

## **PMOC MONTHLY REPORT**

### **East Side Access (MTACC-ESA) Project**

Metropolitan Transportation Authority

New York, New York

Report Period February 1 to February 28, 2013



PMOC Contract No. DTFT60-09-D-00007

Task Order No. 7, Project No. DC-27-5235, Work Order No. 1

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Length of time on project: Five years on project for Urban Engineers

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### **THIRD PARTY DISCLAIMER**

This report and all subsidiary reports are prepared solely for the Federal Transit Administration (FTA). This report should not be relied upon by any party, except FTA or the project sponsor, in accordance with the purposes as described below.

For projects funded through FTA Full Funding Grant Agreements (FFGAs) program, FTA and its Project Management Oversight Contractor (PMOC) use a risk-based assessment process to review and validate a project sponsor's budget and schedule. This risk-based assessment process is a tool for analyzing project development and management. Moreover, the assessment process is iterative in nature; any results of an FTA or PMOC risk-based assessment represent a "snapshot in time" for a particular project under the conditions known at that same point in time. The status of any assessment may be altered at any time by new information, changes in circumstances, or further developments in the project, including any specific measures a sponsor may take to mitigate the risks to project costs, budget, and schedule, or the strategy a sponsor may develop for project execution. Therefore, the information in the monthly reports will change from month to month, based on relevant factors for the month and/or previous months.

### **REPORT FORMAT AND FOCUS**

This report is submitted in compliance with the terms of the Federal Transit Administration (FTA) Contract No. DTFT60-09-D-00007, Task Order No. 002. Its purpose is to provide information and data to assist the FTA as it continually monitors the grantee's technical capability and capacity to execute a project efficiently and effectively, and hence, whether the grantee continues to be ready to receive federal funds for further project development.

This report covers the project management activities on the East Side Access (ESA) Mega-Project managed by MTA Capital Construction (MTACC) with MTA as the grantee and financed by the FTA FFGA.

### **MONITORING REPORT**

#### **1.0 PROJECT STATUS**

##### **a. Design**

As of January 31, 2013, MTACC reported that the Engineering/Design effort was 96.5% complete (on a cost invoiced basis). The percent complete varies monthly and depends on the award of tasks to the GEC.



The GEC completed the 100% submittal for the Stage 3 catenary design. The forecast date for submitting this to Amtrak was November 10, 2012 and the forecast date for getting approval from Amtrak was December 30, 2012; however, these dates were not met due to a request from Amtrak to include a preliminary design for the FHA03A package (which will provide electrification to additional tracks to facilitate Amtrak operations during Stages 3 and 4 work) along with the 100% design. The ESA PMT anticipates submitting a 60% design package for

FHA03 in the first week in March 2013. The ESA PMT also expects to receive comments from Amtrak on the 100% submittal for the loop track (FQA65) catenary design in the first week of March 2013 (note: this package has been with Amtrak since late 2012).

The GEC completed the 60% design submittal for CM015 (48<sup>th</sup> Street Entrance) and the Project Management Team (PMT) circulated it to the railroads (LIRR and MNR) and property owners for review and comments. Completion of the review of this submittal was previously forecast for January 2013; however this time frame was not achieved (comments from MNR were received in mid-February 2013). The GEC is currently preparing the 60% design cost estimate for this work. The PMT is exploring the possibility of moving this scope back into the CM014B contract where it originally resided several years ago.

The CH057 (Harold Structures Part 3a) is being split into three separate packages. The installation of the track slab for the Westbound Bypass tunnel has been removed from the scope and is being negotiated as a change order with the CQ031 contractor to take advantage of a 30-day continuous track outage scheduled to begin in July 2013. The Westbound Bypass work is packaged separately and will be procured as CH057A. The package was sent to Procurement at the end of February 2013. The remaining work will be procured as a separate package and the design drawings for this package are currently being cleaned up.

The 90% submittal for CH058 (Harold Structures- Part 3b) had been previously forecast by ESA for mid-November 2012; however, this date was not met due to the GEC focus on the CH061 design. The design of the eastbound re-route structure is being revised (re-route track around eastbound bypass and not build jack shield tunnel) to permit construction with minimum impact to railroad operations. This revision is underway and the 90% design submittal is anticipated to be completed in April 2013 (previously forecast for February 2013).

Revisions to the 44<sup>th</sup> Street vent plant design in the CM014B package were completed in December 2012, and the transformer reconfiguration for the Biltmore Room is being modified based on comments received from Metro-North Railroad (MNR). The CM014B package will be circulated to the railroads in March 2013, for use in confirming that all of the comments received from the railroads have been satisfactorily addressed. Four bids for the scope of work to be procured separately under the MTA Mentoring Program were received on February 28, 2013.

The GEC completed the 100% design for the CH061 (Tunnel A) submission on February 13, 2013. The Change Control Committee (CCC) approved transferring the scope of work in this package via a contract modification to the existing CQ031 Contract on December 19, 2012. The CQ031 Contractor was provided with the 90% design drawings.

The GEC continued to provide support for the CM012R repackaging and re-bidding process. The current strategy for repackaging the CM012R Contract is to divide the scope into four change orders to be issued to existing Contracts; create three new smaller contract bid packages (CM005; CM006; and CM007); and move the 63<sup>rd</sup> Street tunnel rehabilitation and Manhattan benchwalk work back into the CS179 Systems Package 1.

## **b. Procurement**

As of the end of January 2013, the total procurement activity on the project was reported to be 57.5% complete, with \$5.014 billion in contracts awarded out of the \$8.708 billion revised budget.

As discussed in previous monthly reports, the scope of work from the cancelled CM012R is being divided among several contract packages (existing and new). The plan is to split the scope of work into three new contracts, with the first one, CM005, to include work scope for the southern structures. ESA is planning to advertise the first package (CM005) as an IFB in early March 2013, with bids due in mid-May 2013. There are two independent cost estimates being developed for this package; one is being done by a consultant working for the ESA-PMT directly; the other is being done by a separate consulting firm under contract with the MTACC Project Controls Group. Estimates are expected to be completed by the first week in March 2013. ESA was considering shifting some of the work to the CM013 (50<sup>th</sup> Street Vent Plant) contract, but this idea was dropped after preliminary negotiations with the contractor did not prove to be fruitful. ESA is currently negotiating with the CM014A (GCT Concourse and Facilities Fit-out Early Work) Contractor to add scope to that Contract. Construction of the tunnel bench walk in the new Manhattan tunnels and rehabilitation of the existing 63<sup>rd</sup> Street Tunnel is being added to the CS179 Contract. MTACC plans to award the next package, Contract CM006, based on a negotiated procurement (RFP). The work scope for the third package, CM007, to be procured in 2014, has not been completely finalized. The MTACC President stated at the last FTA/MTACC Executive Meeting in February 2013 that this approach is approved in principle by the MTA. This approach (without schedule and cost impacts) will be presented to the MTA Capital Program Oversight Committee (CPOC) in March 2013. Although ESA is proceeding with this approach, it has not been presented to the CCC for review and approval (which violates the process detailed in the MTACC Program Change Control Procedure).

