
50th Street Vent Plant Facility - CM013	(\$50,000)	N/A	\$0	(\$50,000)
55th Street Vent Plant Facility - CM013A	\$154,979	N/A	\$0	\$154,979
GCT Concourse and Facilities Fit Out – CM014A	\$257,757	N/A	\$0	\$257,757
Early Work GCT - CM014MP	\$0	N/A	\$0	\$0
Vertical Circulation - VM014	(\$1,483,211)	N/A	\$0	(\$1,483,211)
System Pkg I: Facility Systems - CS179	\$1,025,000	N/A	\$0	\$1,025,000
Plaza SS and Queens Structures – CQ032	\$5,610,331	N/A	\$0	\$5,610,331
Harold and Point CIL's - VH051A	(\$364,318)	N/A	\$0	(\$364,318)
Total Executed Modifications	\$2,699,315		\$0	\$2,699,315

Budget Mod #'s are not assigned to executed contract Mods

Scope Transfers				
North End BOH from CM007 to CM006	\$1,059,524	14-08-0102	\$1,059,524	\$0
Total Scope Transfers	\$1,059,524		\$1,059,524	\$0

Other Adjustments				
CM009/CM019 Final Agreement	\$23,519,929	14-07-0101	\$0	\$23,519,929
Union League Clubhouse Payment	\$640,000	14-09-0103	\$0	\$640,000
CH057C Low Bid	(\$1,066,101)	14-09-0104	\$148,805	(\$1,214,906)
Total Other Adjustments	\$23,093,828		\$148,805	\$22,945,023)
Total 3rd Quarter Drawdown	\$26,852,667		\$1,208,329	\$25,644,338

CONSTRUCTION SAFETY

CURRENT WORK EFFORT

- Continued to perform bi-weekly walkthrough's with the FDNY and MTACC.
- Continue to provide safety oversight Manhattan Contracts and Queens Contracts.
- Continue SWP Audits on a monthly basis.
- 3rd quarter safety assessments performed and finalization in process.
- Weekly management Safety Walks being performed.
- A MTAPD, FDNY, MTACC Mass Emergency Evacuation Drill for Manhattan and Queens.
- FDNY Boxes have been established on site main entry points. –(Emergency Action Plans from the Contractor, MTACC-ESA Emergency Evacuation Protocol and Personnel Contact list included).

SYSTEM SAFETY AND SECURITY

CURRENT WORK EFFORT

- Conducted Technical Working Groups, established to facilitate the certification of safety-certifiable elements and sub-elements for the construction contracts as follows:
 - CH053 Harold Structures, Part 1 August 15th
 - CM014A GCT Concourse & Facilities Fit-Out August 15th
 - CM013A 50th Street Vent Facility Structure August 14th
 - CM004 44th Street Vent Facility & 245 Park Ave. August 15th
- Continued development of the process in Document Control (Unifier) to facilitate traceability of documents to safety-certifiable elements.

QUALITY ASSURANCE

CURRENT WORK EFFORT

- Completed 2014 Q2 quarterly quality audits for all active contracts and issued results.
- Began 3D laser scans of Madison Yard and selected Grand Central public areas to be used for conflict identification/resolution of existing structures and appurtenances to design plans.
- Continued review and monitoring of the Subsurface Utility Engineering (SUE) services for location of buried utilities and structures.
- Assisted MTACC HQ with Performed Process Audits on CM offices for all active contracts.

4TH QUARTER '14 LOOK AHEAD

- Continue maintaining a safety culture with the contracts.
- Revisit and update all contractor Emergency Action Plans/Safe Work Plans/logistic maps.
- Reviewing and tracking trends on daily hazard logs.
- Increase OCIP walks with Safety personnel on contracts.
- Review Contractor's Safety orientation to new workers- make sure it is up to date.
- CM Safety Refresher to be updated and retrained to CM's staff.
- Invite Trade Supervision on safety walks.
- Update the FDNY Job Boxes Accordingly to fit the contracts needs.

4TH QUARTER '14 LOOK AHEAD

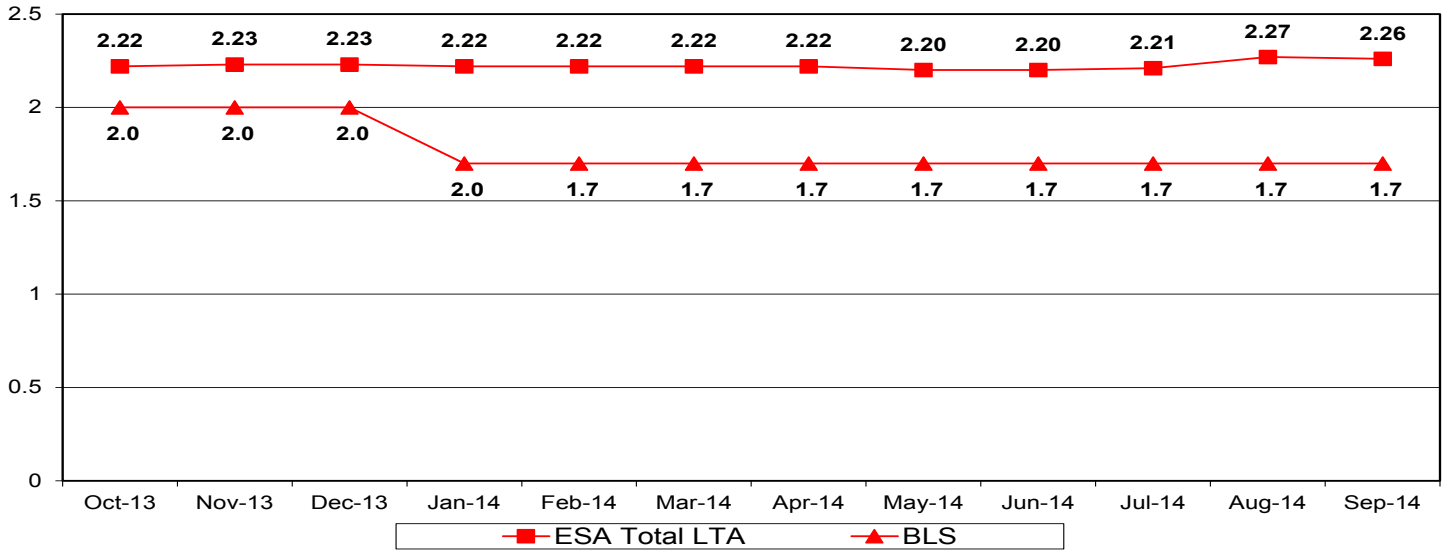
- Held sub-group workshops to develop the GCT Emergency Operations Plan based on applicable FEMA guidelines.
- Ongoing coordination and preparation of certification packages for presentation to the System Safety Certification Committee in future months.
- Continue support for development of processes and procedures for contract safety certification.
- Continue facilitating Technical Working Groups for contracts in construction, identifying documentation requirements for certifiable elements.
- Obtain sign-off from Agency presidents on the White Paper regarding Incident Command & Response.

4TH QUARTER '14 LOOK AHEAD

- Perform 2014 Q3 Quarterly Quality Audit on all active contracts.
- Perform process audits on selected work items and specification requirements for active contracts.
- Perform SUE investigation for various new design packages and continue review and monitoring of the SUE services for location of buried utilities and structures.
- Complete 3D scan and deliverables for Madison Yard and Grand Central areas.
- Provide training on all active contracts for NCR process.
- Conduct additional Close-out workshops for contracts nearing completion to identify any possible open items or issues.

12-MONTH CUMULATIVE RUNNING TOTAL OF LTA AND BLS RATES

CH053, CH054A, CH057A, CM004, CM005, CM013A, CM014A, CQ031, CQ032, CQ039



1) Chart shows available rates at the time this Monthly Report is published
 2) Lost Time Accident (LTA) rates represent incidents per 200,000 work-hours
 3) Bureau of Labor Statistics (BLS) / National Industry Average Rates published in 2013

GRAND CENTRAL TERMINAL

CURRENT WORK EFFORT

- Contractor’s questions during the Bid Period, bid volumes being due August 26, 2014 and September 9, 2014 respectively.
- 48th Street Entrance (CM015) – Continued working with the building owner of 415 Madison Ave. regarding a modified approach to the entrance’s construction in which significantly more of the work inside the building would be constructed by the building owner.

- Evaluate contractor’s technical and cost proposals, conduct BAFO negotiations and award GCT Concourse and Facilities Fit-Out contract (CM014B).
- Continue Review of VM014 Fabrication Drawings with GEC in anticipation of CM014B Notice to Proceed in the 4th Quarter of 2014
- Work with the 415 Madison Ave. building owner to establish a “Work Agreement” for the structural design work to be undertaken by the building owner.

4TH QUARTER ‘14 LOOK AHEAD

RAILROAD SYSTEMS

CURRENT WORK EFFORT

- Systems Package 1 - Facilities Systems (CS179) – The CS179 Contractor is progressing the work on the contract and is addressing the initial submittal requirements.
- Systems Package 2 - Tunnel Systems (CS284) – CS078 Track and Third Rail that was repackaged and included in CM007 GCT Station Caverns contract package is being finalized for the CM007 bid set. The pre-qualification testing of the Resilient Tie Blocks commenced with the first vendor in July 2014 and with the second vendor in October 2014 after Buy America compliance issues were satisfied.
- Systems Package 3 - Signal Equipment Procurement (VS086) - The Notice of Award was signed on June 27, 2014.

