East Side Access

MTA Capital Construction

CH057-Track D Box Structure concrete placement for base slab.

Q3 2016
Progress Report

July, August, September 2016

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Quarterly Progress Report
Q3 2016

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EXECUTIVE SUMMARY

HIGHLIGHTS

CONSTRUCTION SAFETY

- The overall project Lost Time Injury Rate was 1.87 incidents per 200,000 work-hours in September 2016. This is the same rate from the previous month. The average overall project Lost Time Injury Rate in Q3 2016 is 1.87 and a decrease from Q2 2016, which reported 1.91 in average. The 2016 national industry rate is 1.70. See the detailed contract status pages for additional safety updates.

MANHATTAN CONSTRUCTION

- Manhattan North Structures (CM006): The contractor completed 86.4% of the current contract value compared to a Plan of 88.9%. In September 2016, the contractor progressed the shotcrete work for walls and arch at GCT 3 West Wye as planned. The contractor reported the actual cumulative concrete placement amount of 67,709 cubic yards versus a Planned of 67,376 as of end September 2016. The Substantial Completion continues to be forecasted for June 2017.
- GCT Caverns (CM007): During September 2016, the contractor continued to submit contractually required shop drawings and submittals for review. The contractor continued preliminary cavern survey and commenced takeover of temporary utilities north of the caverns. The contractor will begin physical construction work on October 11, 2016 with the release of Access Restraint #1 (Cavern and Tunnel Access).
- GCT Concourse and Facilities Fit-Out (CM014B): As of end September 2016, 24.4% of the contract value has been completed versus a Plan of 59.5%. No progress was realized on the contractor's primary critical path work in September, which consisted of receiving approval of structural steel submittals for Zone 1 at the South end of the Concourse. The contractor initially submitted these submittals in July and August and has had the first two revisions rejected. The third revision is under review and is expected to be approved by the end of October 2016. The contractor has added engineering resources to assist with submittal preparation and has committed to adding additional work shifts in the coming months when material is available on site to be installed. These additional shifts are included in the Recovery Schedule and must be monitored to ensure the plan is being implemented as proposed. The CM forecast for Substantial Completion remains January 21, 2019.
- The GCT Concourse and Facility Fit-Out Early Work (CM014A): The Construction Management team believes the current construction work has met the intent of Substantial Completion and is considering declaring Substantial Completion retroactively to November 1, 2015, but this has not been agreed upon as of the end of September 2016. The remaining work (aside from Punchlist items) required by Substantial Completion consists primarily of SCADA programming/testing, and corrective work. The contractor's work plan shows the subcontractor completing all work by the end of November 2016.

QUEENS CONSTRUCTION

- Plaza Substation and Queens Structures (CQ032): Through September 2016, the contractor has completed 98.3% of the contract work against a Plan of 98.8%. In September 2016, the contractor's planned work on Critical Path activities includes grouting to remediate water infiltration at both the Launch Block and EAC areas. The grouting work took longer than planned, and the contractor added additional shifts for both interior and exterior grouting shifts. Anticipated completion of grouting is expected in October 2016. The current forecast for Substantial Completion of the work remaining in CQ032 (excluding work to be transferred, which is under assessment by the CM and the contractor) continued to be forecast for November 2016.

HAROLD CONSTRUCTION AND AMTRAK/ LIRR COORDINATION

- Harold Structures - Part 3 (CH057): 53.3% of the contract has been completed against a Plan of 68.9% as of end of September 2016. At the Tunnel Box structure, the contractor finished waterproofing of the base slab, formwork installation, and placement of the roof. The contractor also completed the east sidewalk at the 48th Street Bridge. The current Critical Path runs through the electrical wayside work, which includes the installation of trough, conduits and manholes. Due to the limited Amtrak Access and Protection resources throughout Harold, the CM team issued a stop work order, which pushed electrical wayside work to the critical path. The Project Controls forecast of Substantial Completion is currently September 2017, 2 months later than contractual Substantial Completion date.
- Harold Structures – Part 3A (CH057A): During September 2016, the contractor completed 40.0% of the contract compared to a Plan of 40.5%. During September, excavation of the West Approach and the grading operation have been completed and the contractor continued East Approach excavation work. Mining of the WBY Tunnel is still on hold since August 2016 until the contractor completes modifying the support system of the shield. The CM team continues to monitor the

Executive Summary

HIGHLIGHTS (CON'T)

corrective actions on the shield being taken by the contractor, and has put the contractor on notice that they are fully responsible for the current situation and consequent delays. Mining operation is forecasted to restart in mid-October 2016 with a single shift per day for a week and then move to 3 shifts per day. The CM forecast for Substantial Completion is scheduled for November 2017.

SYSTEMS

- On the System Package 1 – Facilities Systems (CS179), the contractor completed 25.7% of the contract through August 2016 compared to a Plan of 49.5%. Electrical conduit, mechanical equipment, duct work and refrigerant line installation continued to progress in system facilities. The building Management System and Fire Life Safety System Design were received in September 2016. Final Design approval for the last of the Control System submittals is now scheduled to finish in December 2016. The contractor is forecasting a delay to Substantial Completion from July 2020 to September 2020. ESA believes that there may be a delay in installation activities, but the Substantial Completion date of July 2020 should still be met. ESA is working to expedite the submittal/review process and the phased delivery of rack equipment. The contractor is aware that the system equipment installation program will be highly resource intensive, but has informed ESA that adequate staff will be made available. The contractor has committed to developing a more detailed IST schedule.
- On the System Package 4 – Traction Power (CS084) contract, 11.1% of the contract value has been completed versus a Planned work of 54.2%. Submittals for major equipment for C08 (43rd Street), C04 (2nd Avenue) and C06 & C07 (Plaza) continued under review by the GEC and LIRR. A task order has been approved to utilize a consultant to assist LIRR with expediting the review of submittals. The Substantial Completion is scheduled for December 2019.

PROCUREMENT

- Advertisement for CQ033 (Mid-Day Storage Yard Facility) is scheduled for October 2016.
- Advertisement for QMP-1 (Civil and Neighborhood Beautification) is scheduled for October 2016.

*See Status of Future Procurements Section for further details.

COST

- As of the end of September 2016, of the total budget of $10.17B. $6.71B (65.9%) has been invoiced with the average monthly spending rate of $55.26M in Q3 2016 against $51.3M per month in Q2 2016.
- $8.51B (83.6% of $10.17B total budget) has been awarded as of end September 2016. $172.50M was awarded in Q3 2016 including CS179 mods ($83M including option), a CM006 mod ($25M), CM015A award ($13M), increased Project Management obligations ($24M), and increased Force Account obligations ($13M).
- In Q3 2016, the unallocated contingency decreased by $18.3M, which changed the total remaining to $328.9M. This contingency change is driven by the need to Fund FHA02 through April 2020 ($13.7M), and CH053/CH054A Force Account ($4.6M).

*See the Status of Project Contingency Section for further details.

Executive Summary

TOP RISKS AND OPPORTUNITIES

- Owner Controlled Insurance Program (OCIP): Higher rates and/or projected cost increases may reduce the unallocated project contingency. ESA is working with MTA to allocate funding for this increase.
- Force Account Forecasts: Force Account cost forecasts have grown due to extended Harold 3rd Party contracts, cancellations of work due to unavailable railroad resources, increased manpower required to complete work, higher labor wages, differing site conditions, and design changes. ESA is updating their force account forecasts and trends to quantify the overruns and working with MTA to allocate funding.
- Availability of Amtrak resources: The level of Amtrak Electric Traction (ET resources), track foremen, access and protection, and weekend resources is not sufficient to support ESA's schedule critical work due to the competition with other regional projects, multi-project demands/ completion, emergencies, maintenance etc. This may result in additional schedule delays that are beyond what has currently been experienced. ESA continues to meet with Amtrak on the critical nature of this issue in order to develop strategies to provide the required resources to support schedule. In addition, ESA is regularly modifying the Harold Interlocking schedule to adjust to the level of resources available.
- Availability of weekend track outages: Based on the recent discussions with Amtrak, it has been noted that ESA should limit the number of critical weekend outages and seek other ways to advance work. Unavailability of priority weekend track outages may result in additional schedule delays. ESA continues to meet with Amtrak in order to develop strategies to provide the required resources and weekend outages. ESA also continues to work with the contractors and engineers to find alternate means and methods to minimize the need for track outages.
- Central Instrument Location (CIL) Cutover Schedule in Harold Interlocking: The final CIL cutover should be completed by May 2018 in order to allow for the timely completion of the track/switch work necessary to commence construction of the final Harold contract (Tunnel B/C Structure and Approach). Delay to the CIL cutovers will delay the completion of the Harold program. The MTACC-LIRR signal task force has developed a strategy to complete all remaining cutovers by May 2018. This schedule will be closely managed by MTACC and LIRR to ensure timely completion.
- CM014B Substantial Completion of Concourse and Facilities Fit-Out: There are significant potential design changes (i.e. remediation of pre-existing leaks, wireless cellular/ wifi, digital advertising) being considered for the CM014B contract. Significant design changes may cause cost increases and may cause schedule delays. ESA is engineering solutions for repairing pre-existing leaks in the GCT Concourse area, installing a water infiltration barrier in the mechanical and electrical rooms and beneath the GCT dining concourse, and installing a leak detection system prior to starting the finishing-out work. MTA HQ has concurred with MTACC/LIRR to move ahead with strategic initiatives, such as wireless cellular/ wifi and revenue generating digital advertising, and agreed to provide ESA with additional funding. Schedule impacts by the strategic initiatives, if any, will be reviewed by ESA in connection with the leak remediation design work.
- CS179 Design Completion and IST Plan: The contractor's design is forecast to be complete in December 2016, 9 months later than originally scheduled and the contractor is forecasting a delay to Substantial Completion from July 2020 to September 2020. Delays to design completion and approval have the potential to delay subsequent installation work. Design delays will also have an impact on the production of an Integrated Systems Testing (IST) plan and schedule. ESA is working to expedite the submittal/review process and the phased delivery of rack equipment. The contractor is aware that the system equipment installation program will be highly resource intensive, but has assured ESA that adequate staff will be made available. ESA also acknowledges that there will be numerous concurrent local testing activities and will develop a more detailed execution plan in order to reduce schedule risk.

Executive Summary

ENVIRONMENTAL STATUS

- GCT Concourse and Facilities Fit-Out (CM014B): The soil excavation at the 48th Street Entrance, as part of the GCT Concourse and Facilities Fit-Out Contract, is complete. Work for this contract primarily involves concrete, rebar and waterproofing work for the formation of the floor slabs and the electrical conduit installations within those slabs. Storage of petroleum and chemical products at the site is limited to a secluded oil storage area by the UA wall, equipped with spill pallets and fully stocked spill kits, as well as two double-walled fuel storage tanks equipped with secondary containment buckets for the pump nozzles. Inspections of these areas show that they are well maintained with no issues. Garbage at the site is properly managed and the contractor's rodent control program is being maintained.
- Manhattan South Structures (CM005): Contract operations are approaching completion. A large portion of the work involves site cleanup, minor grouting and patching, and miscellaneous work. The contractor has kept the site clean and clutter-free, and has removed any bulk storage of petroleum products that were located in the caverns.
- Manhattan North Structures (CM006):Work under this contract still consists of concrete work in the formation of the tunnel benches and tunnel shotcrete operations. A large cleanup effort in the tunnel work areas has removed containers of chemical and petroleum products that had previously been stored there and has reduced clutter significantly. Rodent control program is being adequately maintained.
- System Package 1- Facilities Systems (CS179): Completed lead abatement in the Roosevelt Island Pump Room Facility. Removed lead based paint of the metal pipes, side wall and floor. Waste generated from the lead abatement project has been labelled and stored in waste storage room for disposal. Contractor's vector control program in ventilation facilities is active and ongoing.
- CQ032 Plaza Substation and Queens Structures: ESA submitted Beneficial Use Determinations (BUD) application to the New York State Department of Environmental Conservation (NYSDEC) to reuse excavated soil from Yard Master Building as backfill material for CH057 contract in Sunnyside yard. Completed offsite disposal of approximately 300 cubic yards of soil generated from excavation for the B10 substation facility to Clean Earth of Carteret, New Jersey.
- Harold Structures - Part 3 Westbound Bypass (CH057A): Dewatering commenced on December 14, 2015 and work efforts continued. Dewatering rates and limits have been set forth by Long Island Well Permit and New York City Department of Environmental Protection (NYCDEP) discharge permit. Water levels have been below the permit limit. A groundwater treatment plant is in place to treat dewatered groundwater before discharging in NYCDEP combined sewer. The contractor continued with disposal of excavated material from the west approach via train to Allied Waste Niagara Falls Landfill, NY and removed excavated material from East Approach to approved facilities in NJ. The contractor completed removal of buried asbestos pipes at the East Approach under New York State Department of Labor (NYSDOL) asbestos variance.
- Harold Structures - Part 3 (CH057): Excavated soil from Track D Approach and Reception pit is being trucked to Clean Earth of Carteret, NJ. Performed soil testing of new work area prior to excavation. Noise and vibration monitoring near Sunnyside Garden community is ongoing.

Executive Summary

SUMMARY OF SUPPORT ACTIVITIES

- Quality Assurance: In September 2016, ESA Quality Assurance continued monitoring quality programs of the contractors for all 3rd Party construction contracts. Oversight work of the GEC construction phase services quality assurance continued. Future work efforts will include conducting workshops, for all active contracts covering the contract specification requirements for construction work plans/readiness reviews and performing Q3 2016 Quarterly Quality Audits.
- Community Outreach: Community Outreach efforts in September 2016 include planning for future project mobilizations such as an impending outage of an elevator at GCT for its improvement and extension to the LIRR Concourse and how to effectively communicate information and alternatives to members of the public during the outage; investigating options for minimizing the visual impacts of equipment and materials at various worksites; and options for reduced barricades and graphics at the GCT Lower Level Dining Concourse. Outreach met with the new Roosevelt Island Operating Corporation (RIOC) leadership team to brief them on ESA and future activities at the site. Outreach also met with the property management group for 350 Park Avenue to discuss a future operation along the south side of their property (51st Street) and the methods for minimizing potential impacts and appropriate protection of the property. ESA Community Outreach provided 38 notifications by mail or email to the communities surrounding ESA worksites in advance of concrete or other construction operations and convened four meetings with project stakeholders and neighbors. Complaints from community members decreased over the previous month despite ongoing activities in largely residential neighborhoods. The overall trend continues to show a decline in complaints for the year to date as compared to the previous year.
- Agency Coordination: During Q3 2016, ESA continued working with NYCDOT Street Lighting Division, NYCDOT Bridges Department, NYPD Traffic Enforcement District Administration, NYCDOT Legal Department, FDNY, Con Edison, NYC Department of Environmental Protection on required documents and approvals for various ESA contracts and to address field conditions affecting construction progress, (CM014B – GCT Concourse and Facilities Fit-Out, CQ032 – Plaza Substation & Queens Structures, CQ033 – Mid Day Storage Yard, CH057-Harold Structures Part 3, CH061A Track A).

SUMMARY OF OPERATIONAL START UP AND PASSENGER EXPERIENCE ACTIVITIES

- Operational Readiness: ESA Operational Readiness assisted LIRR/MNR with the continued development of a Unified Trash Management Plan.
- Passenger Experience: Multiple walkthroughs conducted to identify space for antennae placement and head-end rooms for wi-fi/cellular coverage within ESA. Phase 2 Engineering task order has been executed for Radio Frequency (RF) modeling and design support to accommodate wireless capabilities in ESA facilities. The RF modeling will be conducted "in-house," in an effort to save time and sync with existing construction schedules. Additionally, the GEC is working to put a multi-discipline team in place for the near-future "at-risk" infrastructure design. Digital Advertising initiative progressed to negotiated/executed Proposed Change Order (PCO) status. Provisions have been made for pop-up retail throughout the facility and work on repurposing additional spaces for retail is underway. A 90% design page turn review for the 1 Vanderbilt development was conducted to clarify outstanding details of the design. Received 90% submittal for MNR new Public Address/Visual Information System design and a review of the RFP was held on September 28, 2016.
- Asset Management: The ESA Operational Readiness group met with CM014B to review interim maintenance plans and the process for transferring assets from CM014A to follow-on contract CM014B. ESA completed asset templates for CM014A facilities and sent them to LIRR Engineering and MTA IT for review. CM014A electrical power asset template development still ongoing with contractor. The team participated in punch list walkthroughs with LIRR and CQ032. Asset Management also reviewed proposed Asset Templates for Harold contracts with LIRR.
- Safety and Security Certification: A 1 Vanderbilt security meeting was held with MTA Security, LIRR Security, MNR Security, and NYCT Security on September 7, 2016 to begin discussions on security and safety protocols based on current design. Task Group 7.2.1 met on September 9, 2016 to progress forward the development of ESA Emergency Action Plan. The contract design security certification process has reached concurrence and transmittal to LIRR has commenced.

Executive Summary

SUMMARY OF SCHEDULE

In the September update (October 1, 2016 data date), the IPS continues to reflect a Program critical path that runs through the Harold portion of work. The Harold Signal Central Instrumentation Location (CIL) cutovers remain the principal activity on the critical path and H5/H6/H1/H2/L30 CIL cutovers are still forecast to occur within the month of May 2018. The Manhattan/Systems critical path has changed from the previous month but still maintains 105 Calendar Days of Contingency relative to the February 2021 Target Revenue Service Date.

Harold Critical Path: Based upon the continued evaluation by the Harold Task Force, a significant re-planning of these cutovers occurred in July 2016. An agreement was reached where the LIRR pre-cutover testing will start after the completion of CIL software package updates and software simulations, and the completion of signal power separation. (The CIL software packages include H5, H6, H1, H2, and H4 CILs; Wood interlocking; and Plaza interlocking.) While the result of this re-planning delayed the cutover dates for H5/H6/Loc30 CILs from September 2017 to May 2018, the dates for the H1/H2/Loc30 CIL cutovers improved from September 2018 to late May 2018. As a result, the H1/H2/Loc30 CIL cutovers will immediately follow the H5/H6/Loc30 CIL cutovers.

Preceding the pre-cutover testing for the H5/H6/H1/H2/L30 CILs on or near the Harold critical path are aside from software updates by Ansaldo and the production of screen shots by ARINC, the completion and testing of LIRR signal power. The completion of stand-alone LIRR signal power is currently planned February 2017, two months later than last reported due to a delay in the installation of transformers. However, despite the delay in availability of signal power, LIRR will start localized pre-cutover testing at H5/H6/H1/H2/30Loc CILs as planned in December 2016, utilizing facility power until signal power is available in February 2017.

The Harold critical path proceeds from these Harold CIL cutovers into various switch removal and installation work in the northeast quadrant of the Harold Interlocking, performed by LIRR and the (future) CH057D “Harold Trackwork – Part 3” 3rd Party contract. The path then moves into the Tunnel B/C Approach Structure concrete work (CH058A), testing for the B/C Approach Structure track work cutover (Stage 4C) and into the “Harold ESA Ready for RSD” Milestone in mid-October 2020. The Harold critical path concludes with the 30 Calendar Day ‘Train Contract Staffs LIRR’ and 90 Calendar Day ‘LIRR Final 3 Month Period’ tasks, terminating at the Milestone Target Revenue Service Date (RSD). The current IPS continues to forecast the RSD in February 2021, with the Public RSD remaining forecast for December 2022. The Target Revenue Service Date and the Public Revenue Service Date are separated by 670 Calendar Days of Program Level Contingency.

Additional efforts are being made by the Harold Task Force to ensure the Target RSD of February 2021 is achieved. These include requesting LIRR to provide greater detail / definition to the activities which comprise the pre-cutover testing of the H1/H2/H5/H6/Loc30 CILs, in order to better manage and track the progress against the plan. An extended track outage on Main Line 4 to support / expedite the construction of the eastern portion of the Tunnel D Approach Structure has not been realized.

The Manhattan/Systems critical path differs from last month. In the previous update, it was reported that the critical path started with Special Track Work. Due to the usage of a preliminary schedule the wrong path was inadvertently displayed. It was corrected for this update. The correct path starts with the design, fabrication and delivery of the first pre-cast elements at the mezzanine level of the GCT Tunnel. The path then continues through the mezzanine and upper level structure, then into the lower level precast platform panels. Elevator work then follows. The critical path continues through the CM007 Ready for IST milestone and into CS179 integrated systems testing (IST) for the GCT Caverns. The path then flows into the CS179 IST completion milestone then the CS179 contractual Substantial Completion milestone on July 1, 2020. After CS179 Substantial Completion, the path continues into 105 days of Project Level Contingency. Delays in any of the Manhattan and or Systems contracts will be absorbed by this Project Level Contingency. After the Project Contingency Activity, the path moves into the ESA Project Substantial Completion. Similar to the Harold critical path, the tasks for ‘Train Contract Staffs LIRR’ and ‘LIRR Final 3 Months Period’ follow the ESA Project Substantial Completion milestone with the critical path concluding at Target Revenue Service in February 2021 and Public Revenue Service in December 2022.

Executive Summary

SUMMARY OF SCHEDULE (CON'T)

Near program-level critical contracts with their associated activities are considered those with 45 days or less of program level total float that impact Revenue Service. Those contracts and their tasks need to be monitored closely because the float on those corresponding tasks falls within the duration of the monthly update cycle (30 days) plus fifteen days to help mitigate schedule risk. A listing of those key contracts containing activities near program critical activities is highlighted below:

- CM006: Manhattan North Structures
- CM007: GCT Caverns
- CM014B: GCT Concourse and Facilities
- CS179: System Package 1 – Facilities Systems
- FHL02/03/04: Harold LIRR Force Account Work

Status of Schedule Contingency: Manhattan/ Systems

Note: All figures are calendar days.

Category	2014 Baseline	August 2016 Total	September 2016 Drawdown	Remaining
Project Contingency	324	105	0	105
Program Contingency	670	670	0	670
Total	**994**	**775**	**0**	**775**

Status of Schedule Contingency: Harold

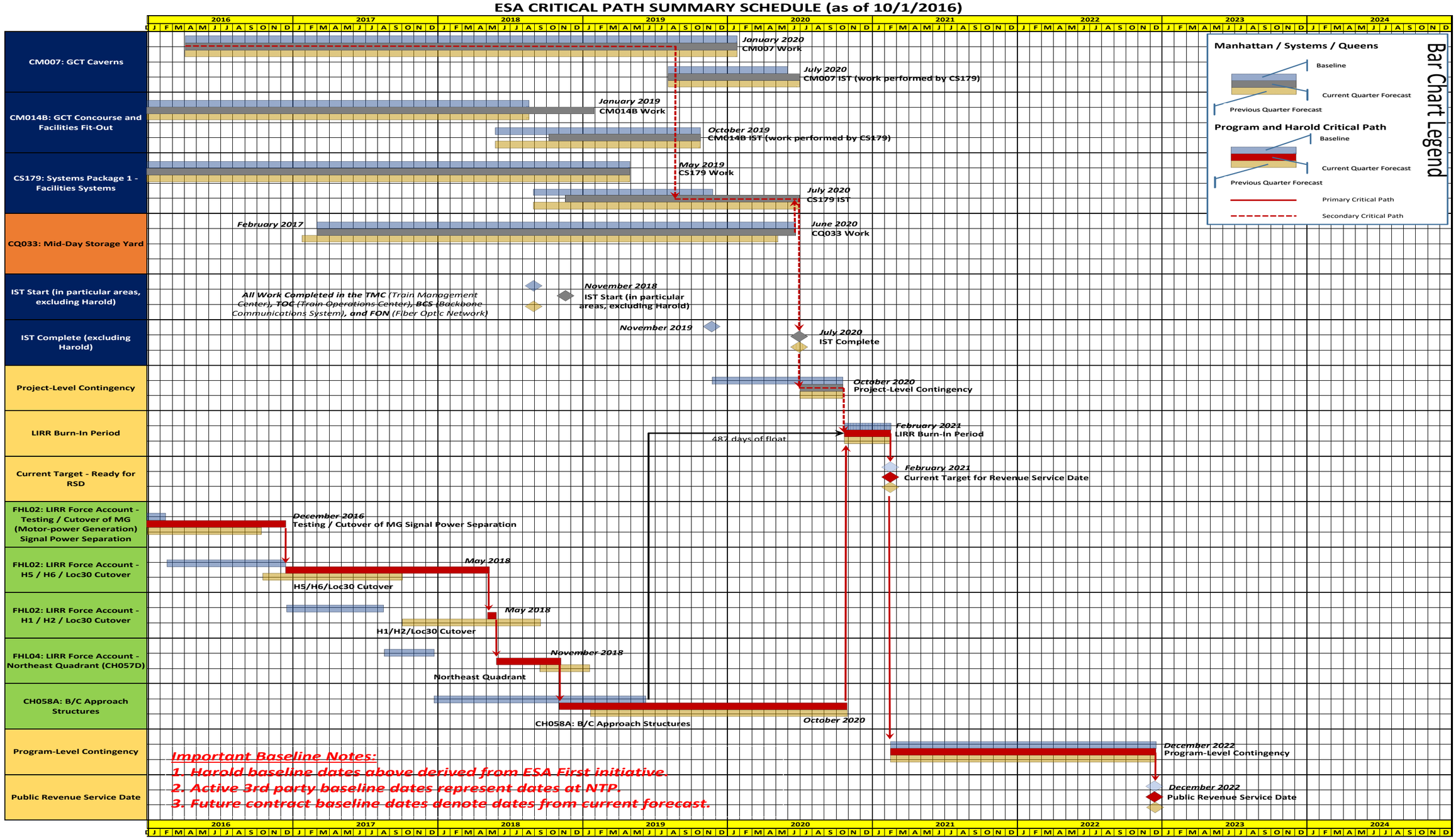
Note: All figures are calendar days.

Category	2014 Baseline	August 2016 Total	September 2016 Drawdown	Remaining
Project Contingency	904	0	0	0
Program Contingency	670	670	0	670
Total	**1574**	**670**	**0**	**670**

Executive Summary

ESA CRITICAL PATH SUMMARY SCHEDULE

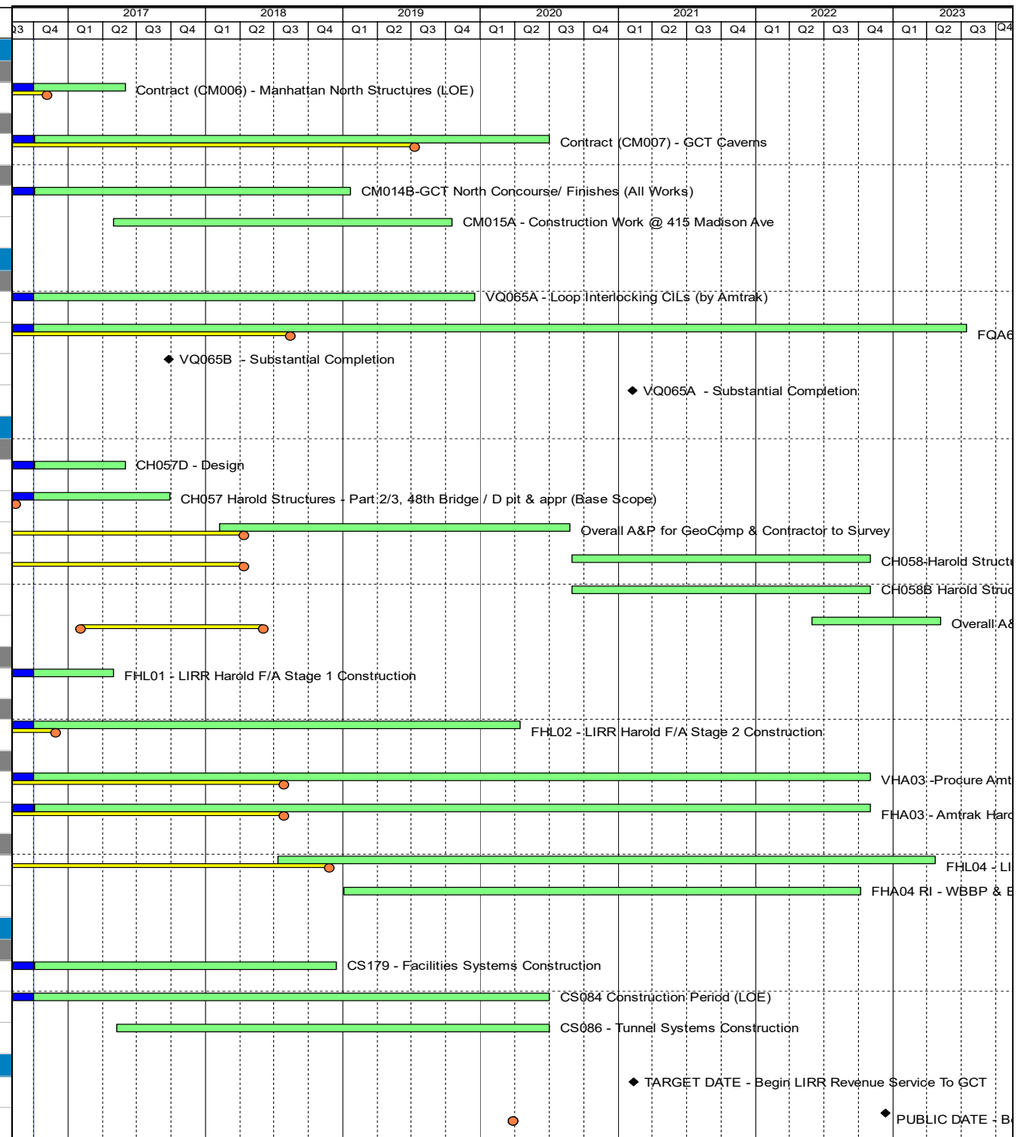
ESA CRITICAL PATH SUMMARY SCHEDULE (as of 10/1/2016)



Executive Summary

SUMMARY SCHEDULE BY AREA

Activity ID	Activity Name	Start @ Forecast	Finish @ Forecast	Start @ FFGA	Finish @ FFGA	Start @ Baseline	Finish @ Baseline
MANHATTAN ALIGNMENT CONTRACTS							
CM006 Contract							
CM006	Contract (CM006) - Manhattan North Structures (LOE)	31-Mar-14 A	01-Jun-17			03-Mar-14	02-Nov-16
CM007 Contract							
CM007	Contract (CM007) - GCT Caverns	11-Apr-16 A	01-Jul-20			11-Apr-16	09-Jul-19
CM014 Contract (CM014/VM014)							
CM014B-0000-LE	CM014B-GCT North Concourse/ Finishes (All Works)	02-Feb-15 A	21-Jan-19				
CM015-SUM	CM015A - Construction Work @ 415 Madison Ave	01-May-17	18-Oct-19				
QUEENS ALIGNMENTS CONTRACTS							
FQA65 Contract							
VQ331020	VQ065A - Loop Interlocking CILs (by Amtrak)	12-Sep-12 A	15-Dec-19				
FQA65	FQA65 -Loop & R2 Interlockings - Direct F/A	09-Jan-14 A	16-Jul-23	02-May-11	12-Dec-13	09-Jan-14	12-Aug-18
VQ065B-SC	VQ065B - Substantial Completion		24-Sep-17				
VQ065A-SC	VQ065A - Substantial Completion		07-Feb-21				
HAROLD INTERLOCKING CONTRACTS							
CH057 Contract (CH057/CH058)							
CH057D-0060	CH057D - Design	02-Sep-15 A	01-Jun-17				
CH057-3760	CH057 Harold Structures - Part 2/3, 48th Bridge / D pit & appr (Base Scope)	03-Dec-15 A	27-Sep-17			26-Aug-14	12-Aug-16
CH058B	Overall A&P for GeoComp & Contractor to Survey	07-Feb-18	25-Aug-20			02-May-16	10-Apr-18
CH058	CH058-Harold Structures - Part 3, Eastbound Reroute, D Approach, B/C	31-Aug-20	03-Nov-22			02-Jul-15	10-Apr-18
CH058B-SUM	CH058B Harold Structures - Part 3, EB Reroute East Approach	31-Aug-20	03-Nov-22				
CH059-1500	Overall A&P for GeoComp & Contractor to Survey	01-Jun-22	09-May-23			01-Feb-17	01-Jun-18
FHA01 & FHL01 Contract							
SUMFHL01	FHL01 - LIRR Harold F/A Stage 1 Construction	29-Jun-07 A	01-May-17			29-Jun-07	09-Apr-15
FHA02 & FHL02 Contract							
FHL02	FHL02 - LIRR Harold F/A Stage 2 Construction	17-Aug-09 A	15-Apr-20	03-Apr-09	09-Nov-10	17-Aug-09	25-Nov-16
FHA03 & FHL03 Contract							
VHA03	VHA03 -Procure Amtrak Materials - Harold Stage 3	05-May-14 A	03-Nov-22			06-Mar-14	25-Jul-18
FHA03	FHA03 - Amtrak Harold F/A Construction Stage 3	05-May-14 A	03-Nov-22	10-Nov-10	18-Sep-12	06-Mar-14	25-Jul-18
FHA04 & FHL04 Contract							
FHL04-1030	FHL04 - LIRR Harold F/A Construction Stage 4	12-Jul-18	23-Apr-23	19-Sep-12	05-Nov-13	23-Aug-14	23-Nov-18
FHA04-1180	FHA04 RI - WBBP & EBRR FA Connections	02-Jan-19	07-Oct-22				
PROJECTWIDE SYSTEMS CONTRACTS (CS179, CS284, VS086)							
CS079 Contract (CS078/CS079/CS081/CS084/CS086)							
CS179-Con-Summa	CS179 - Facilities Systems Construction	31-Mar-14 A	14-Dec-18				
CS084-SUM	CS084 Construction Period (LOE)	29-Oct-14 A	01-Jul-20				
CS086-SUM	CS086 - Tunnel Systems Construction	08-May-17	01-Jul-20				
START-UP/TESTING/COMMISSIONING/REVENUE SERVICE							
RSD-T	TARGET DATE - Begin LIRR Revenue Service To GCT		11-Feb-21*				
RSD	PUBLIC DATE - Begin LIRR Revenue Service To GCT		13-Dec-22*		31-Dec-13		26-Mar-20



FFGA | Forecast | Rebaseline | Actual Work

Milestone | Forecast | Actual Level of Effort | Critical Remaining Work

Executive Summary

Q3 2016 BUDGET STATUS

Q3 2016 Quarter Budget Status						
	June 2014 Project Budget	Current Budget	Award Value	Invoiced	Paid to Date	Forecast
Engineering	$720,615,810	$723,521,828	$698,473,858	$680,881,306	$676,080,699	$715,078,855
Construction - 3rd Party	$6,619,612,577	$6,684,842,971	$5,949,548,681	$4,338,161,224	$4,227,818,484	$6,620,102,710
Construction - Force Account	$759,684,129	$805,704,556	$610,161,640	$573,804,562	$558,432,799	$791,607,293
OCIP	$282,613,620	$282,613,620	$274,490,320	$266,114,391	$266,114,391	$273,613,620
Management	$972,168,644	$972,168,644	$862,082,672	$731,683,887	$725,246,201	$964,100,244
Real Estate	$182,076,230	$178,049,776	$117,466,669	$115,907,651	$115,907,651	$178,049,776
Rolling Stock	$202,000,000	$202,000,000	$0	$0	$0	$202,000,000
Projectwide Reserve	$439,000,000	$328,869,615	$0	$0	$0	$433,218,512
Total	**$10,177,771,010**	**$10,177,771,010**	**$8,512,223,840**	**$6,706,553,021**	**$6,569,600,225**	**$10,177,771,010**
Change from Q2 2016	$0	$0	$172,495,010	$165,765,449	$192,338,074	$0

Awards for Q3 2016 include:

Package	Total
CH053 mods	($105,664)
CH057 mods	$6,511,937
CH057A mods	$808,300
CH057C mods	$35,625
CM005 mods	$275,781
CM006 mods	$25,459,394
CM008A mods	$3,157,171
CM013 close out	($1,480,521)
CM014B mod	$100,171
CM015A award	$13,479,885
CM004R close out	$455,000
CM014R close out	($450,371)
VM014 mods	($861,775)
CS179 mods	$83,471,471
CQ032 mods	$60,000
CSU99 increased obligation	$2,940,662
VH051A mods totaling	$350,000
Force Account increased obligations	$13,278,836
Project Management increased obligations	$24,231,337
OCIP increased obligations	($8,123,300)
Engineering increased obligations	$8,901,072
Total	**$172,495,011**

Forecast Notes

- The forecast for active 3rd Party contracts and Force Account packages include the current contract amount plus the current value of:
  - Pending Mods -- unapproved, but negotiated Mods with a change proposal request form awaiting formal approval
  - Potential Mods -- unapproved mods for which cost is under negotiation
  - Unmitigated Possible Mods -- NOCs, OICs or potential issues identified by the CM
  - Unmitigated Possible Claims-- potential claims identified by the CM
  - Contingency to complete
- Construction Forecast- Force Account
  - Program Operations and Project Controls are conducting an analysis of the Force Account forecasts to identify cost drivers and potential mitigations. See Top Risk and Opportunities Section for further details.