The continuing slippage (since the December 1, 2012 forecast) of awarding CS179 (Systems Package 1) remains a major concern. The package is still being negotiated. The planned NTP date of April 1, 2013 will not be met since the recommendation for award will not be made to the MTA Board until at least April 2013. The PMT is now considering splitting the Tunnel Systems Package (CS284) into two packages: one for track work, and one for the traction power work. Procurement dates for this package are now TBD. This will have an impact on the Systems Package 1 Contractor. NTP for the Signal Equipment package (VS086), which is being negotiated as an RFP, is also TBD.

Procurement dates for the CM014B package are now TBD pending determination of dates for CM012R work scope. The critical path of the ESA project schedule and remaining schedule contingency cannot be determined until actual dates for these packages have been determined.

The previous forecasted advertise date for CH057 package (February 1, 2013) is no longer valid, since the PMT is splitting this package into three separate packages as discussed in the design section of this report. The current schedule calls for advertising the CH057A (westbound bypass work) package in April 2013, with award forecast for August 2013. Construction of the slab will be done as a change order to the CQ031 contract. Remaining work in CH057 is currently forecast in the IPS to be advertised in July 2013.

### **c. Construction**

ESA reported in its January 2013 Monthly Progress Report that the total construction progress reached 48.8% complete on a cost invoiced basis, in accordance with its re-baselined budget of May 2012. The data date for financial and progress figures on all reported contracts, is January 31, 2013. Details for active construction contracts are provided below.

**Manhattan: CM009/019 – Manhattan Tunnels Excavation/Structures Part 1:** The EAC for the CM009 contract was re-baselined in January 2012 to \$413,415,000 and has remained unchanged since then. The Substantial Completion (SC) date established at the time of re-baseline was August 31, 2013, but the currently approved ESA forecast for SC is June 1, 2013 (from the January 2013 MTACC Monthly Report). Based on observations during monthly site visits, the PMOC believes that the CM009 contractor will achieve SC by this date. As of January 31, 2013, the actual construction progress for January was 0.6% versus 0.1% planned. The cumulative project complete was 95.9% actual versus 96.0% planned.

The EAC for the CM019 contract was re-baselined in January 2012 to \$793,879,000, and has remained unchanged since then. The Substantial Completion date established at the time of re-baseline was August 31, 2013, but the currently approved ESA forecast for SC is June 1, 2013 (from the January 2013 MTACC Monthly Report). The PMOC also believes that the CM019 contractor will achieve this SC. As of January 31, 2013, actual construction progress for January was 0.9% versus 1.7% planned. The cumulative project complete was 96.8% actual versus 93.6% planned.

The MTACC continues to report that the CM009/019 contractor experienced a delay of 65 days for Milestone #2, Tail Track Excavation, which the PMOC observed as complete as of February 28, 2013. The MTACC also continues to report that, as of January 31, 2013, the contractor has experienced 82 days of delay in Milestone #3, Excavation in Westbound Cavern, due to delays in sump channel excavation and shotcrete application. The PMOC cautions that the amount of this delay could increase since sump channel construction remains on-going. Another factor which contributed to these milestone delays was the latent effects of Hurricane Sandy during the 4Q2012. As a result of these factors and a Time Impact Analysis, the MTACC and the contractor negotiated Change Proposal Request (CPR) 130 during the month of January 2013. CPR 130 extends completion of Milestone #2, #3, and #5 until June 1, 2013, coincident with Substantial Completion for the contract. Nonetheless, the PMOC does not believe that either extension will have a negative impact on the SC date, although the CM009/019 contracts remain on the project critical path.

#### Construction Progress

- Completed: GCT 1 & 2 West Bench excavation, excavation in GCT 1 & 2 East and West, and mud slab installation in Tail Tunnel #1.
- Continued: excavation in GCT 5 West, GCT 1 & 2 East and West bench shotcrete, and Phase 8 excavation in the 55<sup>th</sup> St. vent plant; shotcrete application on Eastbound and Westbound Cavern walls, sump channel excavation in both caverns,
- Began: invert concrete placement in GCT3 East Wye and draft punch list repairs for Milestone #2, #3, #1C, and #7.

**CM013 – 50<sup>th</sup> Street Vent Facility:** EAC remained unchanged at \$127.8 million. Forecast Substantial Completion date has been further extended to October 9, 2013 from the most recent July 31, 2013. The actual percent complete is 75.8% vs. 80% planned. This contract is not currently on the project critical path.

### Construction Progress:

- The Maintenance and Protection of Traffic (MPT) along 49th and 50th streets is ongoing and being successfully maintained.
- At the Service Tunnel, backfilling over the second basement roof is ongoing along with realignment and new utility line work as it progresses up to the underside of the temporary 50<sup>th</sup> St. deck.
- At the Vent Plant, structural steel framing has been “topped out” and the contractor continued with installation of metal decking and placement of floor slab concrete. Column and beam concrete encasement is ongoing throughout the upper and lower floors.
- At the Loading Dock, the metal roof deck has been installed and the contractor began constructing the temporary decking for installation of wire mesh to columns and beams for upcoming concrete encasement.
- In the Deep Shaft, the contractor continues to construct new concrete Stair #1 down to the Access Tunnel.
- In the Access Tunnel, the contractor is preparing to begin additional work to construct the Plenum; previously a part of the former CM012 contract.

**CM013A – 55<sup>th</sup> Street Vent Facility:** EAC remained unchanged at \$58.8 million. Forecast Substantial Completion date remains April 5, 2015. As this project is just getting underway, the percent complete has not been calculated. This contract is not currently on the project critical path.

### Construction Progress:

- The MPT along 49th and 50<sup>th</sup> streets is ongoing and being maintained successfully.
- Work proceeds with day or night shifts as needed.
- The 5 concrete Support of Excavation (SOE) pits are placed.
- Developing the CWP for the upcoming street deck installation, scheduled for March 16/17, 2013.
- Continuing with excavation for the water main. Pipe installation will begin the week of March 4, 2013.

**CM004 – 44<sup>th</sup> Street Demolition and Fan Plant Structure; 245 Park Avenue Entrance:** EAC remained unchanged at \$55.7 million. Forecast Substantial Completion date has been further extended to October 1, 2013 from the previous September 10, 2013. The actual percent complete is 86.6% versus 100% planned. This contract is not currently on the project critical path.

### Construction Progress:

- The CM019 contractor completed the muck removal from Access Tunnel #1 the week of February 18, 2013.
- The Gantry Crane will be removed March 9, 2013 to facilitate erection of the above-grade structural steel. It will be reconfigured and erected back in the building to assist with upcoming contracts.