- Systems Package 4 - Traction Power System (CS084) – CS084 Traction Power bids were submitted by four Bidders on September 11, 2014. The Qualification Hearing was held with the low Bidder on September 19, 2014, follow-up response in October by the Bidder will address the required equipment summary.

4TH QUARTER ‘14 LOOK AHEAD

- Systems Package 2 - Tunnel Systems (CS284) – Reviewing contract packaging opportunities for the CS086 ESA Tunnel Signal Installation.
- CM007 (CS078) GCT Station Caverns/ Track and Third Rail - Advertise the CM007 contract package. Advancing the Resilient Tie Blocks pre-qualification testing

OPERATIONAL READINESS/LIRR START UP

CURRENT WORK EFFORT

- Completed draft re-writes of Sections 1 through 4, inclusive of Volume 3, Monitoring, which is currently out for preliminary review by OpR stakeholders.
- Provided ongoing technical and administrative support for the Rail Activation Quarterly Review process, along with other reporting and documentation activities in coordination with the LIRR and other participants.
- Provided ongoing support for the ESA safety certification process, including technical and administrative support for continued process development and for facilitation of safety certification of Amtrak force account work at Harold Interlocking.
- Began a Hierarchy of Documents initiative in coordination with the LIRR, reviewing, updating and consolidating all previous planning work into four (4) principal, operative documents as part of Rail Activation. One of the first tasks as part of this process is the integration of the GCT Operations Maintenance Plan into Volume 2 of the pre-existing O&M Plan.
- Continued the review and revision of asset listings and location hierarchies associated with East Side Access by contract, and continued training of contractors to support completion of asset templates for upload into the LIRR's Maximo© system.
- Finalized agreement and workflow process with LIRR Engineering and IT regarding Maximo© problem code development.
- Finalized the Condition Assessment section of the Interim Maintenance Plan, and the initial issue standard ESA Glossary, incorporating all stakeholder comments, and preparing for formal concurrences.

4TH QUARTER '14 LOOK AHEAD

- Continue ongoing technical and administrative support for the Rail Activation Plan Task Group Quarterly Review process, along with other reporting and documentation activities in coordination with the LIRR and other project participants.
- Continue working with LIRR IT in testing the application of asset uploads into Maximo©. Begin generating test Work Orders in anticipation of beginning the management and administration of asset interim maintenance.
- Continue ongoing technical and administrative support for the ESA safety certification process, which includes the facilitation of Technical Working Group sessions and future System Safety Certification Committee meetings.
- Finalize the process development in Document Control to facilitate traceability of all related documents to safety certifiable elements and sub-elements.

ENVIRONMENTAL MITIGATION

- The quarterly environmental field audit of Queens and Manhattan contractors was conducted on September 26, 2014.
- Biweekly environmental walkthroughs with contractors and environmental coordinators are being held regularly by project environmental engineers. Environmental deficiencies are reported to construction managers via biweekly walkthrough reports.
- Conducted weekly visits to Manhattan vent plant sites to address community concerns and ensure that appropriate mitigation remained in place

PUBLIC OUTREACH

CURRENT WORK EFFORT

- Launched project wide Community Outreach Site Condition Checklist Initiative to identify and correct any potential negative conditions at East Side Access work sites.
- Worked with Harold Construction Management and MTACC Environmental team to address public concerns around dust suppression and backup alarms during daytime and overnight work affecting the Sunnyside area.
- Continued to execute the strategy for providing mailed and e-mailed notifications to the Sunnyside neighborhood in Queens.
- Coordinated three community relations tours of East Side Access caverns.
- Coordinated and attended a briefing on East Side Access by the President of MTACC for NY State Senator Brad Hoylman.
- Worked with the construction management teams to advise on potential impacts and issues to be aware of for several new concrete drop sites being planned in Manhattan.
- Met with property management representatives from various locations to discuss issues and concerns they had regarding work sites.
- Notified property management at multiple locations of impending resumption of construction activities.
- Continued to work with OCIP, project management and construction management to address issues related the structures adjacent to the project at 37th Avenue in Sunnyside.
- Sent Summer 2014 Community Newsletters for Manhattan and Queens stakeholders.
- Convened monthly meetings with the Yale Club regarding work on 44th Street and monthly meetings with the Union League Club regarding work at 37th Street.
- Provided information flyers door to door regarding overnight work in Woodside and train movement activities in the LIC Yard
- Provided advance notification to communities regarding concrete pouring and other construction activities.
- Worked to implement pedestrian safety enhancements at 55th Street and Madison Avenue
- Coordinated and executed a public ribbon cutting event for the 50th Street Commons public open space attended by elected officials, local stakeholders, members of the press and the MTA.
- Met with Outward Bound to provide a briefing on planned work adjacent to their building.

4TH QUARTER '14 LOOK AHEAD:

- Continue to respond and address concerns and impacts from ongoing work by ESA.
- Develop and execute notification and outreach strategies for communities affect by new ESA contracts.
- Send Fall/Winter 2014 Community Newsletters for Manhattan and Queens.

REAL ESTATE

CURRENT WORK EFFORT

- Met with representatives of 335 Madison Avenue to discuss their tenant's Health Club Rehabilitation drawings in terms of items shown on their drawings that conflict with ESA's Biltmore and Terminal Management Center/Station Master's Office (TMC/SMO) Elevators (CM014B – GCT Concourse and Facilities Fit-Out).
- Continued meeting with representatives of MTA's Real Estate and Legal Departments and MTACC's Assistant General Counsel to discuss the easements needed from 335 Madison Avenue, 415 Madison Avenue and 280 Park Avenue, along with issues pertaining to repairs to privately owned columns that extend into the lower train shed (CM014B – GCT Concourse and Facilities Fit-Out and CM015 – 48th Street Entrance).
- Continued working with the expediter who is assisting the project in filing the NYC Department of Buildings application required to make repairs to privately owned columns that extend into the lower train shed (GCT Concourse and Facilities Fit-Out Early Work (CM014A)).
- Worked with owner's representatives of 52 Vanderbilt Avenue (corner of 45th Street) to obtain access to the lower level of the building for the GEC designers. This pertains to the street work and knockout paneling for the 45th Street Entrance (CM014B – GCT Concourse and Facilities Fit-Out).
- Continued working with representatives 250 Park Avenue LLC to get a signed agreement between MTACC and 250 Park Avenue that will allow ESA's contractor to lower a strut, which is a part of the 250 Park Avenue building structure, in order to install stairs from the future LIRR Concourse to the existing 47th Street Cross Passageway (CM014B – GCT Concourse and Facilities Fit-Out).

4TH QUARTER '14 LOOK AHEAD:

- Schedule site visit to 335 Madison Avenue for the surveyor to determine and mark out the exact locations of elevator shafts for the Station Master's Office/Terminal Management Center (SMO/TMC) and the Biltmore Elevators (GCT Concourse and Facilities Fit-Out (CM014B)).
- Continue working with the expediter who is assisting the project in filing the NYC Department of Buildings application required to make repairs to privately owned columns that extend into the lower train shed (GCT Concourse and Facilities Fit-Out Early Work (CM014A)).
- Continue working with the MTA Real Estate Department with respect to the permanent and temporary easements required from the property located at 41-02 Northern Boulevard in the Borough of Queens (Block 0183, Lot 0040) in order to build foundations and erect new catenary poles on that property (Harold Structures - Part 3, EBRR Structure, D Phase 2 & B/C Approach (CH058)) .

HISTORIC AND PRESERVATION ISSUES

CURRENT WORK EFFORT

- There wasn't any archaeological monitoring conducted in the past three months. Harold Structures - Part 3 Westbound Bypass (CH057A), which will construct westbound bypass structures may disturb archeological sensitive area #6B next quarter. The project Archaeologist will be notified prior to any disturbance of sensitive areas and excavation will take place under his/her direction as per approved Construction Protection Plan.

4TH QUARTER '14 LOOK AHEAD

- MTACC will continue to consult with the New York State Historic Preservation Office (SHPO) and the FTA, when necessary, on issues related to the preservation and protection of cultural resources in the Area of Potential Effect, in accordance with the ESA Programmatic Agreement

Federal Railroad Administration High Speed Intercity Passenger Rail Grant

HAROLD INTERLOCKING PLANNED CONSTRUCTION

Harold Structures Part 3 – Westbound Bypass Structures (CQ031, FQA31, FQL31, CH053, CH057A, FHL57A, FHA57A, CH057, FHA57, FHL57)

The Westbound Bypass tunnel enables Amtrak trains entering Harold Interlocking from the Hell Gate Line to be routed into Penn Station East River Tunnel (ERT) Line 2 conflict free, thereby decreasing the number of potential service delays which will be caused by current service levels. Construction of the grade separated Westbound Bypass will reduce travel times through Harold Interlocking and allow Amtrak to increase service.