Award Notes

- Award Value is the Current Contract Value, which is the base contract value, executed contract modifications and executed options

Executive Summary

PROJECT FUNDING STATUS (AS OF SEPTEMBER 30, 2016) ($ IN MILLIONS)

Total Budget (exclusive of financing costs) $10,177.8					
Total Commitments to Date $8,681.5					
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	761.0	0	31.0	742.0
2005-2009	2,683.0	1,613.6	195.4	36.0	838.0
2010-2014	3,232.0	0	0	0	3,232.0
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	**$8,512.2**	
• Federal Share of Contract Awards	**$2,233.3**	**26.2%**
• Local Share of Contract Awards	**$6,278.9**	**73.8%**

Summary of Federal Grants Received ($ in millions)				
Grant No.	**FTA Award Date**	**FFY**	**Obligation Amount**	**Disbursement**
NY-03-0344-01-14	N/A	1998-2014	$1,971.30	$1,971.3
NY-36-0002 (ARRA)	01-Mar-10	2009	195.4	195.4
NY-03-0344-15	17-Aug-16	**2016**	**465.4**	**463.1**
		Subtotal ESA New Starts Grants	**$2,632.1**	**$2,629.8**
NY-90-X467 (MNR&LIRR)	29-Mar-02	2002	15.2	15.2
NY-03-0395 (LIRR)	20-Feb-02	2002	7.5	7.5
NY-03-0406 (MNR)	12-May-03	2003	5.0	5.0
NY-90-X489 (MNR)	08-Aug-03	2003	1.1	1.1
NY-03-0427 (LIRR)	01-Mar-05	2005	2.0	2.0
NY-05-0108 (LIRR)	27-Jun-06	2006	2.7	2.7
NY-05-0109 (LIRR)	24 Jul -07	2007	5.8	5.8
NY-95-X002 ESA (CMAQ)	14-Sep-07	2007	6.6	6.6
NY-95-X009 ESA (CMAQ)	13-Jan-09	2008	2.3	2.3
NY-95-X015 ESA (CMAQ)	22-Sep-09	2009	2.3	2.3
NY-95-X025 ESA (CMAQ)	23-Sep-10	2010	11.6	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	**$2,698.7**	**$2,696.4**

Executive Summary

CHANGE ORDERS LESS THAN ($100,000) OR GREATER THAN $100,000 DURING Q3 2016

Contract	ESA Mod #	Description	Executed Date	Amount
Harold Structures Part 1 - CH053	161	L3 Service Credit	7/15/2016	($105,664)
Harold Structures Part 3 - CH057	6	Catenary at Maontauk Cutoff	9/12/2016	$1,895,000
Harold Structures Part 3 WBBP - CH057A	5	Revised Pump station Design	7/21/2016	$3,899,500
Harold Structures Part 3 WBBP - CH057A	21	Demolition of 12KV Ductbank and Other Issues	7/15/2016	$808,300
Manhattan Structures South - CM005	27	Additional Grounding Conductors	7/19/2016	$116,000
Manhattan Structures North - CM006	24	Composite Schedule, Tunnel Alignment and Other Issues	7/7/2016	$25,422,629
GCT Concourse/Facilities Fit-Out - CM014B	17	50th St Vent Building-Electrical revisions	6/30/2016	$458,000
GCT Concourse/Facilities Fit-Out - CM014B	24	CS179 Coordination - Fire Alarm and Communications	7/8/2016	$123,000
GCT Concourse/Facilities Fit-Out - CM014B	25	CS179 Coordination - Security	7/8/2016	$411,720
GCT Concourse/Facilities Fit-Out - CM014B	30	Crash Wall Survey-NOC	7/27/2016	$792,438
GCT Concourse/Facilities Fit-Out - CM014B	32	300 Park Ave Roof Grate and Stair	7/27/2016	$202,000
GCT Concourse/Facilities Fit-Out - CM014B	34	RFI Nos. 152, 172, 173 and 174	9/20/2016	$129,934
GCT Concourse/Facilities Fit-Out - CM014B	35	Elevator EL-09 Shaft and Entrance Modifications	7/28/2016	$890,000
GCT Concourse/Facilities Fit-Out - CM014B	41	MNR-Relocate the Security Panel	9/30/2016	$157,360
Harold and Point CIL's - VH051A	13	H1/H2 CIL Resequencing and Civil Speed Control	6/23/2016	$350,000
Systemes Facility Package No. 4 - CS084	2	Grounding and Testing of Existing Transformers and Panels	8/23/2016	$112,500
Systemes Facility Package No. 1 - CS179	19	Increase Bid Item 8 - Demolition Allowance	9/1/2016	$217,049
Systemes Facility Package No. 1 - CS179	20	Deletion of 2nd Ave Temporary Power	8/26/2016	($425,000)
General Engineering Contractor	131	Plaza Control and CS086 Refresh	8/19/2016	$222,651
General Engineering Contractor	132	Additional CPS Funds	8/19/2016	$10,040,000

Executive Summary

STATUS OF PROJECT CONTINGENCY

ESA Contingency Balance				
	June 2014 Project Budget	Q2 2016 Contingency Remaining	Q3 2016 Change	Contingency Balance
Pre Award Contingency (AFI)	$112,701,505	$48,235,809	($379,000)	$47,856,809
Post Award Contingency (AWO)	$266,286,180	$199,279,663	$9,900,585	$209,180,248
Allocated Contingency Sub-Total	**$378,987,685**	**$247,515,472**	**$9,521,585**	**$257,037,057**
Force Account Contingency	$25,000,000	$1,870,874	$-	$1,870,874
Insurance Policy Contingency	$25,000,000	$25,000,000	$-	$25,000,000
Additional Staffing Contingency	$29,000,000	$29,000,000	$-	$29,000,000
Staffing Contingency	$35,000,000	$35,000,000	$-	$35,000,000
Management Reserve	$150,000,000	$107,031,712	($18,306,850)	$88,724,862
ELPEP Contingency*	$75,000,000	$75,000,000	$-	$75,000,000
Construction Contingency	$50,000,000	$25,873,879	$-	$25,873,879
Unallocated Claim	$50,000,000	$48,400,000	$-	$48,400,000
Unallocated Contingency Sub-Total	**$439,000,000**	**$347,176,465**	**($18,306,850)**	**$328,869,615**
Total	**$817,987,685**	**$594,691,937**	**($8,785,265)**	**$585,906,672**

** The January 5, 2010 Enterprise Level Program Execution Plan (ELPEP) is a FTA mandated document that states ESA must have $70M of available unallocated contingency at the completion of the project. ESA is budgeting $75M. Refer to the Cost Contingency Minimums graph for more information.*

Executive Summary

STATUS OF PROJECT CONTINGENCY (CON'T)

Contingency Changes in Q3 2016					
	Total Contingency Change	Budget Mod #	AFI Change	AWO Change	Unallocated Contingency Change
Summary by Package					
Harold Structures Part 1 – CH053	$10,957,763		$0	$10,957,763	
Harold Structures Part 3 – CH057	($497,961)		$0	($497,961)	
Harold Structures Part 3 – CH057A	$1,690,000		$0	$1,690,000	
Harold Trackwork, 48th St Bridge - CH057C	$14,375		$0	$14,375	
Harold and Point CIL's - VH051A	($103,617)		$0	($103,617)	
Manhattan South Structures - CM005	$829,145		$0	$829,145	
Manhattan North Structures - CM006	($1,446,765)		$0	($1,446,765)	
GCT Caverns - CM007	($74,693)		$0	($74,693)	
50th Street Vent Plant Facility - CM013	$2,321,521			$2,321,521	
GCT Concourse and Facilities Fit Out Ph II– CM014B	($164,908)		$0	($164,908)	
System Package 1 - Facility Systems - CS179	($2,667,025)		$0	($2,667,025)	
Plaza SS and Queens Structures – CQ032	($750,000)		$0	($750,000)	
SP 4-Traction Pwr Procure/Install - CS084	($112,500)		$0	($112,500)	
(1) Subtotal: Total Changes by Package	$9,995,335		**$0**	$9,995,335	**$0**
Scope Transfers					
Catenary Transfer from CH058A to CH057	($473,750)	16-06-0171	($379,000)	($94,750)	
(2) Subtotal: Total Scope Transfers	($473,750)		($379,000)	($94,750)	$0
Other Adjustments					
Fund FHA02 Through April 2020	($13,679,094)	16-06-0168			($13,679,094)
Fund CH053 and CH054A Force Account	($4,627,756)	16-06-0169			($4,627,756)
(3) Subtotal: Total Other Adjustments	($18,306,850)				($18,306,850)
(1+2+3) Total Q3 2016 Change	($8,785,265)		($379,000)	$9,900,585	($18,306,850)

Executive Summary

ACTIVE CONSTRUCTION CONTRACTS SUMMARY ($ IN MILLIONS)

Project Description/ Contractor	Budget at Award	Original Contract Award	Current Value			Invoiced	Forecast	Cumulative % Complete		NTP	Substantial Completion		
			Total Budget	Approved Contract	Remaining Budget			Plan	Actual		Plan		Forecast
											Original Baseline	Current Baseline	
Manhattan													
CM006 - Manhattan North structures Frontier Kemper Constructions Inc.	316.3	294.2	361.6	350.0	11.6	302.4	358.6	88.9%	86.4%	03/31/14	11/16	06/01/17	06/01/17
CM007 - GCT Caverns Tutor Perini Corporation	712.3	663.1	712.3	663.1	49.2	16.8	712.3	N/A	2.5%	04/11/16	01/28/20	01/28/20	01/28/20
CM014A - GCT Concourse & Facilities Fit-Out Early Work Yonkers Contracting Company, Inc.	6.5	43.5	59.1	58.9	0.2	57.1	57.7	100.0%	97.0%	11/07/11	12/14	09/07/15	11/01/15
VM014 - Vertical Circulation (Escalators & Elevators)** Schindler Elevator Corp.	51.4	24.6	46.1	28.8	17.3	6.3	45.7	N/A	21.9%	09/23/10	09/18	10/25/19	5/14/20
CM014B - GCT Concourse and Facilities Fit-Out**	461.1	404.6	463.6	431.8	31.8	105.5	463.6	59.5%	24.4%	02/02/15	08/18/18	08/18/18	01/21/19
FMM19 - Manhattan Force Account Support MNR**,***	33.1	31.1	69.3	41.1	28.2	37.8	69.3	N/A	91.9%	09/05/11	03/12	07/01/20	01/20/20
Queens													
CQ032 - Plaza Substation and Queens Structures Tutor Perini Corporation	162.1	147.4	263.9	260.1	3.8	255.7	263.9	98.7%	98.3%	08/10/11	08/14	09/06/16	11/18/16
VQ033- Midday Storage Yard CILs Ansaldo STS USA, Inc	19.4	18.5	19.4	18.5	0.9	0.0	19.4	N/A	0.0%	1/19/16	05/19/19	05/19/19	05/19/19

Executive Summary

ACTIVE CONSTRUCTION CONTRACTS SUMMARY ($ IN MILLIONS)

Project Description/ Contractor	Budget at Award	Original Contract Award	Current Value			Invoiced	Forecast	Cumulative % Complete		NTP	Substantial Completion		
			Total Budget	Approved Contract	Remaining Budget			Plan	Actual		Plan		Forecast
											Original Baseline	Current Baseline	
Harold Interlocking													
CH057: Harold Structures Part 3 Tutor Perini Corporation	53.4	53.4	89.9	64.7	25.2	34.5	91.8	68.9%	53.3%	12/03/15	07/05/17	07/05/17	09/27/17
FHA01 - Harold Stage 1 –Amtrak Force Account**, ***	9.5	9.5	18.8	18.8	0.0	18.6	18.8	100.0%	98.8%	06/30/07	09/10	02/04/16	01/24/17
FHA02 - Harold Early Stage 2 – Amtrak Amtrak Force Account**, ***	27.3	4.8	60.2	60.2	0.0	51.0	60.2	81.0%	84.8%	12/15/08	09/13	08/15/17	05/20/18
FHL01 - Harold Stage 1 – LIRR Force Account**, ***	28.8	20.8	24.4	24.4	0.0	21.5	24.4	100.0%	88.1%	06/29/07	09/10	04/09/15	05/01/17
FHL02 - Harold Early Stage 2 – LIRR LIRR Force Account**, ***	54.1	48.2	78.5	68.8	9.7	74.3	92.9	97.7%	94.7%	08/17/09	11/15	11/25/16	04/15/20
VHA02 - Procure Harold Material Stage 2 – Amtrak Force Account***	12.7	11.2	12.7	12.7	0.0	11.7	12.7	N/A	91.5%	06/17/08	01/12	08/15/17	05/20/18
VHL02 - Procure Harold Material Stage 2 –LIRR Procurement***	25.0	23.2	26.6	26.5	0.1	26.1	26.6	N/A	98.4%	02/18/09	08/13	11/25/16	04/15/20
VHL03--Procure Materials for Stage 3--LIRR***	27.3	27.3	27.3	27.3	0.0	10.9	27.3	N/A	39.8%	06/01/14	08/17	08/14/2017	01/16/22

Executive Summary

ACTIVE CONSTRUCTION CONTRACTS SUMMARY ($ IN MILLIONS)

Project Description/ Contractor	Budget at Award	Original Contract Award	Current Value			Invoiced	Forecast	Cumulative % Complete		NTP	Substantial Completion		
			Total Budget	Approved Contract	Remaining Budget			Plan	Actual		Plan		Forecast
											Original Baseline	Current Baseline	
VH051 (Part 1) - Harold and Point CILs Ansaldo STS USA, Inc. (ASTS)	30.9	25.5	30.2	28.9	1.3	27.4	30.1	96.0%	94.8%	05/11/09	06/12	04/30/15	05/20/18
VH051 (Part 2) - Harold Tower Supervisory Control System ARINC, Inc.	7.1	5.4	9.7	8.0	1.7	7.7	8.8	93.0%	97.1%	02/03/09	08/10	08/24/10	05/20/18
Systems													
CS179 Systems Package 1 - Facilities Systems **	605.4	333.6	606.9	545.2	61.7	140.0	606.9	49.5%	25.7%	03/31/14	06/16	07/01/20	07/01/20
CS084 Tunnel Systems Package 4: Traction Power Systems	78.4	71.2	79.7	71.2	8.5	8.1	79.7	54.2%	11.1%	10/29/14	12/19	12/02/19	12/24/19
VS086 - System Package 3- Signal Equipment Procurement	21.8	21.8	21.8	20.0	1.8	2.5	21.6	N/A	8.5%	09/30/14	10/19	10/14/2019	10/14/19

** Figures include ESA, Regional Investment, and other source of funding. For more information, please refer to the individual contract summary sheets. **Current approved contract does not include full scope. ***Contract Awards for Force Account work are made on an annual basis. For more information, please refer to the individual contract summary sheets.*

SUMMARY OF COMPLETED CONTRACTS ($ IN MILLIONS)

Project Description/ Contractor	NTP	Substantial Completion		Actual	Original Budget at Award	Final Budget	Total Scope Completed	Value of Scope Transferred	Status	Remarks
		Plan								
		Orig.	Revised							
Manhattan										
CM001 – Highbridge Yard Highbridge Yard Contractors	9/05/01	4/15/03	4/15/03	12/04/03	$80.1	$75.6	Y		Closed	
CM002 -- GCT Expansion Joint Replacement and Structural Closures J-Track LLC	5/09/11	7/02/12	7/02/12	7/02/12	4.8	4.1	Y		Closed	
CM008 -- Madison Yard Site Clearance Gramercy Group, Inc.	3/09/09	6/02/10	4/10/11	4/10/11	40.9	42.7	Y		Closed	
CM009 - Manhattan Tunnels Excavation Dragados/Judlau (DJ)	7/10/06	3/31/12	9/30/13	9/30/13	449.4	431.5	N	(17.5)	Closed	
CM019 – Manhattan Structures Part 1 Dragados-Judlau (DJ)	4/01/08	3/31/12	6/01/13	5/31/13	756.0	806.1	Y	34.4	Closed	
CM013 – 50th St. Vent Facility CCA Civil-Halmar International (CCA)	1/04/10	6/6/12	3/20/14	3/20/14	99.1	97.4	Y		Open	- Contractor submitted partial retainage release request, under review. - Freight Elevator Shaft 9: Incorporating MTA's comments on independent reviewer report. -Freight Elevator Shaft 10:GEC provided scope of work on 9/28/26. - 3 remaining outstanding Field Punch list items. As-builts submission ongoing.
CM014MP -- Early Work for GCT and Facilities Fit-Out The Urban Group, Ltd.	3/27/13	10/27/13	10/27/13	12/23/13	2.0	2.0	Y		Closed	
CM016 – Manhattan Approach Tunnels Excavation Kiewit Constructors, Inc.	2/23/04	8/20/04	8/20/04	8/18/04	11.8	11.1	Y		Closed	
CM017 – GCT East Yard Remediation Tully Environmental Inc.	1/06/03	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	12/15/09	12/15/09	12/31/08	58.7	24.6	Y		Closed	

SUMMARY OF COMPLETED CONTRACTS ($ IN MILLIONS)

Project Description/ Contractor	NTP	Substantial Completion		Actual	Original Budget at Award	Final Budget	Total Scope Completed	Value of Scope Transferred	Status	Remarks
		Plan								
		Orig.	Revised							
FM216 – MNR Traction Power MODs & 13.2KV Loop TC Electric	9/25/08	6/30/10	6/30/10	6/30/10	14.5	17.0	Y		Closed	
CS770 – GCT Flat Cars Procurement J-Track, LLC	11/17/08	2/09	3/09	3/09	2.4	2.3	Y		Closed	
CS780 – Madison Yard Preparation T. Moriarty and Sons, Inc.	5/14/08	12/15/08	4/30/09	9/09	4.4	4.9	Y		Closed	
CS790 – GCT Protection Works Ad-Tech Enterprises	10/23/08	10/23/09	10/8/10	10/8/10	12.8	13.0	Y		Closed	
CS800 – GCT Instrumentation Wang Technology, LLC.	6/28/08	6/26/09	9/09	9/09	7.1	7.5	Y		Closed	
VM022 – MNR Locomotives Brookville Equipment Corp.	12/01/02	1/09	1/09	5/11/09	5.8	5.5	Y		Closed	
CM004-44th Street Demolition and Construct Fan Plant Structure and 245 Park Avenue Entrance Yonkers Contracting Company, Inc.	9/16/09	4/01/14	9/09/14	9/09/14	44.3	55.5	Y		Open	- Survey: Maser provided survey results of Vent Plant Elevator Shaft. The contractor submitted NCR in response to Quality's request. GEC to provide response to NCR. The GEC responded to NC. Contractor performed corrective action and submitted data for review.
CM013A-55th Street Vent Facility SCC-JPP,JV (Schiavone and Picone, JV)	09/04/12	04/15	12/08/15	11/20/15	56.0	58.9	Y		Open	- Water Infiltration issue outstanding. Meeting held on 9/15/16 with GEC, CM and contractor. Contractor to cap conduits inside 3 property line manholes. GEC to review manhole drainage design.
CM005 – Manhattan South Structures Michels Corporation	9/09/13	2/06/16	2/06/16	4/22/16	220.7	249.8	Y		Open	- 52nd St Trailers: CPR re-issued on 4/26/16. Revised CPR issued in August, contractor submitted proposal on 9/16/16. - 37th Street Con Edison Revisions: Installation of additional utilities and protection of existing utilities required by Con Edison.

SUMMARY OF COMPLETED CONTRACTS ($ IN MILLIONS)

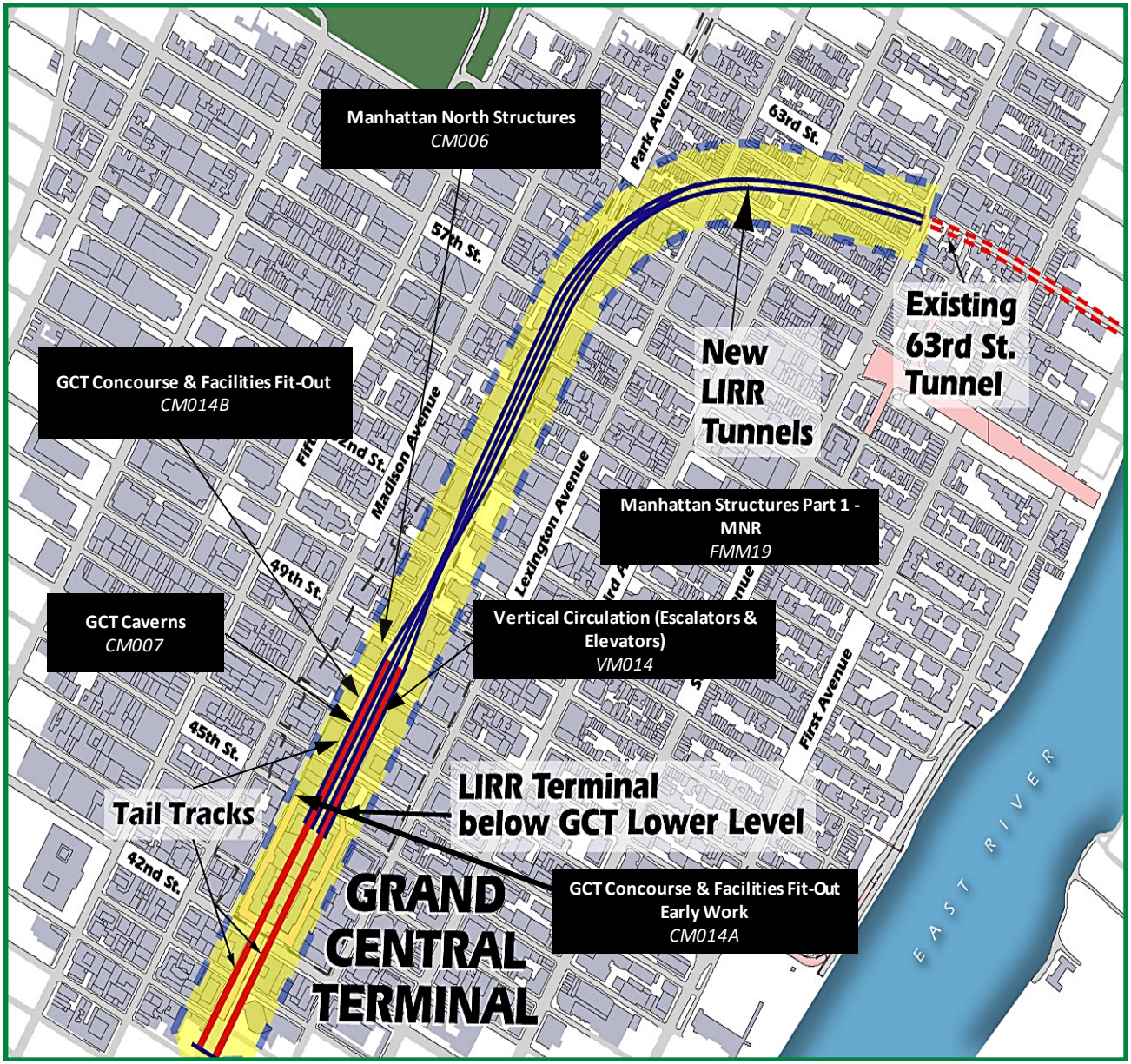
Project Description/ Contractor	NTP	Substantial Completion		Actual	Original Budget at Award	Final Budget	Total Scope Completed	Value of Scope Transferred	Status	Remarks
		Plan								
		Orig.	Revised							
Queens										
CQ025 – Demolition of Superior Reed Bldg and Preparation of Yard A Tully Environmental, Inc.	11/05/02	7/02/03	9/15/03	9/15/03	5.3	5.6	Y		Closed	
CQ026 – Open Cut Excavation at Bellmouth Kiewit Construction, Inc.	10/07/02	9/07/03	11/25/03	11/25/03	16.8	18.7	Y		Closed	
CQ027 – Arch St Yard and Shop Facility Slattery Skanska/Edwards & Kelcey	7/09/02	6/28/04	11/30/04	12/31/04	77.1	77.1	Y		Closed	
CQ028 – Queens Open-Cut Excavation Pile Foundation Construction Co., Inc.	4/27/06	4/15/08	10/22/08	5/30/08	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.	6/08	10/09	10/09	12/19/09	6.5	8.0	Y	2.0	Closed	Scope transferred from defaulted contract CQ028
CQE28-02 – Queens Emergency Work – Environmental Impact Environmental Consulting, Inc.	7/14/08	8/09	12/30/09	12/30/09	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)	9/28/09	9/26/12	11/18/13	11/18/13	756.8	777.0	Y		Closed	
CQ039 -- Northern Boulevard Crossing Schiavone/Kiewit, a Joint Venture (SK)	2/03/10	10/05/11	8/01/12	9/30/13	89.2	102.4	Y	(0.8)	Closed	Scope was transferred to CQ032
CS810 – Queens Instrumentation Wang Technology	5/6/09	5/5/10	9/30/11	9/30/11	3.0	3.1	Y		Closed	
FQA36 – Arch Street Yard Access – 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	9/01/05	6/23/06	6/23/06	3.8	4.9	Y		Closed	
FQL35 – Wood Interlocking – LIRR LIRR F/A	7/05	10/08	10/08	11/21/08	26.9	27.1	Y		Closed	

SUMMARY OF COMPLETED CONTRACTS ($ IN MILLIONS)

Project Description/ Contractor	NTP	Substantial Completion		Actual	Original Budget at Award	Final Budget	Total Scope Completed	Value of Scope Transferred	Status	Remarks
		Plan								
		Orig.	Revised							
Harold										
VH055 – Switch Exchange System (Procurement) Plasser American Corp.	12/20/02	6/27/04	5/29/05	9/30/05	17.7	17.2	Y		Closed	
VHA01 – Procure Harold Materials – Stage 1 Amtrak Various	6/06/06	7/08	9/29/10	9/09	5.1	5.1	Y		Closed	
VHL01 – Procure Harold Materials – Stage 1 LIRR Various	6/26/07	1/09	3/10	9/09	8.3	8.3	Y		Closed	
CS099 – Advanced Procurement of Third Party Materials Various	3/10	3/11	3/31/11	3/31/11	37.9	16.6	N	(20.7)	Closed	
FHA62– F Interlocking CIH Amtrak Force Account	9/11/08	8/10	8/15/11	8/15/11	8.2	8.2	Y		Closed	
VQ065 -- Loop Interlocking CILs Amtrak	9/12/12	3/14	3/14	10/13	2.7	2.6	Y		Open	Design and procurement of one control panel outstanding. Procurement scheduled for Q2 2017.
CH057B--On-Call Track Construction	5/19/14	8/31/14	8/31/14	8/30/14	1.0	0.9	Y		Closed	
CH054A - Harold Structures Part 2A Perini Corp.	08/24/09	12/10	11/26/14	11/25/15	21.8	61.1			Open	Closed and received sign-off on all items installed for Amtrak and Long Island Railroad. Currently waiting to close out Code Compliance, System Safety and OCIP. One future credit modification outstanding.
CH053 - Harold Structures Part 1 and GO2 Substation Perini Corp.	01/01/08	05/10	02/18/15	2/29/16	136.9	309.5			Open	98% of the as built drawings have been submitted and reviewed. Contractor completing the emergency generator work and began the final testing of GO2 Substation in August 2016.
CH057C - Harold Track Work- 48th Street Bridge and Retaining Wall. Railroad Construction Company	7/14/14	08/14	1/26/16	2/18/16	2.4	3.0			Open	The LIRR has formally requested the Record of Concurrence and Acceptance (ROCA). Final completion is pending on the negotiation of close out modification.
Subtotal					**$3,013.8**	**$3,087.0**				
Value of scope transferred								**($ 67.6)**		
Total					**$2,946.2**	**$ 3019.4**				

Manhattan Construction

MANHATTAN ACTIVE CONTRACTS



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.

GCT Caverns (CM007) The work of this contract includes the construction of permanent structural concrete lining, interior structures, and fit-out of Grand Central Terminal (GCT) Caverns previously excavated by others. The work also includes installation of track, special track work and third rail along the project alignment.

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 and unit substations, Construction and fit-out of terminal management system and Construction of certain rooms adjacent to south substation and Terminal Management Center.

GCT Concourse and Facilities Fit-Out (CM014B) Construction of the new LIRR Grand Central Terminal (GCT) Concourse facility. Work elements includes foundations, underground utilities, CMU walls, structural steel framing, mechanical, electrical, plumbing, fire protection, architectural finishes, and unified trash elevators. This contract also provides the construction for the fit-out of the 44th Street and 50th Street Ventilation Facilities. Contract contains options for 3 additional elevators and North Transfer Station.

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 CM006, CM007, CM014A, CM014B and General Conditions contracts in the vicinity of GCT. These resources include both direct and indirect labor, work train support, and track outages.

Manhattan Construction

MANHATTAN NORTH STRUCTURES (CM006)

Contractor: Frontier Kemper Constructors Inc.

Construction Manager: Vincent Monaco

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

- In September 2016, the contractor has completed 86.4% of the current contract value compared a Plan of 88.9%. The contractor progressed the shotcrete work for walls and arch at GCT 3 West Wye as planned. The contractor reported the actual cumulative concrete placement amount of 67,709 cubic yards versus a Planned of 67,346 as of end September. The Substantial Completion continues to be forecasted for June 2017.

CRITICAL ISSUES

- None reported in this reporting cycle.

MITIGATION

- None updated in this reporting cycle.

COST

- 22 contract modifications are executed which is 19% of the current contract. 86.4% of CM006's current contract value is invoiced and 79.5% of the contract paid. The Forecast is within the Budget.

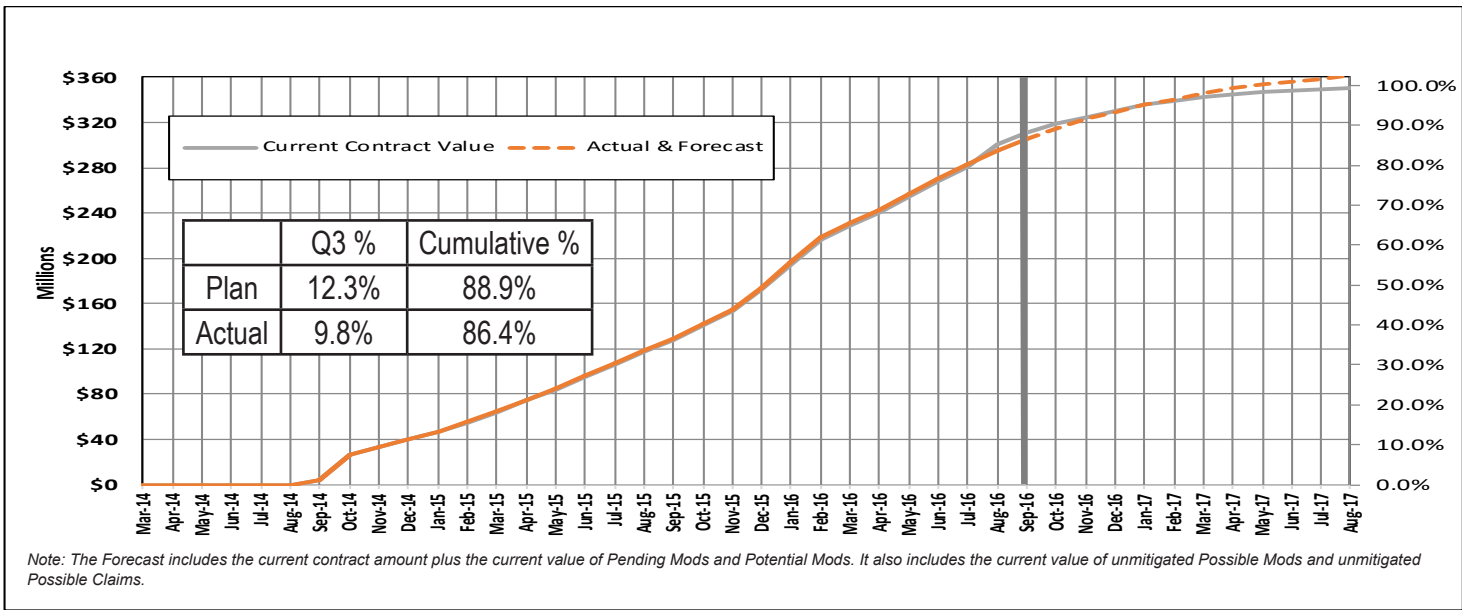
LOOK AHEAD

- The planned critical activities in October 2016 are the installation of rebar for the east and west walls, and drain pipes for exterior walls at GCT3 Crossover.

SAFETY

- Performing Q3 2016 Safety Assessments.
- Continued ongoing weekly walkthrough of site with management and daily safety site visits which are documented in the daily hazard logs.
- Addressed safety issues and documented what was corrected through hazard logs.
- Performed Fire Prevention Checklist walk.
- Safety Statistics–LTIR 0.35 B.L.S. (Bureau of Labor Standards) 1.70. LTIR represents incidents that occurred for every 200,000 manhours worked.

CM006 PROGRESS CURVE

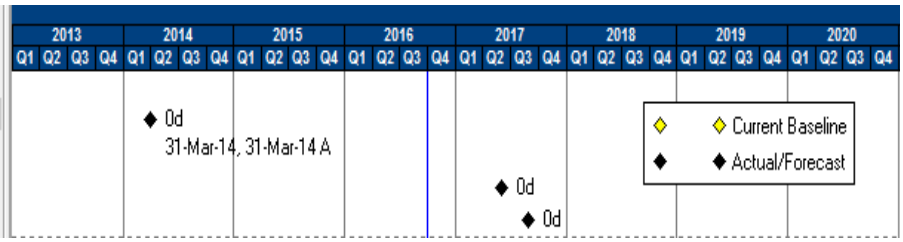


	Q3 %	Cumulative %
Plan	12.3%	88.9%
Actual	9.8%	86.4%

Note: The Forecast includes the current contract amount plus the current value of Pending Mods and Potential Mods. It also includes the current value of unmitigated Possible Mods and unmitigated Possible Claims.

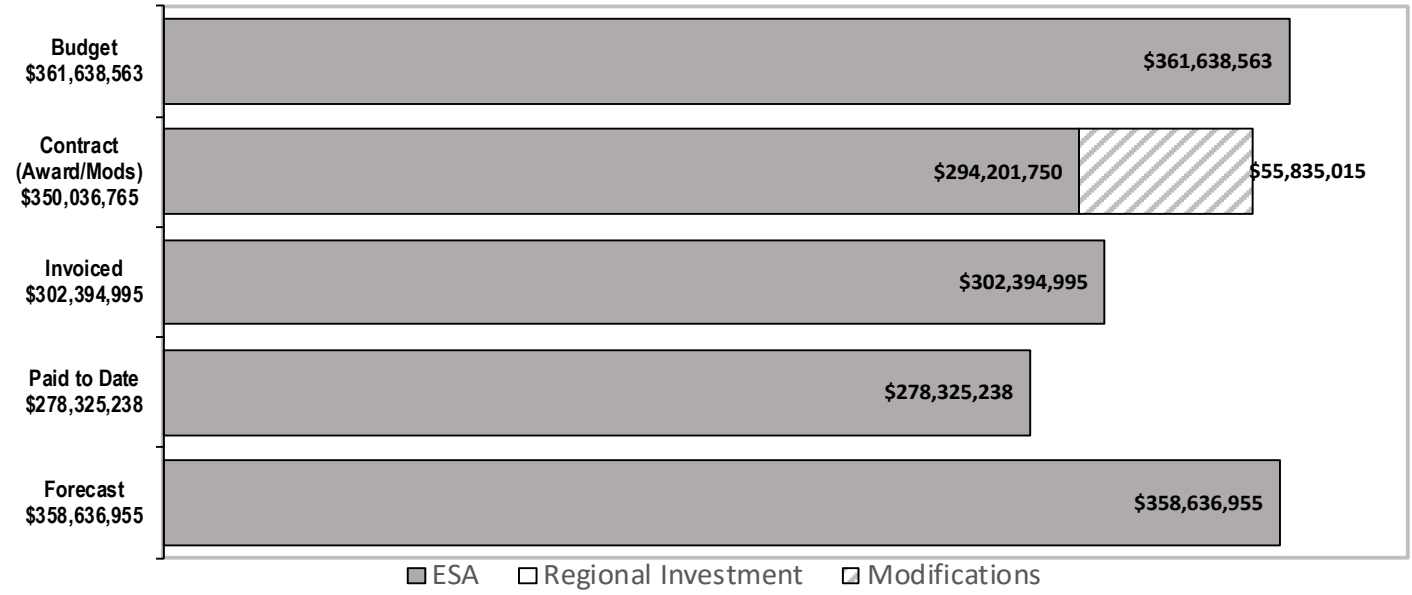
MILESTONES

MPR Description	Current Baseline	Actual/ Forecast
CM006: Manhattan North Structures		
Notice to Proceed	31-Mar-14	
Substantial Completion and Upper Leve	01-Jun-17	01-Jun-17*
Final Completion	30-Aug-17	30-Aug-17*

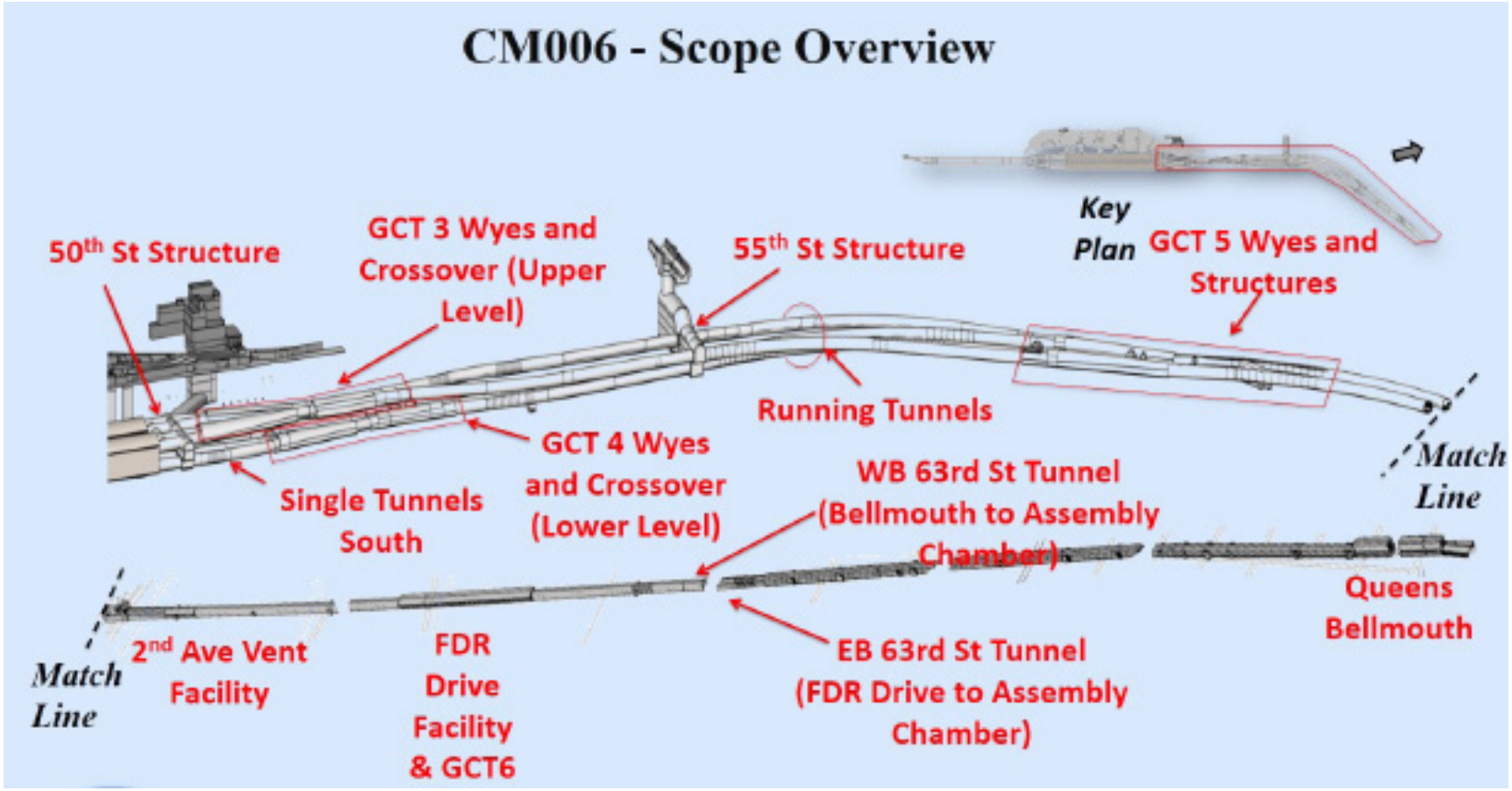


Note: Asterisk signifies schedule constraint for the contract date.

FINANCIAL SUMMARY



Note: The Forecast includes the current contract amount plus the current value of Pending Mods and Potential Mods. It also includes the current value of unmitigated Possible Mods and unmitigated Possible Claims.


CM006 - Scope Overview
Key Plan
50th St Structure
GCT 3 Wyes and Crossover (Upper Level)
55th St Structure
GCT 5 Wyes and Structures
Running Tunnels
Match Line
GCT 4 Wyes and Crossover (Lower Level)
Single Tunnels South
WB 63rd St Tunnel (Bellmouth to Assembly Chamber)
Queens Bellmouth
Match Line
2nd Ave Vent Facility
FDR Drive Facility & GCT6
EB 63rd St Tunnel (FDR Drive to Assembly Chamber)

Manhattan Construction

GCT CAVERNS (CM007)

Contractor: Tutor Perini Corporation

Construction Manager: Vincent Monaco

FTA Grant: NY-03-0344

Description: Construction of permanent structural concrete lining, interior structures, and fit-out of the Long Island Railroad (LIRR) Grand Central Terminal (GCT) Caverns previously excavated by others beneath the existing Grand Central Terminal located in Manhattan. The Work also includes installation of track, special track work and third rail along the Project alignment.

SCHEDULE PROGRESS

- During September 2016, the contractor continued to submit contractually required shop drawings and submittals for review. The contractor continued preliminary cavern survey and commenced takeover of temporary utilities North of caverns. Prototype beam B5A was cast and will be ready for MTA & GEC inspection by early October. The contractor will begin actual construction work on October 11, 2016 with the release of Access Restraint #1 (Cavern and Tunnel Access).

CRITICAL ISSUES

- A Differing Site Condition (DSC-001) was identified by the contractor related to the East and West Cavern lower level wall rebar dowels, which were installed by CM005 contractor. These dowels impact the installation of precast beams in the caverns and result in a Non-Conformance Report (NCR) against the CM005 contractor.
- A Notice of Change (NOC-001) has been submitted by the contractor identifying cost and time impacts due to changes in the camber values of certain precast elements.
- The contractor has not yet submitted the Composite Schedule, which enables the tracking of Critical Interface Activities (CIAs) for CM006, CM007 and CS179.

MITIGATION

- GEC has provided two possible corrective actions to fix this non-conformance. As this issue (DSC-001) is critical to the precast installation, the related remediation work will be allowed to begin ahead of time in order to mitigate any impact to the precast installation.
- CPR-001 was negotiated on September 07, 2016 with no time impact. Contractor will be expediting related formwork fabrications to mitigate any slippage to the current Baseline Schedule.
- A meeting between MTA and the contractor was held on September 22, 2016 to discuss the previous submission and status of a revised Composite Schedule. MTACC continues to track the interfaces through the individual schedules for CM006, CM007 and CS179.

COST

- The CM007 contract was awarded at $663,077,800. 2.5% of CM007's current contract value is invoiced and 2.0% paid. The Forecast is within the Budget.

LOOK AHEAD

- Commence Track Mock-Up.
- Commence PAC Mock-Up.
- Commence drainage cleaning & video inspection.
- Commence mobilizing track materials to Track D/Track BC/Track A .
- Commence installation of lower level column rebar at South Back of House.
- Setup for Prototype beam B1A.
- Continue 3D scanning in caverns.

SAFETY

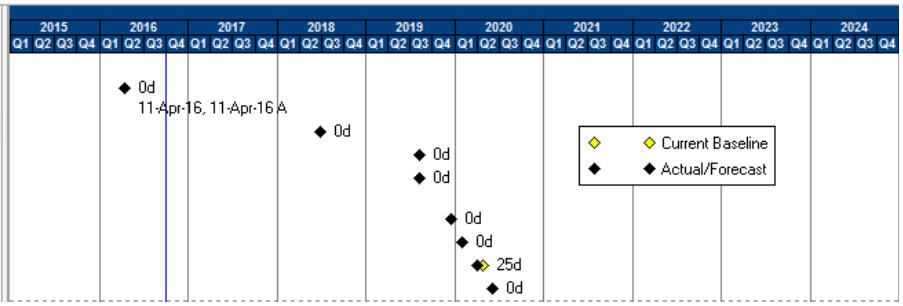
- Engage in public protection with the contractor with access/egress of work site locations.
- Perform Daily Safety Walks of the project.
- Review and comment on Safe Work Plans submitted.
- Safety Statistics–LTIR 0.00, B.L.S. (Bureau of Labor Standards) 1.70. LTIR represents incidents that occurred for every 200,000 manhours worked.

CM007 PROGRESS CURVE

The cost curve is in development pending on the contractor's submission of detailed cost breakdown.

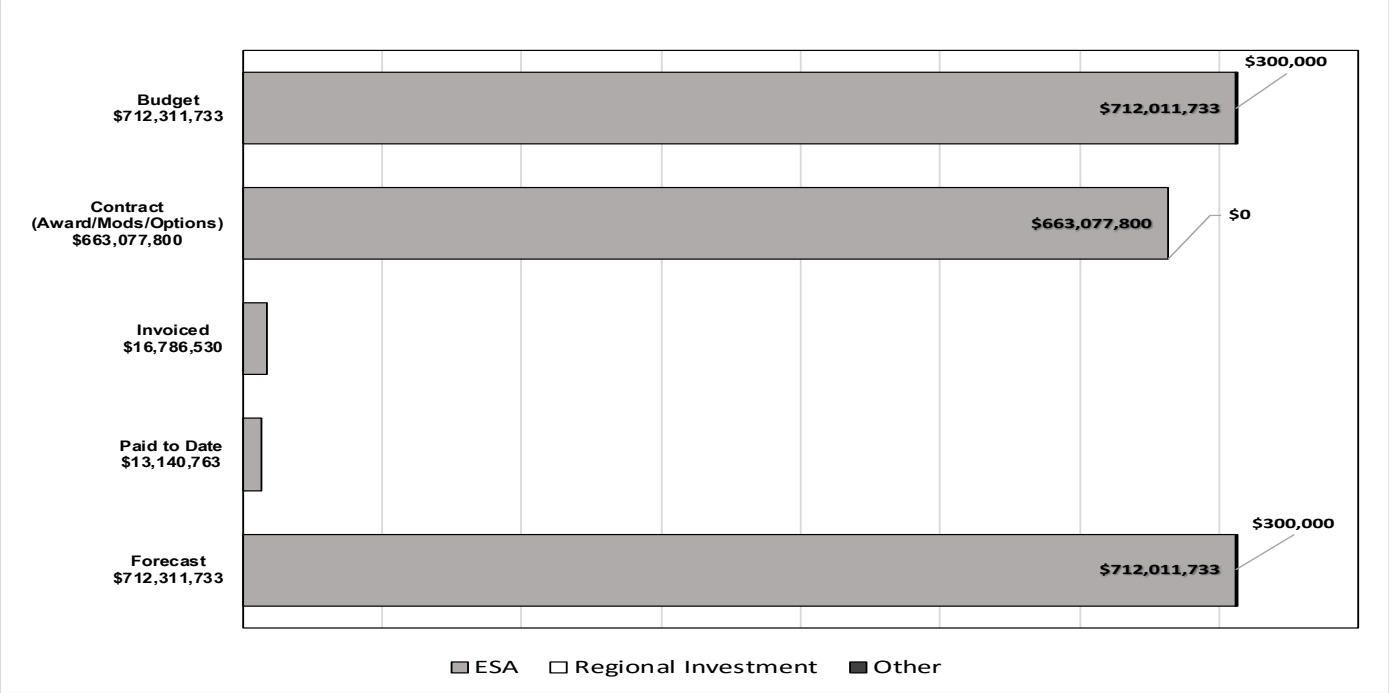
MILESTONES

MPR Description	Current Baseline	Actual/ Forecast
CM007: GCT Caverns		
Notice to Proceed	11-Apr-16	
Substations US1 and US2 Complete	27-Jun-18	27-Jun-18
Track and Third Rail Work Complete	07-Aug-19	07-Aug-19*
Caverns Ready for Integrated Systems Testing	07-Aug-19	07-Aug-19
All Caverns and Tunnel Work Complete	16-Dec-19	16-Dec-19
Substantial Completion	28-Jan-20	28-Jan-20*
Punch List Completion	27-Apr-20	02-Apr-20
Integrated Systems Testing Completion	01-Jun-20	01-Jun-20*



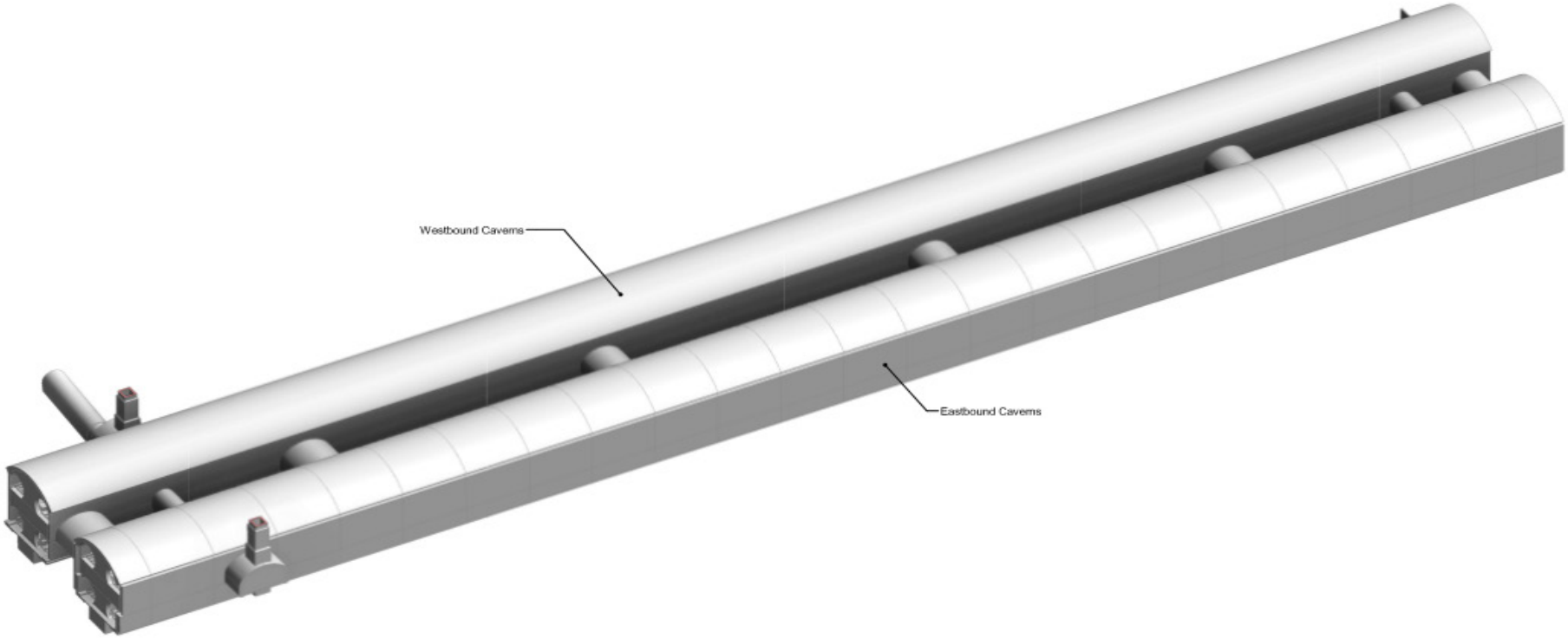
Note: Asterisk signifies schedule constraint for the contract date.