- Continued with lining the remaining section of Shaft #1. This work was additional scope from the CM019 contract.
- Continued the shop drawings approval and steel fabrication process.
- Completed placement of vestibule concrete slab at the concourse level.

The 44<sup>th</sup> Street north and south utility connections remain on hold awaiting permit approval from NYC Department of Environmental Protection (NYCDEP). NYCDEP is refusing to issue the permit (s) until MTACC completes a video of the existing sewer for their review and determination. The ESA Construction Manager has advised the PMOC that they are making arrangements to satisfy this requirement and expect to have it completed by April 2013.

At 245 Park Avenue, the contractor's work has been substantially complete for some time. MNR, however, has not put the entrance into full operation. In the meantime, the warranty period continues to be in effect and gradually expire. MNR has not given a timeline for opening the entrance to the Project Office. Also, MNR has issues with the contractor regarding the new railing, electric door locks and video cameras, some of which are additional scope of work requests. The ESA Construction Manager is working to resolve these issues.

**CM014A – Concourse and Facilities Fit-Out:** EAC has increased to \$47.09 million from the previous \$46.53 million. Forecast Substantial Completion date is now January 15, 2014 from the previous November 18, 2013 due to the delays in the Systems Control and Data Acquisition (SCADA) system redesign. The actual percent complete is 32.1% versus 54.6% planned.

The PMOC has previously reported on the issues with the SCADA system redesign. As previously reported, this issue has been resolved and the contractor has been issued a Notice to Proceed to resume the submittals and manufacturing process. As of this report, the Project Office has reported that 6 of the 12 transformers are ready for delivery; 2 are being prepared for delivery; and 2 are in fabrication.

#### Construction Progress on the Concourse:

- Continued slab on grade concrete placement twice weekly in Zones 3, 4 & 5.
- Continued forming of ductbanks in Zones 4 & 5.
- Completed trench excavation and subdrainage work.
- Currently the 2nd shift work has switched to the trench backfill, compaction and subgrade placement operations.
- Installation of FRE/RGS conduit for ductbanks in Zones 3, 4 & 5 to be completed March 15, 2013.
- Began work on Subway Roof Opening.

**Queens: CQ031 – Queens Bored Tunnels and Structures:** EAC remained unchanged at \$757.2 million. The forecast Substantial Completion was February 15, 2013. Upon approval of the modification for the deletion of the three tunnel emergency exit, the contract value will be reduced by \$31 million and this will increase the actual percent complete to 92.5%. The PMOC notes however that the PMT has subsequently decided to extend substantial completion later into 2013 based on the addition of the Track A tunnel approach structure and the advance work (track slab) for the CH057A Contract. The actual cumulative percent complete is 90.2% versus 100%



planned. This contract is not on the program critical path as reported in the last IPS update. Beneficial Occupancy is anticipated in March 2013.

Construction Progress:

- Completed all work in the Queens Open-Cut Excavation Area and completed turnover of the area to the CQ032 contractor. Completed dismantling and removal of the TBM slurry treatment plant.
- Continued construction of Yard Lead Tunnel cross-passage at the Yard Lead Emergency Exit (YLEE); steel erection for YLEE and B13 Substation; finish work on the Yard Lead Tunnel; decommissioning of the temporary TBM power substation; punch list work; and contract close-out.

The PMT is considering adding two work scope packages to the CQ031 contract: completion of the Track A tunnel and approach structure (CH061); construction of the track slab for the WBBY tunnel beneath two active mainline Amtrak/LIRR tracks (work advanced from the CH057A package). The PMOC's opinion is that the CQ031 contractor is best qualified to do this work based on his performance on the CQ031, and his demonstrated ability to work with both Amtrak and LIRR.

**CQ032 – Plaza Substation and Queens Structures:** EAC remained unchanged at \$187.7 million. The forecast Substantial Completion date recovered 5 weeks from July 7, 2015 to May 26, 2015. The actual percent complete is 16.0% versus 28.0% planned. This contract is not on the program critical path as reported in the last IPS update.

Construction Progress:

Progress continues on rehabilitation/reconstruction/modification of the five existing ventilation facilities along the 63<sup>rd</sup> Street Tunnel in Queens. Work at the Roosevelt Avenue and Vernon Boulevard vent plants is nearing completion. Work continued on structural steel erection for the B10 Substation along Northern Boulevard and waterproofing/shotcreting the Yard Lead Trench. Contractor access to the west end of the Queens Open-Cut Excavation Area has been delayed due to slow progress of work on the Northern Boulevard Crossing tunnel by the CQ039 contractor. Similarly, contractor access to the east end of the Queens Open-Cut Excavation Area had been delayed several months by late de-mobilization by the CQ031 contractor, but as of January 2013, CQ032 has obtained full access and has continued work in the Yard Lead Trench. These delay impacts are significant and are reflected in the current forecast Substantial Completion date that is now almost 10 months later than the original contract Substantial Completion date. The PMT reports that the turnover schedule controls the critical path of this contract. The CQ032 contract milestones will need to be adjusted accordingly.

**CQ039 – Northern Boulevard Crossing:** EAC remained unchanged at \$102.1 million. The forecast Substantial Completion recovered 1 week from May 6, 2013 to April 29, 2013. The actual percent complete is 87.1% versus 100% planned. This contract is not on the project critical path as reported in the last IPS update. The PMT reports that turnover of this staging area to the CQ032 contractor, now forecast to be 9 months late, is critical to the program interface.

Construction Progress:

- Completed installation of the tunnel waterproofing system and all steel ring girders;

- Continued installation of reinforcing steel and pneumatically applied concrete for the permanent tunnel lining system;
- Maintained soil freeze operation until late February 2013 when the freeze plant was shut down and the soil thawing process commenced.

**Harold Interlocking: CH053 Contract – Harold Structures Part 1 and G.0.2 Substation:**

The EAC remained at \$272.8 million and the scope now includes the installation of several catenary poles and foundations that were transferred from the CH057 contract to CH053 in order to expedite the July 2013 construction of the concrete slab under Line 2 and 4 in Harold Interlocking prior to the award of the CH057 contract. The MTACC had previously forecast Substantial Completion for December 31, 2013 but, as of its latest monthly report (January 2013), now forecasts SC for March 31, 2014. The actual construction progress for January 2013 was 1.7% versus 0.0% planned (because the MTACC had forecast that the contract would achieve Final Completion before now). The cumulative project completion, as of January 31, 2013, was 73.1% versus 100.0% planned. This contract is not presently on the Harold critical path, although it is approximately 4 years behind schedule and the MTACC added 3 months to its forecast SC date during the past month.