Harold Structures Part 3 – Eastbound Reroute (CH057, FHA57, FHL57, CH058, FHA058, FHL058)

Eastbound Reroute tunnel enables Amtrak trains entering Harold Interlocking from Penn Station to be routed into the Hell Gate Line Track 2 decreasing the number of conflicts and thereby reducing the number of service delays which will be caused by current service levels. Construction of the Eastbound Reroute will reduce travel times through Harold Interlocking and allow Amtrak to increase service.

Harold Stage 3 and 4 Force Account (FHA/L03, FHA/L04, VHA/L03, VHA/L04)

Includes railroad agency force account direct labor, equipment and procurement of materials for construction of the Westbound Bypass and Eastbound Reroute. Construction includes the modification/relocation of catenary and installation of new signals.

Loop & T Interlocking - Direct F/A & Procurement (CH057, FHA57, FHL57, FQA65, VQ065)

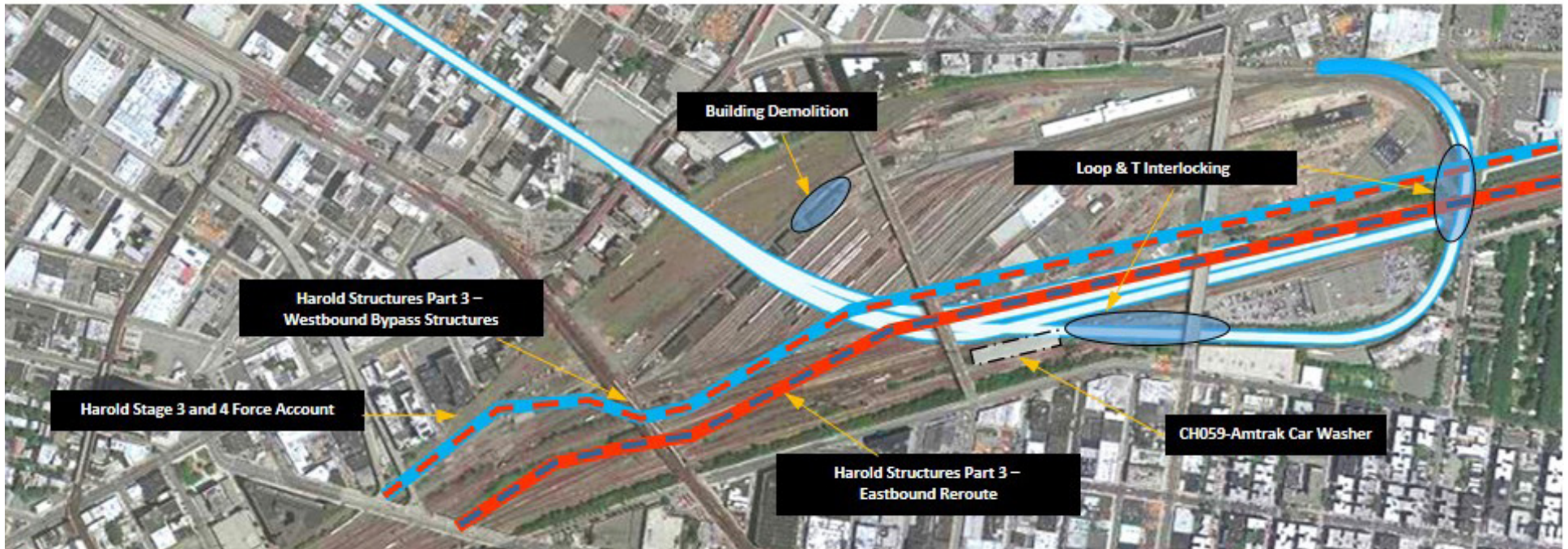
Modification of the existing Loop Track interlocking (installation of Central Instrument Locations (CILs) and crossovers) provides additional routing east of the Amtrak car washer. This routing permits efficient access by Amtrak from the Amtrak Bypass track to the southern existing Sunnyside Yard storage tracks.

Building Demolition (CQ033, FQA33)

Demolition of Amtrak Buildings 7 & 8

Replacement of Car Washer (CH057, FHA57, FHL57, CH059, FHA059, FHL59)

Demolition of the existing Amtrak car washer and construction of a new car washer.



Federal Railroad Administration High Speed Intercity Passenger Rail Grant

FRA HSR HIGHLIGHTS

CURRENT WORK EFFORT

- FRA is drafting an amendment to MTA's High-Speed Intercity Passenger Rail (HSIPR) Grant to allow for the spending of all federal funds prior to using local match funds (tapered match). ESA provided a status update and site tour of the Harold Interlocking project to FRA project staff and their Monitoring and Technical Assistance Consultant in September 2014 before the grant amendment is finalized.
- For CH057A, Harold Structures Joint Venture for Task 2: Westbound Bypass (WBBP), the contractor is progressing work including completing setup of the Casa Grande drill rig to be used to drill soldier piles for WBBP West Approach, building an access ramp located north of Line 4 in Sunnyside Yard and commenced excavation. Through September 30, 2014 the contractor is approximately 10% complete compared to the planned progress of 17%.
- Work continues on the Loop Interlocking (FQA65) by Amtrak. As of 9/30/2014, Amtrak has commenced installing the retaining wall along Loop 2 track from Loop CIH to T-CIH. Through September 30, 2014 the contractor is approximately 5% complete compared to the planned progress of 7.5%.
- MTA and LIRR have been working collaboratively with the FRA to compile the necessary information in order to move forward with a Buy America Waiver request needed to acquire switches, the first of which will be installed under the CH057A contract. The waiver request was posted on FRA website to solicit for public comments. Due date to receive public comments was October 6th.
- FHA04 Harold Stage 4 Amtrak and FHL04 Harold Stage 4 LIRR 100% design drawings were sent to FRA for approval on 5/1/2014. ESA is responding to FRA questions.

PLANNED WORK EFFORT

- NYSDOT approved Part 1 of the Amtrak Project Initiative for Task 5: Loop Interlocking (FQA65) on January 6, 2014, covering signals. Part 2, which is for track, is now scheduled to be submitted in the first quarter of 2015.
- Finalize HSR Work Plan and FRA Grant Amendment to include tapered match language and the proposed Harold Repackaging Plan, including the corresponding schedule and budget updates.
- Task 2 – Westbound Bypass: CH057 Harold Structures Part 3, complete contract documents reflecting re-sequencing of contract scope items for submission to NYSDOT.
- Submit the 100% design for Task 3 - Eastbound Re-route: CH058 Harold Structures EBBR, reflecting re-sequencing of contract scope items.

Federal Railroad Administration High Speed Intercity Passenger Rail Grant

FRA HSR DESIGN MILESTONES

Area	Contract Number	Contract Name	Forecasted Date			Comment
			Design Submittal	90%	100%	
Queens	CQ033	Mid-Day Storage Yard Facility	Current Month	Done	TBD	PCOs were issued to GEC for modify the drawings to include RFIDs used to monitor railcar location and performance, and the addition of rail car Inspection Pits throughout the yard. LIRR preparing informational white paper to present to CCC in October 2014. The HSR scope is for the demolition of buidings only.
			Previous Month	Done	8/14	
	FQA65	Loop Interlocking CIL - Amtrak F/A	Current Month	Done	Done	Amtrak design concurrence received on September 19, 2014 from Engineering department. ESA meeting with AMTRAK Transportation to obtain their concurrence.
			Previous Month	Done	Done	
Harold	CH057	Harold Structures - Part 3 48th Street Bridge, D. Approach Phase 1 & EBRR East Approach	Current Month	Done	Done	100% Submittal is awaiting resolution of Railroad concurrence and GEC response to all constructability review comments.
			Previous Month	Done	Done	
	CH058	Harold Structures- Part 3, EBRR Structure, D Phase 2 & B/C Approach	Current Month	09/14	11/14	90% was distributed in September and review comments are due on October 20, 2014.
			Previous Month	09/14	11/14	
	CH059	Harold Structures -Part 4, Car Washer	Current Month	Done	Done	GEC issued sign and seal drawings on June 30, 2014.
			Previous Month	Done	Done	
	FHA04	Harold Stage 4 - Force Account	Current Month	Done	Done	Awaiting Amtrak sign-off.
			Previous Month	Done	Done	

Based on 10/1 CSSR

Federal Railroad Administration High Speed Intercity Passenger Rail Grant

SUMMARY OF FRA HSR BUDGET AND FUNDING

FRA Grant		
Total Project Cost	Federal	Local Match
\$368,476,974	\$294,781,579	\$73,695,395

Federal Disbursements					
Grant No.	Title	Award Date	Obligated	Amount Disbursed	Amount Remaining
FR-HSR-0065-11-01-00-NY	FRA-NYSDOT	Aug, 2011	\$294,781,579	\$428,159	\$294,353,420