FINANCIAL SUMMARY



Note: The Forecast includes the current contract amount plus the current value of Pending Mods and Potential Mods. It also includes the current value of unmitigated Possible Mods and unmitigated Possible Claims.

SITE MAP



CM007 Caverns - Out off context Overview

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

- The contractor has completed 97.0% of the work as of the end of September 2016. All 6 Con Edison feeders have been energized. The remaining work required by the Substantial Completion consists primarily of switchgear equipment corrections and final SCADA Programming/Testing. This work has taken an extended period of time due to switchgear parts availability and program software issues. The contractor's work plan shows the subcontractor completing all work by the end of November 2016.
- It should be noted the following additional changes will be added to the CM014A scope and will not impact completion of the above noted work: 1. Operations and Maintenance of B30 Substation equipment providing new Cavern construction power 2. Temporary Air Conditioning of new electrical equipment rooms. 3. Cost for Con Edison Support to rack in-or-out breakers to address outside Con Ed system issues.
- The contractual Substantial Completion date of September 7, 2015 was not met. MTA and the contractor have discussed a revised Substantial Completion date of November 1, 2015, but this has not been agreed upon as of the end of September 2016.

CRITICAL ISSUES

- None reported in this update.

MITIGATION

- None reported in this update.

COST

- 47 contract modifications have been executed which is 35.2% of the current contract. 97.0% of the CM014A current contract value has been invoiced and 96.5% of the current contract value has been paid. The Forecast is within the Budget.

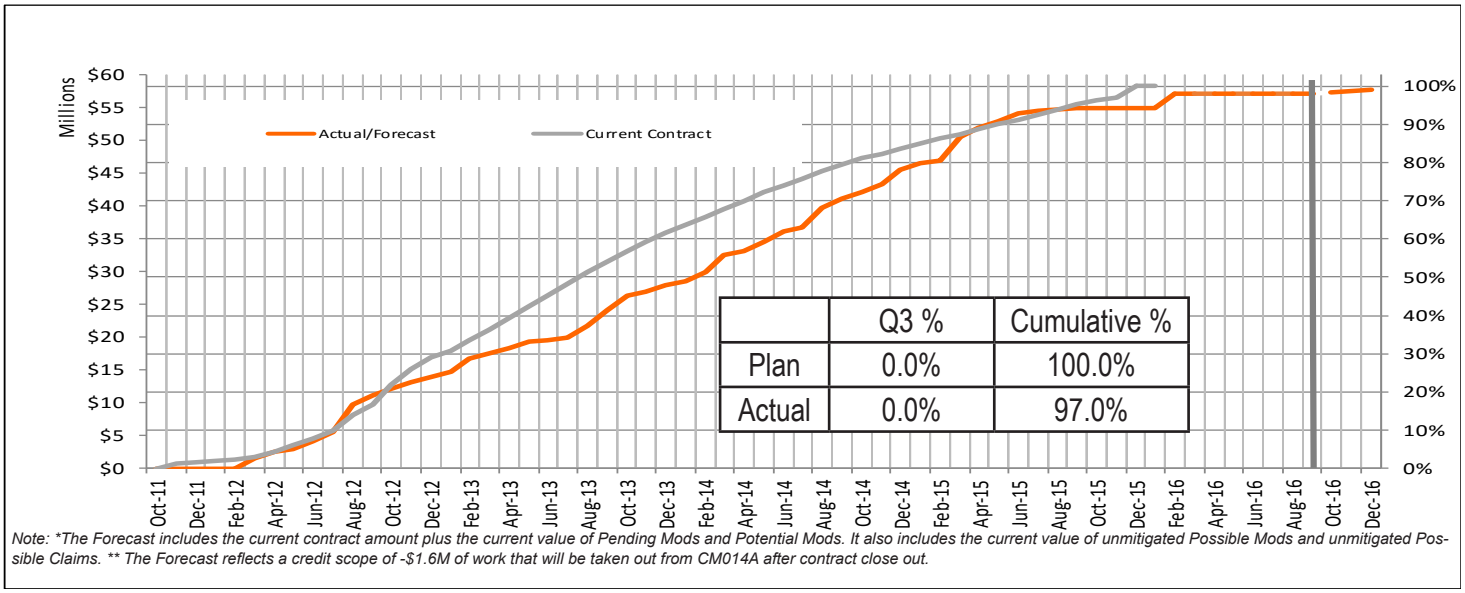
LOOK AHEAD

- Completion of SCADA testing, all Punchlist items and the submission of all deliverables, particularly the as-built drawings.

SAFETY

- Safety Statistics–LTIR 2.75, B.L.S. (Bureau of Labor Standards) 1.70. LTIR represents incidents that occurred for every 200,000 manhours worked.

CM014A PROGRESS CURVE

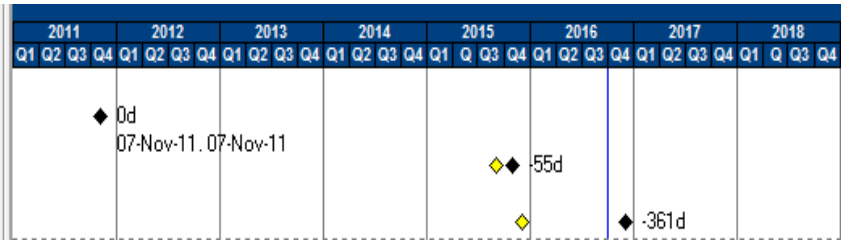


	Q3 %	Cumulative %
Plan	0.0%	100.0%
Actual	0.0%	97.0%

*Note: *The Forecast includes the current contract amount plus the current value of Pending Mods and Potential Mods. It also includes the current value of unmitigated Possible Mods and unmitigated Possible Claims. ** The Forecast reflects a credit scope of -$1.6M of work that will be taken out from CM014A after contract close out.*

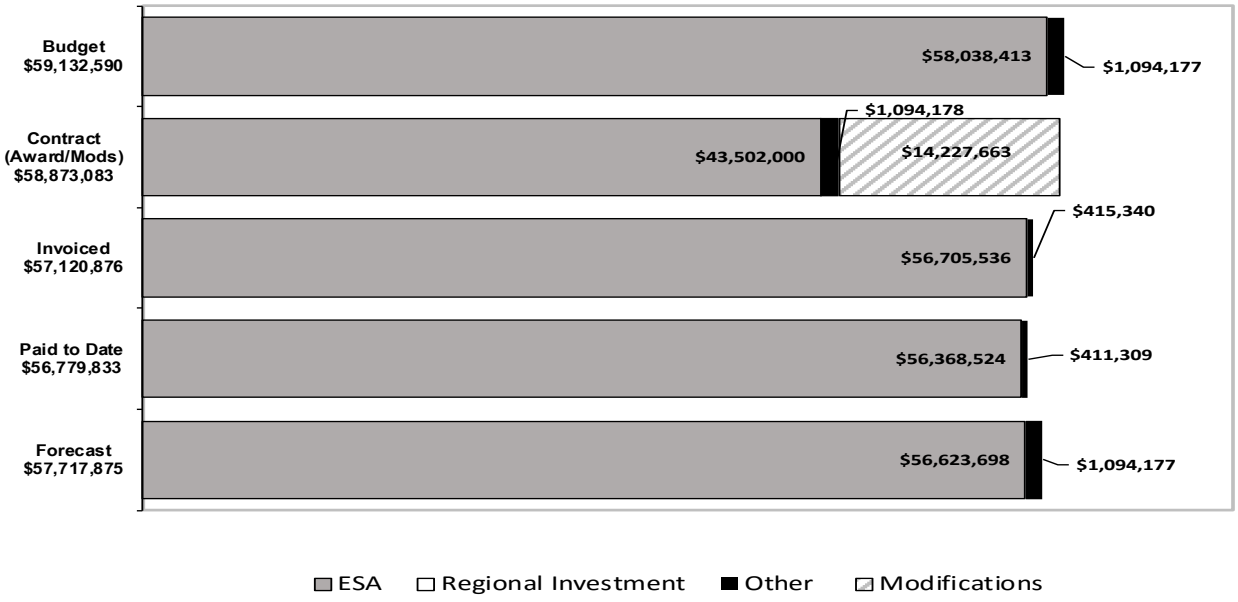
MILESTONES

MPR Description	Current Baseline	Actual/ Forecast
CM014A: GCT Concourse and Facilities Fit Out		
Notice to Proceed	07-Nov-11	
Substantial Completion	07-Sep-15	07-Nov-15
Final Completion	06-Dec-15	01-Dec-16



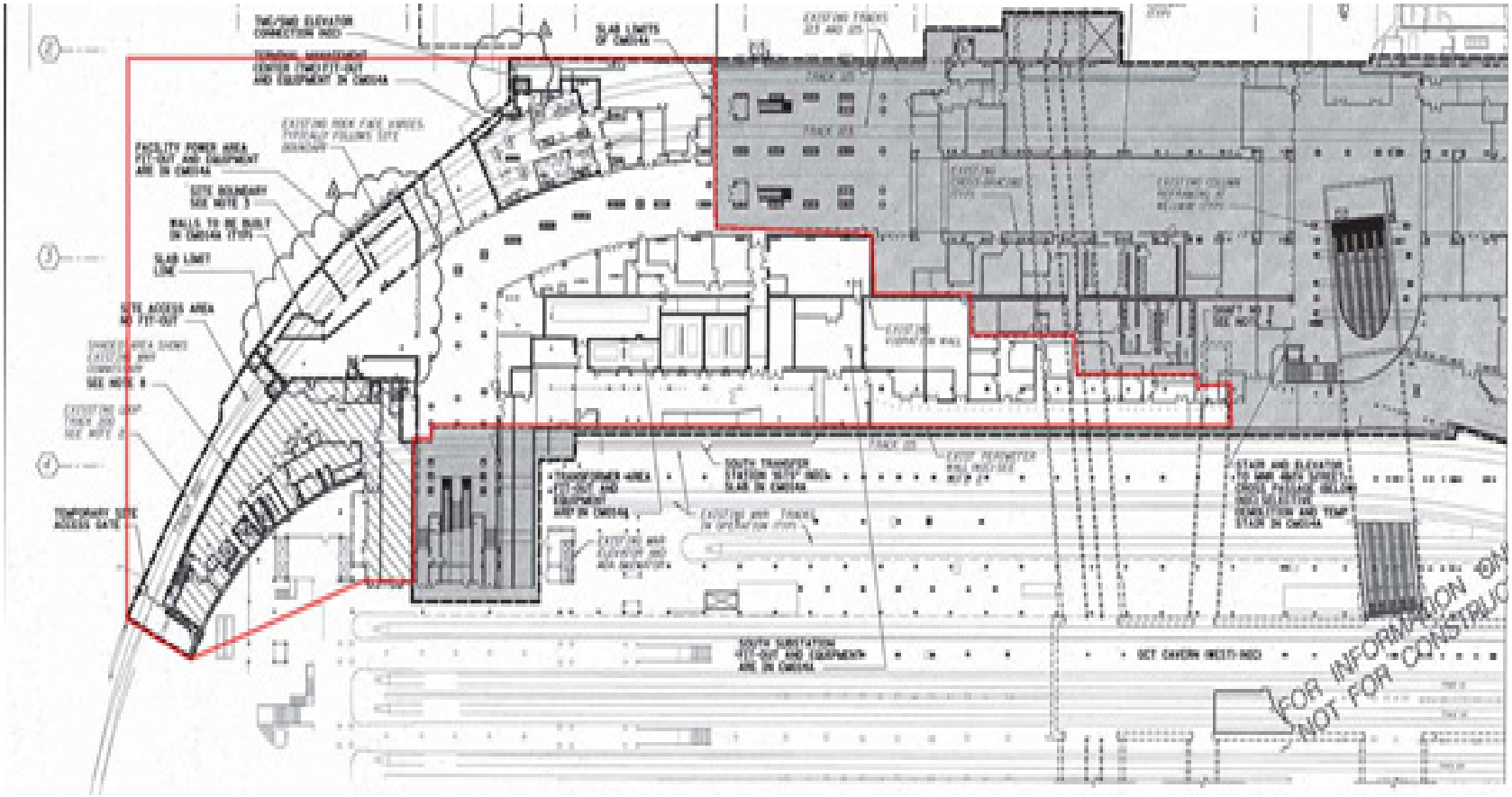
Note: Asterisk signifies schedule constraint for the contract date.

FINANCIAL SUMMARY



*Note: *The Forecast includes the current contract amount plus the current value of Pending Mods and Potential Mods. It also includes the current value of unmitigated Possible Mods and unmitigated Possible Claims. ** The Forecast Value reflects a credit scope of -$1.6M of work that will be taken out from CM014A after contract close out, making Invoiced Value larger that Forecast Value in this report.*

SITE MAP



Manhattan Construction

GCT CONCOURSE AND FACILITIES FIT-OUT (CM014B)

Contractor: GCT Constructors JV

Construction Manager: Richard Dilley

FTA Grant: NY-03-0344

ARRA Grant: NY-57-X018

Description: Construction of the new LIRR Grand Central Terminal (GCT) Concourse facility. Work elements includes foundations, underground utilities, CMU walls, structural steel framing, mechanical, electrical, plumbing, fire protection, architectural finishes, and unified trash elevators. This contract also provides the construction for the fit-out of the 44th Street and 50th Street Ventilation Facilities. Contract contains options for 3 additional elevators and North Transfer Station.

SCHEDULE PROGRESS

- The contractor has completed 24.4% of the contract. This progress is behind the contractor's scheduled work through the end of September 2016. No progress was realized on the contractor's primary critical path work in September, which consisted of receiving approval of structural steel submittals for Zone 1 at the South end of the Concourse. The contractor initially submitted these submittals in July and August and has had the first two revisions rejected. The third revision is under review and is expected to be approved by the end of October 2016.
- Progress in other areas of the concourse include concrete slabs, which have progressed to approximately 65% complete, underground utilities at the North end and West side of the concourse continued to progress ahead of concrete slabs, MEP rough-in continued to progress in 50th Street Vent Building and 44th Street Vent Building, Unistrut support system installation continued in Wellways 1 and 2 and MEP rough-in continued in Wellways 3 and 4. The CM forecast for Substantial Completion remains January 21, 2019.

CRITICAL ISSUES

- Delays to structural steel submittals have negatively impacted the contractor's progress in several areas within the concourse. Milestone #5A (48th Street) progress is also impacted, with the remaining excavation on hold until steel is fabricated and installed to support the existing abutment wall. The shop drawings for this work were submitted July 11, 2016 and were rejected August 23, 2016. The Recovery Schedule does not account for a second round of submittals and indicates this steel must be released for fabrication by August 23, 2016. As of end September, this submittal has not been approved, therefore the CM forecast for Milestone #5A is for a 115-day delay from November 25, 2016 to March 20,2017.

MITIGATION

- The contractor has added engineering resources to assist with submittal preparation, specifically structural steel. Since submittal preparation and review durations are not compressible, the contractor has committed to adding additional work shifts in the coming months when material is available on site to be installed. These additional shifts are included in the Recovery Schedule and must be monitored to ensure the plan is being implemented as proposed.

COST

- 39 contract modification and 2 options have been executed which is 6.7% of the current contract. 24.4% of the contract value has been invoiced and 20.7% paid. The Forecast is equal to the budget.

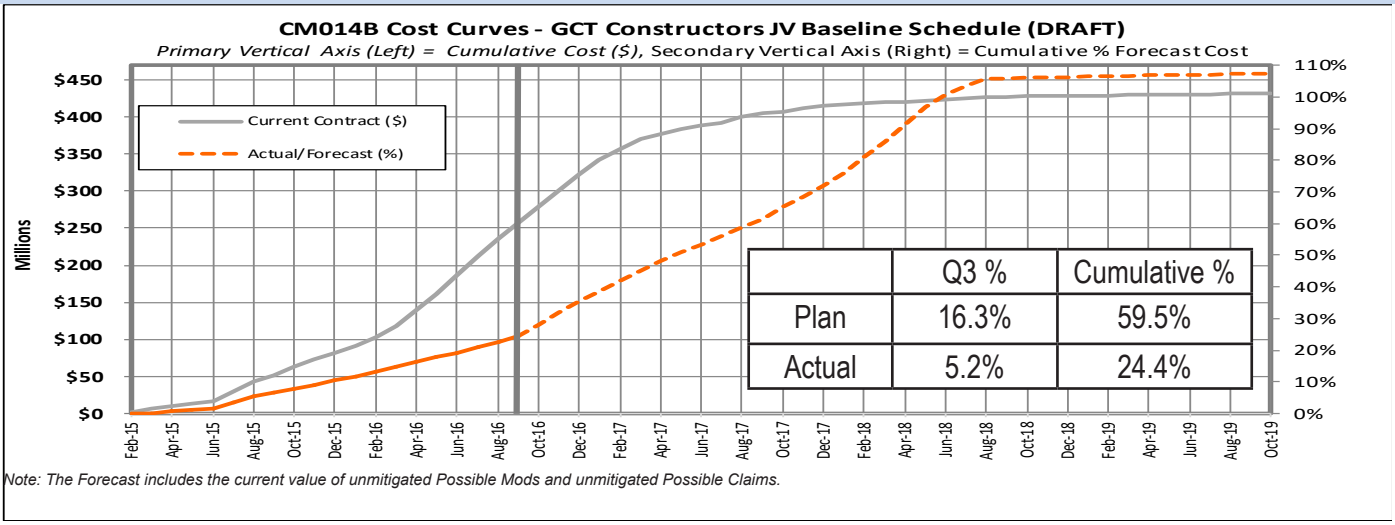
LOOK AHEAD

- To advance work on the primary Critical Path, the contractor is continuing to prioritize work on structural steel shop drawings. While the contractor has met the initial submittal dates in their Recovery Schedule, as of the date of this report no approvals have been received for concourse steel. In order to stay on their Recovery Schedule, steel must be released for fabrication by October 25, 2016.
- The Biltmore Connection site work starts with the relocation of existing utilities, many of which feed operating MNR facilities. Field coordination, review meetings and approval of work plans are ongoing to begin this work in mid-October 2016.
- Additional planned work includes continuing unistrut frame installation in Wellways 1 and 2, MEP rough-in within Wellways 3 and 4, concrete slab pours in the concourse from south to north, masonry wall construction following slab pours, and continuing progress in the fit-out of the 44th Street and 50th Street Vent Buildings.

SAFETY

- Performing Q3 2016 Safety Assessments.
- Preparing for excavation through 48th Street and for future opening access into LIRR Concourse.
- Preparing for relocation of access from Madison Yard to GCT track 112 to track 115.
- Safety Statistics–LTIR 1.41, B.L.S. (Bureau of Labor Standards) 1.70. LTIR represents incidents that occurred for every 200,000 manhours worked.

CM014B PROGRESS CURVE

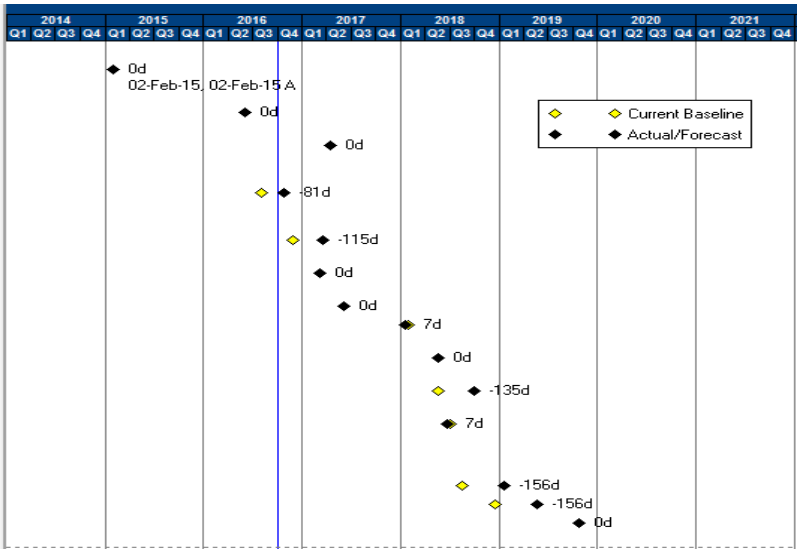


	Q3 %	Cumulative %
Plan	16.3%	59.5%
Actual	5.2%	24.4%

Note: The Forecast includes the current value of unmitigated Possible Mods and unmitigated Possible Claims.

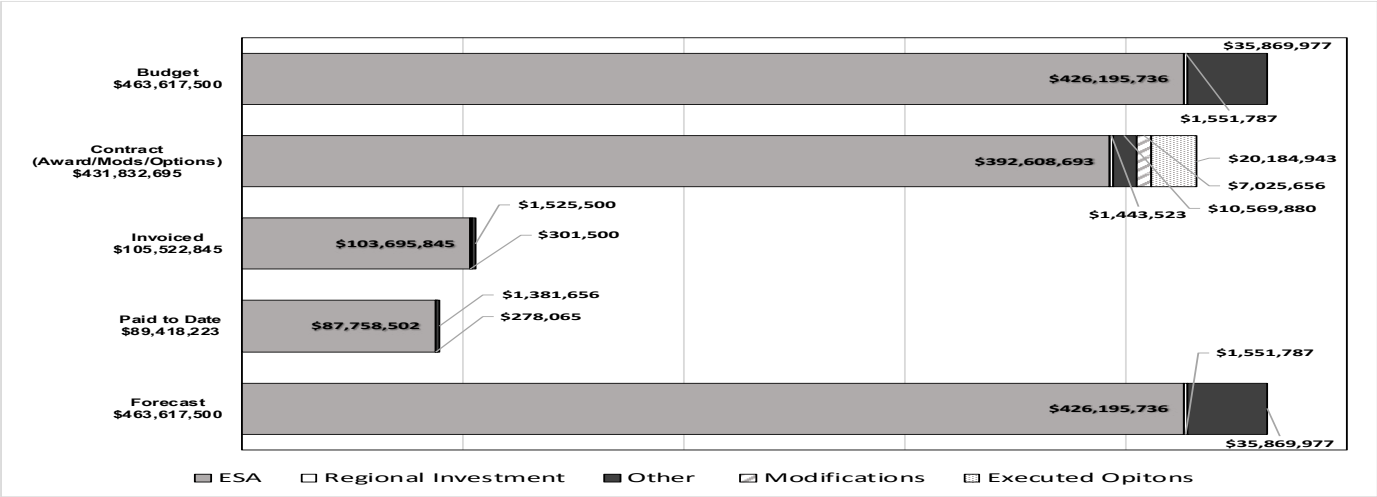
MILESTONES

MPR Description	Current Baseline	Actual/ Forecast
CM014B: GCT Concourse and Facilities Fit Out		
Notice to Proceed	02-Feb-15	
MS01 - TMC, CC-C5, CR-C2 Comm Room & F/O Backbone Route from	01-Jun-16	01-Jun-16 A
MS02 - 50th St. Comm Room CR102, Tunnel Fan Control Room, Electrical RM #126 & ICC (Room Ready)	17-Apr-17	17-Apr-17*
MS03 - Comm Room CR-C1, Comm Closet CC-C1, C2 & C6 & F/O Backbone from CR-C2 to CR-C1	04-Aug-16	24-Oct-16*
MS05A - Complete all work at 48th St Entrance	25-Nov-16	20-Mar-17*
MS04 - Comm Closets CC-C3, CC-C7 & Room B3265	05-Mar-17	05-Mar-17*
MS05 - 44th St Vent Facility Complete	04-Jun-17	04-Jun-17*
CM014B MS07 - Completion of 50th Street 2nd Phase	27-Jan-18	20-Jan-18*
CM014B MS06 - Comm Closets CC-C4 and CC-C8	20-May-18	20-May-18*
CM014B MS09A - Ready for Integrated Systems Testing	20-May-18	02-Oct-18*
CM014B MS10 - Shaft 4; Complete all work within Elev 3 & 4 Hoistway, Elev Lobby, Elev Machine Rm, Stair #23, Utility Rm	01-Jul-18	24-Jun-18*
Substantial Completion	18-Aug-18	21-Jan-19*
MS08A - Punchlist Complete	16-Dec-18	21-May-19*
MS09 - Integrated Systems Testing Completed	25-Oct-19	25-Oct-19*

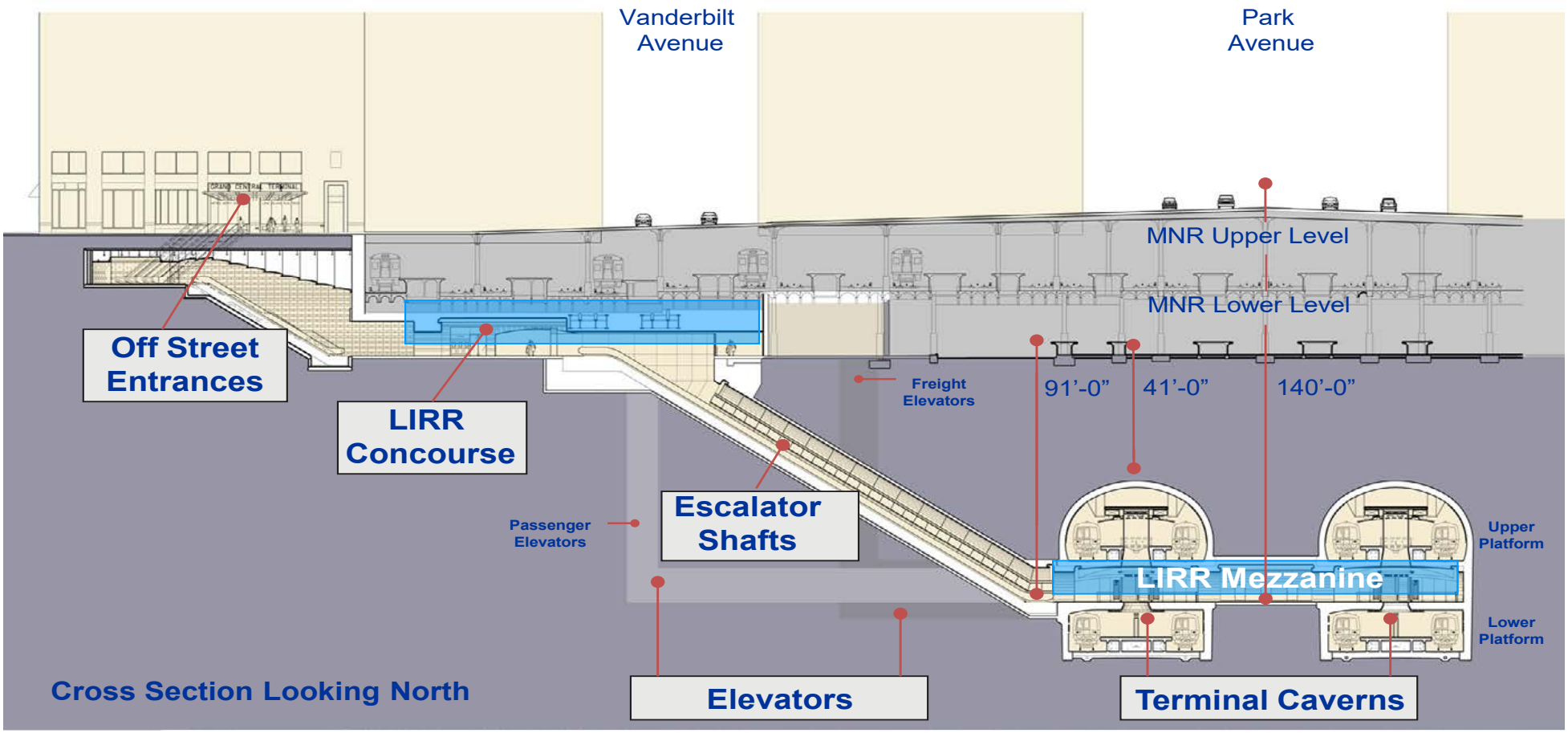


Note: Asterisk signifies schedule constraint for the contract date.

FINANCIAL SUMMARY CM014B



SITE MAP


Vanderbilt Avenue
Park Avenue
MNR Upper Level
MNR Lower Level
Off Street Entrances
LIRR Concourse
Freight Elevators
91'-0"
41'-0"
140'-0"
Escalator Shafts
Passenger Elevators
Upper Platform
LIRR Mezzanine
Lower Platform
Cross Section Looking North
Elevators
Terminal Caverns

Manhattan Construction

VERTICAL CIRCULATION - ESCALATORS AND ELEVATORS (VM014)

Contractor: Schindler Elevator Corp.

Construction Manager: Eric Schoener

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

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 continued Phase II (Fabrication) work which currently involves the submittal of shop drawings and fabrication of Vertical Circulation Elements.
- Passenger EL 01-02 fabrication has been completed and delivered to a local warehouse. The Construction Management Team is verifying the completeness of the delivery and adherence to the contractual requirements.
- Contract modifications with the VM014 contractor to align VM014 Milestones/Access Restraints with those of the CM014B and CM007 contracts negotiations have been signed by the contractor and returned to the MTA for execution.
- Contract modification for aligning VM014 Phase II (Fabrication) with final design requirements of CM014B and CM007 negotiation has been signed by the contractor and returned to the MTA for execution.
- Contract modification, Request for Equitable Adjustment has been signed by the contractor and returned to the MTA for execution.

CRITICAL ISSUES

- Contract CM015 (48th Street Entrance) needs to be incorporated into contract VM014. Alignment of VM014 scope to CM015 is required.

MITIGATION

- Create CPR and negotiate contract modification to incorporate contract CM015 into VM014 and transfer scope (48th Street Entrance Escalators Installation and In-contract Maintenance) within VM014 contract to reflect CM015 requirements including schedule alignment.

COST

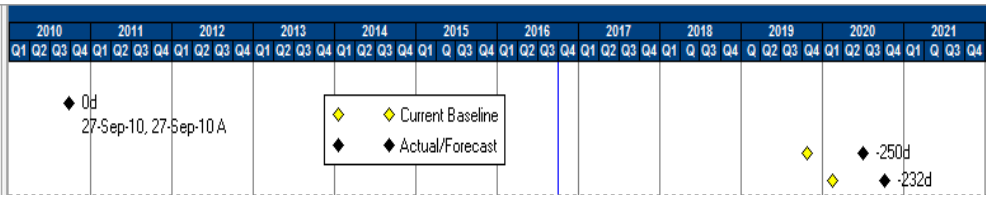
- 6 contract modifications have been executed which is 15.2% of the current Contract. 21.9% of the current Contract value has been invoiced and 20.3% of the Contract was paid. The Forecast is within the Budget.

LOOK AHEAD

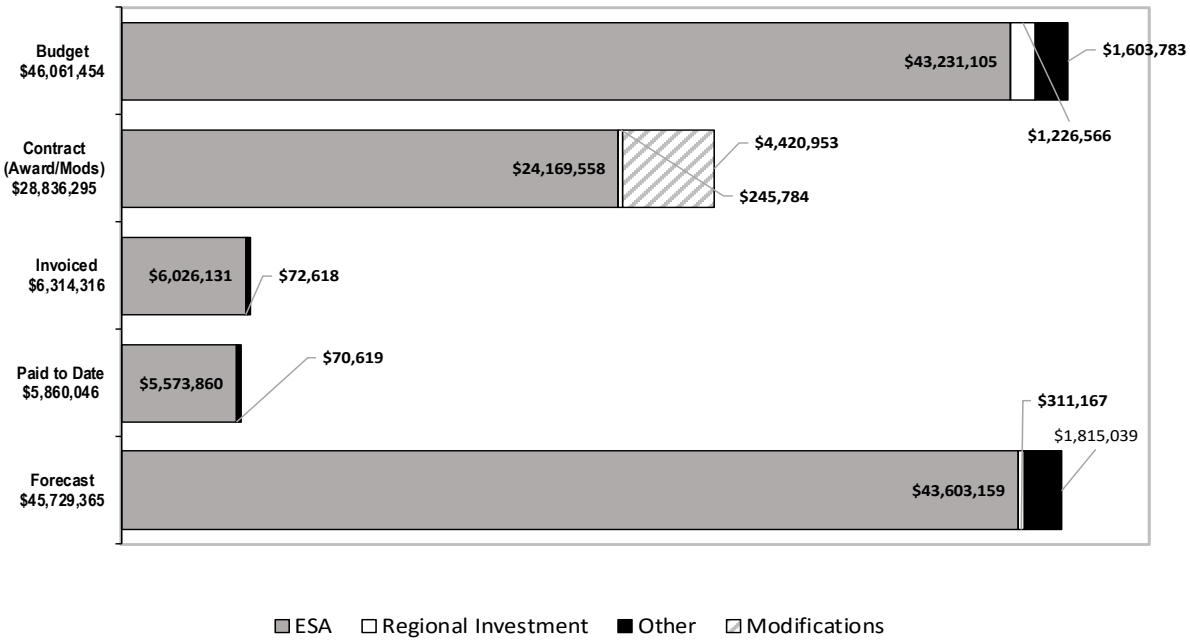
- Execute contract modifications to align VM014 with CM007, to align VM014 with CM014B, the REA, and to align VM014 Phase II (Fabrication) design changes. Execution of the modifications is expected in October 2016.
- Continue finalizing shop drawing reviews and monitoring fabrication for the 22 escalators and 14 elevators within the VM014 contract to be installed as part of the GCT Concourse and Facilities Fit-Out (CM014B) contract.
- Create CPR to incorporate Contract CM015 and CM015/VM014 scope and schedule alignment into VM014 and transfer Scope (48th Street Entrance Escalators Installation and In-Contract Maintenance) within VM014.
- Continue finalizing reviews of shop drawings and monitoring fabrication for the 16 escalators and 6 elevators within the VM014 contract to be installed as part of the GCT Caverns Fit Out (CM007) contract.
- Inspections of stored materials (EL 01-02, EL 14, EL 21).
- Continue to monitor Phase II (fabrication) progress and schedule.

MILESTONES

MPR Description	Current Baseline	Actual/ Forecast
VM014: Vertical Circulation - Escalators & Elevators		
Notice to Proceed	27-Sep-10	
Substantial Completion	25-Oct-19	01-Jul-20
Final Completion	20-Feb-20	09-Oct-20



FINANCIAL SUMMARY



Note: The Forecast includes the current contract amount plus the current value of Pending Mods and Potential Mods. It also includes the Post- Bid Contingency and future options amount to be exercised before the completion of the project.

Manhattan Construction

MANHATTAN FORCE ACCOUNT (FMM19)

Contractor: Metro-North Railroad

Construction Manager: Fred Atiles

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 Manhattan contracts.
- At this time, MNR provides occasional flagman support and track outages to support ESA Contracts CM007, CM014A, and CM014B.
- MNR and ESA continue to meet on a biweekly basis to go over Force Account work and construction progress.

CRITICAL ISSUES

- None reported this month.

MITIGATION

- None required.

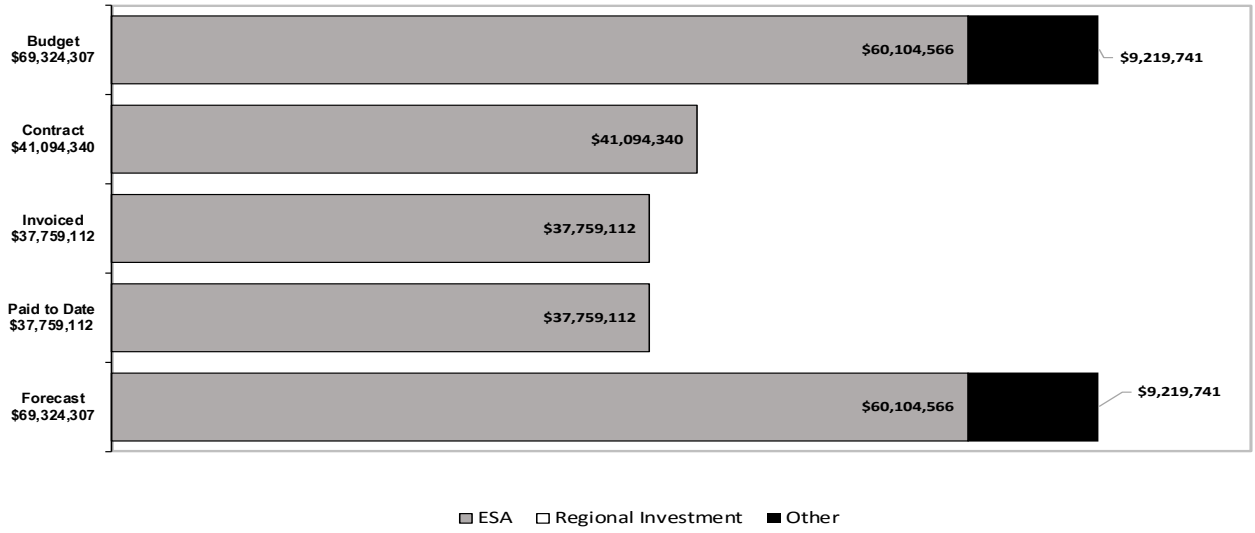
COST

- 91.9% of the FMM19 contract has been invoiced and 91.9% of the contract paid. The Forecast is within the Budget.

LOOK AHEAD

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

FINANCIAL SUMMARY



Note: The Forecast includes the current contract amount plus the current value of Pending Mods and Potential Mods. It also includes the current value of unmitigated Possible Mods and unmitigated Possible 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.

Midday Storage Yard CILs (VQ033) Specialized equipment procurement, which involves design, fabrication and delivery of battery, signal,and control system components for the LIRR Mid-Day Storage Yard Signal CIL.

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.

Harold Structures- Part 3 (CH057) Civil infrastructure work in Harold Interlocking and Sunnyside Yard including replacement of the existing 48th Street Railroad Bridge with a new steel bridge, construction of two new retaining walls, demolition of the GO2 Substation, and installation of catenary support structures, track switches and Amtrak electrical utilities in the Loop and T Interlockings. Contract also contains options to add Amtrak and LIRR scope transferred from force account packages.

Queens Construction

PLAZA SUBSTATION AND QUEENS STRUCTURES (CQ032)

Contractor: Tutor Perini

Construction Manager: Geoffrey Frankel

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

- Through September 2016, the contractor has completed 98.3% of the contract work. The current forecast for Substantial Completion of the work remaining in CQ032 (excluding work to be transferred, which is under assessment by the CM and the contractor) continued to be forecast for November 2016.
- During the month of September 2016, the contractor's planned work on Critical Path activities included grouting to remediate water infiltration at both the Launch Block and EAC areas. The grouting subcontractor mobilized to site on September 12, 2016. The contractor also focused on installing gas piping at the gas meter pad. The contractor is working toward completing the MEP and architectural finishes in the Yard Services Building.

CRITICAL ISSUES

- The completion of grouting at the EAC and Launch Block areas. This work is associated with MOD#79, and is taking longer duration than expected.

MITIGATION

- Progress of the grouting has been slow but successful, as the water infiltration has subsided considerably. Continued effort is expected to bring closure in October 2016. The contractor modified the durations for each specialty grouting subcontractor and increased durations for the interior grouting from 24 to 42 shifts and the exterior grouting from 16 to 27 shifts. Anticipated completion of grouting is now October 25, 2016.

COST

- 66 contract modifications have been executed which is 76.5% of the current contract. 98.3% of the CQ032 current contract value has been invoiced and 93.0% of the current contract value has been paid. The Forecast is equal to the Budget.
- 99.8% of the CQ032 FA contract value has been invoiced. CQ032 Amtrak and LIRR Force Accounts are paid out FQL99 and FQA99. $40.4M has been paid out of FQL99 to date. $68.5M has been paid out of FQA99 to date. Forecast is equal to the Budget.

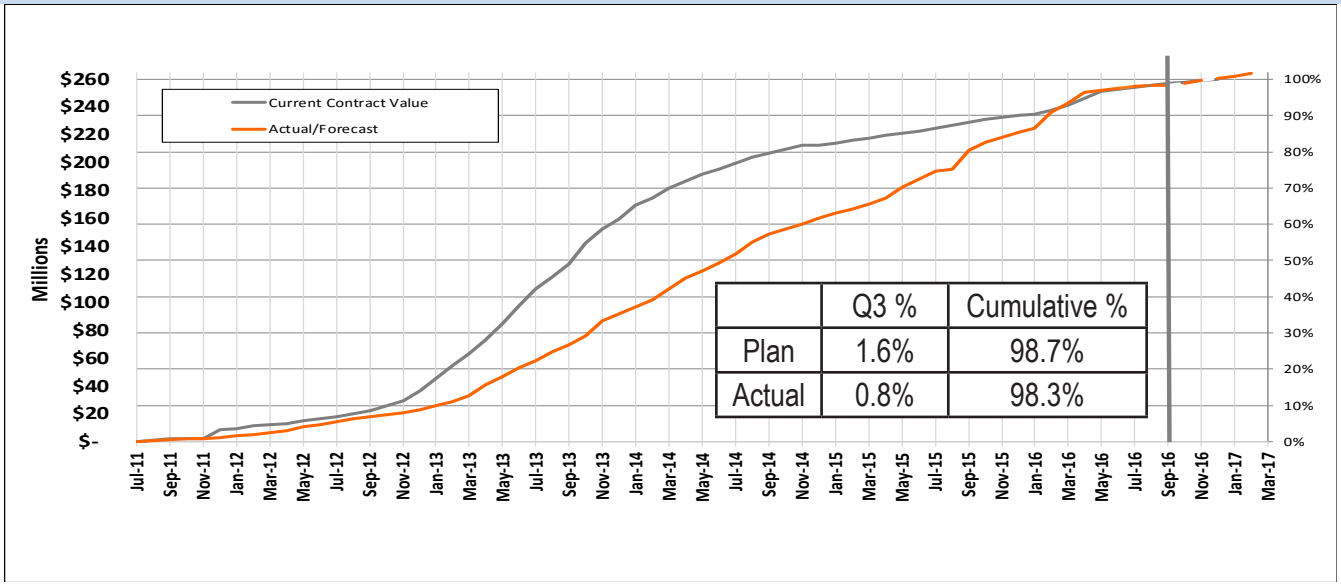
LOOK AHEAD

- Completion of grouting at the EAC and Launch Block areas.
- Completion of the Yard Services Building electrical work (including light installation).
- Completion of the elevator/testing /commissioning.
- Completion of installation of lockers, toilet partitions/accessories, and VCT flooring.