As of February 28, 2013, the CH053/CH054A contractor has installed 138 of a total of 170 catenary poles (81.2%), including 16 catenary poles that were transferred from the future CH057 contract to CH053. The PMT estimates that all of the catenary structures, including the ones transferred from CH057, will be installed by late March/early April 2013.

**Construction Progress:**

- Completed test pits and pile load tests for the 43<sup>rd</sup> Street bridge Main Line 4 (ML 4) bridge west abutment, installation of 3 catenary structures, and demolition of 2 existing Amtrak signal towers.
- Continued construction of HON-N1 retaining wall and ML 4 bridge at 43<sup>rd</sup> Street
- Began cable pulls through 12kV ductbank and construction of catenary pole foundations for the poles transferred from the CH057 contract.

**CH054A – Harold Structures Part 2A:** The MTACC reported that the EAC for CH054A increased by \$13.0 million to a total of \$59.2 million in its January 2013 Monthly Report (latest one available to the PMOC). The agency transferred this from construction contingency to fund future contract modifications. The forecast for substantial completion remains at mid-December 2013. Actual construction progress for January 2013 was 0.7% versus 2.3% planned. The cumulative project completion as of January 31, 2013 was 71.5% actual versus 100.0% planned. This contract, like CH053, is not currently on the Harold critical path although it is trending behind schedule.

**Construction Progress:**

- Completed construction of concrete pad for transformer at the “F2” CIH, the Thompson S-1 retaining wall, Signal Bridge 11 foundation, and guy wire relocations at catenary structure B-925MS.
- Continued trenching and support of excavation (SOE) for the storm sewer between manholes #13 and #14.

## **Railroad Force Account:**

**FHA01 – Harold Stage 1 Amtrak:** The EAC for FHA01 remains at \$16.8 million. The Substantial Completion date forecast by the MTACC is March 28, 2014. Actual progress for January 2013 was 1.5% versus 1.3% planned. The cumulative construction progress as of January 31, 2013, was 85.6% actual versus 85.1% planned. The bulk of the remaining work in FHA01 consists of Electric Traction relocation of catenary wires on structures erected by the CH053/CH054A contractor as well as protection support for the contractor.

### **Construction Progress for FHA01:**

- Completed 91.6 Hz power supply for the “F2” CIH and the installation of 2 power transformers for the “F1” CIH.
- Continued installation and relocation of signal power wires for 91.6 Hz power supply of “F1” CIH and “F2E” signal hut, signal power feeder relocation west of Sub 44 to Thompson Ave., and bonding and hardware installations of 11 catenary structures between Sub 44 and Thompson Ave.

**FHA02 – Harold Stage 2 Amtrak:** The EAC for FHA02 remains at \$40.5 million. The Substantial Completion is forecast to be October 20, 2014. Actual construction progress for January 2013 was 2.2% versus 4.0% planned. As of January 31, 2013, the cumulative construction progress was 50.4% actual versus 64.7% planned. Remaining work in FHA02 includes Communications and Signals (C&S) installation and cutovers of the “F1” and “F2” Interlockings and installation of the FHACS (Alternate Control System for “F” and Harold Interlockings).

### **Construction Progress for FHA02:**

- Completed installation of 2 signals at Hunter’s Point Ave., fiber optic cable installation between East River Tunnel (ERT) Line 2 and “Q” Tower, and 3<sup>rd</sup> rail conduit and switch installation at the 2 crossovers west of Thompson Ave.
- Continued signal cable termination and testing on Line 1 and Line 3 at the ERT, installation of signal cables between “F1” CIH and the “F1D” signal case, track circuit testing for the “F2” cutover, and wiring the emergency back-up power at the “F2E” signal hut.

**FHL01 – Harold Stage 1 LIRR:** The EAC for FHL01 remains at \$22.0 million. The MTACC has forecast Substantial Completion for May 1, 2014. Actual construction progress for January 2013 was 1.0% versus 0.6% planned. The cumulative construction progress as of January 31, 2013, was 75.0% actual versus 78.1% planned. Remaining work in FHL01 includes installation of track turnouts, C&S installation and cutovers of Harold and Point Interlockings, and traction power relocation and cutover of the signal power line and cable installation for the re-located GO2 Substation.

### **Construction Progress for FHL01:**

- Completed pulling signal power cables between new Towers #40 and #47.
- Continued support of Amtrak catenary wire transfers between Honeywell and 43<sup>rd</sup> streets.

**FHL02 – Harold Stage 2 LIRR:** The EAC for FHL02 remains at \$62.7 million. The MTACC has forecast the Substantial Completion date for October 26, 2015. Actual construction progress for January 2013 was 1.8% actual versus 0.6% planned. The cumulative construction progress as of January 31, 2013, was 23.1% actual versus 24.1% planned. Remaining work in FHL02 includes the installation of 15 track turnouts and construction of two additional main line tracks along with all associated signal and traction power improvements, C&S installation and cutover of 6 CILs in Harold Interlocking, as well as the installation of the Harold Tower Supervisory Control System.

Construction Progress for FHL02:

- Completed installation of signal cases 5D and 5E in Harold Interlocking.
- Continued installation of cross-track conduits for future signals and turnouts in Harold Interlocking and testing and circuit revisions at the “H4” and Genesse Hut locations in Harold Interlocking.
- Began installation of cross-track conduits for fiber optic cables from the “H4” location to the Harold Interlocking Communications Hut.

Because the program IPS has not been fully updated since October 2012, the PMOC cannot determine if Force Account packages FHA01-04 and FHL01-04 remain on the overall critical path of the ESA program. Although significant construction progress has been made since October 2012, the PMOC nonetheless believes that Force Account Stages 2 - 4 will continue on the critical path once the IPS is fully updated.

**d. Quality Assurance and Quality Control (QA/QC)**

The current version of the ESA Project Quality Manual (PQM), Revision 6, issued in February 2009 was found to be acceptable. The ESA Quality Manager had committed to revise it by the end of February 2013 to incorporate changes to the ESA Quality System that have occurred since then. This commitment was not met. The ESA Quality Manager stated that other issues took priority and that the PQM will now be revised by the end of March 2013. Although the current version of the PQM has been accepted, the PMOC believes that it would be beneficial to update this document in a timely manner.

Most ESA contractors have been late in submitting their as-built drawings in a timely manner (usually on a monthly basis) as required by contract. The contractor that is most delinquent in submitting as-built drawings is working on the CH053, CH054A, and CQ032 contracts. As-built drawings have not been submitted for the CQ032 Contract, and the Contractor has not complied with Contract requirements for supplying as-built drawings in a timely manner and in the required format on the other two contracts. If the contractor does not begin submitting as-built drawings by the middle of March 2013, the ESA Quality Manager informed the PMOC that he will issue a Nonconformance Report on each of the three contracts. The ESA Quality Manager and ESA Management were to meet with the CH053/CH054A/CQ032 Contractor’s Management this month, but this meeting was not scheduled.