STATUS OF FRA HSR SUBMISSIONS AND APPROVALS

TASK	CONTRACT	DESCRIPTION	DESIGN		CONTRACT DOCUMENTS		AGENCY AGREEMENTS			
			SUBMITTED TO FRA	APPROVED BY FRA	SENT TO NYSDOT	APPROVED BY NYSDOT	PI APPROVED (AMTRAK)	MOU APPROVED (LIRR)	PI/MOU APPROVED BY NYSDOT	NOTICE TO PROCEED ISSUED
Westbound Bypass										
2	CQ031	Harold Structures - Part 3 WBBY Slab	4/17/2012	5/4/2012	5/1/2013	5/2/2013	N/A	N/A	N/A	N/A
2	CH053	Harold Structures - Part 3 WBBY Structure Removal	4/17/2012	5/4/2012	6/13/2013	6/18/2013	N/A	N/A	N/A	N/A
2	CH057A	Harold Structures - Part 3 WBBY	4/17/2012	5/4/2012	5/16/2013	6/20/2013	N/A	N/A	N/A	12/2/2013
2	FHL57A	Harold Structures - Part 3 WBBY LIRR (A&P)	N/A	N/A	N/A	N/A	8/29/2013	N/A	12/19/2013	N/A
2	FHA57A	Harold Structures - Part 3 WBBY Amtrak (A&P)	N/A	N/A	N/A	N/A	N/A	12/19/2013	1/3/2014	N/A
Eastbound Reroute										
3	CH057*	Harold Structures - Part 3	4/19/2012	6/21/2012	10/9/2012		N/A	N/A	N/A	
3	FHA57*	Harold Structures Part 3 - Amtrak	N/A	N/A				N/A		
3	FHL57*	Harold Structures Part 3 - LIRR	N/A	N/A			N/A			
3	CH058	Harold Structures - EBRR					N/A	N/A	N/A	
3	FHA58	Harold Structures EBRR- Amtrak	N/A	N/A				N/A		
3	FHL58	Harold Structures EBRR- LIRR	N/A	N/A			N/A			
Westbound/Eastbound Force Account										
4	FHA/L03**	Harold Stage 3: Amtrak/LIRR - Summer Track Outage	10/4/2012	10/15/2012	7/10/2013	7/16/2013	8/9/2013	8/29/2013	10/1/2013	N/A
4	FHA03	Harold Stage 3: Amtrak (Force Account)	10/4/2012	10/15/2012	3/5/2014	5/8/2014	11/18/2013	N/A	5/8/2014	
4	FHA03	Harold Stage 3: Amtrak (Catenary)	5/8/2013	6/14/2013			11/18/2013	N/A	5/8/2014	
4	FHL03	Harold Stage 3: LIRR (Force Account)	10/4/2012	10/15/2012	3/5/2014	5/8/2014	N/A	11/21/2013	5/8/2014	
4	FHA04	Harold Stage 4: Amtrak	5/1/2014					N/A		
4	FHL04	Harold Stage 4: LIRR	5/1/2014				N/A			
4	VHA03	Procure Harold Materials Stage 3 - Amtrak	5/8/2013	6/14/2013	7/26/2013	9/26/2013	N/A	N/A	N/A	N/A
4	VHL03	Procure Harold Materials Stage 3 - LIRR	5/8/2013	6/14/2013	7/26/2013	9/26/2013	N/A	N/A	N/A	N/A
4	VHA04	Procure Harold Materials Stage 4 - Amtrak	5/1/2014					N/A		
4	VHL04	Procure Harold Materials Stage 4 - LIRR	5/1/2014				N/A			

Federal Railroad Administration High Speed Intercity Passenger Rail Grant

STATUS OF SUBMISSIONS AND APPROVALS (CON'T)

TASK	CONTRACT	DESCRIPTION	DESIGN		CONTRACT		AGENCY AGREEMENTS			
			SUBMITTED TO FRA	APPROVED BY FRA	SENT TO NYSDOT	APPROVED BY NYSDOT	PI APPROVED (AMTRAK)	MOU APPROVED (LIRR)	PI/MOU APPROVED BY NYSDOT	NOTICE TO PROCEED ISSUED
Loop Interlocking										
5	FQA65	FQA65: Loop Interlocking CIL: Amtrak (Part 1 Signals)	100% Design 5/2/2013	7/13/2013	N/A	N/A	10/21/2013	N/A	1/6/2014	N/A
5	FQA65	FQA65: Loop Interlocking CIL: Amtrak (Part 2 Track)	100% Design 5/2/2013	7/13/2013				N/A		N/A
5	VQ065	Loop Interlocking CIH	1/11/2012	5/17/2012	5/17/2012	5/18/2012	5/10/2012	N/A	5/18/2012	9/12/2012
Replacement of Car Washer										
6	CH059	Harold Structures - Part 4	3/4/2014	4/25/2014			N/A	N/A	N/A	
6	FHA59	Harold Structures - Part 4: Amtrak	N/A	N/A				N/A		
6	FHL59	Harold Structures - Part 4: LIRR	N/A	N/A			N/A			
Demolition of Amtrak Buildings										
7	CQ033	Midday Storage Yard Facility- Bldgs # 7,8	3/27/2014	7/15/2014			N/A	N/A	N/A	
7	FQA33	Midday Storage Yard: Amtrak	N/A	N/A				N/A		

	Indicates Active Construction
	Indicates Completed Construction

* Repackaging of CH057 moved portions to Tasks 3, 5 and 6. Approvals will be tracked in Task 3.

**Summer Outage Force Account Work was billed to FHA03 and FHL03

Federal Railroad Administration High Speed Intercity Passenger Rail Grant

FRA HSR PROPOSED BUDGET

TASK	DESCRIPTION	GRANT APPROVED BUDGET*	JUNE 2014 REPLAN	CONTRACT AWARD	INVOICED		
					TOTAL	FEDERAL	LOCAL
1	Work Plan	\$-	\$-	\$-	\$-	\$-	\$-
2	Westbound Bypass	\$171,657,634	\$151,343,372	\$113,380,498	\$19,697,513	\$15,758,010	\$3,939,503
	CQ031: Harold Structures - Part 3 WBBY Slab	\$-	\$4,025,000	\$4,025,000	\$4,025,000	\$3,220,000	\$805,000
	FQA31: Harold Structures - Part 3 WBBY Slab (Access and Protection)	\$-	\$1,245,189	\$1,245,190	\$1,245,189	\$996,151	\$249,038
	FQL31 - Queens Bored-Tunnels & Structures – LIRR F/A	\$-	\$711,434	\$711,434	\$711,434	\$569,147	\$142,287
	CH053: Harold Structures - Part 3 WBBY Structure Removal	\$-	\$369,000	\$336,000	\$336,000	\$268,800	\$67,200
	CH057A: Harold Structures - Part 3 WBBY	\$171,657,634	\$118,800,000	\$103,300,000	\$10,782,666	\$8,626,133	\$2,156,533
	FHA57A: Harold Structures - Part 3 WBBY Amtrak (A&P)	\$-	\$16,345,702	\$600,000	\$1,480,670	\$1,184,536	\$296,134
	FHL57A: Harold Structures - Part 3 WBBY LIRR (A&P)	\$-	\$9,847,047	\$3,162,874	\$1,116,554	\$893,243	\$223,311
3	Eastbound Reroute	\$87,827,530	\$132,297,452	\$-	\$-	\$-	\$-
	CH057: Harold Structures - Part 3	\$-	\$19,512,625	\$-	\$-	\$-	\$-
	FHA57: Harold Structures Part 3 - Amtrak	\$-	\$3,198,821	\$-	\$-	\$-	\$-
	FHL57: Harold Structures Part 3 - LIRR	\$-	\$2,408,084	\$-	\$-	\$-	\$-
	CH058: Harold Structures - EBRR	\$83,676,159	\$87,641,430	\$-	\$-	\$-	\$-
	FHA58: Harold Structures EBRR- Amtrak	\$2,011,101	\$10,471,086	\$-	\$-	\$-	\$-
	FHL58: Harold Structures EBRR- LIRR	\$2,140,270	\$9,065,406	\$-	\$-	\$-	\$-
4	Westbound/Eastbound Force Account	\$55,533,194	\$109,955,760	\$5,320,642	\$5,322,088	\$4,257,670	\$1,064,418
	FHA03: Harold Stage 3: Amtrak	\$-	\$10,608,828	\$2,614,639	\$2,616,085	\$2,092,868	\$523,217
	FHL03: Harold Stage 3: LIRR	\$46,176,531	\$26,465,680	\$2,706,003	\$2,706,003	\$2,164,802	\$541,201
	FHA04: Harold Stage 4: Amtrak	\$823,950	\$26,613,545	\$-	\$-	\$-	\$-
	FHL04: Harold Stage 4: LIRR	\$-	\$5,922,632	\$-	\$-	\$-	\$-
	VHA03: Procure Harold Materials Stage 3 - Amtrak	\$7,551,185	\$19,072,905	\$-	\$-	\$-	\$-
	VHL03: Procure Harold Materials Stage 3 - LIRR	\$-	\$10,297,876	\$-	\$-	\$-	\$-
	VHA04: Procure Harold Materials Stage 4 - Amtrak	\$981,528	\$5,703,840	\$-	\$-	\$-	\$-
	VHL04: Procure Harold Materials Stage 4 - LIRR	\$-	\$5,270,454	\$-	\$-	\$-	\$-