SAFETY

- Performing Q3 2016 Safety Assessments.
- Performing monthly safety Safe Work Plan Audits.
- Performed Fire Prevention Checklist walk.
- Readiness Reviews held prior before work commences.
- Safety Statistics–LTIR 0.54, B.L.S. (Bureau of Labor Standards) 1.70. LTIR represents incidents that occurred for every 200,000 manhours worked.

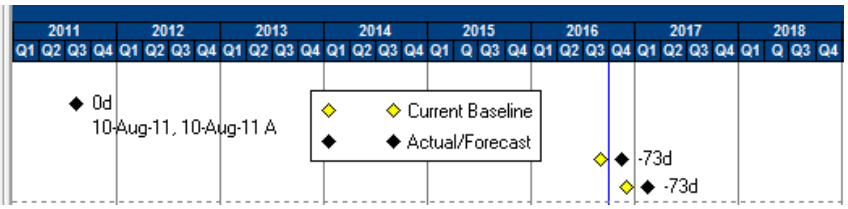
CQ032 PROGRESS CURVE



	Q3 %	Cumulative %
Plan	1.6%	98.7%
Actual	0.8%	98.3%

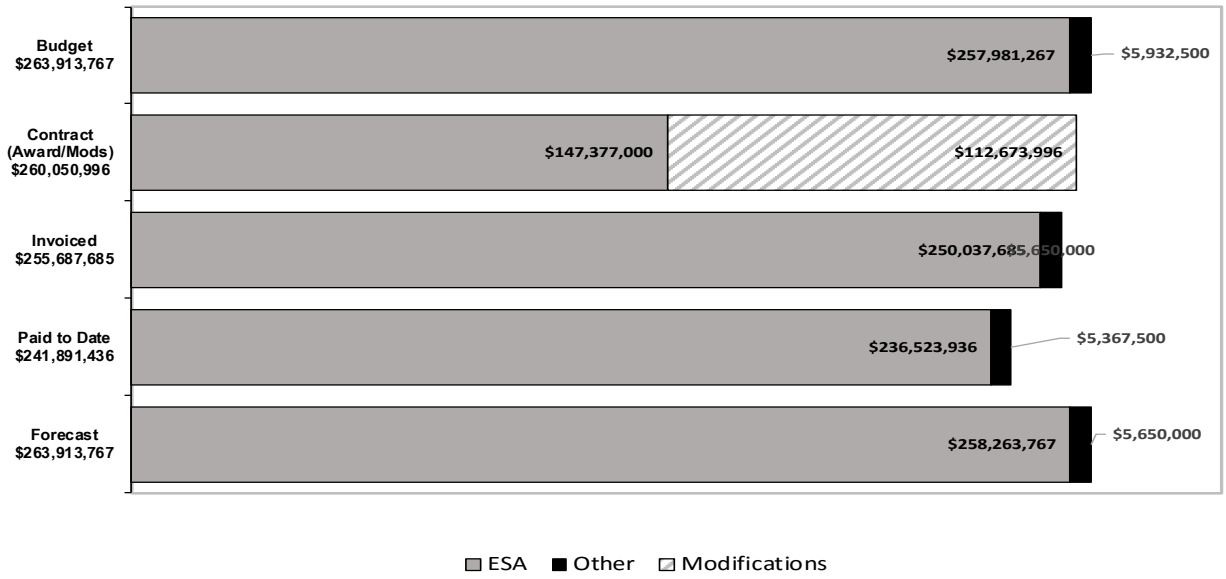
MILESTONES

MPR Description	Current Baseline	Actual/ Forecast
CQ032: Plaza Substation & Queens Structures		
Notice to Proceed	10-Aug-11	
Substantial Completion	06-Sep-16	18-Nov-16*
Final Completion	05-Dec-16	18-Feb-17*



Note: Asterisk signifies schedule constraint for the contract date.

FINANCIAL SUMMARY ESA



*Note: *The Forecast includes the current contract amount plus the current value of Pending Mods and Potential Mods. It also includes the current value of unmitigated Possible Mods and unmitigated Possible Claims.*

FINANCIAL SUMMARY FORCE ACCOUNT

Note: The Forecast includes the current contract amount plus the current value of Pending Mods and Potential Mods. It also includes the current value of unmitigated Possible Mods and unmitigated Possible Claims.

SITE MAP

Queens Construction

MIDDAY STORAGE YARD CILS (VQ033)

Contractor: Ansaldo STS USA

Construction Manager: James Pagano

FTA Grant: NY-03-0344

Description: Specialized equipment procurement, which involves design, fabrication and delivery of battery, signal,and control system components for the LIRR Mid-Day Storage Yard Signal CIL.

SCHEDULE PROGRESS

- The vendor continues to transmit submittals for review and approval. The first invoice is expected in October 2016.

CRITICAL ISSUES

- The contractor's Detailed Baseline Schedule was not in conformance with the milestone dates established in the contract. The contractor needs to initiate a Notice of Change (NOC) request through MTA Procurement.

MITIGATION

- A Notice of Change (NOC) letter has been submitted revising the CIL delivery dates (Milestones) and is awaiting MTA approval. The IPS Schedule reflects these proposed revised CIL delivery (Milestone) dates in anticipation of this NOC approval.

COST

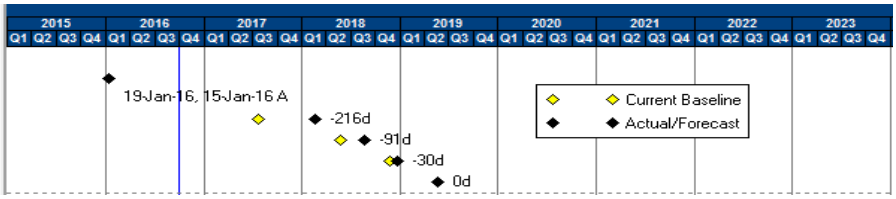
- The contract's value is $18,498,908. No invoice has been submitted as end of September 2016. Forecast is within the Budget.

LOOK AHEAD

- Continue review of VQ033 submittals.

MILESTONES

MPR Description	Current Baseline	Actual/ Forecast
VQ033: CIL Procurement - Mid-Day Storage Yard		
Notice to Proceed	19-Jan-16	
Mid-1 CIL, Mid-2 CIL and Mid-3 CIL	20-Jul-17	21-Feb-18*
Mid-4 CIL, Mid-5 CIL and Mid-6 CIL	23-May-18	22-Aug-18*
Mid-7 CIL and Mid-8 CIL	22-Nov-18	22-Dec-18*
Substantial Completion	19-May-19	19-May-19*



FINANCIAL SUMMARY

Harold Construction

HAROLD STRUCTURES - PART 3 (CH057, FHA57, FHL57)

Contractor: Tutor Perini Corporation

Construction Manager: Andrew Nigro

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

FTA Grant: NY-03-0344

Description: Civil infrastructure work in Harold Interlocking and Sunnyside Yard including replacement of the existing 48th Street Railroad Bridge with a new steel bridge, construction of two new retaining walls, demolition of the GO2 substation, and installation of catenary support structures, track switches and Amtrak electrical utilities in the Loop and T Interlockings. Contract also contains options to add Amtrak and LIRR scope transferred from force account packages.

SCHEDULE PROGRESS

- Through the month of September 2016, the contractor has completed 53.3% of the contract. The Substantial Completion is forecast is now September 27, 2017, a gain of 13 days in comparison to the previous update. The current Critical Path runs trough the electrical wayside work, which included the installation of through, conduits and manholes. Due to the limited Amtrak Access and Protection resources, the CM team issued a stop work order, which pushed electrical wayside work to the Critical Path.
- The previous longest path which driven by the old GO2 Substation decommissioning, is under review and the Project Controls team modified the duration/ logic in the IPS to fit the agreed upon duration (4 months) with LIRR to decommission the existing substation.
- The contractor completed the east sidewalk at the 48th Street Bridge. The contractor also continued to drill test pits at the 48-S2 Wall location. Waterproofing the base slab and installation, formwork and concrete pour of the roof at the Box structure (east of 39th street) are completed. Installation of rebar, formwork for the lower walkway at the D-Pit continued and excavation at the secant Box structure commenced. The contractor also continued drilling piles (10 of 14) and excavating at the 39-S6 Retaining Wall Location.
- Option 1: Electrical Wayside operation continues to be on hold due to the limited Amtrak Access and Protection resources required to support this operation.

CRITICAL ISSUES

- The current Critical Path runs through the electrical wayside work, which included the installation of trough, conduits and manholes. Due to the limited Amtrak Access and Protection resources, the CM team issued a stop work order, which pushed electrical wayside work to the Critical Path. In addition, the catenary work continues to be impacted to existing field conditions including Amtrak/LIRR troughs, utilities and other interferences. Milestone 1 (Catenary RPR/771 Poles) and Milestone #3 (Loop CIH Grading & 39-S6 Wall) continued to be behind schedule as a result of these interferences.

MITIGATION

- CM team is working closely with the contractor and Amtrak/LIRR to resolve issues related to interferences and reduce the impact to MS#1 and MS#3 and to provide the A&P resources required to meet the contractual Substantial Completion date of July 5, 2017.

COST

- 7 contract modifications and 1 option have been executed which is 5.0% of the current contract value. 53.3% of the current contract is invoiced and 36.8% of the contract paid.
- 6.3% of FHA057's contract is invoiced. 47.6% of FHL057's contract is invoiced.

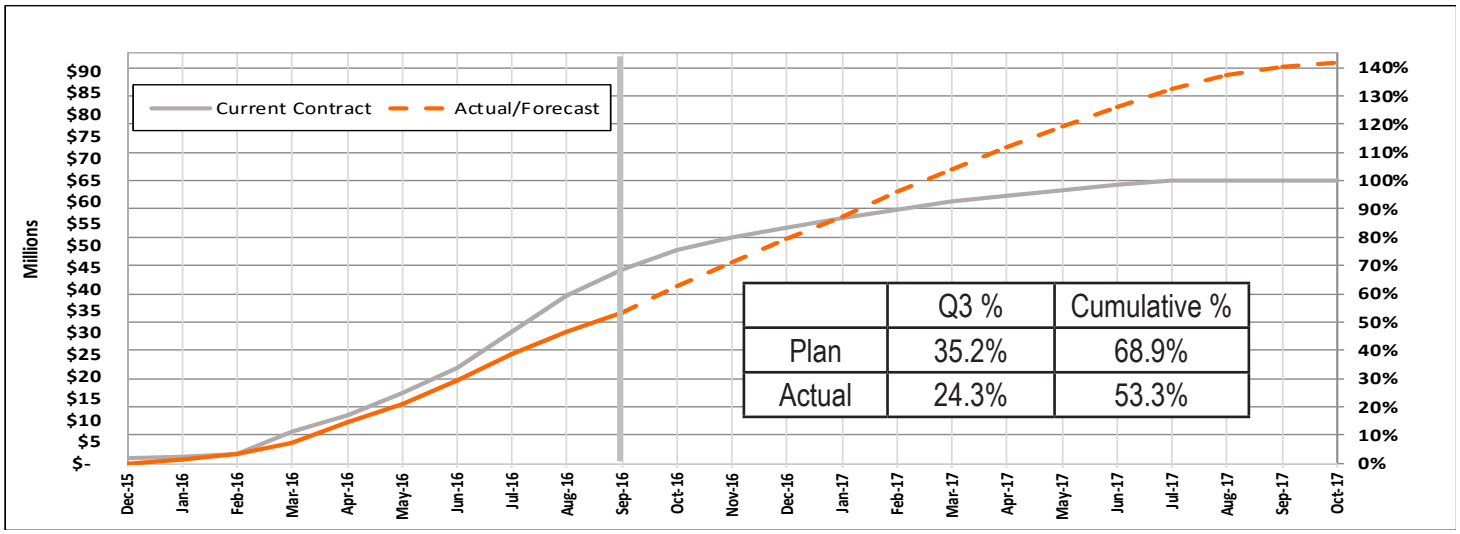
LOOK AHEAD

- To progress the activities on the longest path to each milestone, including completion of the demolition of the existing abutments, continuation of catenary work, installation of conduits and trough at the electrical wayside location, and the start of drilling and installation of the 39-S6 retaining wall.

SAFETY

- Performing Q3 2016 Safety Assessments.
- 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 OCIP walkthroughs on a weekly basis.
- Performed Fire Prevention Checklist walk.
- Engage in an emphasis on public protection with the contractor.
- 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.

CH057 PROGRESS CURVE

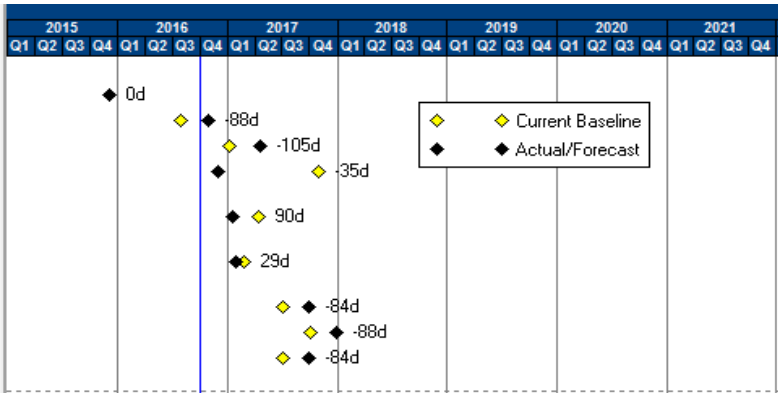


	Q3 %	Cumulative %
Plan	35.2%	68.9%
Actual	24.3%	53.3%

Note: The Forecast includes the current contract amount plus the current value of Pending Mods, Potential Mods, unmitigated Possible Mods and Possible Claims. It also includes the Post- Bid Contingency and future options amount to be exercised before the completion of the project.

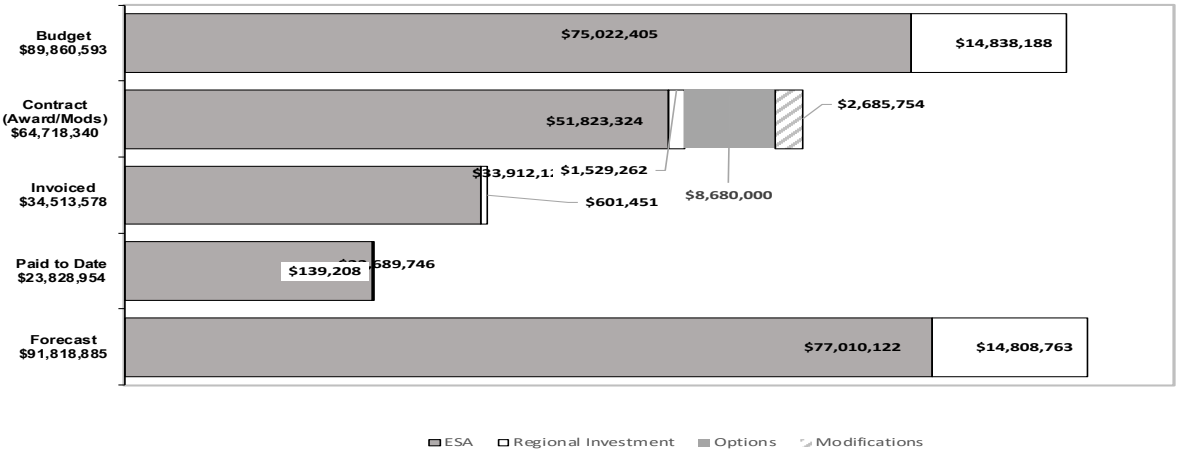
MILESTONES

MPR Description	Current Baseline	Actual/ Forecast
CH057: Harold Structure - 48th Bridge and D Pit & Approach Structure		
Notice to Proceed	03-Dec-15	
Catenary RPR/771 Poles	30-Jul-16	26-Oct-16
Loop CIH Grading & 39-S6 Wall	06-Jan-17	21-Apr-17
48th Street Br, 48-S2 Wall, Drainage, MM2 Track.	28-Oct-17	02-Dec-16
Catenaries - for B/C Appr. (6 poles/6 foundations)	16-Apr-17	16-Jan-17
Track D Rec. Pit, Appr Str, South Piles, MM4 trkbed	25-Feb-17	27-Jan-17
Substantial Completio - Base Contract	05-Jul-17	27-Sep-17
Final Completion - Base Contract	03-Oct-17	30-Dec-17
Install Trough, conduit& trough for Amtrak signal power& interlocking lighting	05-Jul-17	27-Sep-17



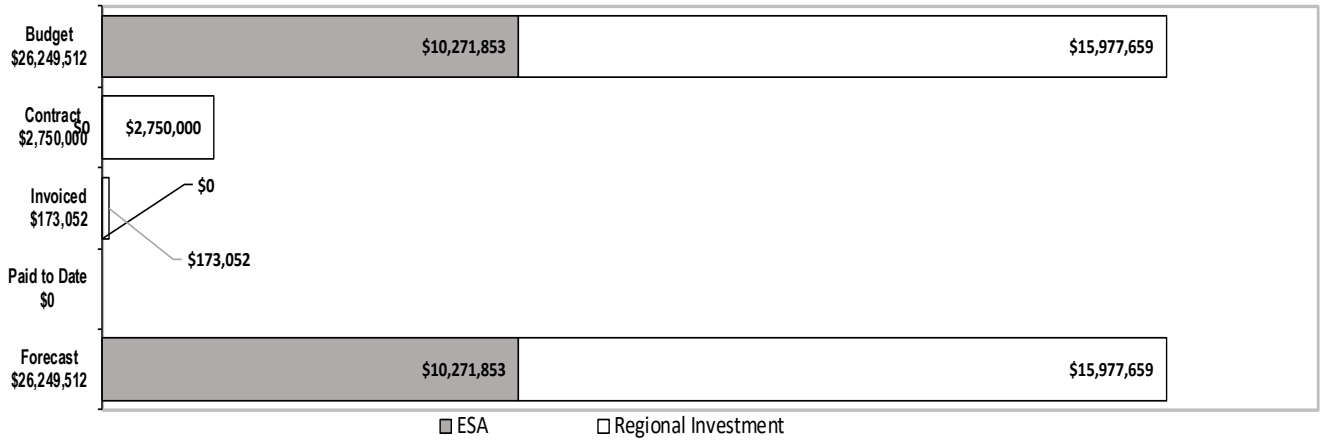
Note: Asterisk signifies schedule constraint for the contract date.

FINANCIAL SUMMARY



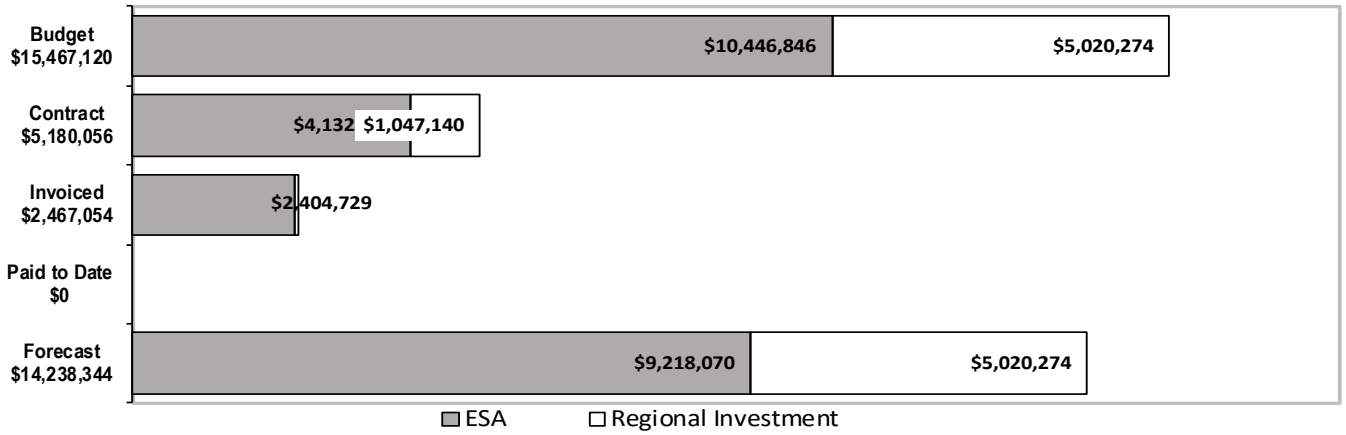
Note: The Forecast includes the current contract amount plus the current value of Pending Mods and Potential Mods. It also includes the current value of unmitigated Possible Mods and unmitigated Possible Claims.

FINANCIAL SUMMARY FORCE ACCOUNT FHA57



Note: The Forecast includes the current contract amount plus the current value of Pending Mods and Potential Mods. It also includes the current value of unmitigated Possible Mods and unmitigated Possible Claims.

FINANCIAL SUMMARY FORCE ACCOUNT FHL57



Note: The Forecast includes the current contract amount plus the current value of Pending Mods and Potential Mods. It also includes the current value of unmitigated Possible Mods and unmitigated Possible Claims.

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

- In September 2016, Amtrak ET completed the full tension air-break (FTAB) and electrification of Switch F33. A total of 20 shifts of catenary installation were planned for the month of September, but Amtrak ET was able to perform only in 65% of the time or a total of 13 shifts. Substantial Completion (SC) has slipped 3 weeks to January 24, 2017.
- The scoping and packaging of the catenary work along with the over-all catenary need dates and planned outages for 2017-2018 is currently being re-examined. This replanning and reprioritization effort, accounting for the demolishing and removal of old catenary structures, is anticipated to be finalized by the end of October 2016.
- Amtrak has received most of the small parts needed to proceed with the catenary installation work. The remaining small parts are expected to be delivered once the CH057A CPR-9 process is completed. Finalizing the CPR is pending actual field survey by Amtrak/CH057A contractor to determine the scope and cost of the CPR work. Also, due to alignment changes lately, some of the remaining small parts may not be needed. GEC/Amtrak to verify and will make the final determination.

CRITICAL ISSUES

- None updated in this reporting cycle.

MITIGATION

- None required.

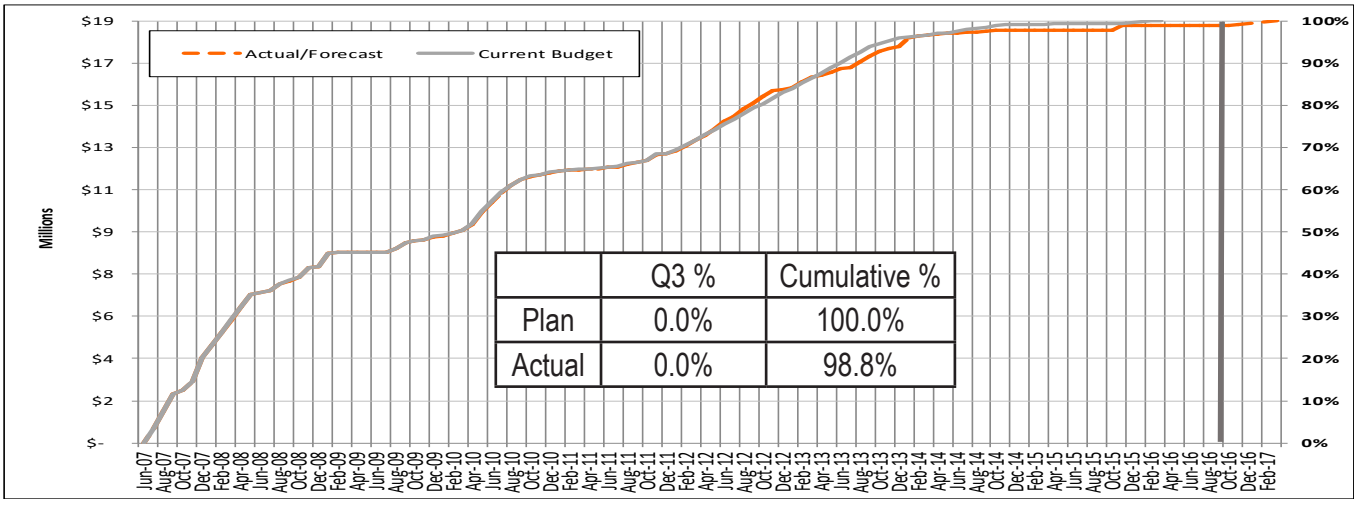
COST

- 98.8% of the FHA01 Budget has been invoiced and 98.8% paid. The Forecast is within the Budget.

LOOK AHEAD

- Complete Full Tension Air Break for Switch FH22E.
- Commence Full Tension Air Break for Switch F11E.
- Demolish H24 Split Tension Air Break for poles B-950AC, B-949C, B-948C and B-947C, pending the revised replanning schedule.

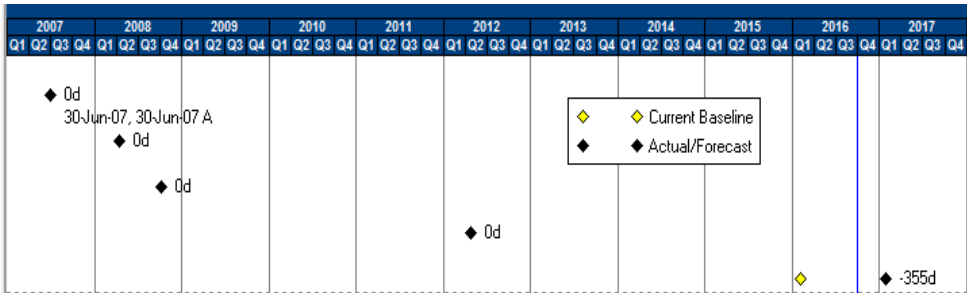
FHA01 PROGRESS CURVE



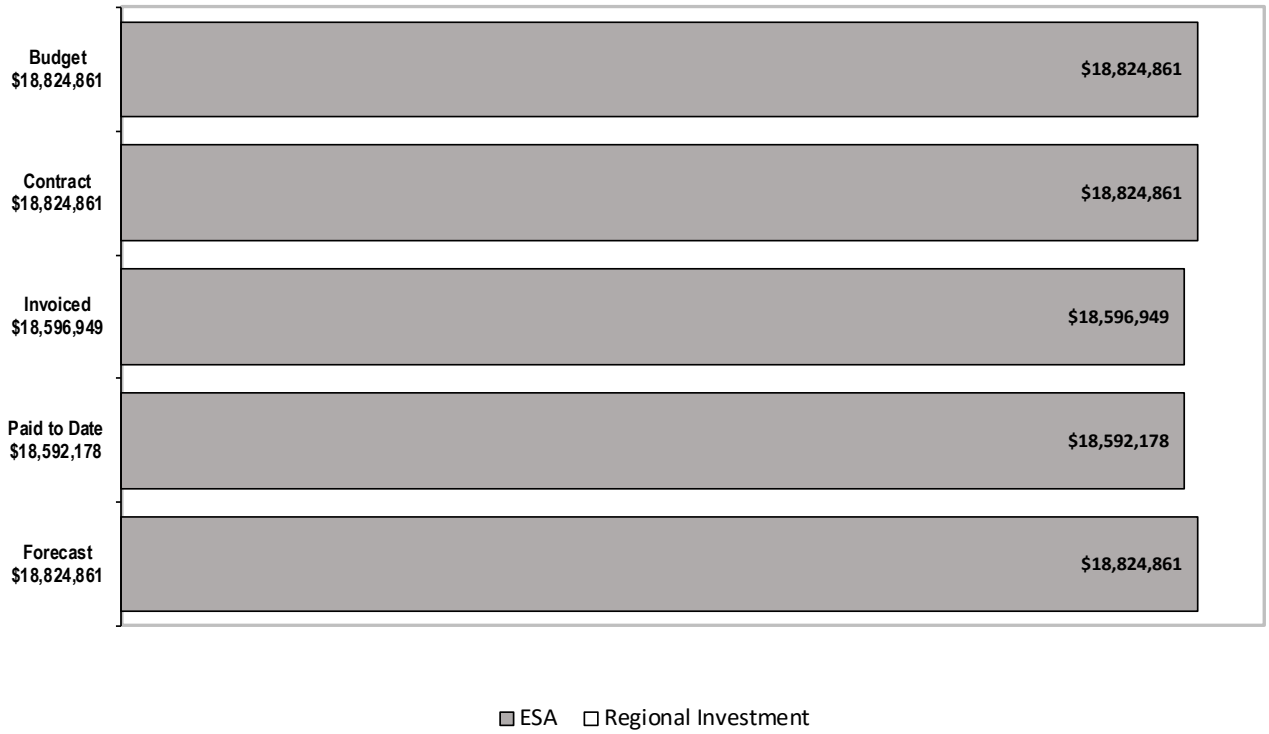
	Q3 %	Cumulative %
Plan	0.0%	100.0%
Actual	0.0%	98.8%

MILESTONES

MPR Description	Current Baseline	Actual/ Forecast
FHA01: Harold Stage 1 - Amtrak F/A		
Notice to Proceed	30-Jun-07	
Cutover Switch 01/02	13-Apr-08	13-Apr-08 A
Completion 68 Spur Track	05-Oct-08	05-Oct-08 A
Completion Signal Power	23-Apr-12	23-Apr-12 A
Substantial Completion	04-Feb-16	24-Jan-17



FINANCIAL SUMMARY



Note: The Forecast includes the current contract amount plus the current value of Pending Mods and Potential Mods. It also includes the current value of unmitigated Possible Mods and unmitigated Possible Claims.

SITE MAP

Amtrak Signal Tower
Subset J
&
Subset K
Subset H
Subset B
Subset F
Subset E
Subset E

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

- The Substantial Completion of FHA02, which is driven by the cutover of H1/H2/H3 CILs, continues to be scheduled for May 2018.
- Removal of the catenary pole B-913 foundation by a 3rd Party contractor has commenced but experiences continued delays due to lack of Amtrak resources for access and protection. The removal of the foundation, which has progressed at 50% to date, has to be completed in order to proceed with the catenary work on Loop 1A. At the same time, due to schedule reprioritization, the Loop 1A catenary work has been pushed out further.

CRITICAL ISSUES

- Critical resources and track outages have been diverted to competing regional projects resulting in work being rescheduled and additional cost exposures.
- Amtrak Communication and Signal (C&S) crew was scheduled to resume the signal and communication work in October 2016. But Amtrak C&S has indicated that its earliest start date would be beginning of November 2016, with allowance of two weeks for a remobilization period. A revised and updated working schedule is prepared and it will be provided to C&S before mobilization commences. However, there is a potential delay to the Stage 2 catenary work as a result of continued revisions to the prioritization of the work for Stages 1, 2 and 3.

MITIGATION

- To minimize the impact on the schedule, ESA continues to meet weekly with Amtrak to coordinate priority support and track outages to maintain the plan in a timely manner. The catenary 8 week look ahead schedule and outage priorities have been developed and Amtrak is working towards following this plan.
- A schedule that prioritizes the signal work for Amtrak C&S has been updated and will be shared with Amtrak. The C&S gang is expected to resume work on ESA projects beginning of November 2016.

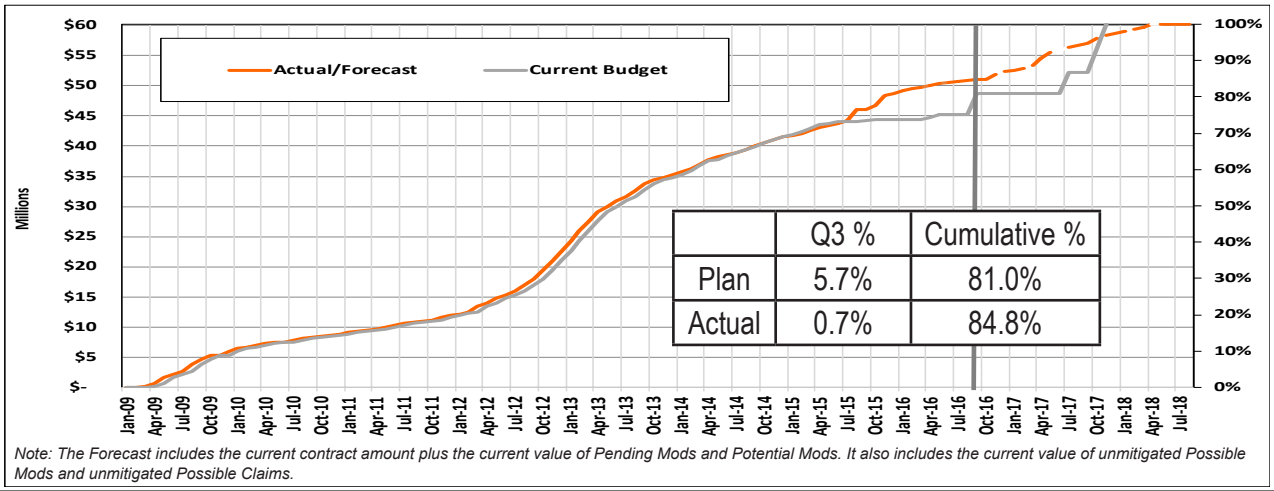
COST

- 84.6% of the FHA02 Budget has been invoiced and 80.9% paid. The Forecast is within the Budget.

LOOK AHEAD

- Complete 747 corrections and complete the 3rd rail and have them ready for testing by Amtrak C&S.
- Continue with demo of old B-913 foundation.
- Continue track construction from 743B East to Cut and Throw location.
- Commence surface on Loop 1A track.

FHA02 PROGRESS CURVE

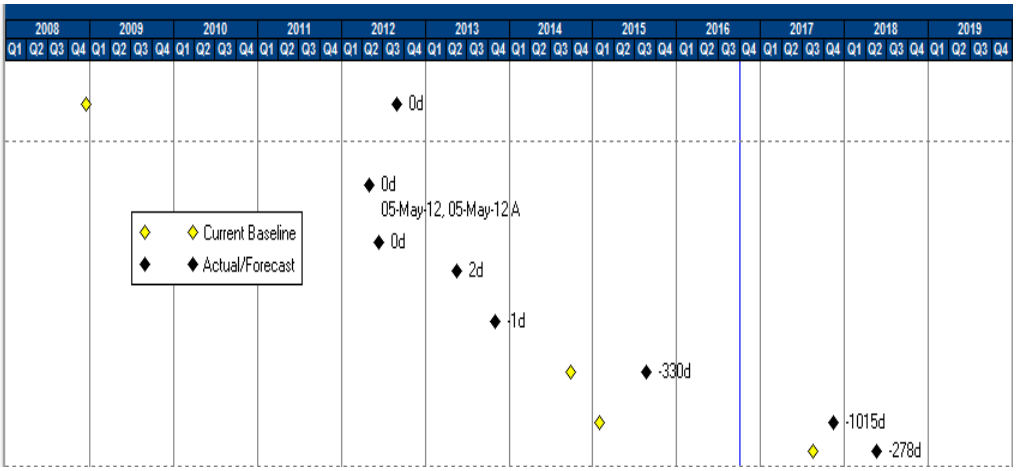


	Q3 %	Cumulative %
Plan	5.7%	81.0%
Actual	0.7%	84.8%

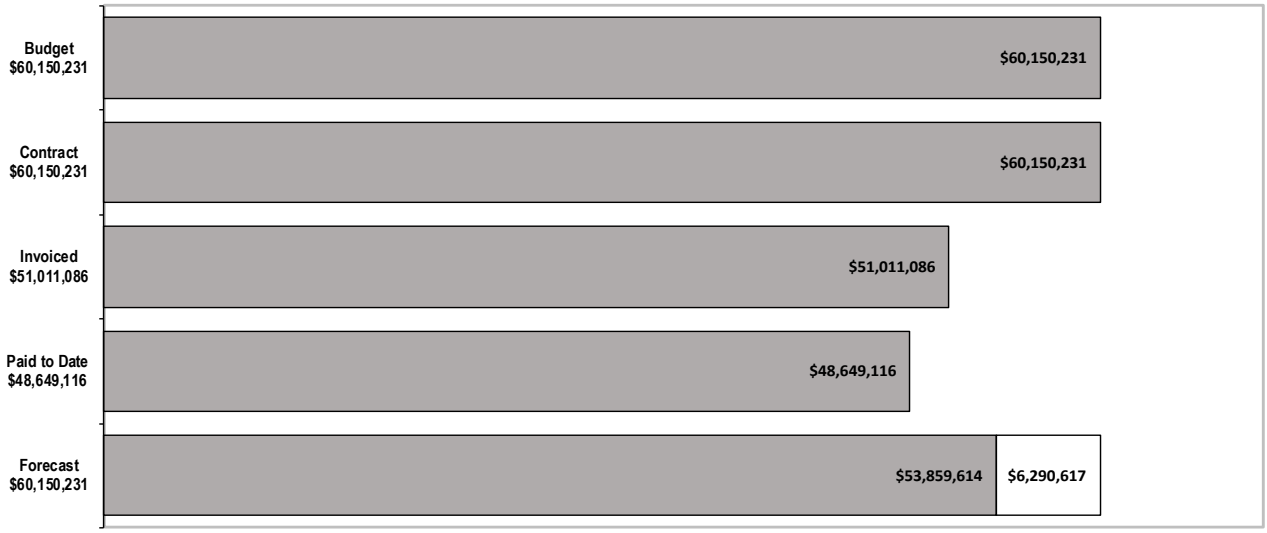
Note: The Forecast includes the current contract amount plus the current value of Pending Mods and Potential Mods. It also includes the current value of unmitigated Possible Mods and unmitigated Possible Claims.

MILESTONES

MPR Description	Current Baseline	Actual/ Forecast
FHA02: Harold Stage 2 - Amtrak F/A: Early Work		
Notice to Proceed	15-Dec-08	31-Aug-12 A
FHA02: Harold Stage 2 - Amtrak F/A: Balance Work		
MS05 - Install 771B Switch	05-May-12	
MS06 - Install 747B Switch	16-Jun-12	
MS08 - F2 - CIH Cutover	18-May-13	20-May-13 A
MS09 - F1 - CIH Cutover	02-Nov-13	03-Nov-13 A
MS10 - Install 749 Switch	27-Sep-14	23-Aug-15 A
MS11 - Cutover Loop 1A	01-Feb-15	12-Nov-17
Substantial Completion	15-Aug-17	20-May-18



FINANCIAL SUMMARY



Note: The Forecast includes the current contract amount plus the current value of Pending Mods and Potential Mods. It also includes the current value of unmitigated Possible Mods and unmitigated Possible Claims. Invoiced amount lowered to obligated value. The full invoiced amount will be recognized when FHA02 is fully obligated.

SITE MAP

Long Island City
Crescent St
41st Ave
40th Rd
23rd St
24th St
42nd Rd
43rd Ave
27th St
28th St
29th St
Northern Blvd
Hunter St
Queens Blvd
West St
Orchard St
Queens St
Jackson Ave
44th Dr
Purves St
Thomson Ave
Court Sq
Skillman Ave
Van Dam St
33rd St
30th St
25
25A
Trough Line
Air to Electric
Switch Conversion

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 GO2 Substation final manholes to Harold Main Line tracks. Energize and commission the relocated GO2 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

- The Substantial Completion of FHL01, currently forecasted for May 1, 2017, is driven by decommissioning of the existing GO2 Substation. In order to decommission the existing substation, a new GO2 substation must be energized and tested. Currently, the installation of conduits and cables from the manholes for the new GO2 Substation is being driven by the installation of conduit connections by CH057. CH057 is currently negotiating with contractor to install conduit connections from manholes to an acceptable depth below grade.
- During September 2016, Powell, a subcontractor by CH053 continued retesting of existing GO2 Substation as required by LIRR. LIRR completed trenching and installation of ducts to breaker 40 for new GO2 Feed.

CRITICAL ISSUES

- The Substantial Completion of FHL01 continued to be driven by the energization of the new GO2 Substation. This is currently being driven by a contract modification (MOD), which was issued to the 3rd Party contractor CH057 due to a scope transfer from LIRR. CH057 will be installing conduit connections from manholes to an acceptable depth below grade in order for LIRR third rail crews to proceed with making connections and installing conduits and cables. CH057 is currently processing the change order.

MITIGATION

- ESA is working with the CH057 contractor to expedite the contract modification process to install conduit connections from GO2 manholes to acceptable depth below grade for LIRR. The conduit installation design is expected to be finalized in October. Furthermore, management team of CH057 is coordinating with LIRR for possible outages and scope of work. ESA management has also requested LIRR for an additional dedicated 3rd rail gang to expedite GO2 3rd rail work.

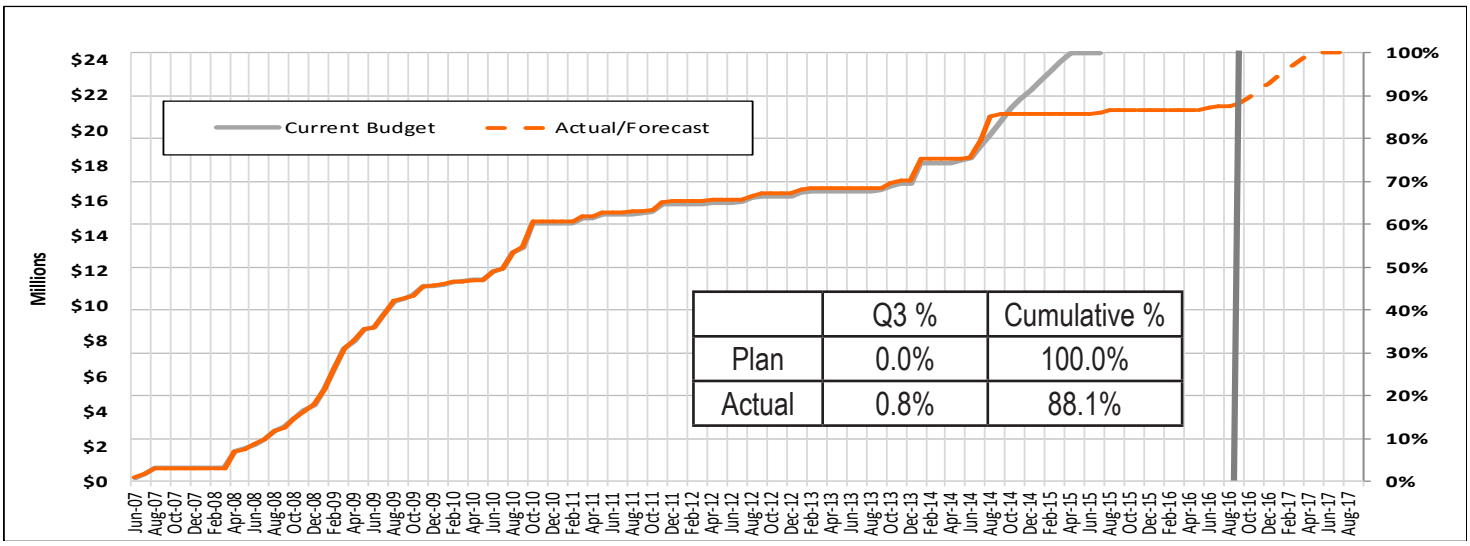
COST

- 88.1% of the FHL01 current contract value has been invoiced and 87.5% of the current contract value has been paid.