**2.0 SCHEDULE DATA**

ESA submitted the IPS #44, data date February 1, 2013, and its variance reports on February 28, 2013. The PMT stated again that the IPS has not been updated for future Manhattan (former

CM012R; and CM014B) and System packages (CS179; CS284; VS086); which are on the IPS critical path, although schedule progress on Harold and Queens existing contracts, as well as progress for ongoing Manhattan contracts, has been updated. Furthermore, the PMT has stated that “discussions on the packaging changes and schedule impact as a result from the rejection of the CM012R bids will be postponed for another month.” The PMT has not announced when the Manhattan and Systems portion of the IPS will be updated. The program contingency is also “TBD” until the scheduling impacts are vetted. Also, the PMT has also not indicated at what point the project contingency will be updated.

It is important to note that the PMT updated its IPS completely only four times (in July, August, September, and October of 2012) since the revised baseline schedule was approved by the MTA CPOC in May 2012. This is a serious concern, since the impacts of the various procurement delays discussed elsewhere in this report on the overall project schedule cannot be properly evaluated. The PMOC further notes that the Schedule Management Plan requires that IPS updates be prepared and reviewed/approved by MTACC-ESA Management on a monthly basis.

**Project Critical Path:** The IPS critical path is still shown as going through contracts CM009/019, CM012R (note: IPS continues to show this as a single package with a 42 month duration; it has not been adjusted to reflect the new proposed packaging plan and duration), CS179, and the Integrated System Testing related to that Contract, and then operational readiness. The PMOC is concerned about critical path delays caused by continuing delays to the CS179 award and future schedule impacts resulting from the strategy to progress the CM012R work scope through the combination of scope addition to established contracts and creation of 3 new contracts.

The Harold work critical path goes through contracts FHL02, FHL03, FHA04, and FHL04; although ESA has not yet addressed the issue of contingency usage in the Harold contracts resulting from delays in the F2 and F1 cutovers. In addition the following Contracts are near critical (< 60 days of float): CM013 (37 days), CM014B (33 days), CH053 (34 days), CH057 (53 days), and CH058 (10 days). Please note that these amounts of float do not include consideration for delay in the awards of contracts CM012R and CS179.

**Schedule Contingency:** The latest IPS update continues to indicate that project contingency is TBD.

### **3.0 COST DATA**

**Funding:** MTACC announced at the May 2012 CPOC meeting that an additional \$720 million will need to be identified in the MTA 2015 – 2019 Capital Plan to cover the new project baseline budget. The funding request for the 2015 – 2019 Capital Program will be submitted to the NYS Capital Program Review Board (CPRB) in September 2014.

**Budget/Cost:** ESA has reported that as of January 31, 2013, the actual total project progress was 53.3% vs. 54.2% planned progress resulting from the July 2012 re-baseline and the actual construction progress was 48.8% vs. 50.2% planned based on invoiced amount.

As of January 31, 2013, the Current Baseline Budget (CBB) as shown in the Standard Cost Categories (SCCs) for the second month is \$2M above the re-baseline budget of \$8.708B, but the PMT has not highlighted that this has occurred. As can be seen in Table 3 in the Appendix, there was a \$43M increase in SCC #10 (Guideways and Track), a \$91M decrease in SCC #20

(Stations and Stops), a \$19M increase in SCC #40 (Site Work) and \$29M increase in SCC #50 (Systems). The PMT does not provide explanations for the changes in SCC values, and since the SCC is a basic FTA budget tracking method, the PMOC has requested that the ESA PMT provide a written explanation of changes in SCC values in its monthly reporting. Also, despite the rejection of the October 2012 low bid for CM012R because it was more than \$350M above the ESA budget for this package, the PMT continues to maintain its pre-bid estimate value in the CBB (Current Baseline Budget) (note: MTACC's post bid meetings with bidders resulted in a conclusion that bid overrun was due to several factors including: perceived aggressive schedule; hours of productivity; precast design; size of service crews; multiple concrete drop pipes; location of hog house and waterproofing).

The current Budget and Cost data is shown in Table 1 in Appendix B of this report. Table 3 in Appendix B of this report shows a comparison of the FFGA Baseline Budget in Standard Cost Categories (SCC) vs. the MTA's CBB.

Change Orders/Budget Adjustments: The PMT reported that during January 2013, there were 10 change orders executed over \$100K, with a net value of (\$1.18M).

#### 4.0 RISK MANAGEMENT

Status: The PMT committed to holding monthly Risk Oversight meetings with the FTA, and PMOC. The first meeting was held on January 29, 2013 and focused on a discussion of the ESA Risk Program including highlights of the active risk process, treatment of the high risk items, and future risk scope. A second meeting was planned for February 2013 but was postponed because the PMT was not prepared to present the current approach to the CM012R repackaging. This meeting has not yet been rescheduled.

During 4Q2012, MTACC received bids for CM012R that were significantly higher than expected. After an evaluation period, all of the bids were rejected and as mentioned above MTACC is planning to divide the CM012R contract into three new contract packages, as well as adjust the scope on some existing contracts through change orders. The new construction package CM005 (Manhattan Structures South) is scheduled to be advertised in March 2013, as such there is not enough time to perform a package level risk assessment. MTACC stated that they are planning to hold risk workshops for the other two contracts (CM006, CM007); however dates for these workshops have not been set.

In February 2013, several members of the PMT and MTACC attended a National Transit Institute (NTI) course on the FTA Risk Assessment process that provided insight into the objectives, methods and requirements of the FTA oversight process. A better understanding of the procedures and methods will assist the ESA-PMT in providing data to the PMOC that is compatible with the current FTA Risk Assessment Process. This course was conducted by the PMOC, who is under contract to NTI to teach this course nationwide.

Current Risk Mitigation Efforts: Through February 2013, ESA-PMT continued its efforts to identify and mitigate specific risks that may adversely affect the program's cost and schedule performance. Ongoing and significant new risk mitigation initiatives include the following:

- CH057 Re-Packaging - ESA conducted a two day risk workshop on February 26<sup>th</sup> and 27<sup>th</sup> for the west bound bypass scope of work (now CH057A) that was split from the original CH057 Contract Package. Although the workshop was an internal contract-specific pre-bid endeavor, the PMT generally followed the OP40 process. The PMOC observed significant participation by LIRR and Amtrak in the discussion of scope, approach, and risks. The current schedule calls for advertising the package in April 2013, with award forecast for August 2013. To be noted is that the timing of the workshop is very close to the anticipated bid advertise date. As such, any results of the workshop that could affect the contract may not get incorporated into the bid documents prior to advertising. A key item under discussion at the workshop was the placement of the slab, which is to be done under a change order (CQ031) in the 30 day track outage planned for mid-July 2013. This slab must be in place in time for the tunnel mining to begin in April 2014. At present, the decision date as to whether or not the slab can be placed during the 30 day track outage is May 1, 2013. A number of predecessor activities must be completed in order to place the slab. If the decision is made to not place the slab during the July 2013 track outage window, then the work will have to be done using weekend outages. The PMOC believes that placing the slab in the 30 window will mitigate coordination and resource issues that might occur if this work was done in 2014 as initially planned. Results from the risk workshop should be ready in early March 2013. It should be noted that the west bound bypass work is not directly part of the ESA project, but is funded under the regional investment. It will be important to the FTA should delays to this work impact other Harold work that is part of the project.
- CH061 Execution Strategy - The CCC approved the transfer of the CH061 design package (Tunnel A Structure) to the existing CQ031 (Queens Bored Tunnel and Structures) Contract by an executed modification. The CQ031 Contractor is currently on the site, and is performing similar work. The work could commence earlier than waiting for a full procurement cycle to start and conclude. Advancing this work can reduce risks to subsequent Harold construction, and provide resource and schedule benefits for the contract scope and other Harold work. The PMT is currently negotiating the changed work. No risk assessment workshop is planned for this work. The PMOC agrees with this approach because the CQ031 contractor has performed well in Queens, especially with Amtrak and LIRR, and has demonstrated its competence in performing this type of work.
- The PMT will advance construction of selected work from Contract CM014B (GCT Concourse and Facilities Fit-Out). The goal is to achieve early completion of work that would interfere with the work train operations under Contract CM014B and to complete repairs to the existing structural steel in Metro-North Railroad's Madison Yard area. This will reduce coordination and work access issues during construction under the CM014B contract. The PMOC believes that this approach could result in improved worksite logistics, provided that this does not delay the NTP for the CM014B Contract. The PMT has scheduled a risk workshop for April 2013.

## **5.0 ELPEP COMPLIANCE SUMMARY**

The current status of each of the main ELPEP components is summarized as follows:

- **Technical Capacity and Capability (TCC):** The PMOC has completed its review of the Candidate Revisions for the ESA-PMP and discussed them with the FTA-RII Office. MTACC issued ESA PMP Revision 8.1 on September 27, 2012 and is planning to issue Revision 9.0 by June 30, 2013. The PMOC has completed its review of Revision 8.1 of the PMP and in January 2013 recommended that the FTA-RII Office accept the document. FTA formal notification of acceptance to MTACC is expected in March 2013. MTACC has stated that it has implemented the PMP training process. PMOC discussions with MTACC Chief of Quality, Safety, and Security in January 2013 indicated that although some training has begun on sub-procedures, there has been no formal training on the PMP. The PMOC is following up on this with the head of MTACC Chief of Quality, Safety, and Security.
- **Risk Mitigation Capacity Plan (RMCP):** FTA-RII provided its conditional acceptance of the RMCP in its May 24, 2012 letter to MTACC. The PMOC has verified RMCP final acceptance based on its incorporation into the Risk Management Plan (RMP).
- **Conformance and Compliance:** The PMOC started reporting in its December 2012 comprehensive report to the FTA the project's ELPEP compliance based on the its review of the 4Q2012 performance.
- **Risk Management Plan (RMP):** MTACC submitted Rev. 2 of the RMP, which addressed previous FTA/PMOC comments, in August 2012. The PMOC completed its review of the RMP and has recommended conditional approval based on MTACC correcting an error and expanding discussion of certain risk and mitigation topics. FTA formal notification of conditional acceptance to MTACC is expected in March 2013.

MTACC, FTA-RII and the PMOC attended the ELPEP Quarterly Review Meeting on December 12, 2012. The current ELPEP compliance checklist completed by MTACC is in review by the PMOC. The next ELPEP Quarterly Review Meeting is scheduled for March 13, 2013

- **Continuing ELPEP Compliance**
  - Management Decisions
    - Status: Performance is adequate.
  - Design Development
    - Status: IMPROVEMENT NEEDED.
  - CCC Process and Results
    - Status: Performance is adequate.
  - Stakeholder Management
    - Status: IMPROVEMENT NEEDED.
  - Issues Management
    - Status: Performance is adequate.
  - Procurement
    - Status: Decision process for procurement methodology has improved in 2012, however additional improvement is needed.



- Timely Decision Making
  - Status: Performance is adequate.
- Risk Informed Decision Making
  - Status: IMPROVEMENT NEEDED.

## 6.0 SAFETY AND SECURITY

Project safety statistics for lost time accidents continue to trend above the Bureau of Labor Statistics (BLS) national average at 2.40 vs. 2.20 lost time accidents per 200,000 hours. Although there has been improvement in the overall project safety statistics (2.40 vs. 2.42 during last reporting period), several contracts continue to perform below the average for the project: for the CM009 contract, the lost time accidents continue to trend above the ESA Program average (2.69 vs. 2.40 lost time accidents per 200,000 hours). For the CM004 contract, the lost time accidents are trending above the ESA Program average (3.74 vs. 2.40 lost time accidents per 200,000 hours). On the CQ039 contract, the lost time accident statistics continue to trend well above the ESA Program average (5.24 vs. 2.40 lost time accidents per 200,000 hours).

ESA did not report any significant security issues during January 2013.

## 7.0 ISSUES AND RECOMMENDATIONS

**Design:** The PMOC is concerned that GEC and PMT continue to consistently miss all of their target dates for remaining design activities on the project, not just catenary design.

**Procurement:** The major concern regarding procurement remains the repackaging and re-solicitation of the work that was previously included in the cancelled CM012R package. As of this report, the strategy for moving forward has not been finalized nor presented to the CCC. Given that the lowest bid on the CM012R package came in at \$350 million over the ESA budgeted amount for the contract; and the package was on the project critical path; with impact on the overall project contingency beginning January 1, 2013, this repackaging effort is critical. The PMOC is also seriously concerned about delays to other significant procurements; namely Systems Package 1 (CS179) (currently in negotiations and which is also on the critical path); GCT Concourse and Facilities Fit-out (CM014B); and the remaining Harold Structures Contracts, CH057, which is being split into separate packages; and CH058. In addition, the stability of the Contract Packaging Plan strategy is of concern. The PMT continues to shift and split scope among different packages; making it difficult to fully understand the impact of these changes on the overall ESA Program. The PMOC recommends that the PMT give priority to producing an updated Contract Packaging Plan and adhere to it without shifting scope for the remainder of the project.

**Contract CM004:** The PMOC notes that the Substantial Completion date for the 44<sup>th</sup> Street Vent Plant has been extended to October 1, 2013 from the previous September 10, 2013 June 1, 2013 due to the change in the structural steel fabricator (new subcontractor). The contract has also experienced some delay as a result of Hurricane Sandy. The PMOC remains concerned with the continued extension of the Substantial Completion date for this contract and will continue to monitor the fabrication and delivery process of the building structural steel. At present, this delay does not impact the project critical path or other contracts.