Federal Railroad Administration High Speed Intercity Passenger Rail Grant

PROPOSED BUDGET (CON'T)

TASK	DESCRIPTION	GRANT APPROVED BUDGET*	JUNE 2014 REPLAN	CONTRACT AWARD	INVOICED		
					TOTAL	FEDERAL	LOCAL
5	Loop Interlocking	\$31,790,018	\$48,413,932	\$11,626,226	\$3,104,948	\$2,483,959	\$620,990
	CH057: Harold Structures - Part 3	\$-	\$12,531,900	\$-	\$-	\$-	\$-
	FHA57: Harold Structures Part 3 - Amtrak	\$-	\$2,054,429	\$-	\$-	\$-	\$-
	FHL57: Harold Structures Part 3 - LIRR	\$-	\$1,546,582	\$-	\$-	\$-	\$-
	FQA65: Loop Interlocking CIL: Amtrak (Signals Only--Track to Follow)**	\$27,184,234	\$29,663,652	\$9,008,857	\$1,879,165	\$1,503,332	\$375,833
	VQ065: Loop Interlocking CIL	\$4,605,784	\$2,617,369	\$2,617,369	\$1,225,784	\$980,627	\$245,157
6	Replacement of Amtrak Car Washer	\$17,759,513	\$73,626,694	\$-	\$-	\$-	\$-
	CH057: Harold Structures - Part 3	\$-	\$12,304,092	\$-	\$-	\$-	\$-
	FHA57: Harold Structures Part 3 - Amtrak	\$-	\$2,017,083	\$-	\$-	\$-	\$-
	FHL57: Harold Structures Part 3 - LIRR	\$-	\$1,518,468	\$-	\$-	\$-	\$-
	CH059: Harold Structures - Part 4	\$17,759,513	\$46,301,443	\$-	\$-	\$-	\$-
	FHA59: Harold Structures - Part 4: Amtrak	\$-	\$6,308,606	\$-	\$-	\$-	\$-
	FHL59: Harold Structures - Part 4: LIRR	\$-	\$5,177,002	\$-	\$-	\$-	\$-
7	Demolition of Amtrak Buildings	\$3,909,085	\$4,156,951	\$-	\$-	\$-	\$-
	CQ033: Midday Storage Yard Facility- Bldgs # 7,8	\$3,622,635	\$2,504,276	\$-	\$-	\$-	\$-
	FQA33: Midday Storage Yard: Amtrak	\$286,450	\$1,652,675	\$-	\$-	\$-	\$-
8	Administrative Costs	\$-	\$59,739,035	\$34,819,668	\$19,904,957	\$15,923,966	\$3,980,991
	SC800 - Construction Management by PMC	\$-	\$15,641,246	\$11,307,302	\$-	\$-	\$-
	SP819 - Consultant Const Mgmt Services	\$-	\$8,540,045	\$6,573,168	\$2,965,759	\$2,372,607	\$593,152
	Owner Controlled Insurance		\$16,939,198	\$16,939,198	\$16,939,198	\$13,551,358	\$3,387,840
	CPS - Engineering Support to Construction	\$-	\$8,618,546	\$-	\$-	\$-	\$-
	Contingency	\$-	\$10,000,000	\$-	\$-	\$-	\$-
	Total	\$368,476,974	\$579,533,196	\$165,147,034	\$48,029,505	\$38,423,604	\$9,605,901

*An updated proposed Grant budget is in development. Grant Approved Budget will be revised upon receipt of concurrence from FRA and NYSDOT.

** Represents invoiced amounts for work performed. Under terms of Amtrak Force Account Agreement, an additional \$5,418,517 has been prepaid to Amtrak for this contract.

Federal Railroad Administration High Speed Intercity Passenger Rail Grant

FRA HSR ACTIVE CONSTRUCTION CONTRACTS SUMMARY (\$ IN MILLIONS)

Project Description/ Contractor	Status	Budget at Award	Original Contract Award**	Current Value			Estimate at Completion*	Cost Expenditure % Complete		Invoiced	NTP	Substantial Completion		
				Current Approved Contract	Remaining Budget	Total Budget		Plan	Actual			Plan		Forecast
												Orig.	Revised	
CH057A - Harold Structures - Part 3 Westbound Bypass**	NO	113.6	104.3	104.3	22.0	126.3	105.4	20.4%	11.2%	11.7	12/02/13	01/16	01/16	07/16
FHA57A: Harold Structures - Part 3 WBBY Amtrak (A&P)**	NO	15.4	11.1	1.6	14.1	16.3	16.3	20.4%	11.2%	1.4	12/02/13	01/16	01/16	07/16
FHL57A: Harold Structures - Part 3 WBBY LIRR (A&P)**	NO	7.0	5.7	3.1	6.7	9.8	9.8	20.4%	11.2%	1.1	12/02/13	01/16	01/16	07/16
FHA03 - Harold Stage 3: Amtrak Force Account	NO	1.9	2.3	2.6	8.0	10.6	10.6	27.8%	24.7%	2.6	07/19/13	06/14	07/18	02/19
FHL03 - Harold Stage 3: LIRR Force Account**	NO	2.6	2.6	10.3	50.2	63.5	63.5	4.9%	4.4%	2.9	07/19/13	07/13	08/17	02/19
FQA65 - Amtrak Loop Interlocking CIL Amtrak***	NO	33.8	9.0	21.0	8.7	29.7	29.7	10.1%	6.3%	6.6	01/09/14	07/18	08/18	09/19

*EAC's do not include possible contract mods and future claims.

**Includes ESA portion of Budget and Contract Amounts

***Invoice amount reflects values for work performed. Excludes \$5.4M in Amtrak advance payments.

Federal Railroad Administration High Speed Intercity Passenger Rail Grant

FRA HSR SUMMARY OF COMPLETED CONTRACTS (\$ IN MILLIONS)

Project Description/ Contractor	NTP	Substantial Completion			Original Budget at Award	Final Budget	Total Scope Completed	Value of Scope Transferred	Status	Remarks
		Plan		Actual						
		Orig.	Revised							
VQ065 - Loop Interlocking CILs Amtrak	09/12/12	03/14	03/14	10/13	2.7	2.6	Y		Open	Awaiting final invoices from Amtrak.
Subtotal					\$ 2,656.8	\$ 2,599.8				
Value of scope transferred										
Total					\$ 2.7	\$ 2.6				

Federal Railroad Administration High Speed Intercity Passenger Rail Grant

HAROLD STRUCTURES - PART 3 WESTBOUND BYPASS (CH057A, FHA57A, FHL57A)

Contractor: Harold Structures Joint Venture

Construction Manager: Stephen Conenna

FRA Grant: FR-HSR-0065-11-01-00-NY

Description: Construction of jacked shield tunnel, approach structures, direct fixation track and electrical systems for the Westbound Bypass Structure to be located along the mainline tracks at F Interlocking and Harold Interlocking. Contract work also includes the installation of catenary and signal bridges along the Westbound Bypass alignment.

SCHEDULE PROGRESS

- Submittals and Permits: Secured DEP Discharge Permit.
- Jacked Tunnel Shield: Jacked Tunnel Shield fabrication in progress.
- B-922W Signal Bracket: Fabricated and delivered the signal bracket for B-922W which will be used to reroute signal wires from existing Tower 14.
- Signal Bridge: All work for Signal Bridge 16 is complete.
- Lead Abatement: Completed all lead abatement of existing structures.
- Dewatering System: Completed trenching and installation of electrical conduits and pull boxes for power supply for dewatering system.
- Westbound Bypass West Approach: Performed 6-foot deep transverse cross cuts at several points across west approach alignment to check for underground utilities.

CRITICAL ISSUES

- The most critical aspect of the CH057A contract is setup of the jacking shield and commence mining of the Westbound Bypass tunnel under Lines 2 & 4 Tracks. Work on the Tower 14 and secant pile walls have been impacted by late submittals from the Contractor, disputes over design of the secant pile wall temporary bracing and lack of outages to implement workarounds to mitigate delays.
- The design of temporary Bracing of Secant Piles for the Westbound Bypass East Approach secant pile wall is currently on hold pending resolution of a Dispute Notice by the Contractor.

MITIGATION

- Fabrication and delivery of the signal bracket to transfer Tower 14 wires to B-922W structure was completed in September. Amtrak is expected to complete wire transfer from Tower 14 to B-922W by the end of October. As the next available outage to demolish existing Tower 14 and foundation is only in mid-December, 2014, the Contractor is evaluating options to advance secant pile work by coring through the existing foundation instead of demolition. This would eliminate the need for a Line 2 and Line 4 outage. The Contractor would only need a Line 4 outage to demolish Tower 14 steel.
- ESA and the Contractor have developed alternate means to construct the secant pile wall without temporary bracing. A CPR will be issued to the Contractor in October following which the Contractor will withdraw the dispute on the temporary bracing of secant piles at the east approach. The Contractor will submit this sequence in their Construction Work Plan (CWP) a final submittal for secant pile installation is expected by the end of October, 2014.