LOOK AHEAD

- Continue to install conduits from P1/P4 manholes.

FHL01 PROGRESS CURVE

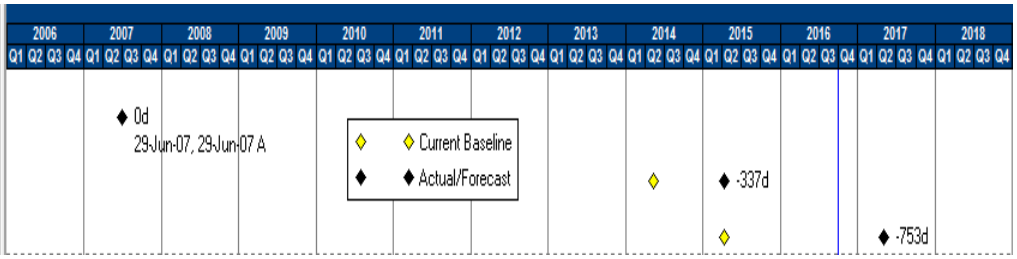


	Q3 %	Cumulative %
Plan	0.0%	100.0%
Actual	0.8%	88.1%

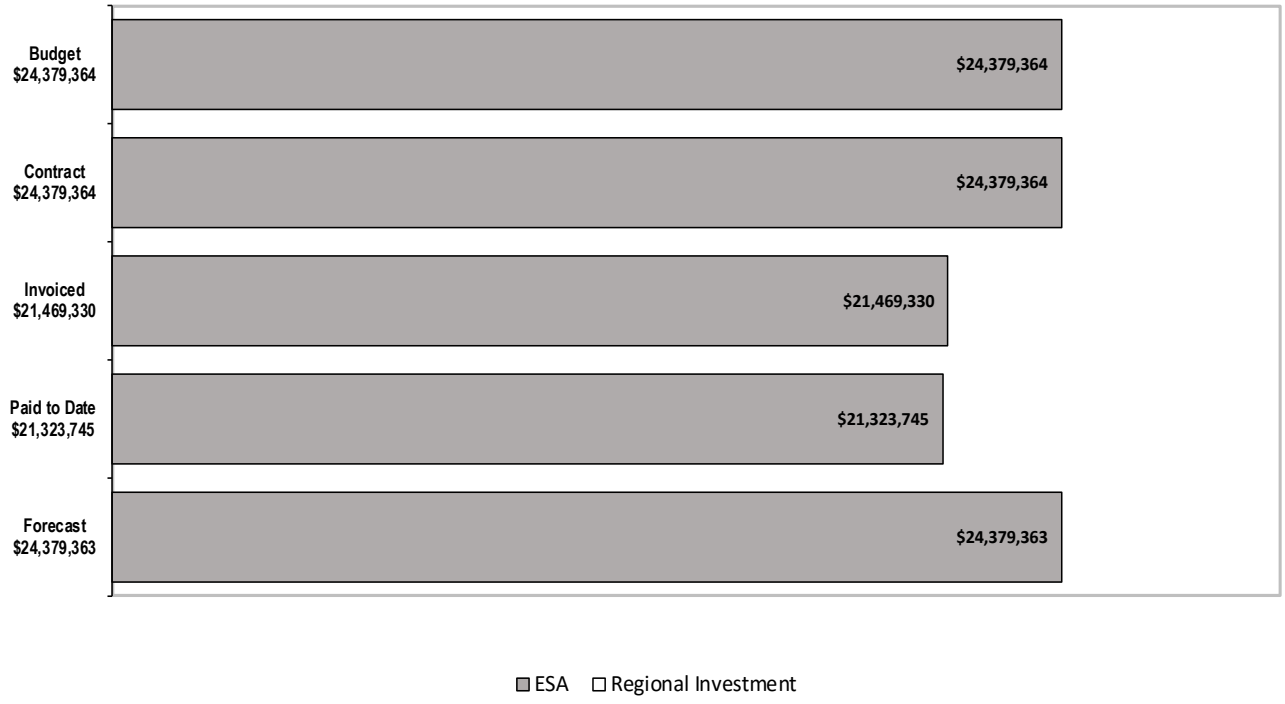
The curve will be modified after the budget modification has been executed.

MILESTONES

MPR Description	Current Baseline	Actual/ Forecast
FHL01: Harold Stage 1 - LIRR F/A		
Notice to Proceed	29-Jun-07	
MS04 - Cutover 821/823 Crossover	10-May-14	12-Apr-15 A
Substantial Complete	09-Apr-15	01-May-17



FINANCIAL SUMMARY



Note: The Forecast includes the current contract amount plus the current value of Pending Mods and Potential Mods. It also includes the current value of unmitigated Possible Mods and unmitigated Possible Claims.

SITE MAP

25A
Northern Blvd
Honeywell St
39th St
43rd St
37th Ave
LIRR Signal Towers
863 (PG1 – PG2)
821 (KS1 – KS2)
823 (WP1 – WP2)
865 (B1)
44th St
G02 Substation
Skillman Ave
35th St
Geo F Tornsey
Playground

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

- During September 2016, LIRR Signal crew began ESA501 revisions in existing Harold Hut. Also, Signal crew completed relocating equipment into new Harold Tower. Signal continued installing conduits and pulling signal cables at Loc 30 CIL location. LIRR communication department began terminating fiber cables in H1, H2, H6 and Loc 30 CIL. Track gang surfaced RPR track between 3154 and 4164 switches.
- The MG Signal Power Separation (SPS) cutover is currently driven by the installation of a hatch in the power case so that the transformer can be installed by the CH057 contractor. The hatch which was built was rejected by LIRR as they failed to comply with the design requirements of LIRR. CH057 currently is procuring the redesigned hatch, which is scheduled for delivery by November 2016.

CRITICAL ISSUES

- CH057 needs to install the hatch on the 'A' power cases so that LIRR can install the 100Kva transformers. Once the transformer is installed, LIRR can commence implementing MG SPS cutover sequence which is critical for the completion of CILs Pretesting.

MITIGATION

- The management of CH057 has successfully negotiated to expedite the fabrication and delivery of the redesigned hatch. ESA management and LIRR are in discussions to combine the construction stages 2GH and 2I. This will significantly reduce the Pretesting period due to fewer number of outage requirements and software revisions requirements.

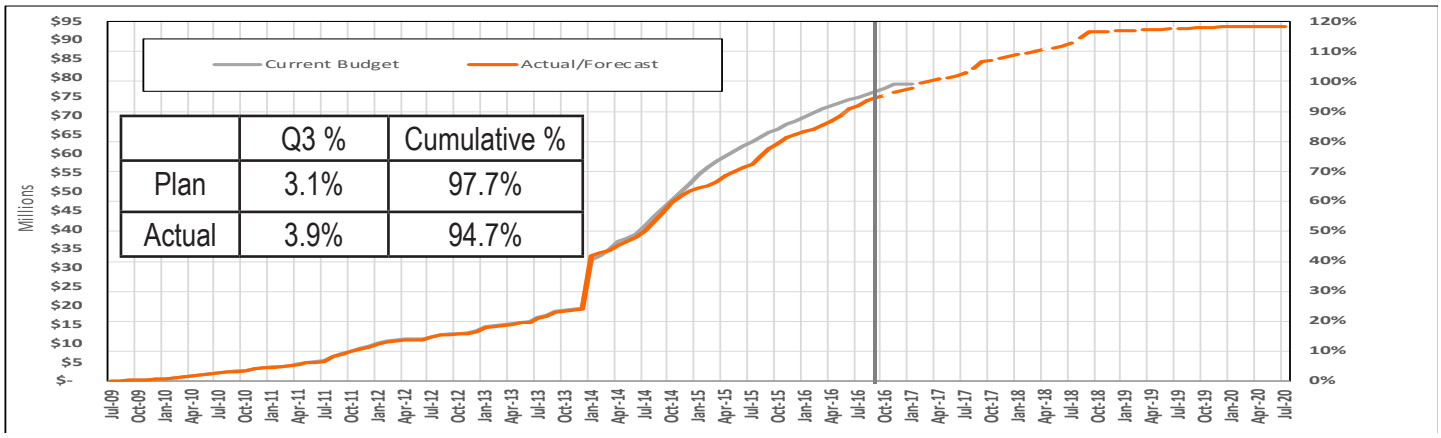
COST

- 94.7% of the FHL02 Budget has been invoiced and 85.0% of the Budget has been paid. The Forecast is greater than the Budget. ESA Program Operations is working with the FA CMs to develop a comprehensive analysis of all FA Forecasts, which will include identification of major cost drivers and potential mitigation alternatives.

LOOK AHEAD

- Continue ESA501 revisions in existing Harold Hut.
- Install new 3rd rail for RPR track.
- Communication continue Installing, terminating cables in H1 CIL.
- Pulling cables from trough up into location 30 CIL.
- Electrical, Light and Power department of LIRR to install conduit for exterior disconnect switch box at Loc 30 CIL.
- High Tension Department of LIRR to install new 100Kva transformers in 'A' Power cases.

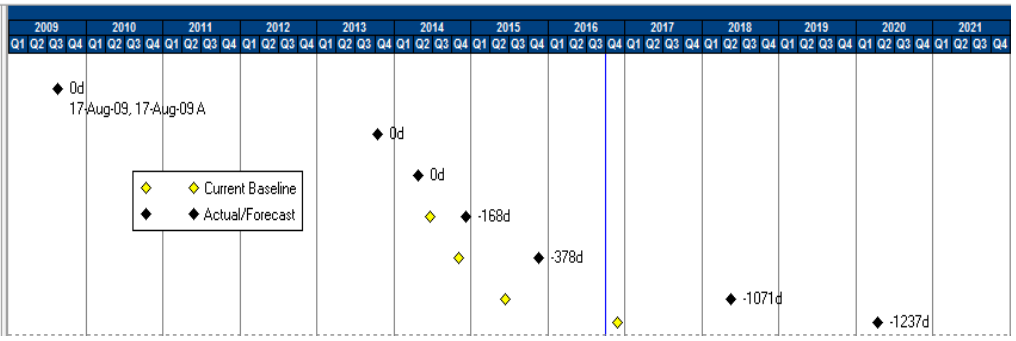
FHL02 PROGRESS CURVE



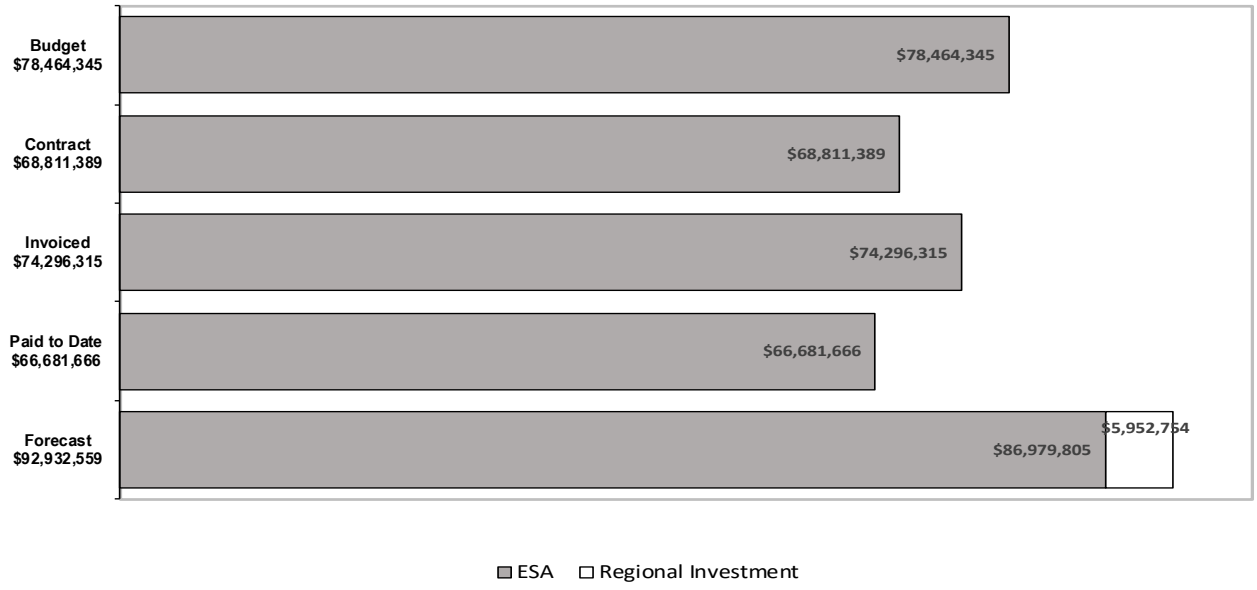
	Q3 %	Cumulative %
Plan	3.1%	97.7%
Actual	3.9%	94.7%

MILESTONES

MPR Description	Current Baseline	Actual/ Forecast
FHL02: Harold Stage 2 - LIRR F/A		
Notice to Proceed	17-Aug-09	
HTSCS Cutover	13-Oct-13	13-Oct-13 A
Cutover New Point CIL	27-Apr-14	27-Apr-14 A
H4 CIL Cutover	22-Jun-14	07-Dec-14 A
H3 CIL Cutover	02-Nov-14	16-Nov-15 A
H1/H2 CIL Cutover	14-Jun-15	20-May-18
Substantial Completion	25-Nov-16	15-Apr-20

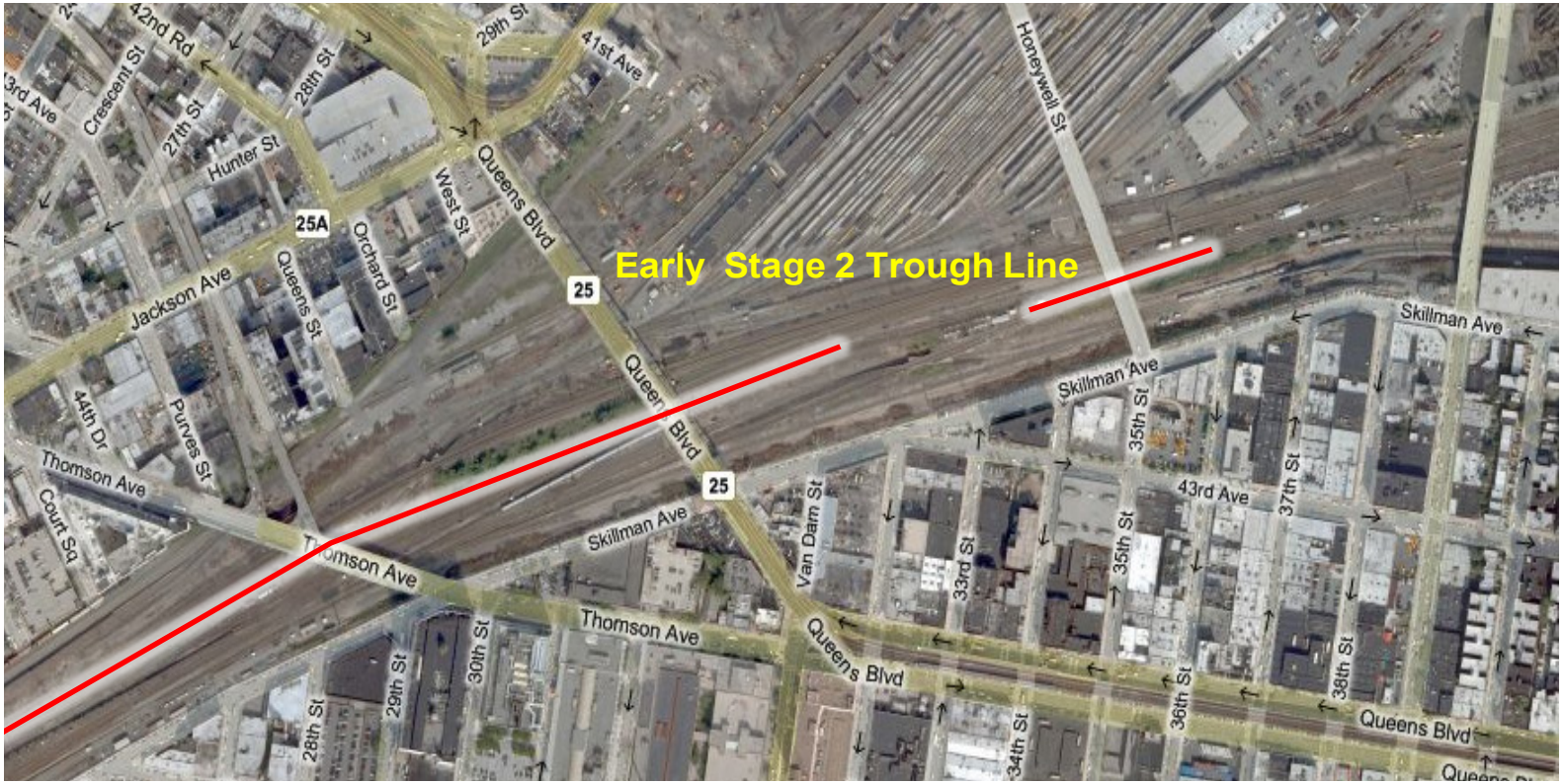


FINANCIAL SUMMARY



Note: The Forecast includes the current contract amount plus the current value of Pending Mods and Potential Mods. It also includes the current value of unmitigated Possible Mods and unmitigated Possible Claims.

SITE MAP


Early Stage 2 Trough Line
42nd Rd
Crescent St
27th St
Hunter St
28th St
29th St
41st Ave
Honeywell St
Queens Blvd
West St
25A
Orchard St
Queens St
Jackson Ave
25
44th Dr
Purves St
Thomson Ave
Court Sq
Skillman Ave
35th St
43rd Ave
37th St
Van Dam St
33rd St
30th St
29th St
28th St
36th St
34th St
38th St

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) /NY-03-0344 (Both)

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 17 switches and they have all been delivered.
- Bill of materials for VHA/L02 is an average of 92.5% 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

- The remaining materials required on Bill of Materials (BOMs) have been sent to Procurement for requisition processing.

MATERIAL STATUS FOR VHL02

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

CRITICAL ISSUES

- None reported in this update.

MITIGATION

- None required in this update.

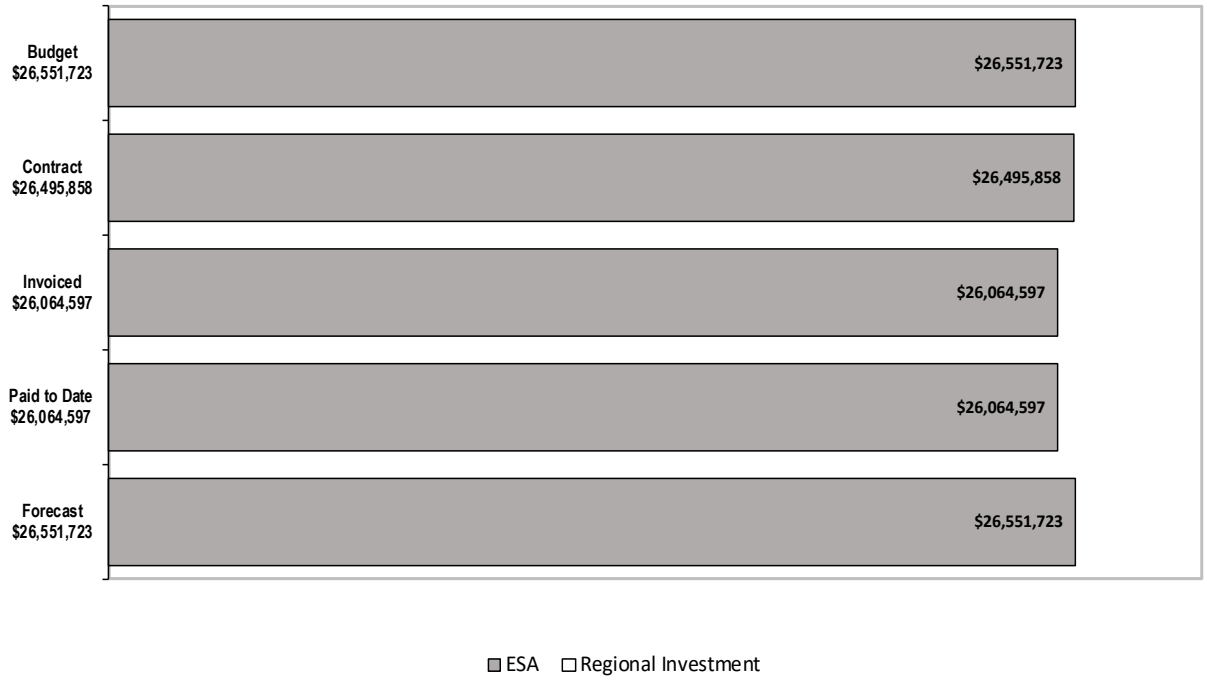
COST

- 91.5% of the VHA02 Budget has been invoiced and 91.5% of the Budget has been paid. The Forecast is equal to the Budget.
- 98.4% of the VHL02 Budget has been invoiced and 98.4% of the Budget has been paid. The Forecast is equal to the Budget.

FINANCIAL SUMMARY VHA02

Note: The Forecast includes the current contract amount plus the current value of Pending Mods and Potential Mods. It also includes the current value of unmitigated Possible Mods and unmitigated Possible Claims.

FINANCIAL SUMMARY VHL02



Note: The Forecast includes the current contract amount plus the current value of Pending Mods and Potential Mods. It also includes the current value of unmitigated Possible Mods and unmitigated Possible Claims.

Harold Construction

HAROLD AND POINT CILS (VH051 PART 1)

Contractor: Ansaldo STS USA, Inc. (ASTS)

Construction Manager: Andrew Draghi

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 base procurement scope of contract is completed. Remaining scope is comprised of support during installation and delivery of as-builts.
- All CILs have been procured. Point, H4 and H3 CILs are in service, H2 was set on site. L30 is the remaining CIL to be installed on site.
- The current Substantial Completion date is driven by additional installation schedule revisions.

CRITICAL ISSUES

- None updated in this reporting cycle.

MITIGATION

- None required in this reporting cycle.

COST

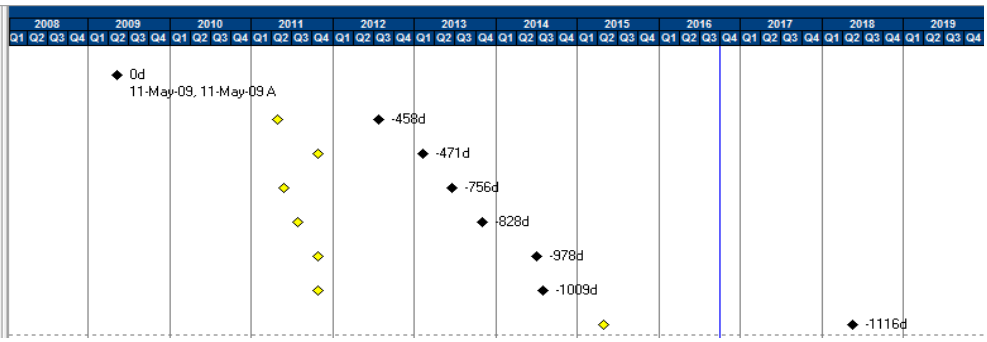
- 12 contract modifications have been executed which is 11.8% of the current Contract value. 94.8% of the VH051 Part 1 current Contract value has been invoiced and 95.3% of the contract is paid. Forecast is within the Budget.

LOOK AHEAD

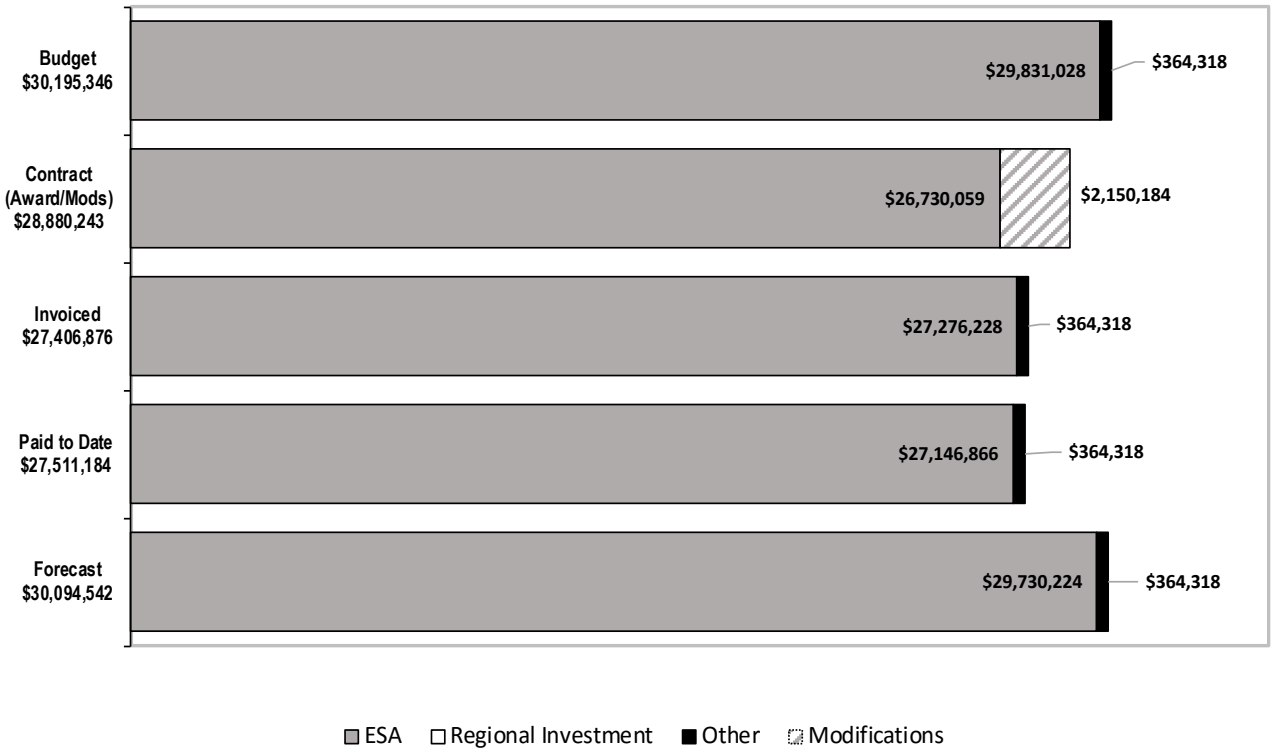
- Continue preparation for H5/H6/L30 cutover which is currently scheduled for May 2018.

MILESTONES

MPR Description	Current Baseline	Actual/ Forecast
VH051 (Part 1): Harold & Point CILs		
Notice to Proceed	11-May-09	
H4 CIL Complete	26-Apr-11	27-Jul-12 A
H3 CIL Complete	26-Oct-11	08-Feb-13 A
H5 CIL Complete	26-May-11	20-Jun-13 A
H6 CIL Complete	26-Jul-11	31-Oct-13 A
H2 CIL Complete	26-Oct-11	30-Jun-14 A
H1 CIL Complete	26-Oct-11	31-Jul-14 A
Substantial Completion	30-Apr-15	20-May-18

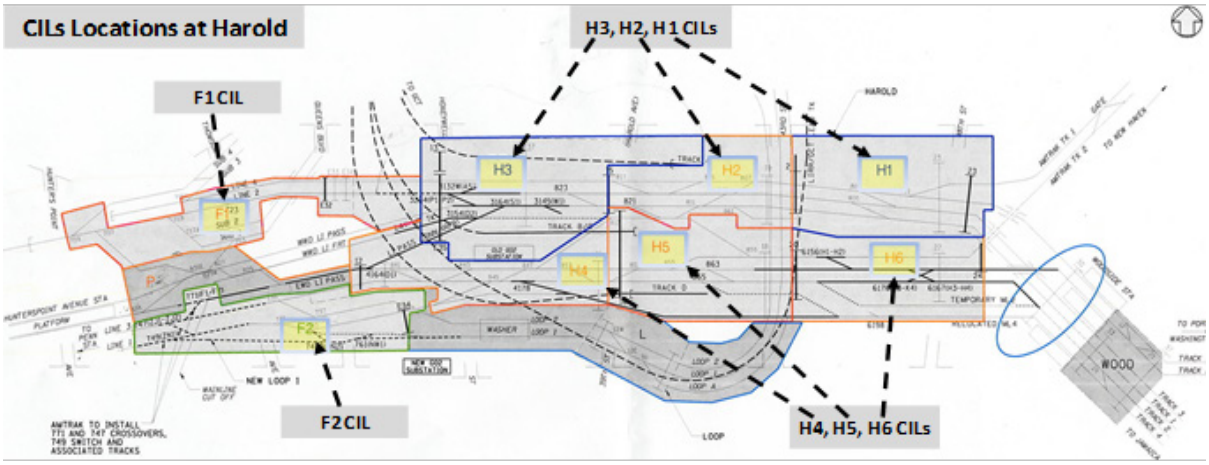


FINANCIAL SUMMARY



Note: The Forecast includes the current contract amount plus the current value of Pending Mods and Potential Mods. It also includes the current value of unmitigated Possible Mods and unmitigated Possible Claims.

SITE MAP



Harold Construction

HAROLD TOWER SUPERVISORY CONTROL SYSTEM (VH051 PART 2)

Contractor: ARINC, Inc.
Construction Manager: Andrew Draghi
FTA Grant: NY-03-0344

Description: Procurement and technical support during cut over of: the Harold Tower Supervisory Control System (HTSCS) located in Harold Tower, the F Interlocking/ Harold Interlocking Supervisory Control System (FHACS) located in PSCC and the local control panels (LCPs) in the "H" CILs procured in VH051 Part 1.

SCHEDULE PROGRESS

- Base contract, with exception of trailer rental, is complete.
- LIRR will close out the current VH051 PART 2 contract, utilizing an existing LIRR on-call contract with ARINC for all future ESA requirements. This will include all support required through H1/ H2/L30 cutover, as well as any change order work through Substantial Completion, which is currently scheduled for May 2018.

CRITICAL ISSUES

- None reported this month.

MITIGATION

- None required this month.

COST

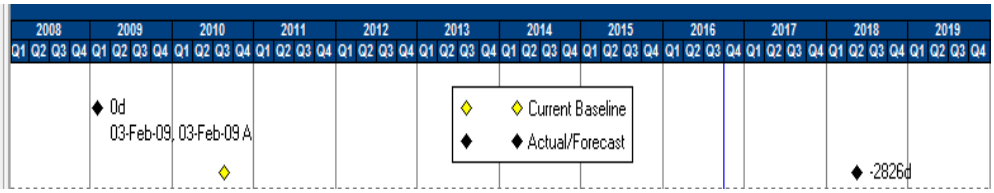
- 8 contract modifications have been executed which is 48.6% of the current Contract value. 97.1% of the VH051 Part 2 current contract value has been invoiced and 97.1% paid. The Forecast is within the Budget.

LOOK AHEAD

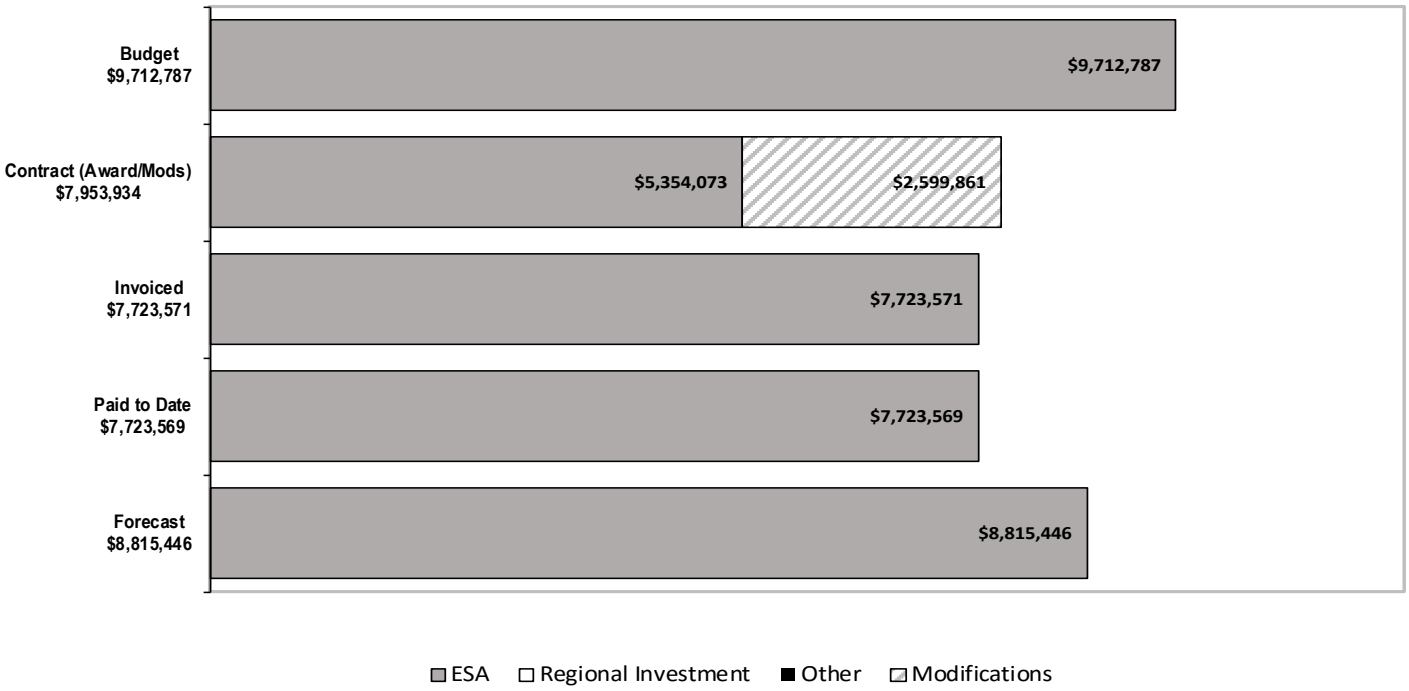
- Support the H5/H6/L30 pre-cutover testing through the on-call contract.

MILESTONES

MPR Description	Current Baseline	Actual/ Forecast
VH051 (Part 2): Harold Tower Supervisory Control System		
Notice to Proceed	03-Feb-09	
Substantial Completion	24-Aug-10	20-May-18

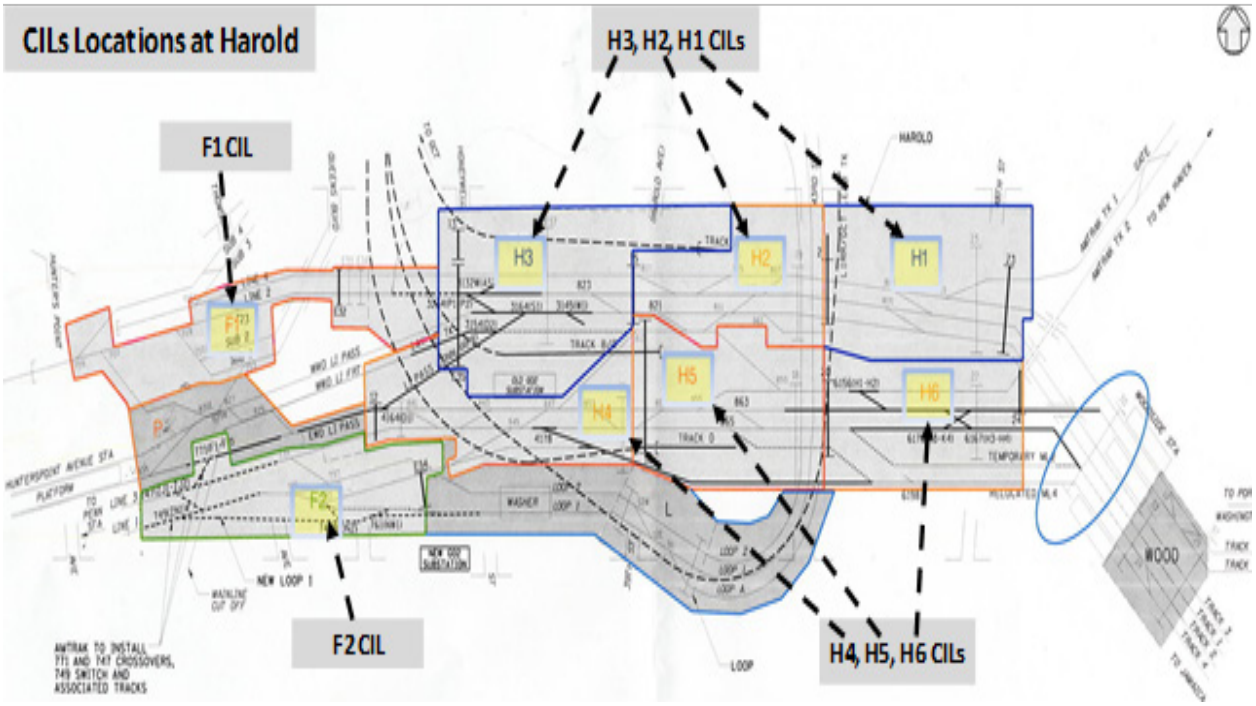


FINANCIAL SUMMARY



Note: The Forecast includes the current contract amount plus the current value of Pending Mods and Potential Mods. It also includes the current value of unmitigated Possible Mods and unmitigated Possible Claims.

SITE MAP



Systems

SYSTEMS ACTIVE CONTRACTS

Systems Package 1 - Facilities Systems (CS179)
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. Contract contains options which allow access to variance locations in Manhattan cavern.

System Package 3 - Signal Equipment Procurement (VS086)
Procure signal equipment and Materials for ESA tunnels, including microprocessors, cables, signals, relays and impedance bonds.

Systems Package 4 - Traction Power Systems (CS084)
Procure, fabricate, install, test and commission Traction Power Substations and wayside equipment to support the Traction Power System in the ESA Tunnels and GCT.

Systems 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. Contract contains options which allow access to variance locations in Manhattan cavern.

SCHEDULE PROGRESS

- Through September 2016, the contractor has completed 25.7% of the contract value. The contractor continued to forecast a delay to Substantial Completion from July 2020 to September 2020. However, ESA believes that the Substantial Completion date of July 2020 can still be met.
- Control System Design: Building Management System and Fire Life Safety System were received in September 2016. Final Design for the last of the Control System submittals is now scheduled to finish in December 2016.
- The Integrated Testing Plan has been submitted and reviewed. The contractor has addressed comments and resubmitted the Plan. A detailed Integrated Testing Schedule is yet to be submitted.
- Electrical conduit and panel installations, switchgear assembly, tunnel vent fan attenuators and tunnel light installation continued in system facilities. Tunnel lighting is 90% complete in the Queens tunnels.
- Mechanical equipment, duct work and refrigerant line installations continued in system facilities. Fire alarm and security system installations in the Yard Services Building is approximately 80% complete.

CRITICAL ISSUES

- The contractor's design of the Control System is forecasted to be completed in December 2016, 9 months later than originally scheduled. This results in a delay to Substantial Completion from July 2020 to September 2020. Delays to design completion have the potential to delay subsequent work and development of a detailed Integrated Systems Testing (IST) schedule.
- GEC is behind on producing design changes to correct various deficiencies. GEC has not been able to reduce the open "submittals over 30 days" quantity, nor produces the necessary design corrections in a timely fashion. This is reflection of the poor quality of contractor submittals being received by the GEC.

MITIGATION

- ESA believes that there may be a delay in installation activities, but the Substantial Completion date of July 2020 should still be met. ESA is working to expedite the submittal/review process and the phased delivery of rack equipment. The contractor is aware that the system equipment installation program will be highly resource intensive, but has informed ESA that adequate staff will be made available. The contractor has committed to developing a more detailed IST schedule.
- The contractor has submitted many of their facility power substation shop drawings in the previous month as planned. Numerous resubmittals remain outstanding. The GEC has committed to providing timely reviews.

COST

- 18 contract modifications have been executed which is 2.0% of the current contract. 25.7% of the Contract value has been invoiced. Options 1A, 1B, 2A, 2B-1, 2B-2, 3A, 3B, 6 and 7 were exercised totaling $204,700,000. 22.6% of the Contract has been paid. The Forecast is within the Budget.

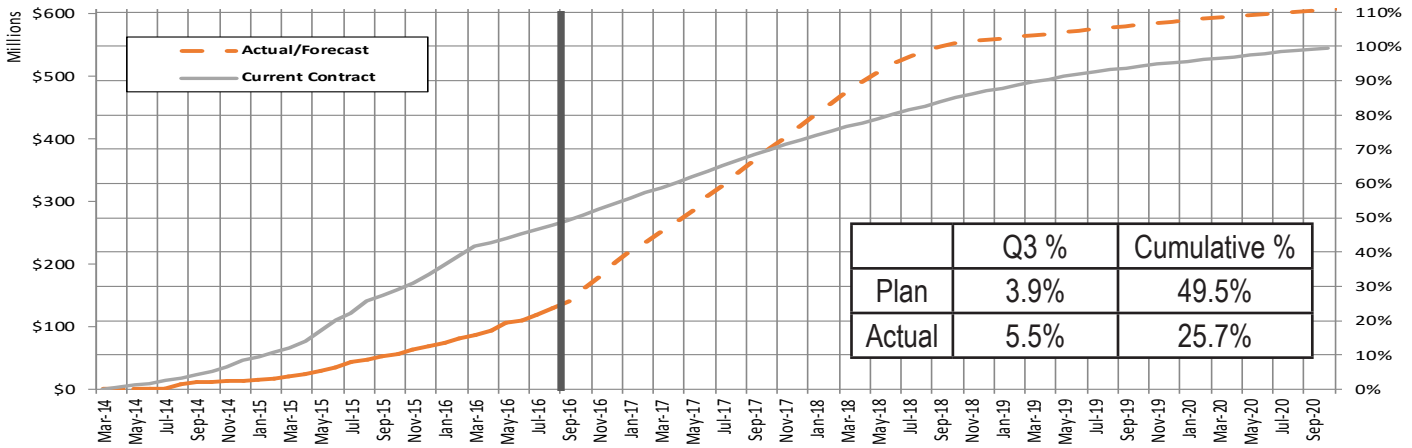
LOOK AHEAD

- Complete Final Design for the last of the Control System submittals.
- Continue work on electrical conduits and panels, as well as installation of mechanical equipment and ductwork at Vernon, Roosevelt, 29th Street, and 12th Street facilities.
- Delivery and installation of Tunnel Vent Fans at Roosevelt and Vernon Ventilation Facilities.
- Continued installation of switchgear at B-10 and Vernon.
- Complete installation of Fire Stand Pipes in the westbound of 63rd St Tunnel, pull medium voltage (15KV) cables in tunnel duct bench, continue pulling MV cable in B10, complete installation of Fire Alarm and security systems in Yard Services Building.