**Contract CM013:** The additional work from the CM019 contract (Final Lining for Approach Tunnel), once negotiated, will extend current milestones in the Contract. There are currently no time impacts to other contracts resulting from extending the milestones.

**Contract CM014A:** SCADA re-design delay is currently driving the critical path in the Contractor's schedule update. Although the design issue has been resolved, the schedule will continue to slip until the new submittals have been approved and the contractor can confirm new fabrication and delivery dates from the manufacturer. These issues have resulted in a slip in the previous forecasted Substantial Completion date of November 18, 2013 to January 15, 2014. Further delays to finalizing the SCADA submittals will result in further delay to substantial completion.

**Contract CQ032:** The contractor continues to make progress but is now 12.0% behind the planned completion goal as compared with 9.3% behind the previous month. Actual progress continues to lag planned progress at an increasing rate. Over the last 5 months from September 2012 through January 2013, the difference between the actual and planned progress has increased from 2.7% to 12.0%. The PMOC is concerned about this trend and the contractor's ability to recover schedule delays. Future planned progress is at a higher rate but will be constrained by late access to the work area at the west end of the Queens Open-Cut Excavation (turnover from CQ039) and this delay is impacting the contract critical path. The cumulative forecast delay due to this late turnover from CQ039 and the two previous late turnovers now totals 11 months.

**Contract CQ039:** The PMOC believes that the contractor will be challenged to complete the remaining 13% of the contract work, by cost, in the next 3 months (based on January 31<sup>st</sup> data date) to meet the forecast Substantial Completion date of April 29, 2013. The effects of thawing the frozen soil arch can be unpredictable and there remains a risk of delay. Late completion of this contract has delayed turnover of the Milestone 1A Area, originally scheduled for July 30, 2012, and the start of Contract CQ032 work in the Early Access Chamber area (CQ032 Access Restraint #1, August 24, 2012) at the west end of the Queens Open-Cut Excavation Area. The PMOC notes that ESA has reported this late turnover as a critical ESA program interface.

**Contracts CH053/54A:** The PMOC remains concerned that costs may continue to increase significantly in response to continuing delays to the Substantial Completion date. The adverse impacts of the CH053 and CH054A construction schedules and budgets have already been significant. The PMOC is also concerned about the potential adverse impacts to the follow-on contract for Harold Interlocking contract CH057 caused by late completion of CH053/CH054A construction, even though the MTACC PMT is attempting to mitigate such impacts. CH053/CH054A share several potential access and work area conflicts, as well as increased demand for scarce railroad resources, with the CH057 successor contract (see discussion of CH057 scope split in Design section of report). The PMOC continues to recommend that ESA prioritize the GEC construction support of these contracts, expedite resolution of utility interferences, and prioritize the contractor's requests for track outages and Force Account support to expedite completion of the CH053/54A work.

**Railroad Force Account:** The MTACC, Amtrak, and the LIRR have been jointly developing the 2013 construction program for several months. There are 5 milestones in this year's program: installation and cutover of "F2" Interlocking in May, construction of the concrete slab under Lines 2 and 4 in July; installation and cutover of "F1" Interlocking in September,

installation and cutover of Point Interlocking in October 2013; and installation and cutover of the “H4” location in Harold Interlocking in November 2013. Although the PMOC has observed that construction is on schedule to meet the “F2” completion date (the first “milestone”), the PMOC remains concerned about the parties’ abilities to meet such an aggressive schedule until construction actually begins.

**Project Funding/Budget:** The PMOC remains concerned about the results of the CM012R bid. The lowest bid came in at more than \$350 million above the MTACC estimate. The solicitation was cancelled, and MTACC is currently looking at ways to repackage the work with the hope of reducing the \$350 million difference. [REDACTED]

[REDACTED] MTACC has acknowledged that they will not be able to fully recover the differential. The PMOC is concerned that this situation will significantly impact the project’s ability to mitigate future cost risk events.

**Project Schedule:** The PMOC is concerned that the IPS has not been fully updated since October 2012 making it impossible to ascertain the impacts of the CM012R bid cancellation as well as delays to other major procurements including: all of the Systems Packages (CS179; CS284 which is TBD; and VS086 which is also TBD); the remaining Manhattan Contracts (CM012R repackaging which is TBD; and CM014B, also TBD) and delays to the remaining Harold Structures Contracts (CH057, which has been split into several new packages; and CH058) on the overall project schedule.

Since CM012R was on the critical path, along with CS179, and project contingency is impacted beginning on January 1, 2013 for both of these contracts, it is highly likely, in the PMOC’s opinion, that most, if not all, of the 365 days of project contingency will be used up, thus effectively eliminating the project’s ability to mitigate future schedule risk events. Until the IPS is fully updated; it is not possible to properly assess the viability of the current baseline schedule.

## APPENDIX A – ACRONYMS

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ARRA	American Recovery and Reinvestment Act
BA	Budget Adjustment
BAFO	Best and Final Offer
C&S	Communications and Signals
CBB	Current Baseline Budget
CCC	Change Control Committee
CCM	Consultant Construction Manager
CD	Calendar Days
CM	ESA Construction Manager (assigned to each contract)
CMP	Cost Management Plan
CIL	Central Instrument Location
CPOC	Capital Program Oversight Committee
CPRB	Capital Program Review Board
CPP	Contract Packaging Plan
CWP	Construction Work Plan
EAC	Estimate at Completion
ELPEP	Enterprise Level Project Execution Plan
ERT	East River Tunnel
ESA	East Side Access
ET	Electric Traction
FA	Force Account
FFGA	Full Funding Grant Agreement
FTA	Federal Transit Administration
GCT	Grand Central Terminal
GEC	General Engineering Consultant
IPS	Integrated Project Schedule
LIRR	Long Island Rail Road
MNR	Metro-North Railroad
MPT	Maintenance and Protection of Traffic
MTA	Metropolitan Transportation Authority
MTACC	Metropolitan Transportation Authority – Capital Construction

NATM	New Austrian Tunneling Method
NTP	Notice to Proceed
NYCT	New York City Transit
NYSPTSB	New York State Public Transportation Safety Board
OSHA	Occupational Safety and Health Administration
PE	Preliminary Engineering
PMOC	Project Management Oversight Contractor (Urban Engineers)
PMP	Project Management Plan
PMT	ESA's Project Management Team
QA	Quality Assurance
RAMP	Real Estate Acquisition Management Plan
RFP	Request for Proposal
RMP	Risk Management Plan
RMCP	Risk Mitigation Capacity Plan
ROD	Revenue Operations Date
RSD	Revenue Service Date
SC	Substantial Completion
SCADA	Systems Control and Data Acquisition
SCC	Standard Cost Category
SEM	Segmental Excavation Method
SMP	Schedule Management Plan
SSMP	Safety and Security Management Plan
SSPP	System Safety Program Plan
SWP	Safety Work Plan
TBM	Tunnel Boring Machine
TCC	Technical Capacity and Capability
VE	Value Engineering
WBBY	Westbound Bypass
WBS	Work Breakdown Structure