COST

- One contract mods has been executed. 11.2% of the CH057A current contract value has been invoiced as of September 2014, up from 10.5% last month. 2.5% of the contract is paid. The EAC is unchanged at \$105,373,688.
- \$1,480,670 was invoiced for FHA57A, up from \$988,281 last month.
- \$1,116,554 was invoiced for FHL57A, up from \$801,133 last month. \$247,776 was paid in September.

LOOK AHEAD

- Submit drilling plan for east approach secant piles and installation of guide walls.
- Continue fabrication of tunnel shield.
- Complete pulling and termination of wires between pull boxes and electrical panels at the Temporary Dewatering System in Sunnyside Yard.
- Commence test pits for secant and soldier piles for Westbound Bypass Pump Station located north of Line 4 in Sunnyside Yard.
- Continue drilling soldier piles at west approach.
- Commence grading and filling bench for East Approach secants and reaction wall. Grade will be raised up to Line 4 track level for drilling of secant piles.

SAFETY

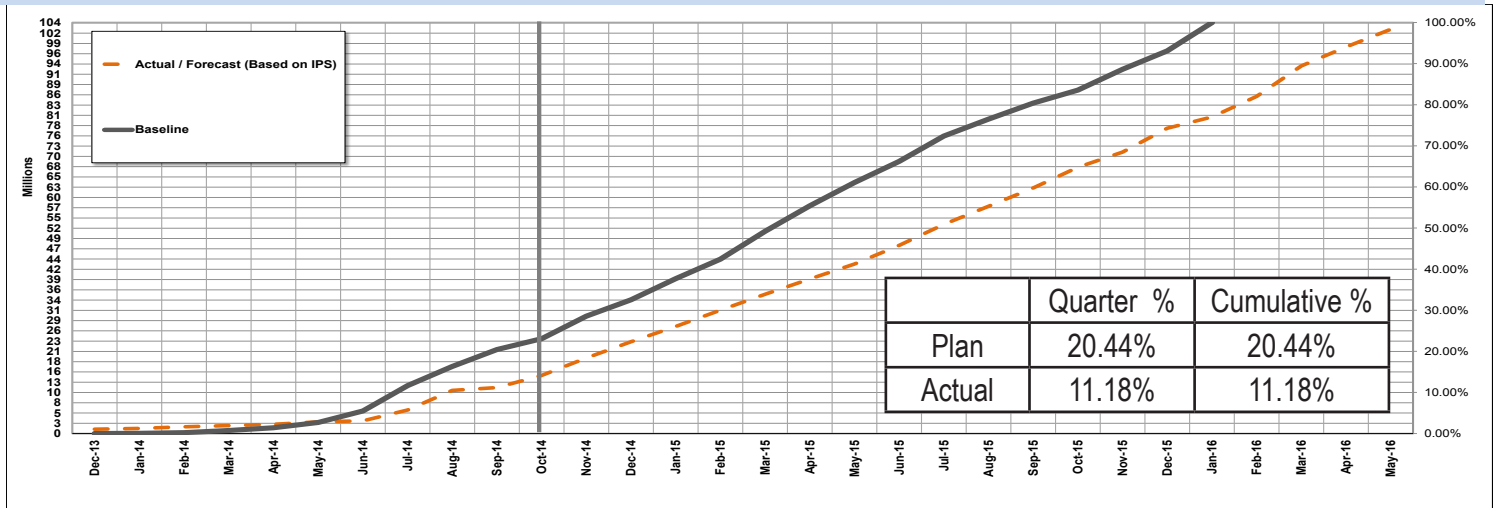
- Reviewing Safe Work Plans
- Revisit and update all contractor Emergency Action Plans/Safe Work Plans/Logistic maps.
- Contractor is completing /submitting competent person and qualified person designation form from the ESA CHSP, making that person go on record that they are responsible person.
- Work had been stopped on one occasion due to not

following the Safe Work Plan and workers were disciplined by Contractor and retrained before allowed to be back to work..

- Having the contractor enforce their Discipline Policy when workers fail to comply with Safety rules and regulations according to Contractor's Health and Safety Plan.
- Safety Statistics—LTIR 3.83, B.L.S. (Bureau of Labor Standards) 1.70

LTIR represents incidents that occurred for every 200,000 man-hours worked.

CH057A PROGRESS CURVE

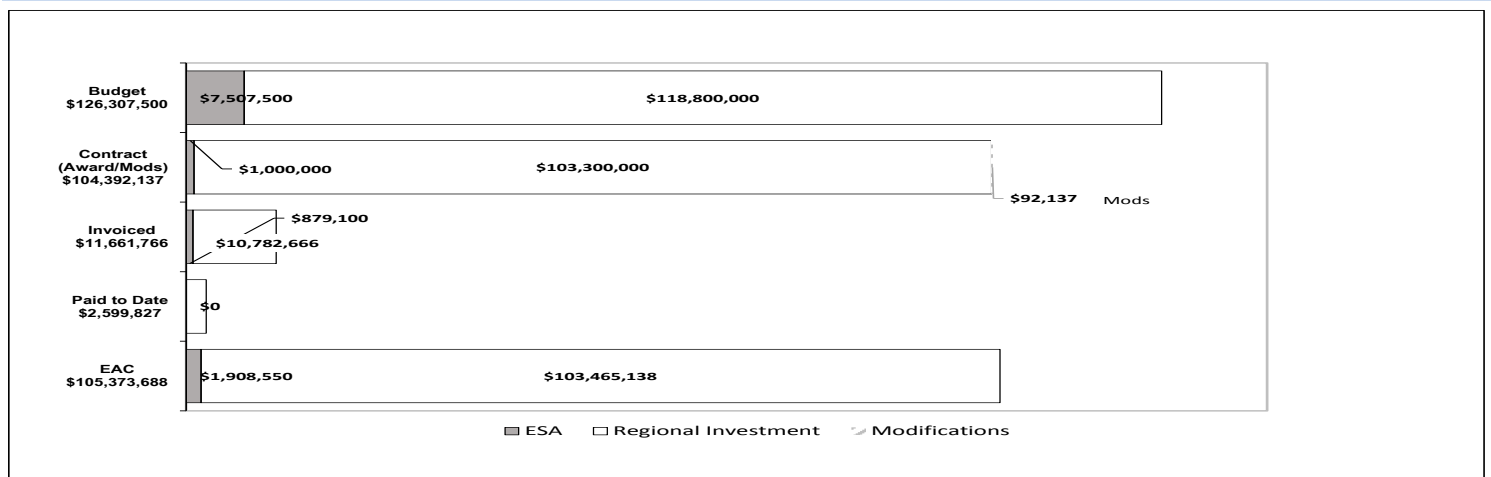


MILESTONES

	Current Baseline	Actual/Forecast	2012				2013				2014				2015				2016				2017							
			Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4								
Notice to Proceed	12/2/13	12/2/13									♦♦																			
Complete Signal Bridge 24 & 30	7/14/14	8/9/14												♦♦				(+26 days)												
Complete Signal Bridge 16	8/15/14	11/1/15												♦								♦				(+443 days)				
Substantial Completion	1/31/16	7/11/16																				♦				♦				(+162 days)
Final Completion	4/30/16	10/9/16																				♦				♦				(+162 days)