SAFETY

- Performed Fire Prevention Checklist walk.
- Performing Q3 2016 Safety Assessments.
- 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

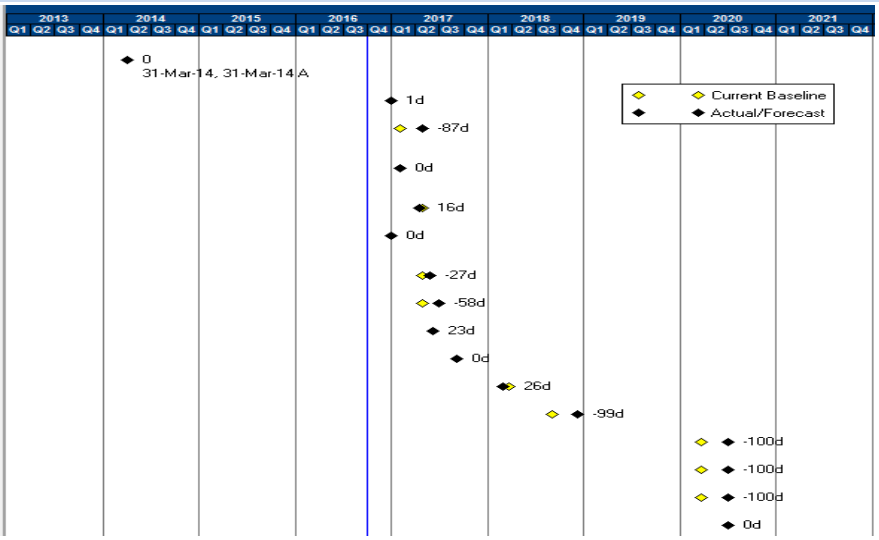


	Q3 %	Cumulative %
Plan	3.9%	49.5%
Actual	5.5%	25.7%

Note: The Forecast includes the current contract amount plus the current value of Pending Mods, Potential Mods, unmitigated Possible Mods and Possible Claims. It also includes the Post- Bid Contingency and future options amount to be exercised before the completion of the project.

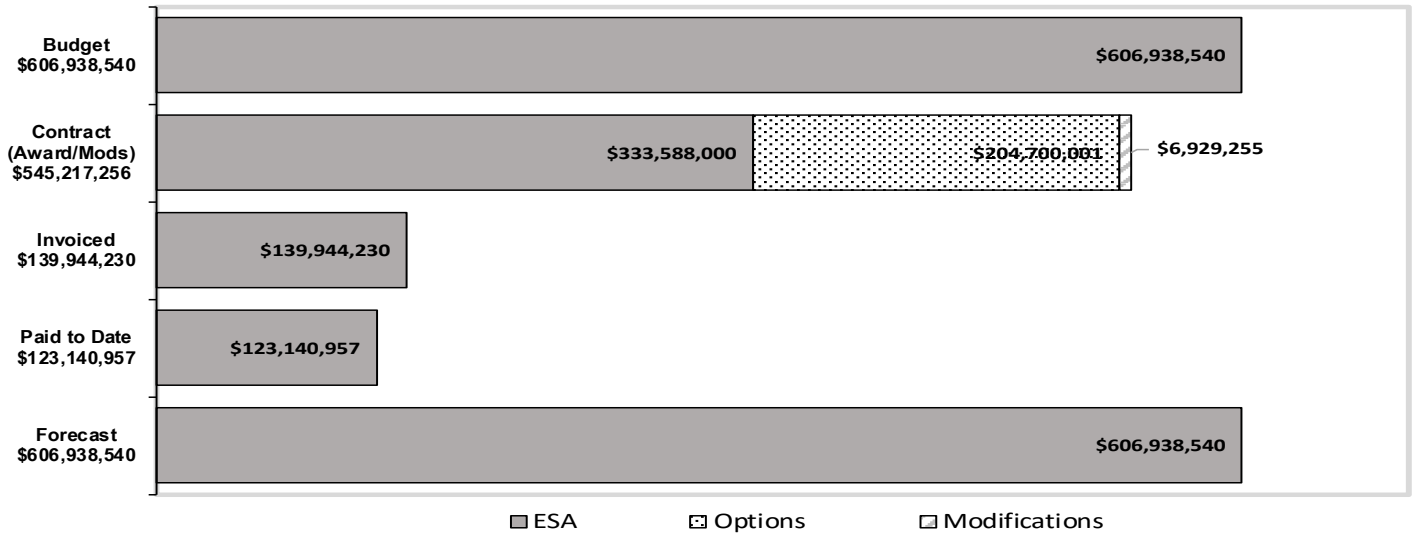
MILESTONES

MPR Description	Current Baseline	Actual/ Forecast
CS179: System Package 1 - Facilities Systems		
Notice to Proceed	31-Mar-14	
MS01 - C05 TPSS Room Ready for CS084 Work at Vernon Blvd. Vent	31-Dec-16	30-Dec-16*
MS06 - B10 Permanent Power Energized (Precedes Energization of B05, B06,B08, B09, B11 & B13)	31-Jan-17	28-Apr-17*
MS04A - C04 TPSS Room (Level P1) Ready for CS084 Work at 2nd Ave. Vent Facility	10-Jun-16	01-Feb-17*
MS05 - GCT 6 CIR Ready for CS284 (orig CS086) Installation	30-Apr-17	14-Apr-17*
MS03 - Completion of Multiple Rooms (CIR, Sig, Reactor, Interlocking 1D, TPSS C06 and C07)	31-Dec-16	31-Dec-16*
MS07 - GCT 5 CIR Ready for CS284 (orig CS086) Installation	30-Apr-17	27-May-17*
MS08 - GCT 4 CIR Ready for CS284 (orig CS086) Installation	30-Apr-17	27-Jun-17*
MS09 - C01 & C02 TPSS Room Ready for CS084 at Tail Tracks	08-Jun-17	08-Jun-17*
MS10 - GCT 3 CIR Ready for CS284 (orig CS086) Installation	06-Sep-17	06-Sep-17*
MS11 - C03 TPSS Room Ready for CS084 at 55th St. Vent Facility	25-Mar-18	27-Feb-18*
MS12A - Integrated System Testing Start (TOC & All Permanent Power	01-Sep-18	08-Dec-18*
MS12B-2 - Completion of IST of All Systems Equip Installed by CM014A	23-Mar-20	01-Jul-20*
MS12B-3 - Completion of IST of All Systems Equip Installed by CM014B	23-Mar-20	01-Jul-20*
MS12B-1 - Completion of IST of All Systems Equip Installed by CM007	23-Mar-20	01-Jul-20*
Substantial Completion	01-Jul-20	01-Jul-20*



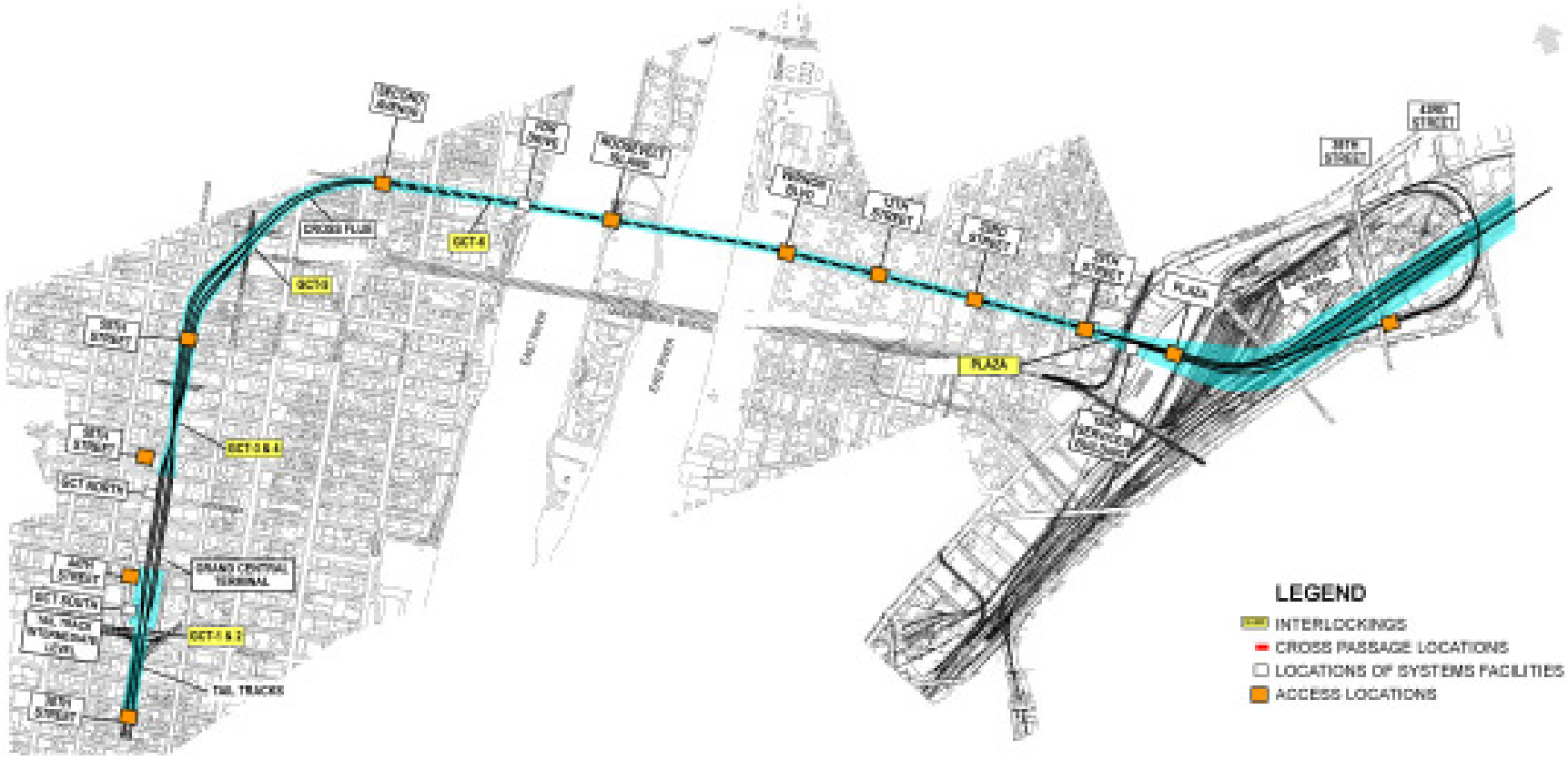
Note: Asterisk signifies schedule constraint for the contract date.

FINANCIAL SUMMARY



Note: The Forecast includes the current contract amount plus the current value of Pending Mods and Potential Mods. It also includes the current value of unmitigated Possible Mods and unmitigated Possible Claims. The Forecast includes the Post- Bid Contingency and future options amount to be exercised before the completion of the project.

SITE MAP


LEGEND
INTERLOCKINGS
CROSS PASSAGE LOCATIONS
LOCATIONS OF SYSTEMS FACILITIES
ACCESS LOCATIONS

Systems Construction

SYSTEMS PACKAGE 3 - SIGNAL EQUIPMENT PROCUREMENT (VS086)

Contractor: Ansaldo

Construction Manager: Joseph Mendola

FTA Grant: NY-03-0344

Description: Procure signal equipment and Materials for ESA tunnels, including microprocessors, cables, signals, relays and impedance bonds.

SCHEDULE PROGRESS

- As of end of September 2016, 52 Submittals, 29 RFIs, 21 Requests for Approval and 8 Requests for Waiver have been received. The baseline schedule has been approved. The contractor has submitted an updated CPM schedule which is being reviewed by ESA. The updated schedule is in alignment with future system contract schedule/project requirements, and the revised milestones have been tentatively agreed to. The revised schedule is being processed through the various approval gates.
- The contractor is preparing the final design review package for Plaza CIR design, targeted for submittal mid October 2016.
- Material ordering/fabrication for long lead time items is underway. 80% of all the Plaza and GCT 6 location material is on order. Fabrication of Plaza racks will commence mid November 2016.

CRITICAL ISSUES

- LIRR requires LED signal units for the tunnel application. A change order is required for the contractor to make the changes from incandescent to LED's. Delays in determining funding responsibility has precluded the MOD to the contract from being processed. As a result, there will be design, material and schedule impacts. Contract changes related to PTC, and material to fiber interface will be processed as documentation is completed. Mitigation is to expedite the modification process.

MITIGATION

- For LEDs issue: LIRR and ESA to come to agreement on the cost responsibility for making the incandescent to LED change. Process change orders while vendor is processing design. Changes to the completed design will be incorporated when change order negotiations have been completed and NTP given.

COST

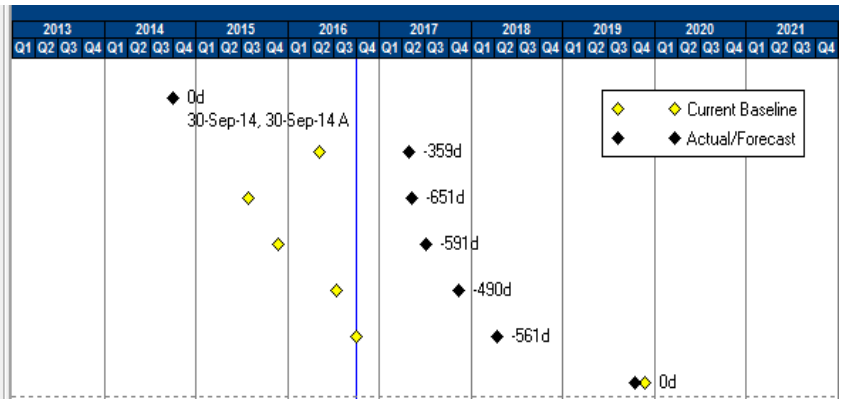
- The current award value for VS086 is $19,945,259. No contract modification has been executed. 12.6% for the budget has been invoiced and 11.9% paid. The Forecast is within the Budget.

LOOK AHEAD

- The contractor will make a submittal of the final design review package for Plaza CIR, continue procuring long-lead items. Discussions are continuing with the contractor regarding their simultaneous work on three contracts.

MILESTONES

MPR Description	Current Baseline	Actual/ Forecast
VS086: System Package 3 - Signal Equipment Procurement		
Notice to Proceed	30-Sep-14	
Furnish Tunnel Signal Equip. & Hardware for Plaza CIR	04-May-16	28-Apr-17*
Furnish Catalog Cuts for Tunnel Sig. Equip and CIR Layouts	27-Jul-15	08-May-17*
Complete and Provide Final Design for Entire Tunnel System	24-Nov-15	07-Jul-17*
Furnish Tunnel Signal Equip. & Hardware for GCT5 & GCT6 CIRs	11-Jul-16	13-Nov-17*
Furnish Tunnel Signal Equip. & Hardware for GCT3 & GCT4 CIRs	29-Sep-16	13-Apr-18*
Substantial Completion	25-Nov-19	14-Oct-19*



Note: Asterisk signifies schedule constraint for the contract date.

FINANCIAL SUMMARY

Note: The Forecast includes the current contract amount plus the current value of Pending Mods and Potential Mods. It also includes the current value of unmitigated Possible Mods and unmitigated Possible Claims.

Systems Construction

TUNNEL SYSTEMS PACKAGE 4 - TRACTION POWER SYSTEMS (CS084)

Contractor: E-J Electrical Installation Company

Construction Manager: Joseph Mendola

FTA Grant: NY-03-0344

Description: Procure, fabricate, install, test and commission Traction Power Substations and wayside equipment to support the Traction Power System in the ESA Tunnels and GCT.

SCHEDULE PROGRESS

- Through end of September 2016, the contractor has completed 11.1% of contract value compared to a Planned work of 54.2%. Work is behind the contractor's scheduled work at C08 (63rd St) and C05 (Vernon Blvd) by 334 and 251 calendar days respectively. The Substantial Completion is scheduled for December 2019.
- Submittals for major equipment for C08 (43rd Street), C04 (2nd Avenue) and C06 & C07 (Plaza) continued under review by the GEC and LIRR.
- Development of shop drawings for C08 (63rd St) prefabricated substation per approved conceptual design. ESA is working with the contractor/vendor to expedite equipment and shop drawing submission for the C08 pre-fabricated substation enclosure.
- The contractor has resubmitted all submittals and drawings for traction power substation C05. The SCADA drawings for the remainder of the substations will be submitted once the C05 SCADA drawings have been approved.
- Coordinated layout drawings have been developed for all equipment at C05 (Vernon).
- Field Surveys have been conducted for C04 (2nd Avenue), C06 and C07 (Plaza) substations and work is underway toward developing coordinated layouts for those locations.

CRITICAL ISSUES

- Currently, there are 344 critical substation submittals "OPEN" with LIRR, of which 327 are over 30+ days.
- There may be a potential modification to revise metering at C06 and C07 substation, which might negatively impact the schedule. Power for the C06/C07 substations is provided through utility power substation B10, and all Con Edison power for this substation is metered as utility power. The tariff for traction power is significantly less than that for utility power, so changing the metering will reduce operational costs for LIRR.
- The positive and negative cabling for traction power substations C08 can only be completed once ductwork has been installed by Contract CH058A. This work drives completion and testing of C08 and the Integrated Systems Testing (IST) for CS084. Due to the late time frame for the CH058A procurement /construction period, consideration is being given to transfer scope from CS084 to CH058A and CS179.

MITIGATION

- A task order has been approved to utilize a consultant to assist LIRR with the review of submittals. Management is also considering directing the contractor to proceed without LIRR review in certain cases.
- The GEC has developed preliminary drawing to provide sub-metering for traction power at the C06/C07 substations. The drawings have been submitted to Con Edison by LIRR for review.
- A scope transfer to contract CH058A is being considered to include all cables at C08 to mitigate delays to the CS084 Substantial Completion.

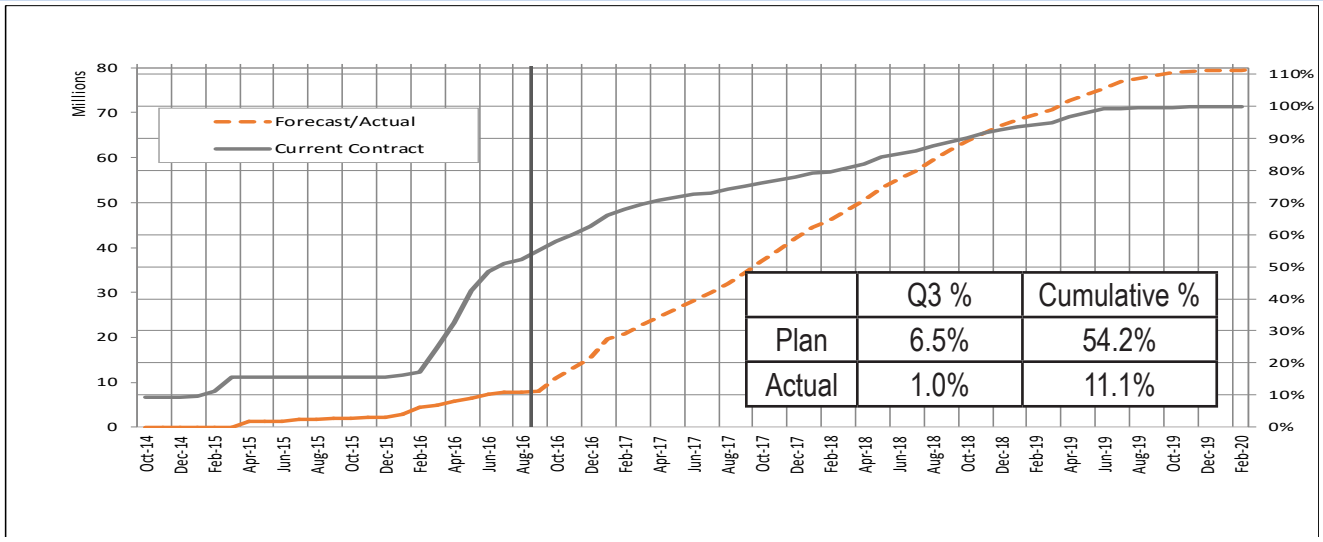
COST

- 2 contract modification has been executed which is 1.8% of the contract value. 11.1% of the Contract has been invoiced and 10.3% has been paid. The Forecast is within the Budget.

LOOK AHEAD

- Manufacture substation equipment at C05.
- Review/Approval of contract deliverables by LIRR for the C08 substation (43rd Street).
- Review/Approval of contract deliverables by LIRR for the C06 & C07 substations (Plaza).
- Review/Approval of SCADA submittals/drawings for C05.

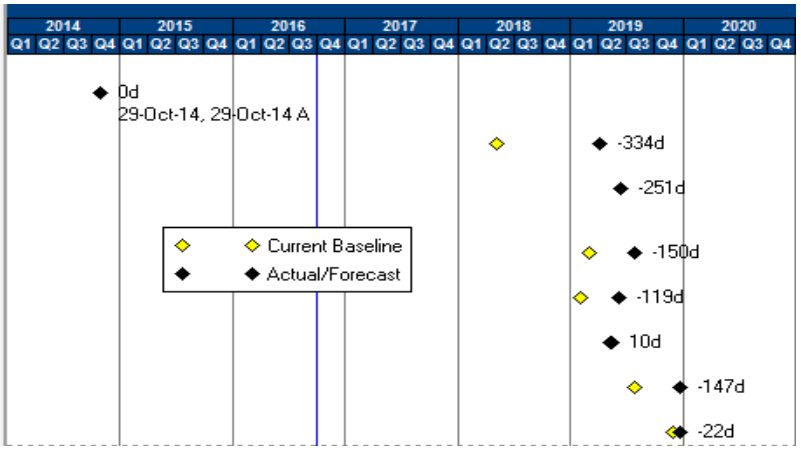
CS084 PROGRESS CURVE



Note: The Progress Curve is based on the interpretation of information that Project Control has received so far and may subject to changes after the contractor submits its baseline schedule.

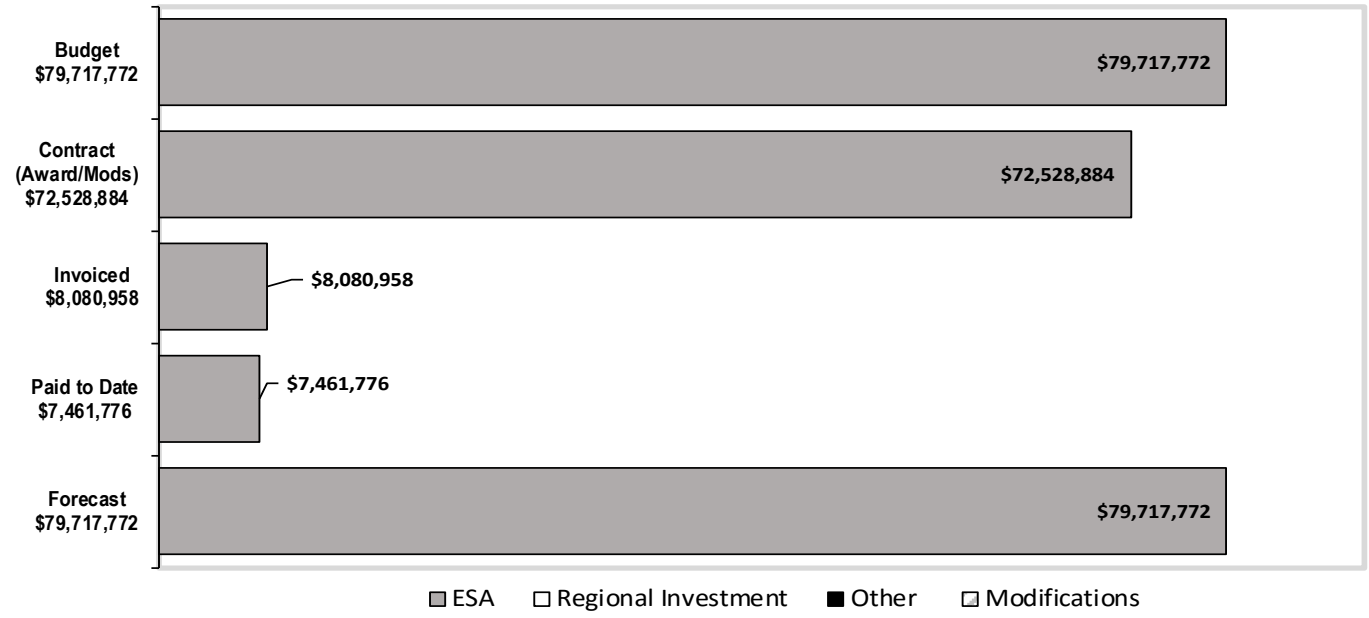
MILESTONES

MPR Description	Current Baseline	Actual/ Forecast
CS084: Tunnel Systems Package 4 - Traction Power Procureme		
Notice to Proceed	29-Oct-14	
MILESTONE # 1- Energize Traction Power Substation C08	06-May-18	05-Apr-19*
MILESTONE # 2- Traction Power Substation C04 and C05 - Energize From Con Edison Feeders	03-Oct-18	11-Jun-19*
MILESTONE # 3- Energize Traction Power Substation C06 and C0	02-Mar-19	30-Jul-19*
MILESTONE # 4- Energize Traction Power Substation C01 and C0	05-Feb-19	04-Jun-19*
MILESTONE # 5- Energize Traction Power Substation C03	16-May-19	07-May-19*
MILESTONE # 6- Complete Local testing of all substation/Start	30-Jul-19	24-Dec-19*
Substantial completion & Final Completic	02-Dec-19	24-Dec-19*



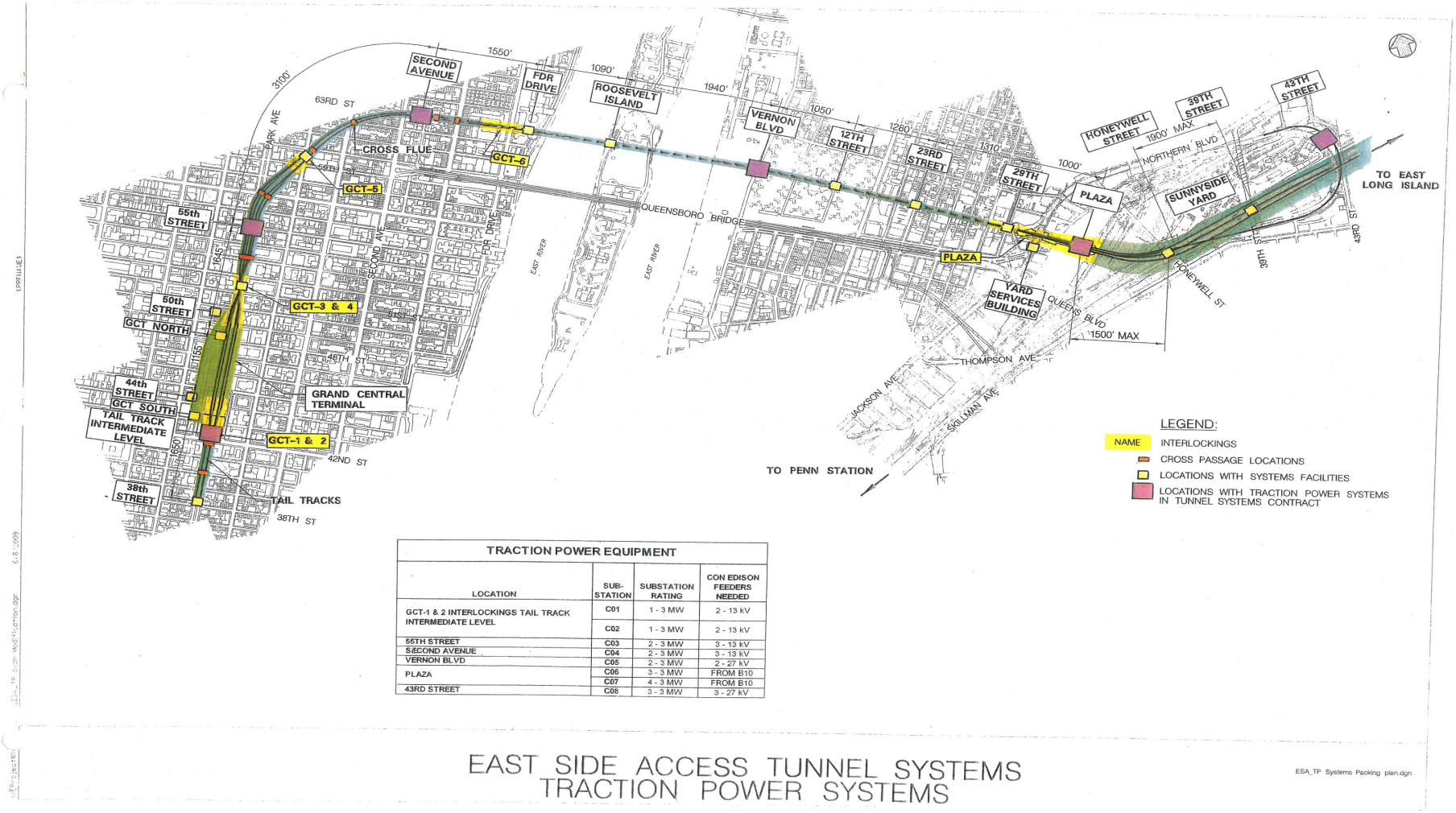
Note: Asterisk signifies schedule constraint for the contract date.

FINANCIAL SUMMARY



Note: The Forecast includes the current contract amount plus the current value of Pending Mods and Potential Mods. It also includes the current value of unmitigated Possible Mods and unmitigated Possible Claims.

SITE MAP



TRACTION POWER EQUIPMENT

LOCATION	SUB-STATION	SUBSTATION RATING	CON EDISON FEEDERS NEEDED
GCT-1 & 2 INTERLOCKINGS TAIL TRACK INTERMEDIATE LEVEL	C01	1 - 3 MW	2 - 13 kV
	C02	1 - 3 MW	2 - 13 kV
55TH STREET	C03	2 - 3 MW	3 - 13 kV
SECOND AVENUE	C04	2 - 3 MW	3 - 13 kV
VERNON BLVD	C05	2 - 3 MW	2 - 27 kV
PLAZA	C06	3 - 3 MW	FROM B10
	C07	4 - 3 MW	FROM B10
43RD STREET	C08	3 - 3 MW	3 - 27 kV

EAST SIDE ACCESS TUNNEL SYSTEMS
TRACTION POWER SYSTEMS

HAROLD INTERLOCKING PLANNED CONSTRUCTION

Harold Structures Part 3 – Westbound Bypass Structures (CQ031, FQA31, FQL31, CH057A, FHL57A, FHA57A)
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.

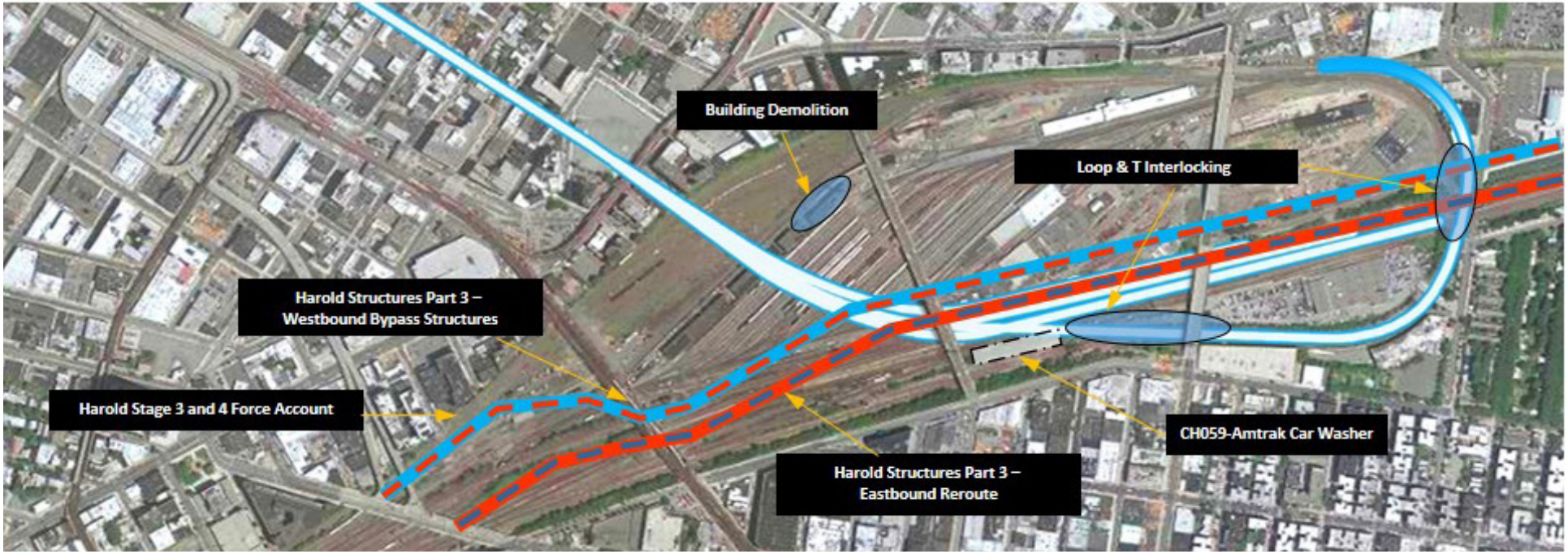
Harold Structures Part 3 – Eastbound Reroute (CH057, CH058B, FHA058B, FHL058B)
Eastbound Reroute tunnel enables Amtrak trains entering Harold Interlocking from Penn Station to be routed into the Hell Gate Line Track 2 decreasing the number of conflicts and thereby reducing the number of service delays 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 (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

HIGHLIGHTS

CURRENT WORK EFFORT

- Following FRA's favorable response to the ESA team's proposed strategy for accelerating the drawdown of the HSIPR grant funds, ESA staff submitted a finalized Grant Adjustment Request form and a Grant Amendment document to reflect the expanded budget and extended project schedule. ESA staff is awaiting final approval of both documents by NYSDOT and the FRA.
- ESA staff continues to prepare grant reimbursement requests for submittal to NYSDOT for HSR work. Reimbursement Request #16 totaling $4.1 million was prepared and funds received from NYSDOT. Through August 31, NYSDOT has funded $110.0 million in HSR work. As the primary grantee, NYSDOT has applied for and received $105.9 million of the $294.8M in FRA HSIPR grant funds. Additionally, a $27.8 million reimbursement request was submitted to NYSDOT, representing the first tranche of previously unbilled expenses to be recovered under the accelerated drawdown strategy.
- For CH057A, Harold Structures Joint Venture for Task 2: Westbound Bypass (WBBP) Tunnel mining was halted on August 3 as the jack shield encountered interference with the track slab after mining efforts advanced the tunnel a total of 54 feet. The contractor has commenced modifications to the shield to address the interference problem. The contractor has begun reinforcing the steel frames already in place. While resolving issues needed to restart the mining, the contractor completed all 80 of the tiebacks for the east approach and continued excavation of the east approach structure east of Honeywell Bridge, removing approximately 6,900 cubic yards to date or 75% of the planned total. Excavation also continued for the west approach, with 16,600 cubic yards to date or 98% of the planned total. Additionally, work continued on the pile installation for the pump station. Through August 2016, the contractor has installed all 26 soldier piles and the first of the 19 secant piles required for the pump station.
- CH057 Harold Structures Part 3 – Drilling for the 39-S6 Retailing Wall has slowed due to required repairs to the excavating equipment. However, 6 piles were poured in September. The Project team elected to exercise contract Option 1, covering installation of HSR related troughs and ductbanks. Work on these items has stopped, however, due to a lack of sufficient A&P support. The ESA management team has determined not to exercise Options 2 and 9 due the anticipated lack of the required A&P services.
- ESA staff working with MTACC grants staff submitted a Buy America Waiver request to FRA covering a limited number of catenary components valued at less than $200,000. ESA Procurement staff discussed with Amtrak the possibility of classifying these items as subcomponents, in which case, no waiver would be required.

PLANNED WORK EFFORT

- Develop and implement mitigation solution needed to resume Westbound Bypass mining under CH057A.
- MTA Comptroller's to continue to identify and process the drawdown of previously unbilled HSR work against the FRA grant.
- Complete assessment of need for Buy America waiver.
- Prepare for the FRA Monitoring Review scheduled for October 27 and 28. Arrange for a site tour via the TC-82 car for FRA and NYSDOT staff. Review initial "Checklist" comments and questions. Prepare briefing materials with updates on project budget and schedule, construction activity, and Access and Protection needs, as well as, monthly project risk review materials.

Regional Investment Program, Including FRA High Speed Intercity Passenger Rail Grant Scope

Q3 2016 REGIONAL INVESTMENT BUDGET STATUS

Q3 2016 Regional Investment Budget Status						
	June 2014 Project Budget	Current Budget	Award Value	Invoiced	Paid to Date	Forecast
Engineering	$24,595,433	$24,595,433	$22,116,887	$19,327,157	$19,121,419	$33,038,406
Construction - 3rd Party	$397,577,292	$397,577,292	$131,747,177	$57,935,458	$54,088,534	$515,863,616
Construction - Force Account	$224,058,862	$224,058,862	$95,480,366	$58,898,040	$48,640,417	$279,780,871
OCIP	$16,939,198	$16,939,198	$16,939,198	$16,939,198	$16,939,198	$25,939,198
Management	$24,181,291	$24,181,291	$24,181,291	$21,036,449	$20,656,869	$96,184,570
Real Estate	$0	$0	$0	$0	$0	$0
Rolling Stock	$50,000,000	$50,000,000	$0	$0	$0	$50,000,000
Projectwide Reserve	$20,908,877	$20,908,877	$0	$0	$0	$0
Total	**$758,260,953**	**$758,260,953**	**$290,464,919**	**$174,136,302**	**$159,446,437**	**$1,000,806,661**
Change from Q2 2016	**$0**		**$6,167,094**	**$7,822,782**	**$12,363,807**	**$188,418,943**

Awards for Q3 2016 include:

Package	Total
CH057 mods	$2,160,000
OCIP increased obligations totaling	$2,750,000
Force Account increased obligations totaling	($32,906)
Engineering increased obligations totaling	$1,290,000
Total	**$6,167,094**

Award Notes

- Award Value is the Current Contract Value, which is the base contract value, executed contract modifications and executed options.