## APPENDIX B – TABLES

Table 1- Project Budget/Cost Table (as of January 31 2013)

	FFGA			MTA's Current Baseline Budget (CBB)		Expenditures	
	(Millions)	(% of Grand Total Cost)	Obligated (Millions)	(Millions)	(% of Grand Total Cost)	(Millions)	(% of CBB)
<b>Grand Total Cost</b>	\$7,386	100		\$9,824	100	\$4,777.2	48.6
Financing Cost	\$1,036	14.0		\$1,116		512.3	45.9
Total Project Cost	\$6,350*	86.0	\$4,107	\$8,708*	88.3	\$4,264.9	48.9
<b>Federal Share</b>	\$2,683	36.3	\$1,148	\$2,699	30.6	\$1,849.6	21.2
5309 New Starts share	\$2,632	35.6	\$1,098	\$2,436.6	27.6	\$1,592.2	18.3
Non New Starts grants	\$51	0.7	\$50	\$67	0.8	\$62.0	0.7
ARRA	0	0	0	\$195.4	2.2	195.4	2.2
<b>Local Share</b>	\$3,667	49.6	\$2,959	\$6,009	57.7	\$2,415.34	27.7

\* CBB represents current MTA Board approved \$8,245 million budget (regional investment not included).

The ELPEP Estimated Total Project Cost (ETPC) is \$8.119 billion (exclusive of financing cost), reflecting the medium level of risk mitigation.

Table 2 – Summary of Critical Dates

	FFGA	Forecast (F) Completion, Actual (A) Start	
		Grantee*	FTA**
Begin Construction	September 2001	September 2001(A)	September 2001(A)
Construction Complete	December 2013	August 2019	September 2019
Revenue Service	December 2013	August 2019	September 2019

\* Source – Grantee forecast Revenue Operations Date per information presented to MTA CPOC on May 21, 2012

\*\*Source –Based on PMOC 2012 risk assessment results.

**Table 3 – Comparison of Standard Cost Categories: FFGA vs. CBB**

Standard Cost Category (SCC) No.	FFGA SCC baseline (YOE \$) M	July 2, 2012 Re-baseline (YOE \$)	January 2013 SSC (YOE \$) M	January 2013 % of Re-baseline	December '12 to January '13 Change \$M	CBB Variance from FFGA %
10	1,989	2,943	2,942	99.97%	43	47.91%
20	1,169	1,514	1,484	98.02%	-91	26.95%
30	356	388	389	100.26%	0	9.27%
40	205	488	520	106.56%	19	153.66%
50	619	698	698	100.00%	29	12.76%
60	165	204	204	100.00%	0	23.64%
70	957	674	674	100.00%	0	-29.57%
80	1,184	1,649	1,649	100.00%	0	39.27%
<b>Subtotal</b>	<b>6,813</b>	<b>8,708</b>	<b>8,710</b>	<b>100.02%</b>	<b>0</b>	<b>27.84%</b>
100	1,036	1,116	1,116	100.00%	0	7.72%
<b>Total Project Cost (10 – 100)</b>	<b>7,849</b>	<b>9,824*</b>	<b>9,826</b>	<b>100.02%</b>	<b>0</b>	<b>25.19%</b>

\*This total amount does not include Regional Investment amount of \$590,732,003.

**Table 4 -- Core Accountability Items -- February 2013**

Project Status:		Original at FFGA	Current*	ELPEP **
Cost	Cost Estimate	\$7.386B	\$9.824B	\$8.119B
Schedule	Revenue Service Date	December 31, 2013	September 2019	April 30, 2018
Total Project Percent Complete	Based on Expenditures	53.3 ***		
	Based on Earned Value	NA		
Major Issue		Status	Comments	
Major Upcoming Procurements		Scope from cancelled CM012R (Manhattan Structures 2) solicitation is being split among existing and three new contract packages. Work from CM012R package is on the project critical path. First new contract package (CM005) is planned for advertising in March 2013.	Results of this procurement have a major impact on project cost and schedule baseline. ESA is currently working on repackaging the work. Impact on project cost and schedule contingency remains TBD.	
Major Upcoming Procurements		Package CH057 was split into 3 parts and CH057A is expected to be bid in April 2013. Procurement of CS179 (Systems Package 1) continues to slip. Latest NTP forecast date of April 1, 2013 will not be met. Other System Packages (CS284 and VS086) procurement dates are now TBD; as well as procurement dates for CM014B package.	CH057A is necessary to advance the Harold work however the Change Order being given to the CQ031 contract for the support slab is critical for a July/August 2013 Outage. CS179 is on the project critical path (since Jan. 1, 2013) and current delay will impact project schedule contingency.	
Project Schedule		Project IPS has not been completely updated since October 2012.	Until the remaining contingency is determined; and TBD dates for major procurements determined; and the IPS fully updated; it is not possible to properly assess the viability of the current baseline schedule.	
Amtrak East River Tunnel Work		Amtrak original plan for two tunnel outages during 2012 was changed to one tunnel due to a	ESA re-baseline was initially based on two tunnel outages. Impact (if any) on new baseline	



FOIA Exemption 5 U.S.C. Section 552(b)(4)

	track replacement program initiated by Amtrak as a result of a broken rail. Schedule impact review has not yet been submitted to the FTA. Work on the tunnels ceased at the end of October 2012 as a result of hurricane Sandy and resumed in January 2013.	has to be evaluated and impact of ERT shutdowns as a result of the storm will also have to be evaluated. ESA is currently scheduling work around one tunnel outage.
Amtrak Integrated Master Schedule	Develop an integrated master schedule that will lay out the upcoming Amtrak projects (Moynihan, ERT Track Rehab., Brookfield, etc.) and overlay the ESA work at Harold. This schedule has not yet been provided to the FTA.	This issue has been outstanding since MTACC committed to producing the Integrated Master schedule in June 2012. At the February 21, 2013 FTA/MTACC Executive Meeting, the ESA Project Executive stated that they hope to hire a scheduler for this effort within the next six to eight weeks.
<b>Next Quarterly Meeting:</b>	March 2013 (tentative)	

\* Note that \$9.824B (finance included) and the September 2019 RSD are the MTA cost and schedule baselines in the FFGA amendment.

\*\* 2010 Enterprise Level Project Execution Plan (ELPEP) reflecting medium level of risk mitigation, excluding financing cost of \$6,116 million. ELPEP is to be updated.

\*\*\* Expenditure percentage based on invoiced and project value [REDACTED].