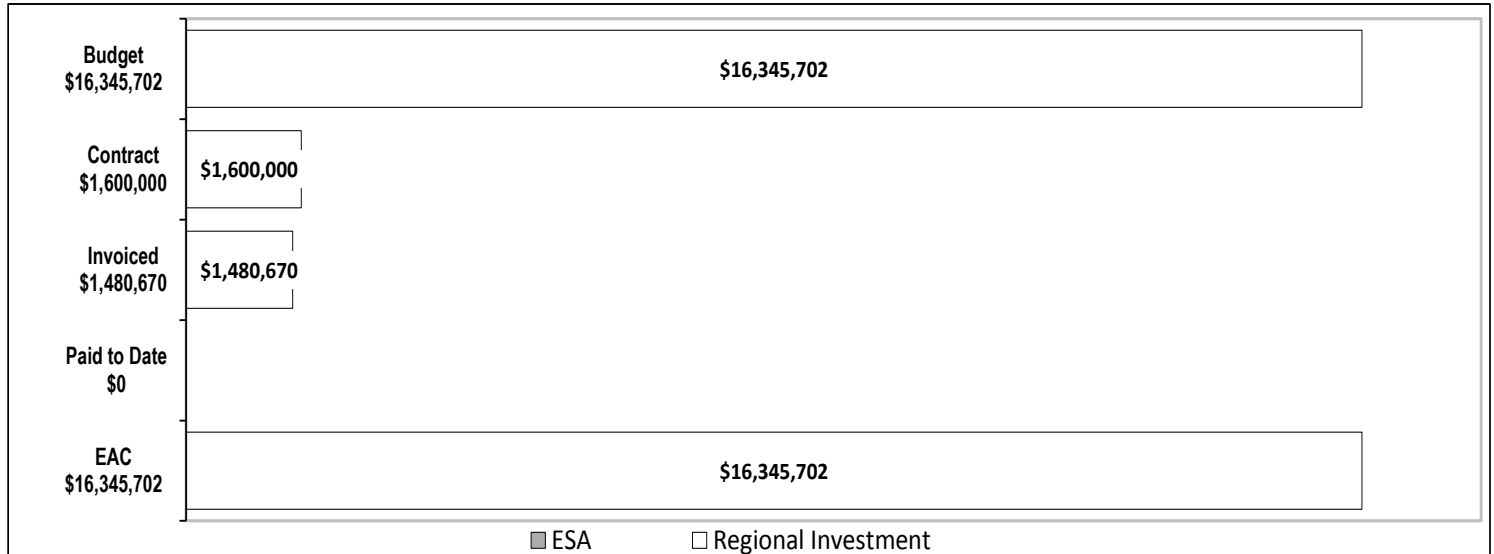
Current Baseline ♦ Actual/Forecast ♦

FINANCIAL SUMMARY

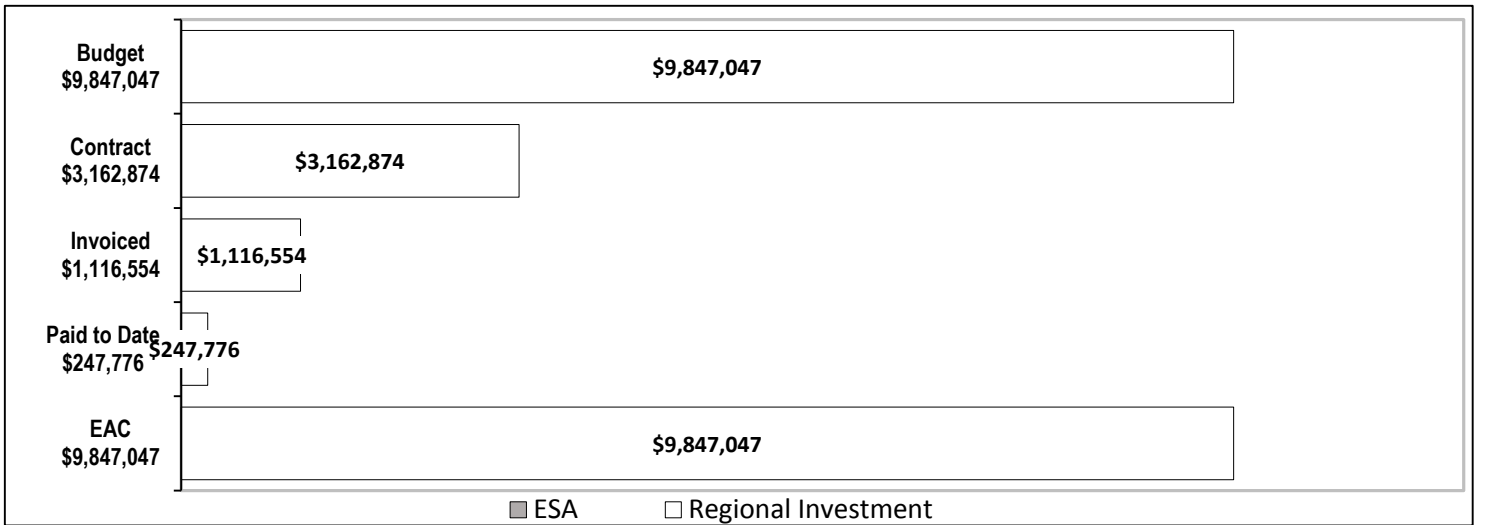


EAC's do not include possible contract mods and future claims.

FINANCIAL SUMMARY FORCE ACCOUNT FHA57A



FINANCIAL SUMMARY FORCE ACCOUNT FHL57A



SITE MAP



Federal Railroad Administration High Speed Intercity Passenger Rail Grant

HAROLD STAGE 3 - AMTRAK FORCE ACCOUNT (FHA03)

Contractor: Amtrak

Construction Manager: Peter Malvese

FRA Grant: FR-HSR-0065-11-01-00-NY

Description: Amtrak Force Account for the following scope: Catenary Relocation/Modification/Removal; Signal cut-over; Cut-over and test software and hardware equipment for the Penn Station Central Control (PSCC) modifications required to encompass the Harold operational configuration; and Trackwork: Installations / removals / realignments

SCHEDULE PROGRESS

- No work performed.

CRITICAL ISSUES

- None.

MITIGATION

- None.

COST

- 50.4% of the current contract value has been invoiced. 45.8% of the contract value has been paid. 100% of the FHA03 current contract value for the 2013 Summer Outage, \$2,331,139, has been invoiced and paid. The EAC has not changed from \$10,608,828.

LOOK AHEAD

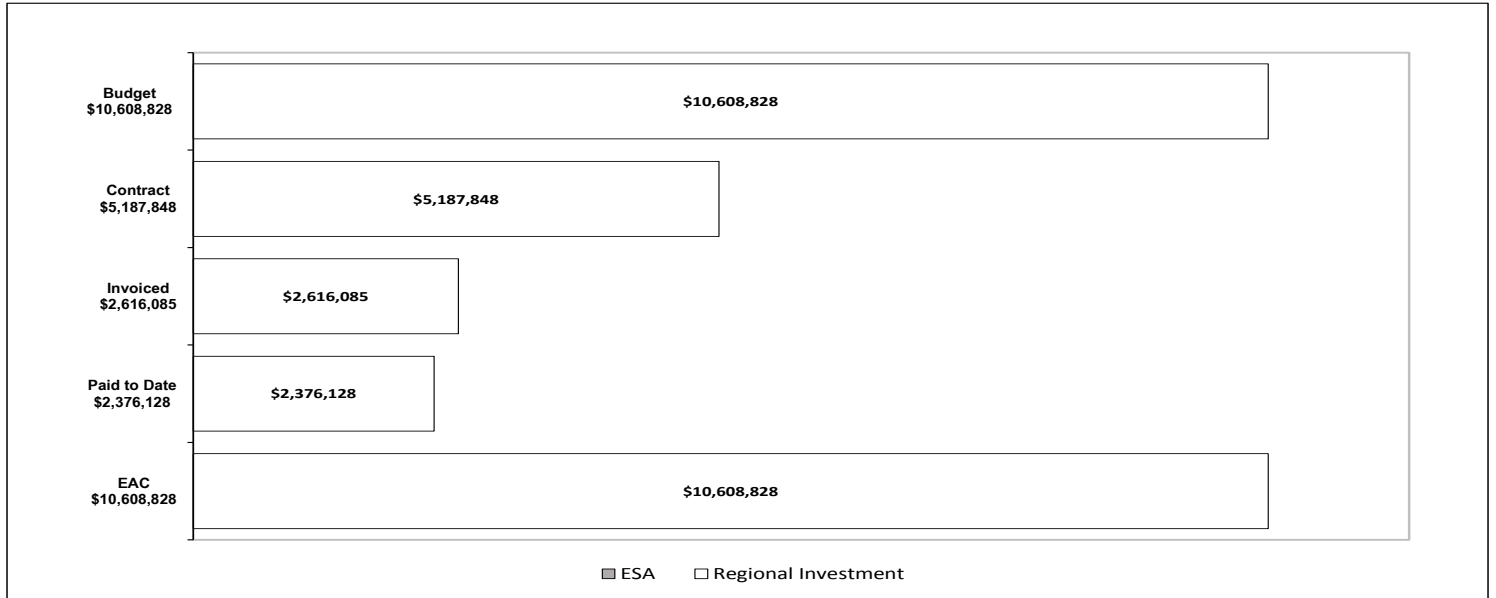
- Retire existing signal huts at Queens Street Bridge.

MILESTONES

	Current Baseline	Actual/Forecast	2014				2015				2016				2017				2018				2019				
			Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	
Notice to Proceed	6/1/14	6/4/14	◇◇	(0 days)																							
Electrify 771 Switch, EWD Pass, and RPR Tracks	8/26/15	12/14/15						◇	◇	(+110 days)																	
Cutover 3A (AG1) - WBBP Operational	5/8/16	10/14/18										◇									(+889 days)						
Substantial Completion	7/25/18	2/18/19																						(+208 days)			