Forecast Notes

- The forecast for active 3rd Party contracts and Force Account packages include the current contract amount plus the current value of:
  - Pending Mods -- unapproved, but negotiated Mods with a change proposal request form awaiting formal approval
  - Potential Mods -- unapproved mods for which cost is under negotiation
  - Unmitigated Possible Mods -- NOCs, OICs or potential issues identified by the CM
  - Unmitigated Possible Claims-- potential claims identified by the CM
  - Contingency to complete
- Construction Forecast
  - Includes escalation for CH058B and CH059, consistent with the High Speed Rail grant
  - Does not include revised forecasts for Harold Stage 3 and 4 Force Account
  - Program Operations and Project Controls are conducting an analysis of the Force Account forecasts to identify cost drivers and potential mitigations. See Top Risk and Opportunities Section for further detail

Federal Railroad Administration High Speed Intercity Passenger Rail Grant

STATUS OF 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	N/A	12/19/2013	12/19/2013	N/A
2	FHA57A	Harold Structures - Part 3 WBBY Amtrak (A&P)	N/A	N/A	N/A	N/A	8/29/2013	N/A	1/3/2014	N/A
Eastbound Reroute										
3	CH058B	Harold Structures - EBRR					N/A	N/A	N/A	
3	FHA58B	Harold Structures EBRR- Amtrak	N/A	N/A				N/A		
3	FHL58B	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	5/31/2014
4	FHA03	Harold Stage 3: Amtrak (Catenary)	5/8/2013	6/14/2013			11/18/2013	N/A	5/8/2014	5/31/2014
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	5/31/2014
4	FHA04	Harold Stage 4: Amtrak	5/1/2014	11/2/2015				N/A		
4	FHL04	Harold Stage 4: LIRR	5/1/2014	11/2/2015			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	11/2/2015				N/A		
4	VHL04	Procure Harold Materials Stage 4 - LIRR	5/1/2014	11/2/2015			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	CH057**	Harold Structures - Part 3	4/19/2012	6/21/2012	4/13/2015	5/4/2015	N/A	N/A	N/A	12/3/2015
5	FHA57	Harold Structures Part 3 - Amtrak	N/A	N/A	N/A	N/A	3/30/2016	N/A	4/14/2016	N/A
5	FHL57	Harold Structures Part 3 - LIRR	N/A	N/A	N/A	N/A	N/A	9/9/2015	4/14/2016	N/A
5	FQA65	FQA65: Loop Interlocking CIL: Amtrak (Part 1 Signals)	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)	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 and 8A	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

**Summer Outage Force Account Work was billed to FHA03 and FHL03*
*** Contract includes Work in Task 3*

Federal Railroad Administration High Speed Intercity Passenger Rail Grant

SUMMARY OF BUDGET AND FUNDING

FRA Grant				Disbursements to MTA from NYSDOT					
Proposed Total Project Cost	Federal	Local Match	FRA Disbursements	Grant No.	Title	Amend-ment Date	Grant Amount	Paid to MTA	Balance
$751,769,876	$294,781,579	$456,988,297	$105,918,233	FR-HSR-0065-11-01-01-NY	FRA-NYSDOT	9/16/15	$294,781,579	$110,025,902	$188,863,345

BUDGET

TASK	DESCRIPTION	September 2015 Amended Grant Budget	June 2016 Proposed Grant Budget	CONTRACT AWARD	INVOICED*		
					TOTAL	FEDERAL	LOCAL
1	**Work Plan**			**$-**	**$-**	**$-**	**$-**
2	**Westbound Bypass**	**$151,343,372**	**$268,291,928**	**$138,331,108**	**$110,078,298**	**$105,646,823**	**$4,431,475**
	CQ031: Harold Structures - Part 3 WBBY Slab	$4,025,000	$4,025,000	$4,025,000	$4,025,000	$3,249,478	$775,522
	FQA31: Harold Structures - Part 3 WBBY Slab (Access and Protection)	$1,245,189	$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	$711,434	$569,147	$142,287
	CH053: Harold Structures - Part 3 WBBY Structure Removal	$369,000	$336,000	$336,000	$336,000	$272,160	$63,840
	CH057A: Harold Structures - Part 3 WBBY	$118,800,000	$139,685,712	$105,820,735	$40,457,066	$37,815,286	$2,641,780
	FHA57A: Harold Structures - Part 3 WBBY Amtrak (A&P)	$16,345,702	$26,762,253	$16,345,702	$23,958,914	$23,635,386	$323,528
	FHL57A: Harold Structures - Part 3 WBBY LIRR (A&P)	$9,847,047	$14,382,845	$9,847,047	$11,488,798	$11,253,317	$235,481
	CQ031: Harold Structures - Part 3 Unbilled Work		$21,451,163	$-	$-	$-	$-
	FQA31: Harold Structures - Part 3 Unbilled Work		$2,500,669	$-	$-	$-	$-
	FQL31: Harold Structures - Part 3 Unbilled Work		$3,142,565	$-	$-	$-	$-
	CH053: Harold Structures - Part 3 Unbilled Work (With SPS)		$44,756,100	$-	$27,855,896	$27,855,896	$-
	FHA53: Harold Structures - Part 3 Unbilled Work		$5,812,286	$-	$-	$-	$-
	FHL53: Harold Structures - Part 3 Unbilled Work		$3,480,713	$-	$-	$-	$-
3	**Eastbound Reroute**	**$168,648,073**	**$168,093,971**	**$364,584**	**$-**	**$-**	**$-**
	CH057: Harold Structures - Part 3 - GO2 Demo.	$918,686	$364,584	$364,584	$-	$-	$-
	CH058: Harold Structures - EBRR	$138,296,613	$138,296,613	$-	$-	$-	$-
	FHA58: Harold Structures EBRR- Amtrak	$15,323,583	$15,323,583	$-	$-	$-	$-
	FHL58: Harold Structures EBRR- LIRR	$14,109,191	$14,109,191	$-	$-	$-	$-
4	**Westbound/Eastbound Force Account**	**$109,955,760**	**$122,199,132**	**$42,216,657**	**$18,731,884**	**$17,442,219**	**$1,289,665**
	FHA02: Harold Stage 2: Amtrak - Unbilled Work		$6,290,617	$-	$-	$-	$-
	FHL02: Harold Stage 2: LIRR - Unbilled Work		$5,952,754	$-	$-	$-	$-
	FHA03: Harold Stage 3: Amtrak	$10,608,828	$10,608,828	$5,187,848	$4,484,562	$3,981,971	$502,590
	FHL03: Harold Stage 3: LIRR	$26,465,680	$26,465,680	$7,658,028	$4,283,559	$3,757,592	$525,967
	FHA04: Harold Stage 4: Amtrak	$26,613,545	$26,613,545	$-	$-	$-	$-

Federal Railroad Administration High Speed Intercity Passenger Rail Grant

BUDGET (CON'T)

TASK	DESCRIPTION	September 2015 Amended Grant Budget	June 2016 Proposed Grant Budget	CONTRACT AWARD	INVOICED*		
					TOTAL	FEDERAL	LOCAL
	FHL04: Harold Stage 4: LIRR	$5,922,632	$5,922,632	$-	$-	$-	$-
	VHA03: Procure Harold Materials Stage 3 - Amtrak	$19,072,905	$19,072,905	$19,072,905	$5,783,158	$5,533,003	$250,155
	VHL03: Procure Harold Materials Stage 3 - LIRR	$10,297,876	$10,297,876	$10,297,876	$4,180,605	$4,169,653	$10,952
	VHA04: Procure Harold Materials Stage 4 - Amtrak	$5,703,840	$5,703,840	$-	$-	$-	$-
	VHL04: Procure Harold Materials Stage 4 - LIRR	$5,270,454	$5,270,454	$-	$-	$-	$-
5	**Loop Interlocking**	**$56,536,655**	**$50,057,477**	**$15,954,628**	**$8,030,795**	**$7,377,656**	**$653,139**
	CH057: Harold Structures - Part 3	$21,408,450	$13,124,678	$1,529,262	$601,451	$601,451	$-
	FHA57: Harold Structures Part 3 - Amtrak	$1,872,933	$4,150,151	$2,750,000	$173,052	$173,052	$-
	FHL57: Harold Structures Part 3 - LIRR	$974,251	$501,628	$1,047,140	$62,325	$62,325	$-
	FQA65: Loop Interlocking CIL: Amtrak (Signals Only--Track to Follow)**	$29,663,652	$29,663,652	$8,010,857	$5,865,237	$5,457,961	$407,275
	VQ065: Loop Interlocking CIL	$2,617,369	$2,617,369	$2,617,369	$1,328,730	$1,082,867	$245,864
6	**Replacement of Amtrak Car Washer**	**$62,061,086**	**$62,061,086**	**$-**	**$-**	**$-**	**$-**
	CH059: Harold Structures - Part 4	$50,575,478	$50,575,478	$-	$-	$-	$-
	FHA59: Harold Structures - Part 4: Amtrak	$6,308,606	$6,308,606	$-	$-	$-	$-
	FHL59: Harold Structures - Part 4: LIRR	$5,177,002	$5,177,002	$-	$-	$-	$-
7	**Demolition of Amtrak Buildings**	**$4,156,951**	**$4,156,951**	**$-**	**$-**	**$-**	**$-**
	CQ033: Midday Storage Yard Facility- Bldgs # 7,8	$2,504,276	$2,504,276	$-	$-	$-	$-
	FQA33: Midday Storage Yard: Amtrak	$1,652,675	$1,652,675	$-	$-	$-	$-
8	**Administrative Costs**	**$59,739,035**	**$76,909,330**	**$49,739,035**	**$45,339,624**	**$41,951,784**	**$3,387,840**
	SC800 - Construction Management by PMC	$15,641,246	$15,641,246	$15,641,246	$13,137,488	$13,137,488	$-
	PS819 - Consultant Const Mgmt Services	$8,540,045	$12,231,478	$8,540,045	$9,656,345	$9,656,345	$-
	Owner Controlled Insurance	$16,939,198	$16,939,198	$16,939,198	$16,939,198	$13,551,358	$3,387,840
	CPS - Engineering Support to Construction	$8,618,546	$8,618,546	$8,618,546	$3,529,124	$3,529,124	$-
	P0100: Project Management - PMC		$1,669,156	$-	$717,111	$717,111	$-
	SS897: General Conditions - PMC		$500,000	$-	$-	$-	$-
	SHA00: Amtrak PM/CM		$1,950,180	$-	$338,952	$338,952	$-
	SH800: LIRR PM/CM		$2,096,000	$-	$1,021,405	$1,021,405	$-
	P0100: Project Management - PMC - Unbilled		$7,086,971	$-	$-	$-	$-
	SHA00: Amtrak PM/CM - Unbilled		$4,663,803	$-	$-	$-	$-
	SH800: LIRR PM/CM - Unbilled		$5,512,751	$-	$-	$-	$-
	Contingency	$10,000,000					
	Total	**$612,440,932**	**$751,769,876**	**$246,606,012**	**$182,180,600**	**$172,418,482**	**$9,762,119**

** Includes retained amounts.** Represents invoiced amounts for work performed submitted by contractors. 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

ACTIVE CONSTRUCTION CONTRACTS SUMMARY ($ IN MILLIONS)

			Current Value					Cost Expenditure % Complete			Substantial Completion		
											Plan		
Project Description/ Contractor	Budget at Award	Original Contract Award**	Total Budget	Current Approved Contract	Remaining Budget	Invoiced	Forecast	Plan	Actual	NTP	Original Baseline	Current Baseline	Fore-cast
CH057A: Harold Structures - Part 3 Westbound Bypass**	113.6	104.3	126.8	116.8	10.0	46.7	157.0	40.5%	40.0%	12/02/13	01/16	10/30/17	11/08/17
FHA57A: Harold Structures - Part 3 WBBY Amtrak (A&P)**	15.4	11.1	16.3	16.3	0.0	24.0	26.8	40.5%	40.0%	12/02/13	01/16	10/30/17	11/08/17
FHL57A: Harold Structures - Part 3 WBBY LIRR (A&P)**	7.0	5.7	14.5	14.5	0.0	15.3	19.0	40.5%	40.0%	12/02/13	01/16	10/30/17	11/08/17
CH057: Harold Structures Part 3	53.4	53.4	89.9	64.7	25.2	34.5	91.8	68.9%	53.3%	12/03/15	07/05/17	07/05/17	09/27/17
FHA57: Harold Structures Part 3 Amtrak F/A	26.2	25.0	26.2	2.8	23.4	0.2	26.2	68.7%	53.8%	12/03/15	07/05/17	07/05/17	09/27/17
FHL57: Harold Structures Part 3 LIRR F/A	15.5	14.7	15.5	5.2	10.3	2.5	14.2	68.7%	53.8%	12/03/15	07/05/17	07/05/17	09/27/17
FHA03 - Harold Stage 3: Amtrak Force Ac-count****,*****	9.6	1.9	10.6	5.2	5.4	4.5	10.7	82.1%	42.3%	07/19/13	07/18	07/25/18	11/04/22
FHL03 - Harold Stage 3: LIRR Force Ac-count**,****,*****	2.6	2.6	60.9	15.0	45.9	4.8	60.9	65.7%	7.9%	07/19/13	08/17	08/14/17	01/16/22

Federal Railroad Administration High Speed Intercity Passenger Rail Grant

ACTIVE CONSTRUCTION CONTRACTS SUMMARY ($ IN MILLIONS)

			Current Value					Cost Expenditure % Complete			Substantial Completion		
											Plan		
Project Description/ Contractor	Budget at Award	Original Contract Award**	Total Budget	Current Approved Contract	Remaining Budget	Invoiced	Forecast	Plan	Actual	NTP	Original Baseline	Current Baseline	Fore-cast
FQA65 - Amtrak Loop Interlocking CIL Amtrak**/***	33.8	9.0	29.7	13.4	16.3	5.9	33.3	56.8%	19.8%	01/09/14	08/18	08/12/18	07/16/23
VHA03--Procure Materials for Stage 3--Am-trak******	19.1	19.1	19.1	19.1	0.0	5.8	19.1	N/A	30.3%	05/05/2014	08/18	08/15/2018	11/04/22
VHL03--Procure Materials for Stage 3--Am-trak******	27.3	27.3	27.3	27.3	0.0	10.9	27.3	N/A	39.8%	06/01/2014	08/17	08/14/2017	01/16/22

Includes ESA portion of Budget and Contract Amounts ***Invoice amount reflects values for work performed. Excludes $5.4M in Amtrak advance payments. ****Current approved contract does not include full scope. *****Contract Awards for Force Account work are made on an annual basis. For more information, please refer to the individual contract summary sheets.*** Staff is working on purchase these materials in order to satisfy the FRA 2017 grand funding deadline.*

Federal Railroad Administration High Speed Intercity Passenger Rail Grant

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	Amtrak invoices paid. Design and procurement of one control panel outstanding. Procurement scheduled for Q2 2017.
				Subtotal	**$ 2.7**	**$ 2.6**				
				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

FTA Grant: NY-03-0344

Description: Construction of jacked shield tunnel, approach structures, direct fixation track and electrical systems for the Westbound Bypass Structure to be located below the mainline tracks at F Interlocking and Harold Interlocking. Fabricate and install supplemental pole lines between 48th Street and Woodside Station. Contract work also includes the installation of catenary and signal bridges along the Westbound Bypass alignment.

SCHEDULE PROGRESS

- Through month of September 2016, the contractor has completed 40.0% of the contract. The CM forecast for Substantial Completion is scheduled for November 2017.
- In Pump Station: Contractor is progressing according to the plan. Drilling of support of excavation soldier piles was completed during August 2016 and was followed by the secant piles. Pump station continues to be the secondary longest path of the contract.
- Westbound Bypass Tunnel Mining: Mining of the WBY Tunnel continues to be on hold since August 2016 until the contractor completes modifying the support system of the shield. Meanwhile, the contractor continues to fabricate the modified cylinders and skates during this period. Mining operation is forecasted to restart in mid-October 2016 with a single shift/day for a week and then move to 3 shift/day.
- Excavation of the West Approach: During September, excavation of the West Approach and the grading operation have been completed. The contractor commenced construction of the mud slab and waterproofing at the West Approach.
- Westbound Bypass East Approach: Continued excavation and installation of the tiebacks.

CRITICAL ISSUES

- Tunnel Shield Production: Mining of the Westbound Bypass Tunnel has been suspended in August 2016, due to review of test pit and core survey information for the track slab as well as tunnel frame bracing issues. As of end August 2016, advancement remained at 54 of 618 feet (8.7%). The CM team performed an analysis of the gap between the top of the shield and the bottom of the slab. The mining is on hold until the contractor completes modifying the support system of the shield.
- Railroad resources for Major Operation: Limited Railroad Protection resources are available to support multiple operations such as the East Approach, West Approach and Pump Station.

MITIGATION

- Tunnel Shield Production: Tunnel mining operations continues to be the top priority for work in Harold for allocation of limited Railroad Protection resources to support efforts to recover planned production rates due to the shield and bracing issues. The CM team continues to monitor the corrective actions on the Shield being taken by the contractor, and has put the contractor on notice that they are fully responsible for the current situation and consequent delays. The operation is scheduled to resume on October 11, 2016 with a single shift of work and then on October 17, 2016 with 3 shifts per day .
- Railroad resources: Harold Program Management will prioritize activities most critical to the Program for allocation of the limited Railroad resources. Harold Program Management continues discussions with the Railroads to secure more resources to support multiple activities.

COST

- 18 contract Mods have been executed which is 12 % of the current Contract value. 40.0% of the CH057A current Contract value has been invoiced and 36.7% of the contract is paid. The Forecast is greater than the current Budget due to potential contract modifications for changes in field conditions and the addition of scope to the contract.
- 100.0% of the Budget for FHA57A was invoiced and 99.2% was paid. The Forecast is greater than the Budget. ESA Program Operations is working with the FA CMs to develop a comprehensive analysis of all FA Forecasts, which will include identification of major cost drivers and potential mitigation alternatives.
- 94.1% of the Budget was invoiced for FHL57A and 72.0% was paid. The Forecast is greater than the Budget. ESA Program Operations is working with the FA CMs to develop a comprehensive analysis of all FA Forecasts, which will include identification of major cost drivers and potential mitigation alternatives.

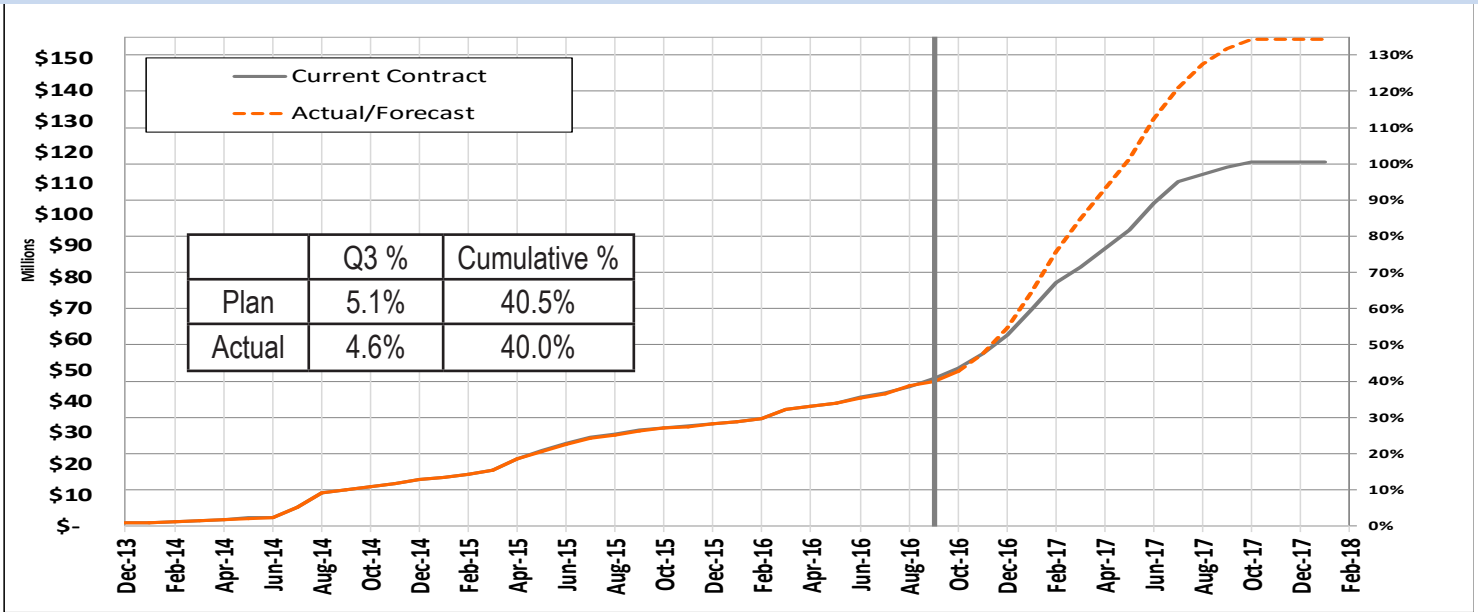
LOOK AHEAD

- Pump Station: Continue installation of the secant piles.
- Tunnel Mining: Resume tunneling in October 2016.
- Westbound Bypass West Approach: Complete the remainder of mud slab, waterproofing and working on the invert slab.
- Westbound Bypass East Approach: Continue excavation and installation of the tiebacks.

SAFETY

- Performing Q3 2016 Safety Assessments.
- Performed Fire Prevention Checklist walk.
- Conducted daily safety walks and documented each in daily hazard logs.
- Safety Statistics–LTIR 0.55, B.L.S. (Bureau of Labor Standards) 1.70. LTIR represents incidents that occurred for every 200,000 manhours worked.

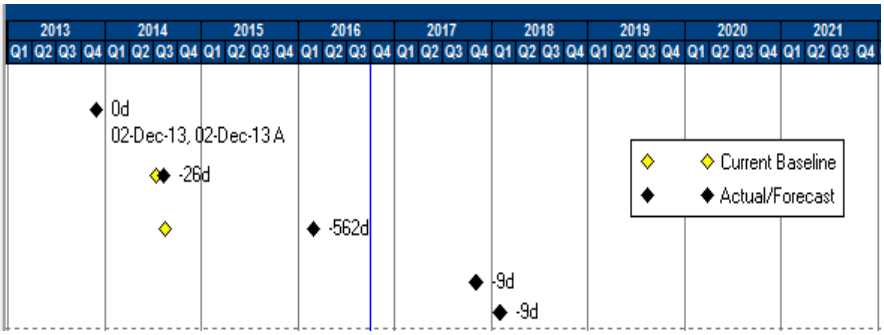
CH057A PROGRESS CURVE



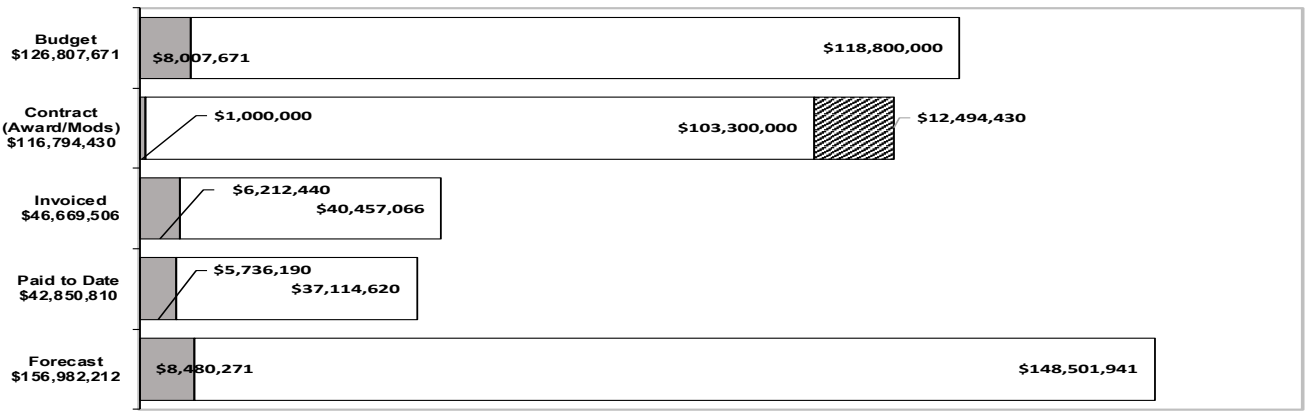
	Q3 %	Cumulative %
Plan	5.1%	40.5%
Actual	4.6%	40.0%

MILESTONES

MPR Description	Current Baseline	Actual/ Forecast
CH057A: Westbound Bypass Structure (exclude Slab)		
Notice to Proceed	02-Dec-13	
MS01 - Complete Signal Bridge 24 and Signal Bridge 30	14-Jul-14	09-Aug-14 A
MS02 - Complete Signal Bridge 16 South	15-Aug-14	28-Feb-16 A
Substantial Completion	30-Oct-17	08-Nov-17
Final Completion	28-Jan-18	06-Feb-18

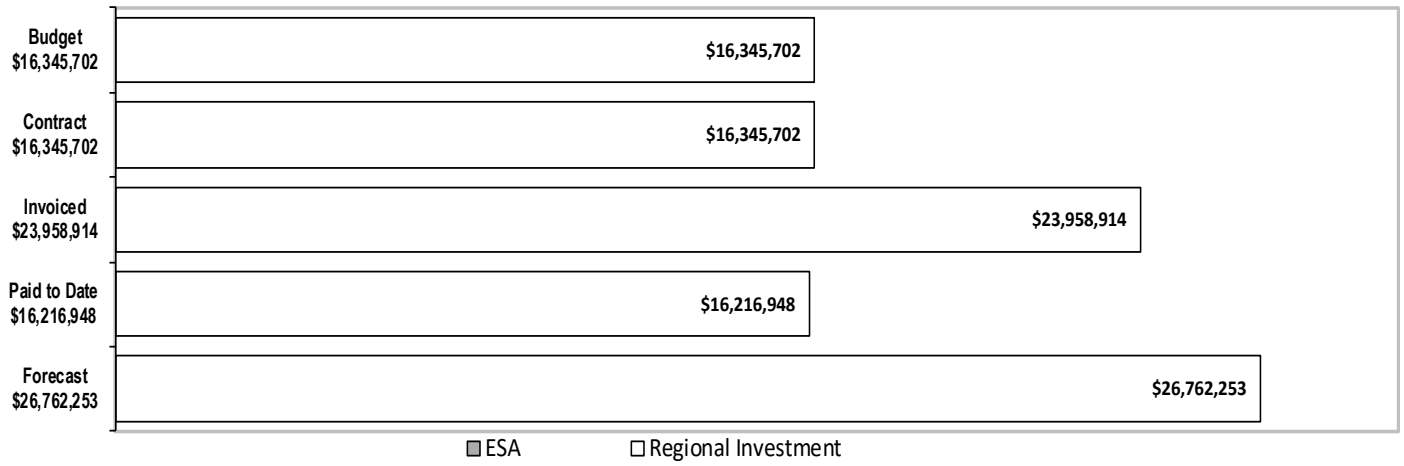


FINANCIAL SUMMARY



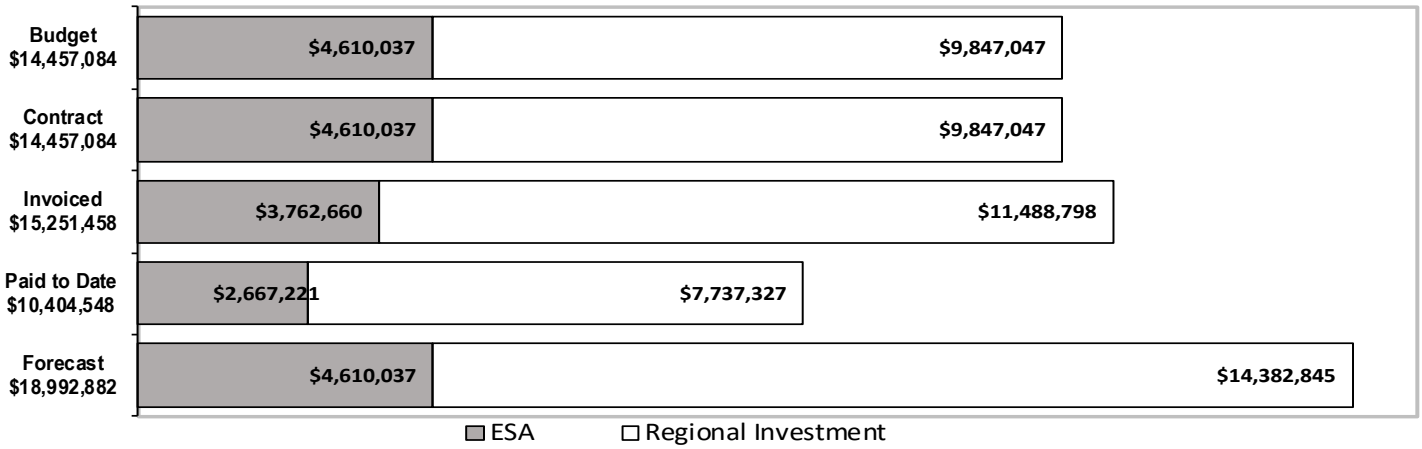
Note: The Forecast includes the current contract amount plus the current value of Pending Mods and Potential Mods. It also includes the current value of unmitigated Possible Mods and unmitigated Possible Claims.

FINANCIAL SUMMARY FORCE ACCOUNT FHA57A



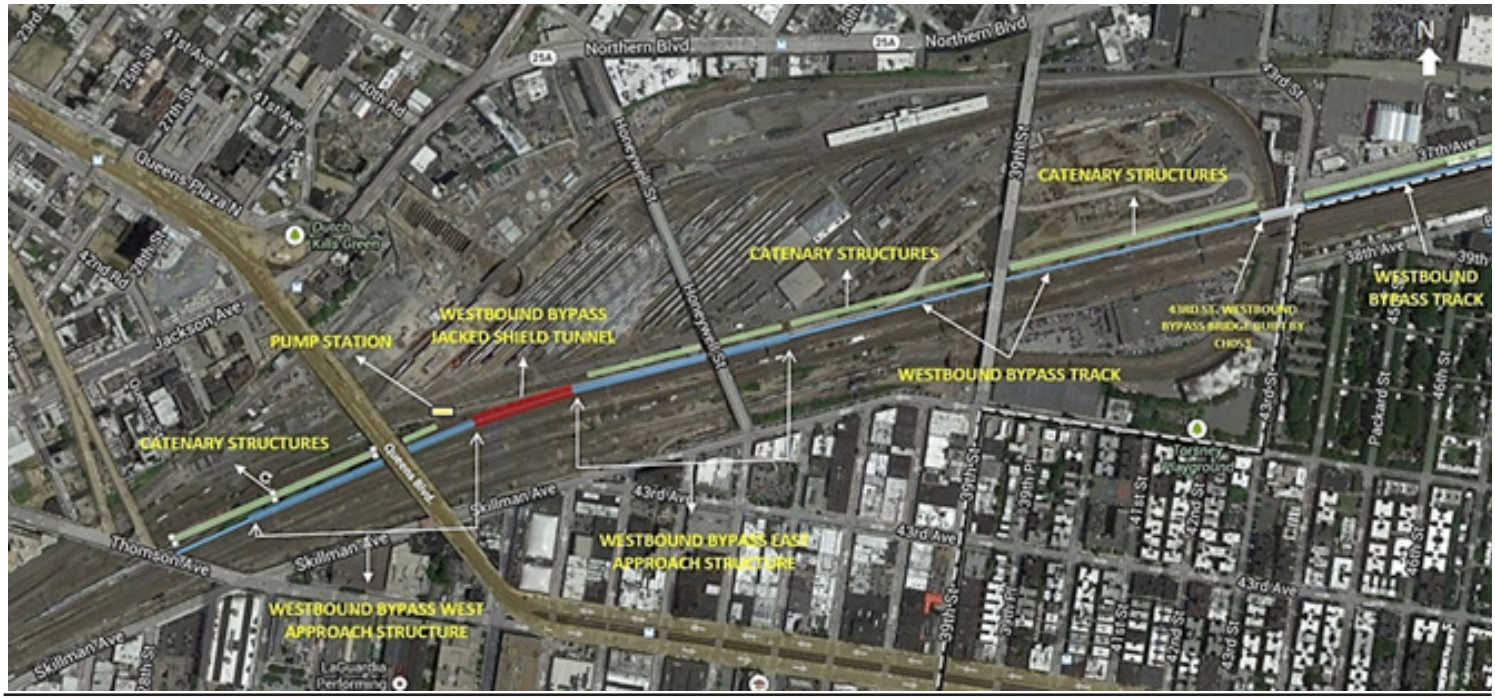
Note: The Forecast includes the current contract amount plus the current value of Pending Mods and Potential Mods. It also includes the current value of unmitigated Possible Mods and unmitigated Possible Claims.

FINANCIAL SUMMARY FORCE ACCOUNT FHL57A



Note: The Forecast includes the current contract amount plus the current value of Pending Mods and Potential Mods. It also includes the current value of unmitigated Possible Mods and unmitigated Possible Claims.

SITE MAP



Harold Construction

HAROLD STRUCTURES - PART 3 (CH057, FHA57, FHL57)

Contractor: Tutor Perini Corporation

Construction Manager: Andrew Nigro

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

FTA Grant: NY-03-0344

Description: Civil infrastructure work in Harold Interlocking and Sunnyside Yard including replacement of the existing 48th Street Railroad Bridge with a new steel bridge, construction of two new retaining walls, demolition of the GO2 substation, and installation of catenary support structures, track switches and Amtrak electrical utilities in the Loop and T Interlockings. Contract also contains options to add Amtrak and LIRR scope transferred from force account packages.

SCHEDULE PROGRESS

- Through the month of September 2016, the contractor has completed 53.3% of the contract. The Substantial Completion is forecast is now September 27, 2017, a gain of 13 days in comparison to the previous update. The current Critical Path runs through the electrical wayside work, which included the installation of trough, conduits and manholes. Due to the limited Amtrak Access and Protection resources, the CM team issued a stop work order, which pushed electrical wayside work to the Critical Path.
- The previous longest path which driven by the old GO2 Substation decommissioning, is under review and the Project Controls team modified the duration/ logic in the IPS to fit the agreed upon duration (4 months) with LIRR to decommission the existing substation.
- The contractor completed the east sidewalk at the 48th Street Bridge. The contractor also continued to drill test pits at the 48-S2 Wall location. Waterproofing the base slab and installation, formwork and concrete pour of the roof at the Box structure (east of 39th street) are completed. Installation of rebar, formwork for the lower walkway at the D-Pit continued and excavation at the secant Box structure commenced. The contractor also continued drilling piles (10 of 14) and excavating at the 39-S6 Retaining Wall Location.
- Option 1: Electrical Wayside operation continues to be on hold due to the limited Amtrak Access and Protection resources required to support this operation.

CRITICAL ISSUES

- The current Critical Path runs through the electrical wayside work, which included the installation of trough, conduits and manholes. Due to the limited Amtrak Access and Protection resources, the CM team issued a stop work order, which pushed electrical wayside work to the Critical Path. In addition, the catenary work continues to be impacted to existing field conditions including Amtrak/LIRR troughts, utilities and other interferences. Milestone 1 (Catenary RPR/771 Poles) and Milestone #3 (Loop CIH Grading & 39-S6 Wall) continued to be behind schedule as a result of these interferences.

MITIGATION

- CM team is working closely with the contractor and Amtrak/LIRR to resolve issues related to interferences and reduce the impact to MS#1 and MS#3 and to provide the A&P resources required to meet the contractual Substantial Completion date of July 5, 2017.

COST

- 7 contract modifications and 1 option have been executed which is 5.0% of the current contract value. 53.3% of the current contract is invoiced and 36.8% of the contract paid.
- 6.3% of FHA057's contract is invoiced. 47.6% of FHL057's contract is invoiced.

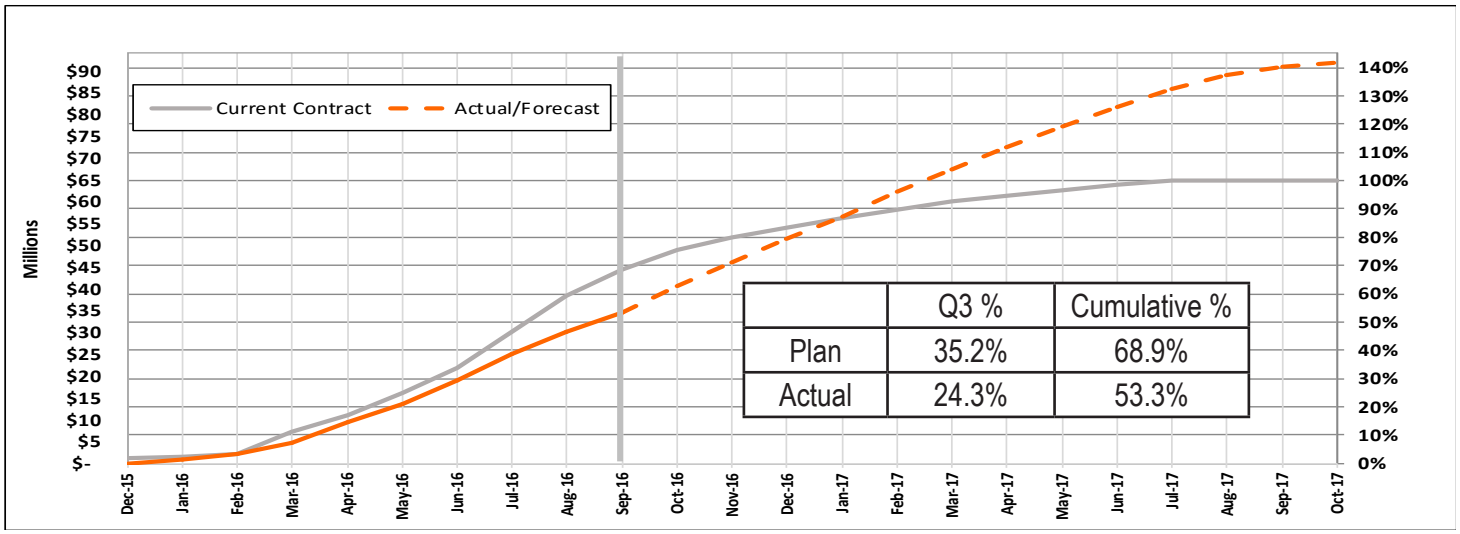
LOOK AHEAD

- To progress the activities on the longest path to each milestone, including completion of the demolition of the existing abutments, continuation of catenary work, installation of conduits and trough at the electrical wayside location, and the start of drilling and installation of the 39-S6 retaining wall.

SAFETY

- Performing Q3 2016 Safety Assessments.
- 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 OCIP walkthroughs on a weekly basis.
- Performed Fire Prevention Checklist walk.
- Engage in an emphasis on public protection with the contractor.
- 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.

CH057 PROGRESS CURVE

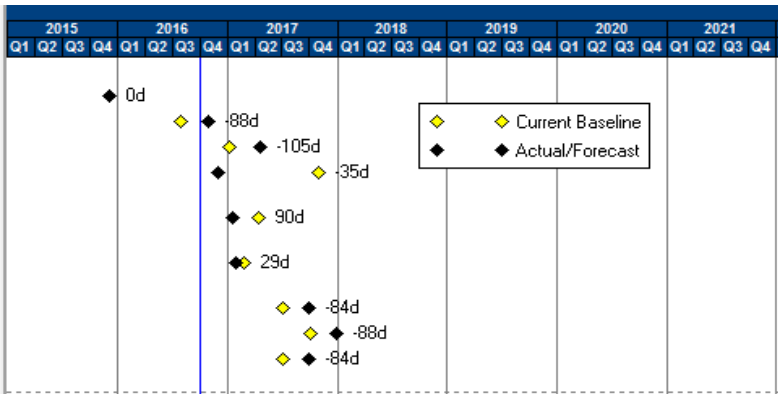


	Q3 %	Cumulative %
Plan	35.2%	68.9%
Actual	24.3%	53.3%

Note: The Forecast includes the current contract amount plus the current value of Pending Mods, Potential Mods, unmitigated Possible Mods and Possible Claims. It also includes the Post- Bid Contingency and future options amount to be exercised before the completion of the project.

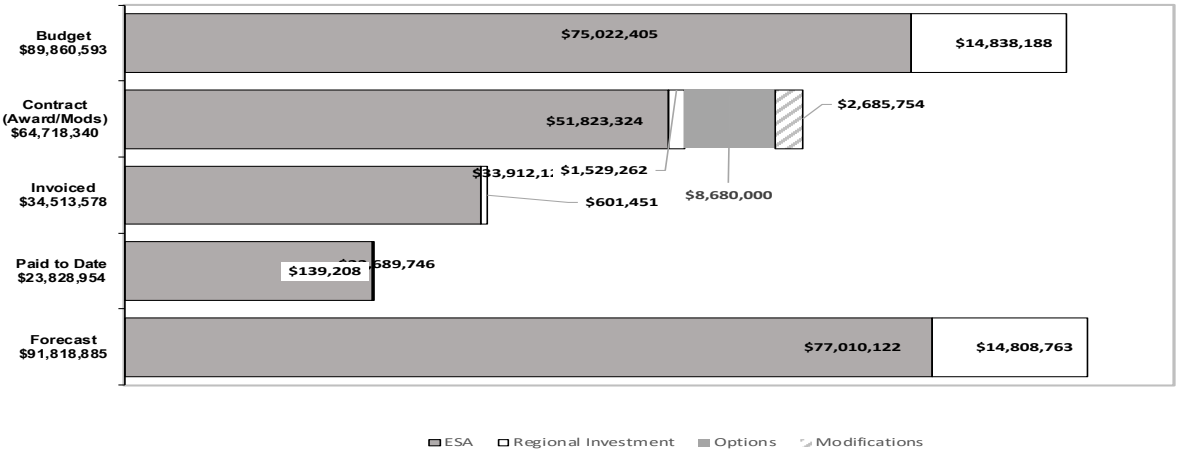
MILESTONES

MPR Description	Current Baseline	Actual/ Forecast
CH057: Harold Structure - 48th Bridge and D Pit & Approach Structure		
Notice to Proceed	03-Dec-15	
Catenary RPR/771 Poles	30-Jul-16	26-Oct-16
Loop CIH Grading & 39-S6 Wall	06-Jan-17	21-Apr-17
48th Street Br, 48-S2 Wall, Drainage, MM2 Track.	28-Oct-17	02-Dec-16
Catenaries - for B/C Appr. (6 poles/6 foundations)	16-Apr-17	16-Jan-17
Track D Rec. Pit, Appr Str, South Piles, MM4 trkbed	25-Feb-17	27-Jan-17
Substantial Completio - Base Contract	05-Jul-17	27-Sep-17
Final Completion - Base Contract	03-Oct-17	30-Dec-17
Install Trough, conduit& trough for Amtrak signal power& interlocking lighting	05-Jul-17	27-Sep-17



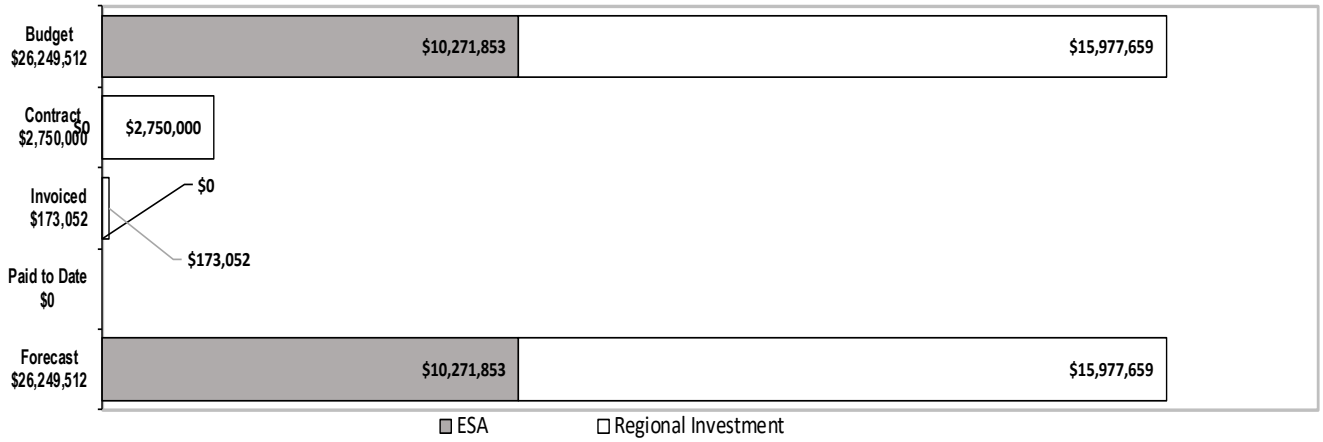
Note: Asterisk signifies schedule constraint for the contract date.

FINANCIAL SUMMARY



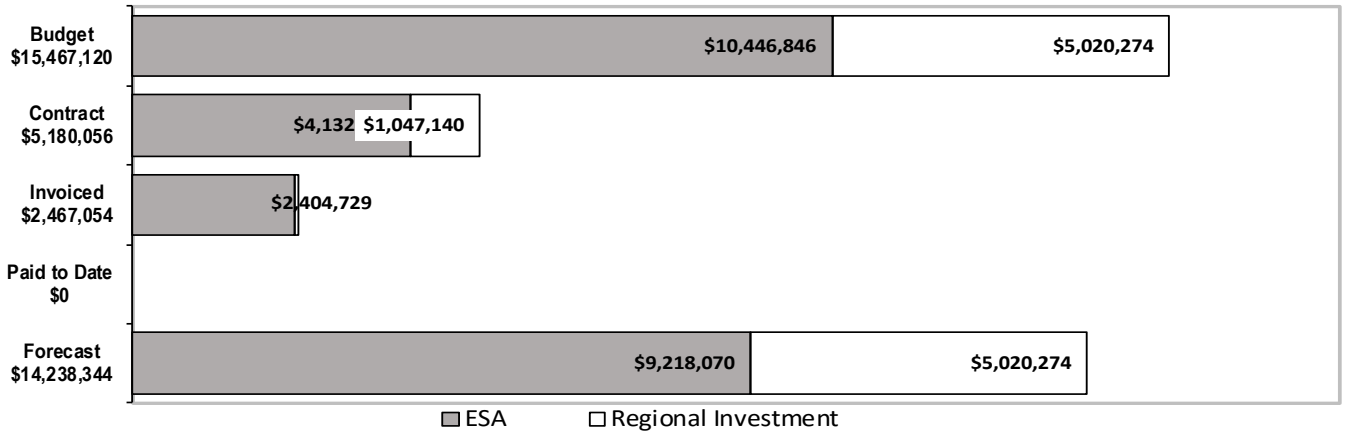
Note: The Forecast includes the current contract amount plus the current value of Pending Mods and Potential Mods. It also includes the current value of unmitigated Possible Mods and unmitigated Possible Claims.

FINANCIAL SUMMARY FORCE ACCOUNT FHA57



Note: The Forecast includes the current contract amount plus the current value of Pending Mods and Potential Mods. It also includes the current value of unmitigated Possible Mods and unmitigated Possible Claims.

FINANCIAL SUMMARY FORCE ACCOUNT FHL57



Note: The Forecast includes the current contract amount plus the current value of Pending Mods and Potential Mods. It also includes the current value of unmitigated Possible Mods and unmitigated Possible Claims.

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 Track work: Installations / removals / realignments

SCHEDULE PROGRESS

- No work scheduled or performed in September 2016.

CRITICAL ISSUES

- Substantial Completion continued to be driven by procurement and installation of Amtrak catenary wires and installation of Eastbound Re-route (EBRR) Track by future contracts CH058A and CH058B. CH058A is scheduled for procurement in Q3 2017, with NTP in June 2018. CH058B is scheduled for procurement in Q1 2019, with NTP in August 2020. Currently, completion of the EBRR trackwork is forecast to be completed by November 2022.

MITIGATION

- Working to re-sequence Harold activities in order to minimize impact, and requesting extended daytime outages to avoid further delay to planned program work.

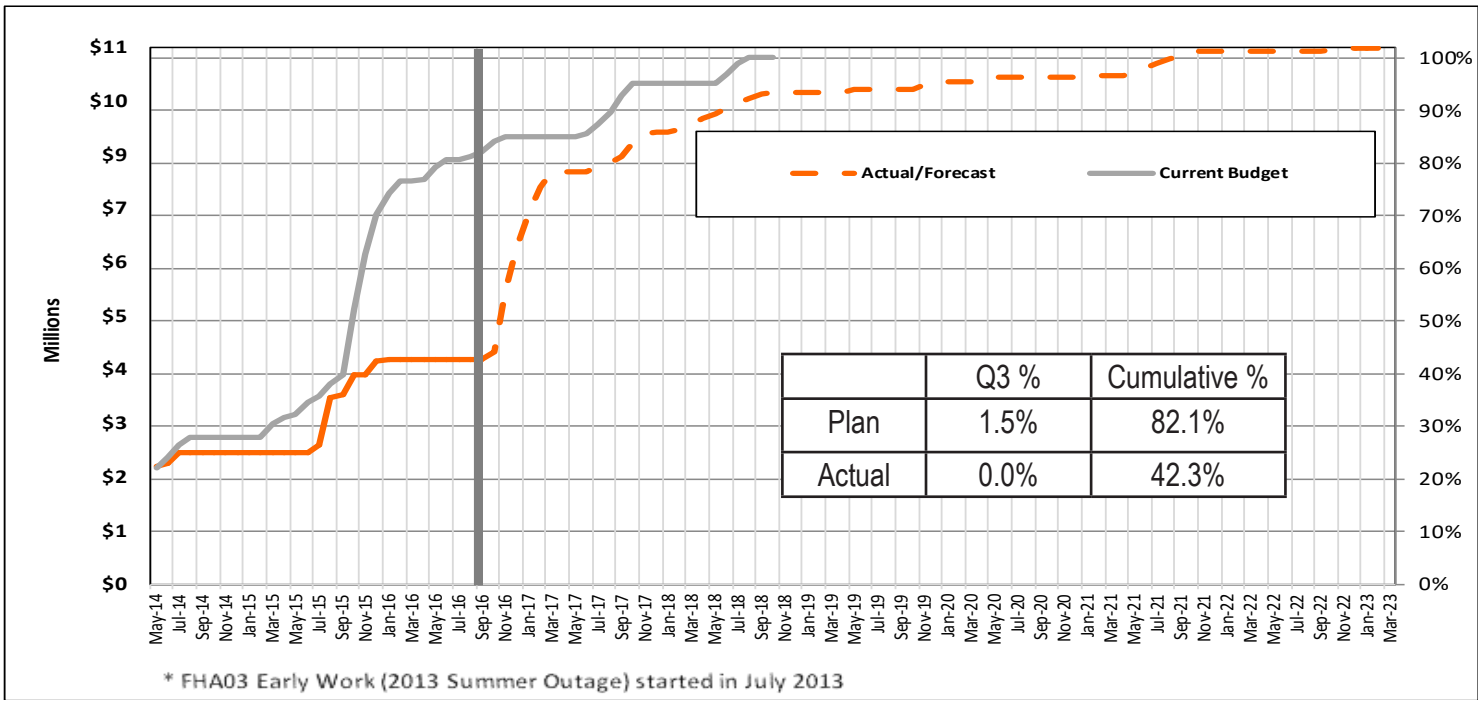
COST

- 86.4% of the Budget has been invoiced and 50.0% of the Budget has been paid. ESA Program Operations is working with the FA CMs to develop a comprehensive analysis of all FA Forecasts, which will include identification of major cost drivers and potential mitigation alternatives.

LOOK AHEAD

- ESA to hold meetings to address the final packaging of Eastbound Re-route track as well as sequencing for remaining catenary work. The schedule for the remaining catenary work for Stages 1, 2 and 3 has been developed and is currently under review.

FHA03 PROGRESS CURVE

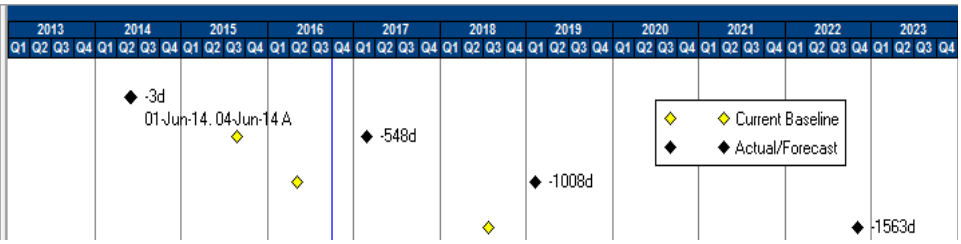


	Q3 %	Cumulative %
Plan	1.5%	82.1%
Actual	0.0%	42.3%

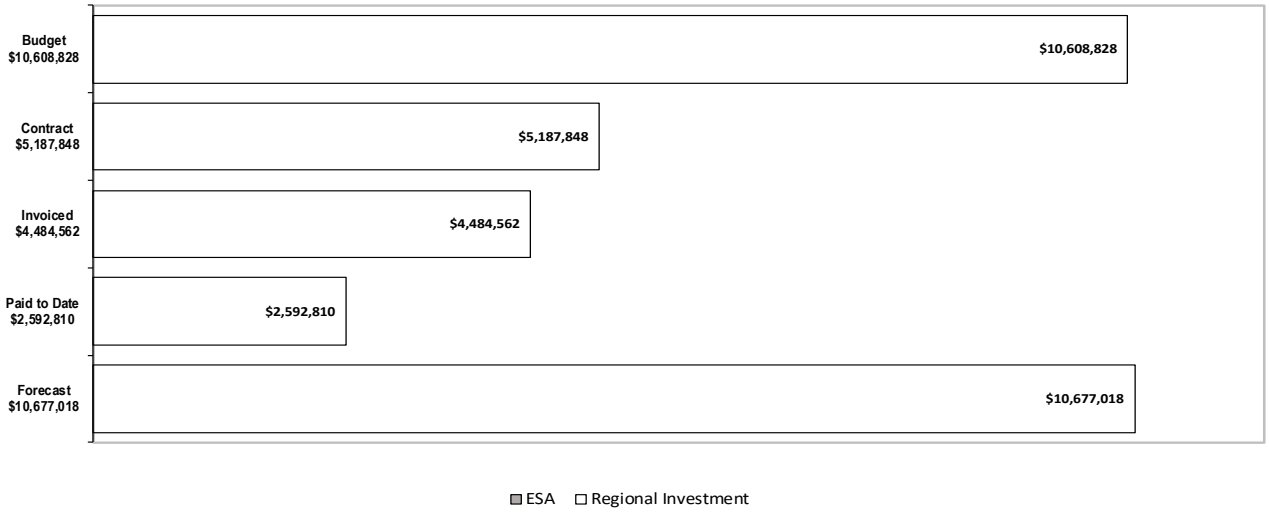
* FHA03 Early Work (2013 Summer Outage) started in July 2013

MILESTONES

MPR Description	Current Baseline	Actual/ Forecast
FHA03: Harold Stage 3 - Amtrak F/A		
Notice to Proceed	01-Jun-14	
Electrify 771 Switch, EWD Pass, and RPR Tracks	26-Aug-15	24-Feb-17
MS02 - Cutover 3A - AG1: WBBP Operational	08-May-16	10-Feb-19
Substantial Completion	25-Jul-18	04-Nov-22

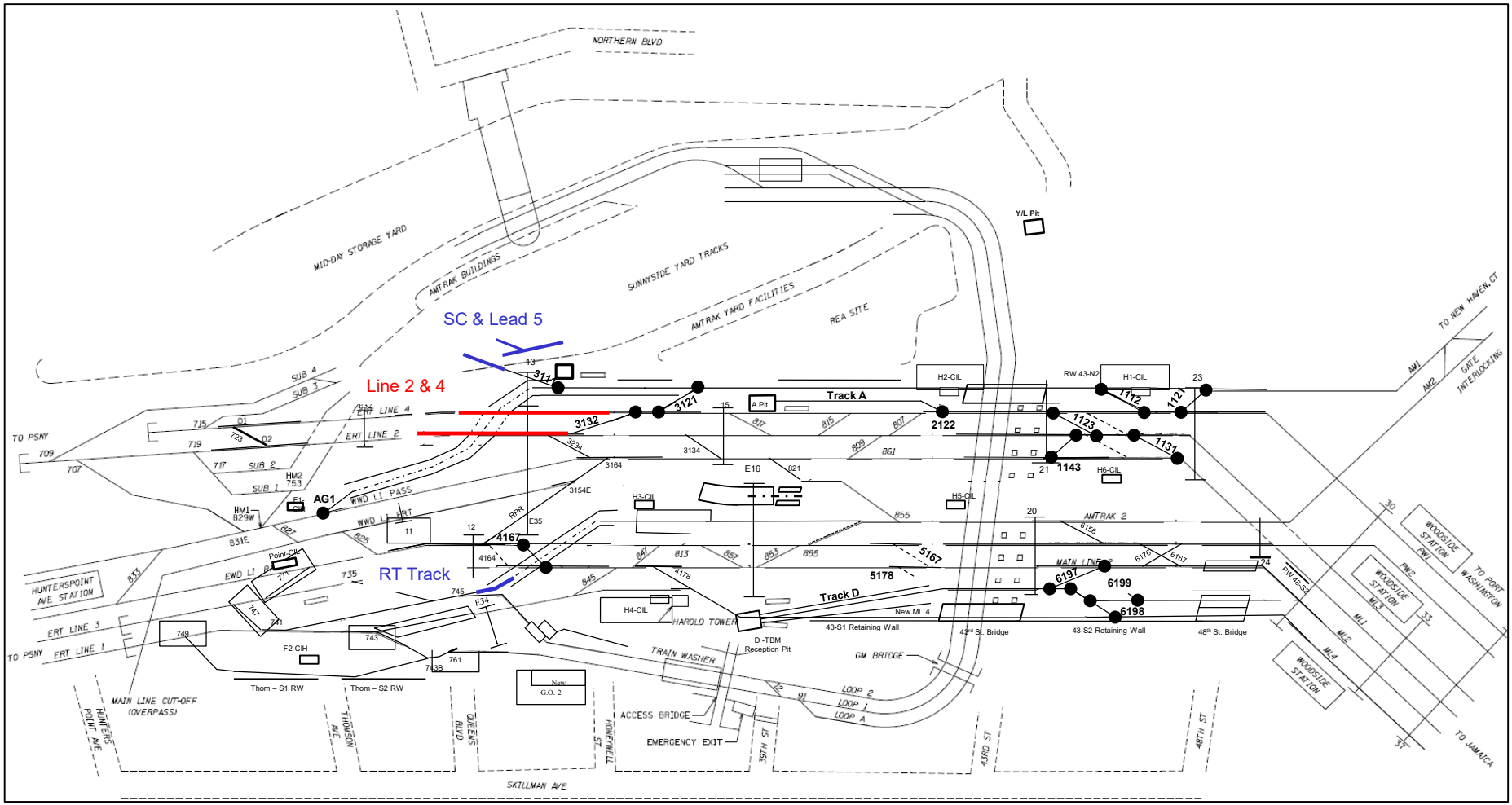


FINANCIAL SUMMARY



Note: The Forecast includes the current contract amount plus the current value of Pending Mods and Potential Mods. It also includes the current value of unmitigated Possible Mods and unmitigated Possible Claims.

SITE MAP


SC & Lead 5
Line 2 & 4
RT Track
NORTHERN BLVD
MID-DAY STORAGE YARD
AMTRAK BUILDINGS
SUNNYSIDE YARD TRACKS
AMTRAK YARD FACILITIES
REA SITE
Y/L Pit
TO PSNY
TO NEW HAVEN, CT
GATE INTERLOCKING
Track A
Track D
A Pit
H1-CIL
H2-CIL
H3-CIL
H4-CIL
H5-CIL
H6-CIL
AG1
E16
E35
E34
HAROLD TOWER
D-TBM Reception Pit
43-S1 Retaining Wall
43-S2 Retaining Wall
New ML 4
43rd St. Bridge
48th St. Bridge
AMTRAK 2
MAIN LINE 6
TRAIN WASHER
GM BRIDGE
ACCESS BRIDGE
EMERGENCY EXIT
LOOP 2
LOOP 1
LOOP A
HUNTERSPOINT AVE STATION
ERT LINE 1
ERT LINE 2
ERT LINE 3
ERT LINE 4
WWD LI PASS
EWD LI PASS
Point-CIL
F2-CIH
Thom – S1 RW
Thom – S2 RW
MAIN LINE CUT-OFF (OVERPASS)
New G.O. 2
WOODSIDE STATION
TO PORT WASHINGTON
TO JAMAICA
SKILLMAN AVE
HUNTERS POINT AVE
THOMSON AVE
QUEENS BLVD
HONEYWELL ST
39TH ST
43RD ST
48TH ST

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

FTA Grant: NY-03-0344

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 cut overs; and activate Main Line Track 2.

SCHEDULE PROGRESS

- No work scheduled and performed during September 2016.

CRITICAL ISSUES

- The Substantial Completion, currently forecasted for January 2022, is driven by the cutover of H5/H6/Loc 30 CILs in FHL02 contract, followed by the installation and cutover of 4167 cross-over.

MITIGATION

- To mitigate the impact of the cutover of H5/H6/Loc 30 CILs ESA management team is working with Ansaldo, GEC, LIRR and 3rd Party contractors to ensure that all predecessor activities are complete in a timely manner to reduce impact to the cutover in FHL03.

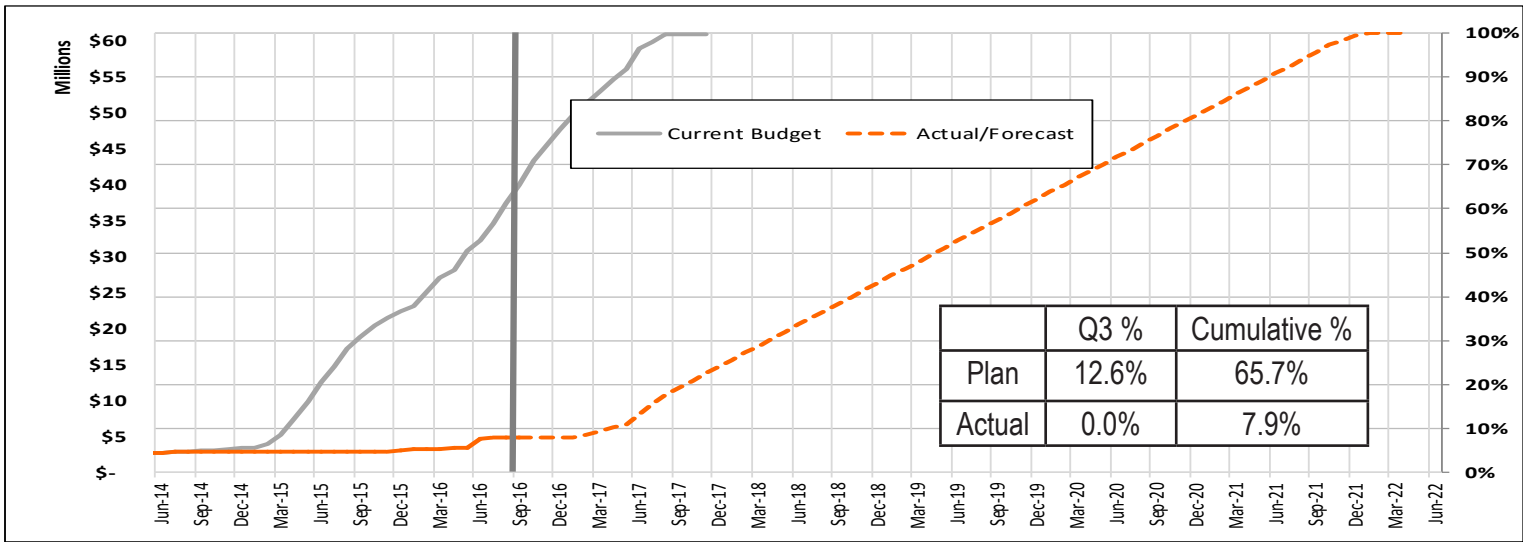
COST

- 33.8% of the Budget has been invoiced and 32.2% of the Budget has been is paid. The Forecast is equal to the Budget.

LOOK AHEAD

- The majority of the scope of work for FHL03 revolves around the installation of track switches and track realignment. Work will continue when the next switch is installed, currently scheduled for Q1 2017.

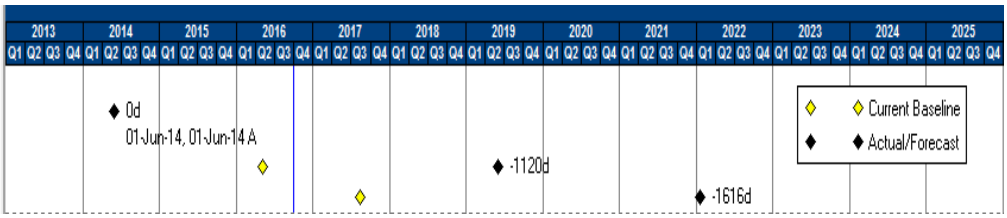
FHL03 PROGRESS CURVE



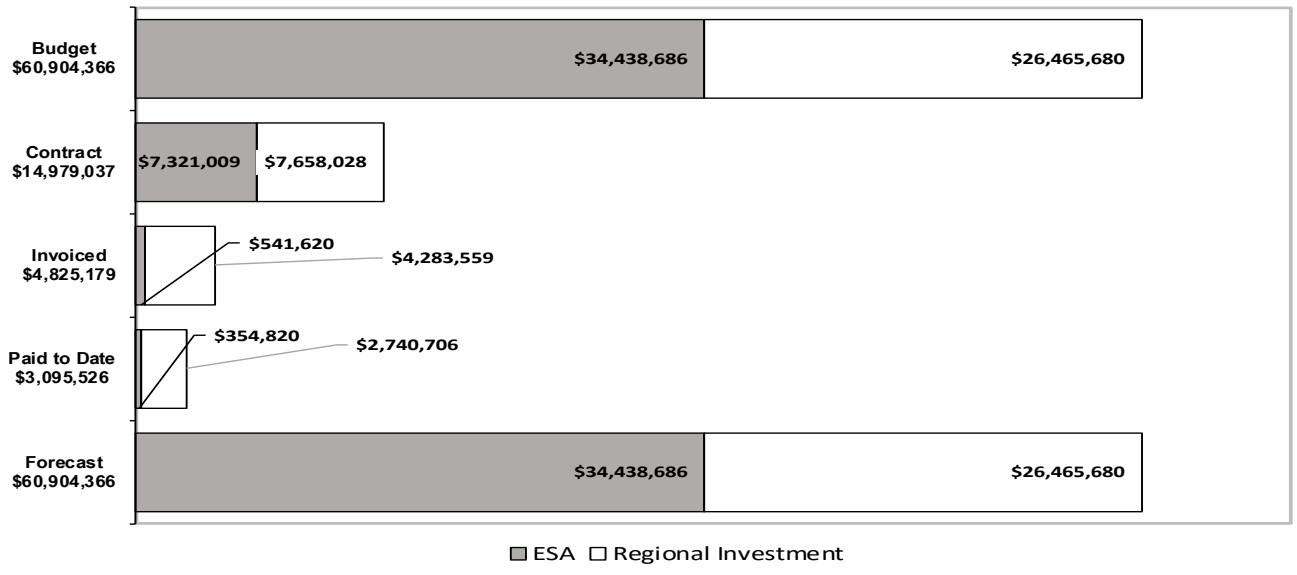
	Q3 %	Cumulative %
Plan	12.6%	65.7%
Actual	0.0%	7.9%

MILESTONES

MPR Description	Current Baseline	Actual/ Forecast
FHL03: Harold Stage 3 - LIRR F/A		
Notice to Proceed	01-Jun-14	
Cutover - WBBP Operational	08-May-16	02-Jun-19
Substantial Completion	14-Aug-17	16-Jan-22

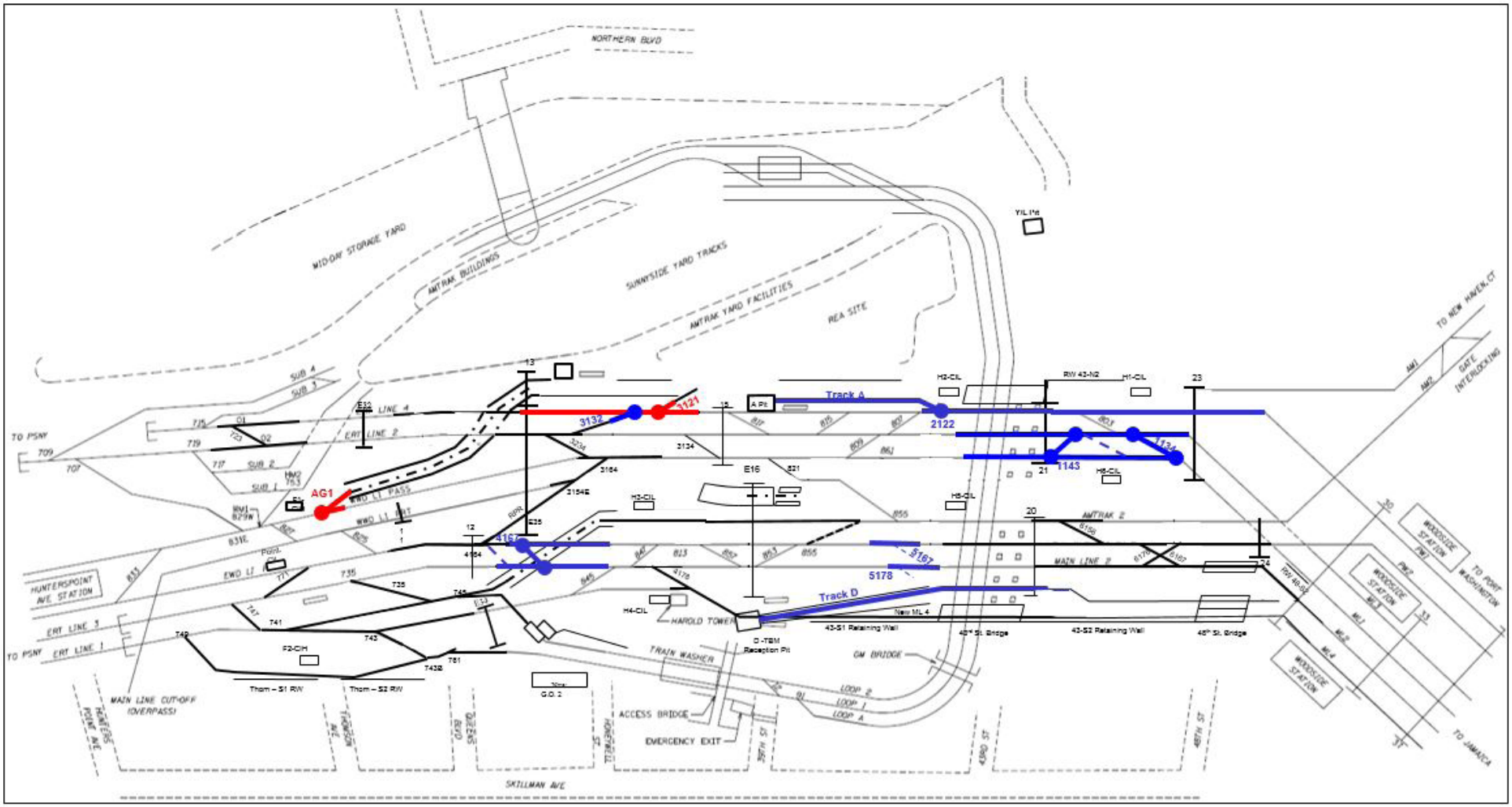


FINANCIAL SUMMARY



Note: The Forecast includes the current contract amount plus the current value of Pending Mods and Potential Mods. It also includes the current value of unmitigated Possible Mods and unmitigated Possible Claims.

SITE MAP


NORTHERN BLVD
MID-DAY STORAGE YARD
AMTRAK BUILDINGS
SUNNYSIDE YARD TRACKS
AMTRAK YARD FACILITIES
REA SITE
TO PSNY
AG1
Track A
Track D
3132
3121
2122
1143
1134
4167
5167
5178
HUNTERSPOINT AVE STATION
ERT LINE 3
ERT LINE 1
MAIN LINE CUT-OFF (OVERPASS)
HAROLD TOWER
TRAIN WASHER
ACCESS BRIDGE
EMERGENCY EXIT
GM BRIDGE
43-S1 Retaining Wall
43-S2 Retaining Wall
48th St. Bridge
AMTRAK 2
MAIN LINE 2
WOODSIDE STATION
TO NEW HAVEN, CT
TO PORT WASHINGTON
TO JAMAICA
SKILLMAN AVE

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 cut over of Loop and T Central Instrument Houses and all associated huts and cases. Install all signal troughs and cables. Install new signal apparatus including cut over to new color signal lights. Demolition of retired signal cable and apparatus. Install and cut over 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

- No work planned or performed in September 2016.

CRITICAL ISSUES

- The current Harold critical path requires the timely execution of work preceding the CIL cutovers. Limited Amtrak ET-Power resources have the potential to impact the Substantial Completion dates of T and Loop CIH cutover since most ET work (trough, duct bank, manhole, cable installation, etc) must be completed before Amtrak can begin testing and circuit revisions required for cutover.

MITIGATION

- To minimize the impact on the schedule, the Harold construction team will work with Amtrak and the contractor to coordinate priority support and track outages. And some ET work may be transferred to a 3rd Party contractor (CH057) under several contract options.

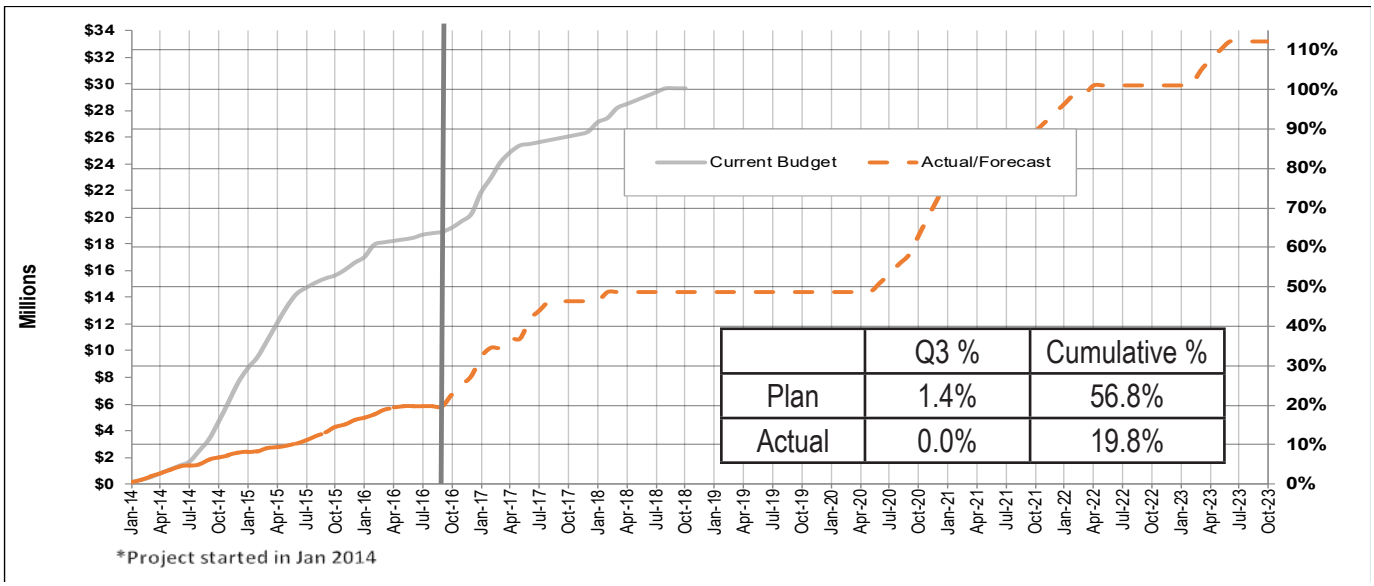
COST

- 21.4% of the FQA65 Budget has been invoiced and 15.9% has been paid. The totals exclude the Amtrak advance payments totaling $5.4M. The Forecast is greater than the Budget. ESA Program Operations is working with the FA CMs to develop a comprehensive analysis of all FA Forecasts, which will include identification of major cost drivers and potential mitigation alternatives.

LOOK AHEAD

- No work planned.

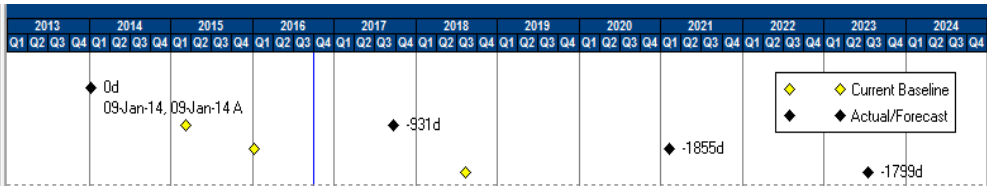
FQA65 PROGRESS CURVE



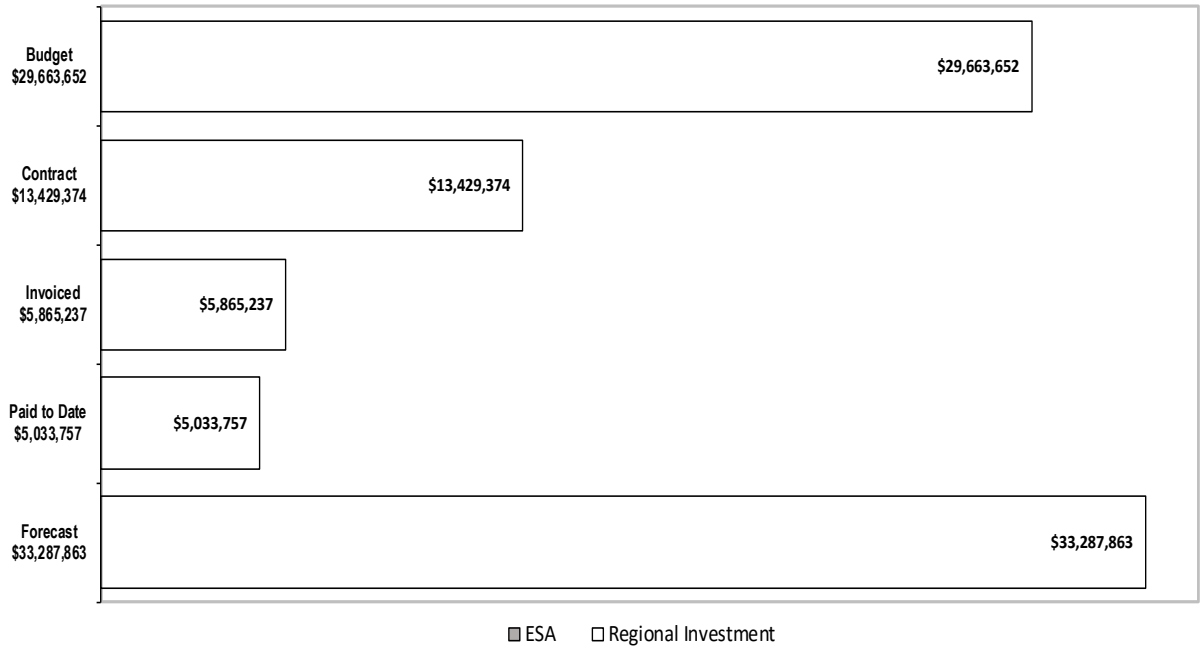
	Q3 %	Cumulative %
Plan	1.4%	56.8%
Actual	0.0%	19.8%

MILESTONES

MPR Description	Current Baseline	Actual/ Forecast
FQA65: Loop Interlocking - Amtrak F/A		
Notice to Proceed	09-Jan-14	
T-CIH Cutover	08-Mar-15	24-Sep-17
Loop CIH Cutover	10-Jan-16	07-Feb-21
Substantial Completion	12-Aug-18	16-Jul-23



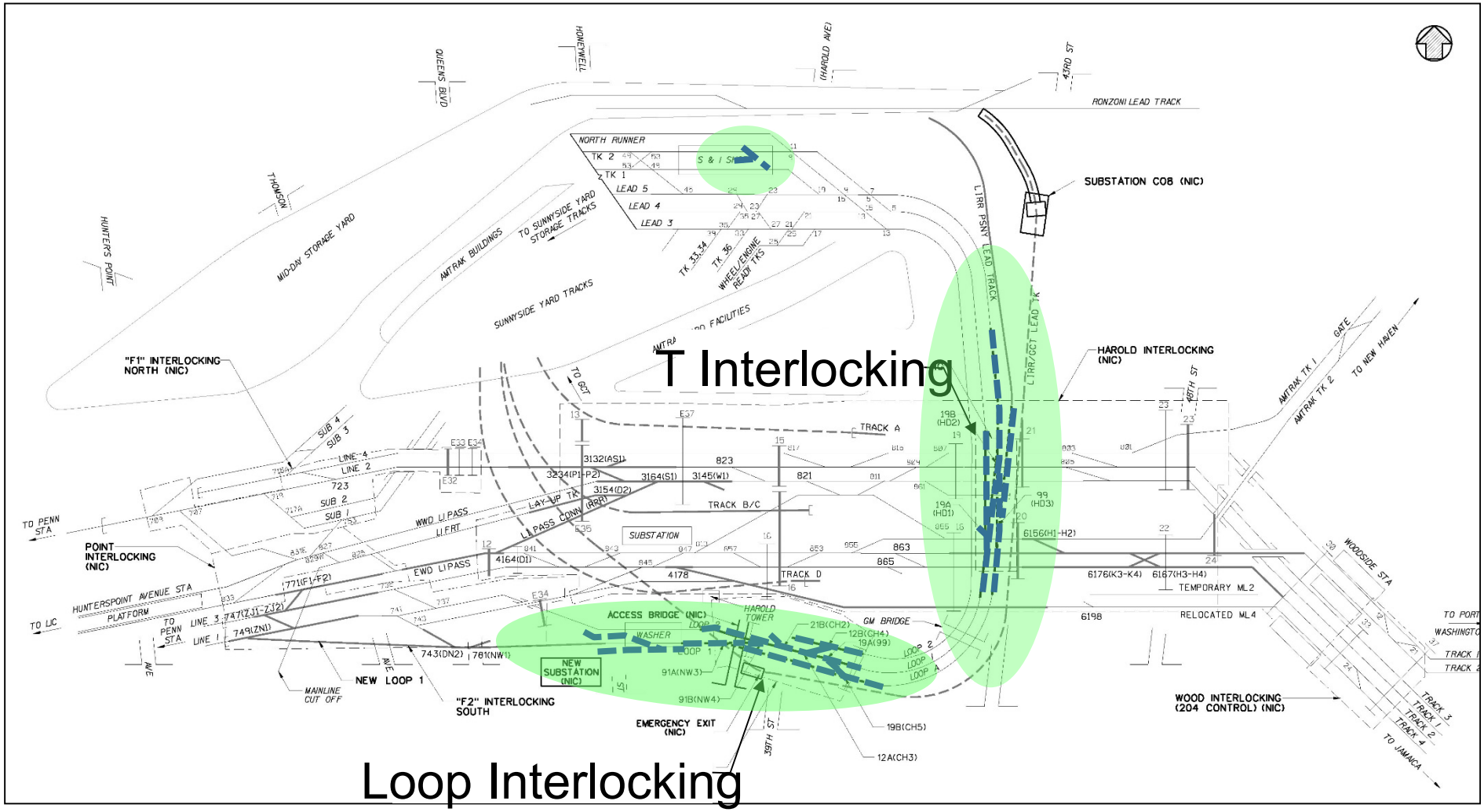
FINANCIAL SUMMARY



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

Note: The Forecast includes the current contract amount plus the current value of Pending Mods and Potential Mods. It also includes the current value of unmitigated Possible Mods and unmitigated Possible Claims.

SITE MAP



T Interlocking
Loop Interlocking
SUBSTATION C08 (NIC)
HAROLD INTERLOCKING (NIC)
"F1" INTERLOCKING NORTH (NIC)
POINT INTERLOCKING (NIC)
"F2" INTERLOCKING SOUTH
NEW LOOP 1
ACCESS BRIDGE (NIC)
NEW SUBSTATION (NIC)
EMERGENCY EXIT (NIC)
WOOD INTERLOCKING (204 CONTROL) (NIC)
RONZONI LEAD TRACK
NORTH RUNNER
MID-DAY STORAGE YARD
SUNNYSIDE YARD TRACKS
AMTRAK BUILDINGS
TO SUNNYSIDE YARD STORAGE TRACKS
HUNTERS POINT
TO PENN STA
TO LIC
HUNTERSPOINT AVENUE STA
PLATFORM
TRACK A
TRACK B/C
TRACK D
SUBSTATION
TEMPORARY ML2
RELOCATED ML4
WOODSIDE STA
TO NEW HAVEN
TO JAMAICA

Federal Railroad Administration High Speed Intercity Passenger Rail Grant

PROCURE HAROLD MATERIAL STAGE 3 (VHA/L03)

Contractor: Various

Construction Manager: Peter Malvese

FTA Grant: NY-03-0344

FRA Grant: FR-HSR-0065-11-01-11-NY (VHA03)

ARRA Grant: ARRA Stimulus Funds NY-36-0002 (Only VHL03)

Description: Procure LIRR and Amtrak Force Account material in support of Stage 3 construction. Amtrak materials include track work, third-rail, signal equipment, catenary, power equipment, and PSCC materials as required. LIRR material includes track work, third rail, power equipment, signal equipment, signal power and high tension poles, and communication equipment.

SCHEDULE PROGRESS

- Bill of materials for VHA/L03 is an average of 49.3% 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 VHA03

- Purchasing for VHA03 is ongoing with concentration on FQA65 including 57 Loop and T Work.

MATERIAL STATUS FOR VHL03

- LIRR purchasing is ongoing. Most requisitions have been placed and among the three switches scheduled to be delivered in 2016, two were delivered in July and the last one is scheduled for December 2016.

CRITICAL ISSUES

- None reported.

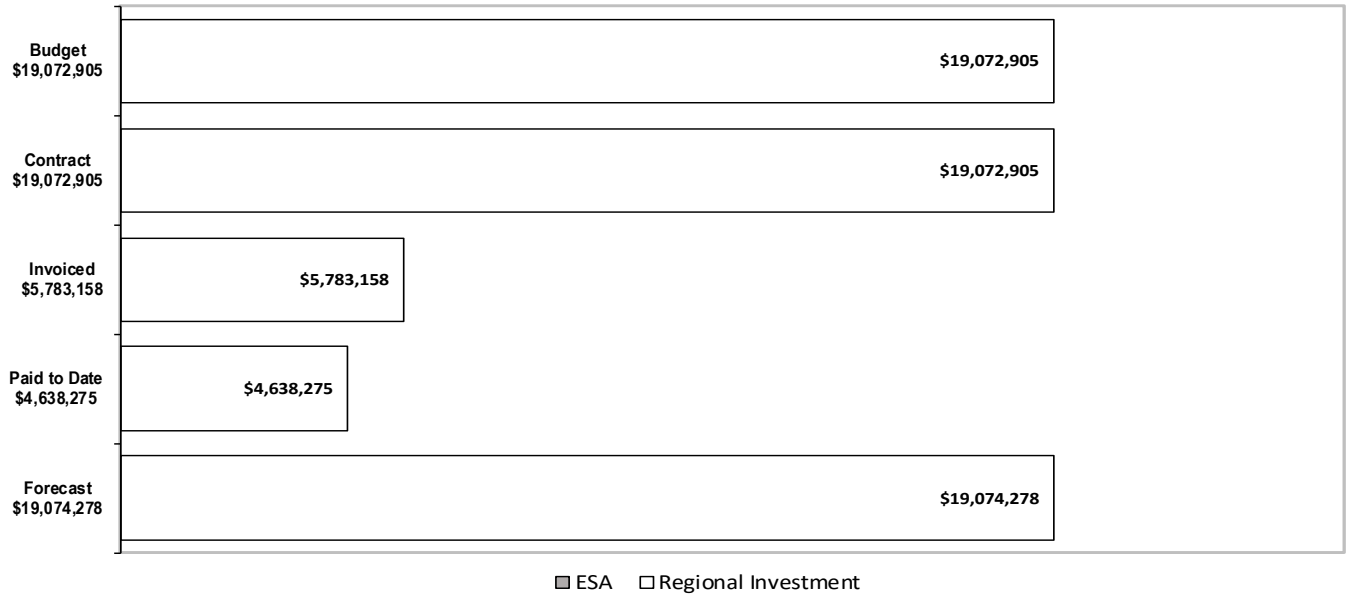
MITIGATION

- None required.

COST

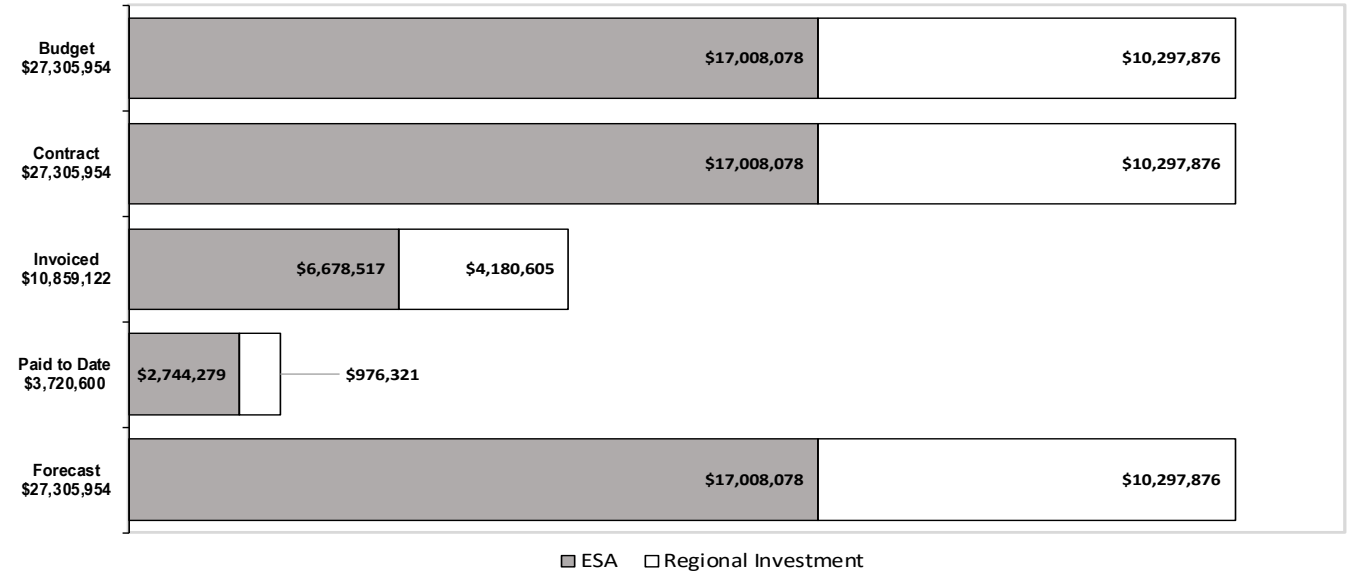
- 30.3% of the VHA03 Budget has been invoiced and 24.3% of the Budget has been paid. The Forecast is slightly greater than the Budget.
- 39.8% of the VHL03 Budget has been invoiced for and 13.6% of the Budget has been paid. The Forecast is equal to the Budget.

FINANCIAL SUMMARY VHA03



Note: The Forecast includes the current contract amount plus the current value of Pending Mods and Potential Mods. It also includes the current value of unmitigated Possible Mods and unmitigated Possible Claims.

FINANCIAL SUMMARY VHL03



Note: The Forecast includes the current contract amount plus the current value of Pending Mods and Potential Mods. It also includes the current value of unmitigated Possible Mods and unmitigated Possible Claims.