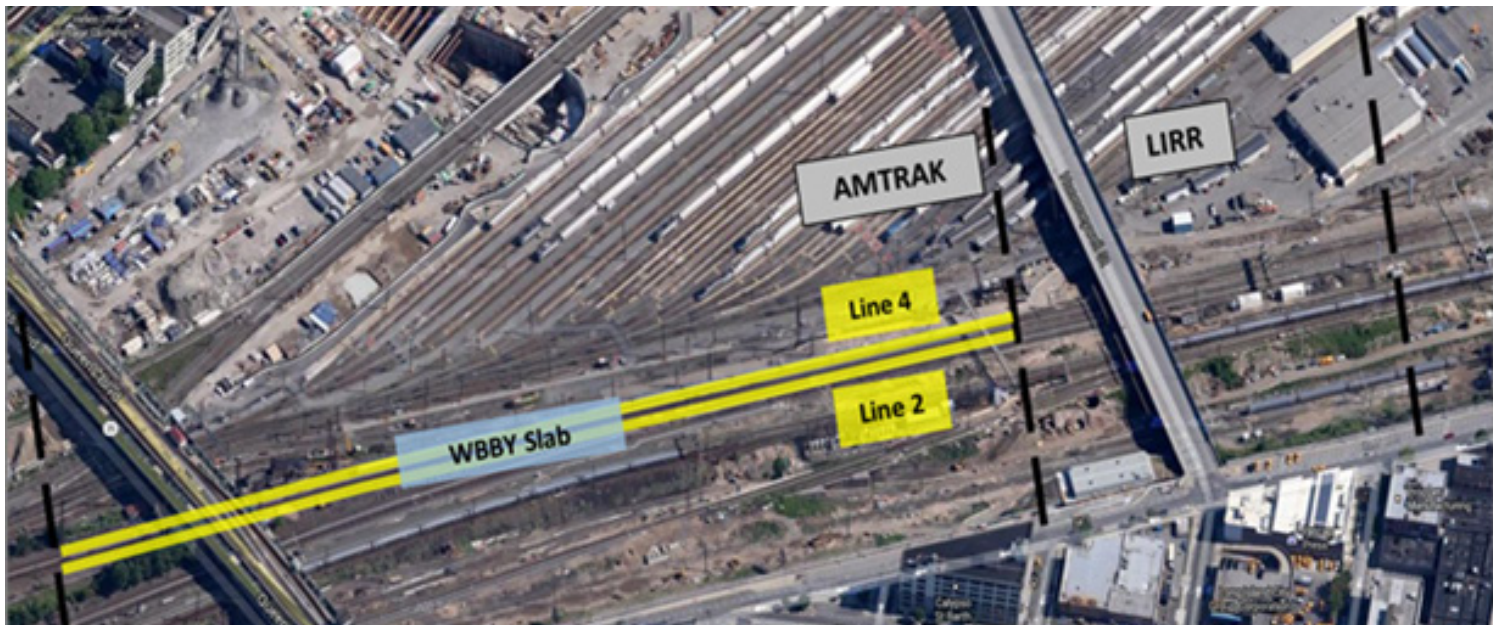
Current Baseline ◇ Actual/Forecast ◇

FINANCIAL SUMMARY



EAC's do not include possible contract mods and future claims.

SITE MAP



Federal Railroad Administration High Speed Intercity Passenger Rail Grant

HAROLD STAGE 3 - LIRR FORCE ACCOUNT (FHL03)

Contractor: Long Island Rail Road

Construction Manager: Peter Malvese

FRA Grant: FR-HSR-0065-11-01-00-NY

Description: LIRR Force Account to remove old track and install new track; remove existing switches and install new switches; install third rail; tie in signals, switches and cutovers; and activate Main Line Track 2.

SCHEDULE PROGRESS

- None reported.

CRITICAL ISSUES

- None reported.

MITIGATION

- None required.

COST

- 28.0% of the current contract value has been invoiced and 13.9% of the contract paid. 100% of the FHL03 contract value for the Summer Outage, \$2,706,003, has been invoiced as of August 2014. The EAC, \$63,564,951, has not changed from last month.

LOOK AHEAD

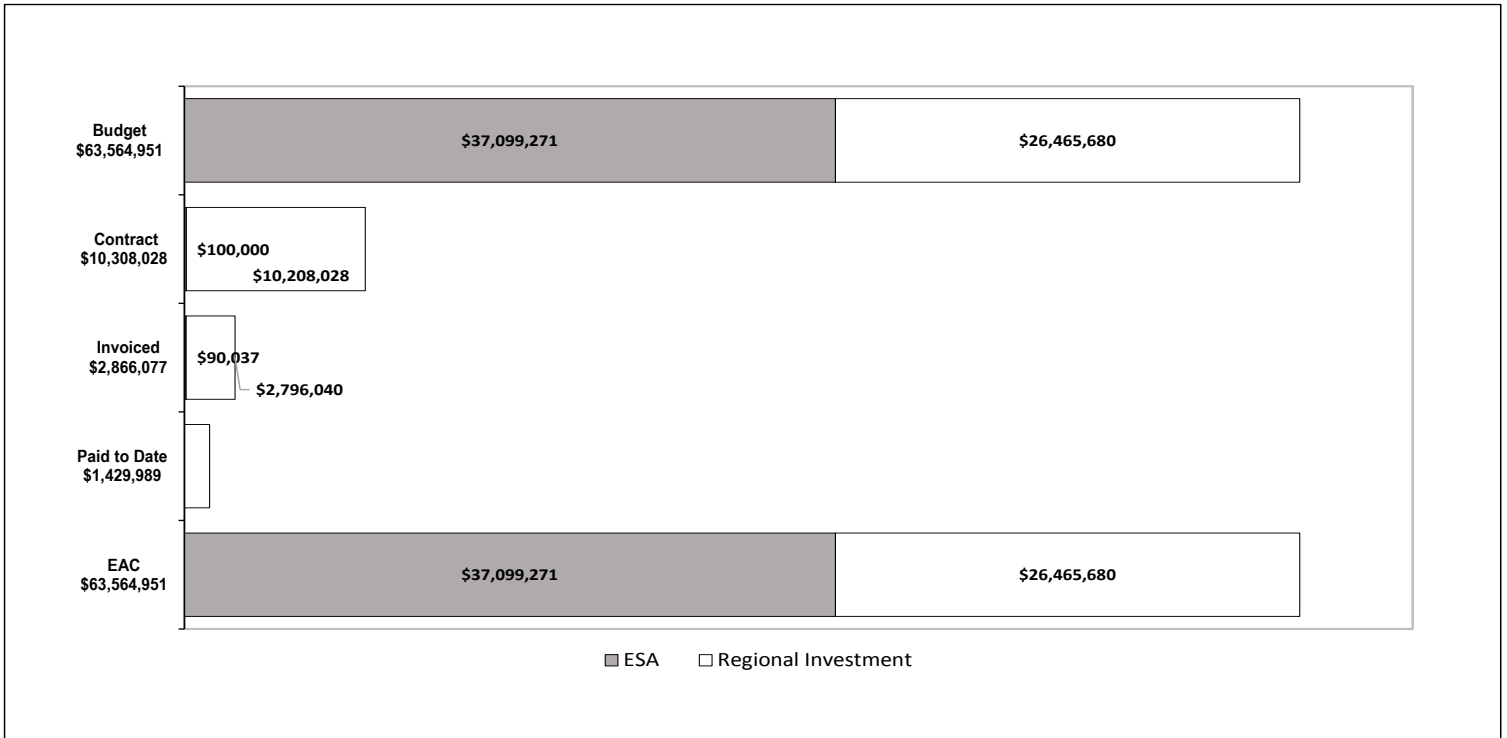
- None reported.

MILESTONES

	Current Baseline	Actual	2013				2014				2015				2016				2017				2018				2019	
			Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2				
NTP	5/8/14	5/8/14	◇ (0 days)																									
Commence Early Stage 3	7/19/13	7/19/13	◇ (0 days)																									
Install 3132W (Z1) Switch	8/10/13	8/10/13	◇ (0 days)																									
Remove & Install Track Line 4	8/3/13	8/3/13	◇ (0 days)																									
Line 4 Track Back to Service	8/19/13	8/19/13	◇ (0 days)																									
Complete Summer Outage	8/20/13	8/20/13	◇ (0 days)																									
Install 835 (AG1) Switch	9/14/13	9/14/13	◇ (0 days)																									
Cutover 3A (AG1) - WBBP Oper.	5/8/16	10/14/18													◇ (+889 days)				◇									
Substantial Completion	8/14/17	2/18/19													◇				◇ (+553 days)				◇					

Current Baseline ◇ Actual/Forecast ◇

FINANCIAL SUMMARY



EAC's do not include possible contract mods and future claims.

SITE MAP



Federal Railroad Administration High Speed Intercity Passenger Rail Grant

LOOP INTERLOCKING CIL - AMTRAK (FQA65)

Contractor: Amtrak
Construction Manager: Peter Malvese
Federal Grant: FR-HSR-0065-11-01-00-NY

Description: Installation and cutover of Loop and T Central Instrument Houses and all associated huts and cases. Install all signal troughs and cables. Install new signal apparatus including cutover to new color signal lights. Demolition of retired signal cable and apparatus. Install and cutover of fourteen (14) new switches; 19A(HD1), 19B(HD2), 99(HD3), 763(NW2), 91A(NW3), 91B(NW4), 99(NW5), 21A(CH1), 21B(CH2), 12A(CH3), 12B(CH4), 19A(99), 19B(CH5), and DS2.

SCHEDULE PROGRESS

- Completed legs foundation for T-CIH. boxes, and (2) signal case are completed.
- Continued retaining wall (action block) and trough installation from LOC B signal case to T-CIH along Loop 2 track.
- (100LF) R. Wall, (1,930LF) troughs, (1,190LF) conduits, (16) pull

CRITICAL ISSUES

- None.

MITIGATION

- None.

COST

- 34.7% of the FQA65 current contract value has been invoiced, up from 31.2% last month. 31.4% of the contract has been paid as of September 2014, up from 31.2% last month. The totals excludes the Amtrak advance payments totaling \$5.9M. The EAC has not changed from last month.

LOOK AHEAD

- Install foundations and set-up T-CIH.
- Continue installing retaining wall and trough from LOC B signal case to T-CIH along Loop 2 track.

FQA65 PROGRESS CURVE

