A large, light blue, semi-transparent watermark of the MTA logo is centered on the page, behind the main text.

East Side Access Status Report to CPOC

September 26, 2011

Recap

- **ESA is essentially comprised of four elements—**
 - **Manhattan tunnels, structures and station**
 - **Queens tunnels, structures and yard**
 - **Reconfiguration of Harold Interlocking**
 - **Operational readiness and commissioning by the LIRR**
- **Challenges to ESA schedule presented at previous CPOC meetings related to construction delays in Harold and Manhattan**
 - **Delays continued through the summer, further challenging the project**
- **Project was evaluating “out of the box” mitigations to reduce impact and maintain revenue service date**
- **Amtrak’s recently announced Total Track Replacement program for the East River Tunnels will impact Harold work**
- **This report will summarize the mitigation measures to date and the impact of Amtrak’s Total Track Replacement on ESA**

Recap

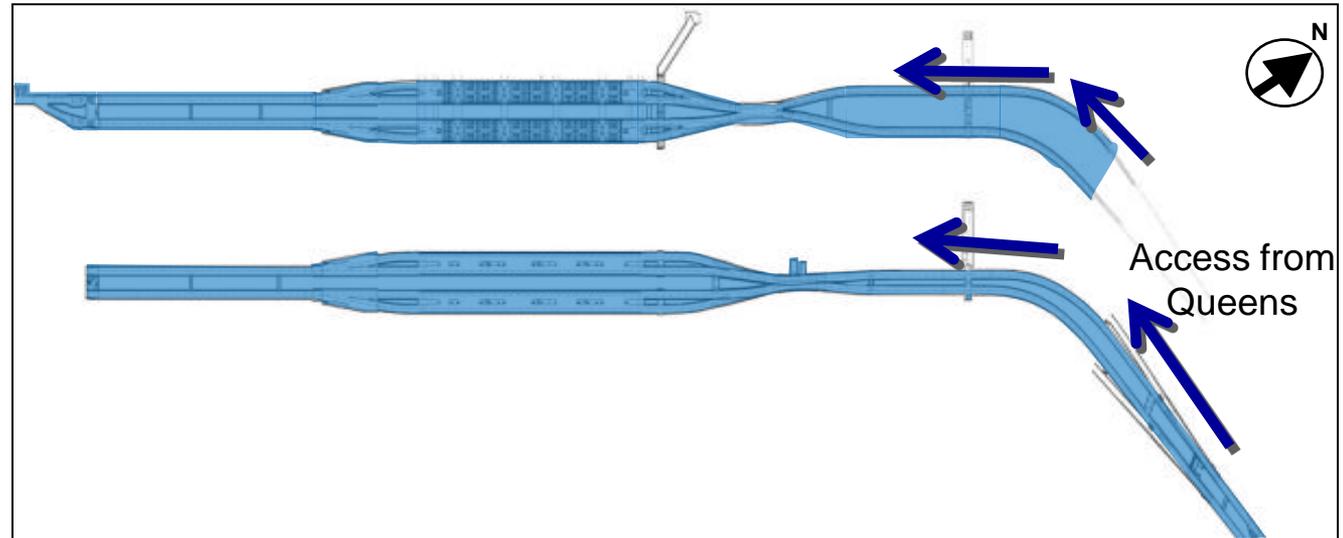
- **In June, committed to develop “out of the box” mitigations and report on progress to CPOC in September. These options included:**
 - **Create new access points and strategically re-sequence critical work in Manhattan**
 - **Examine the sequence and duration of operational readiness**
 - **Pre-purchase critical systems equipment**
 - **Review with LIRR the feasibility of beginning revenue service with only three of four tunnels completed**

Status of Manhattan Mitigation Efforts

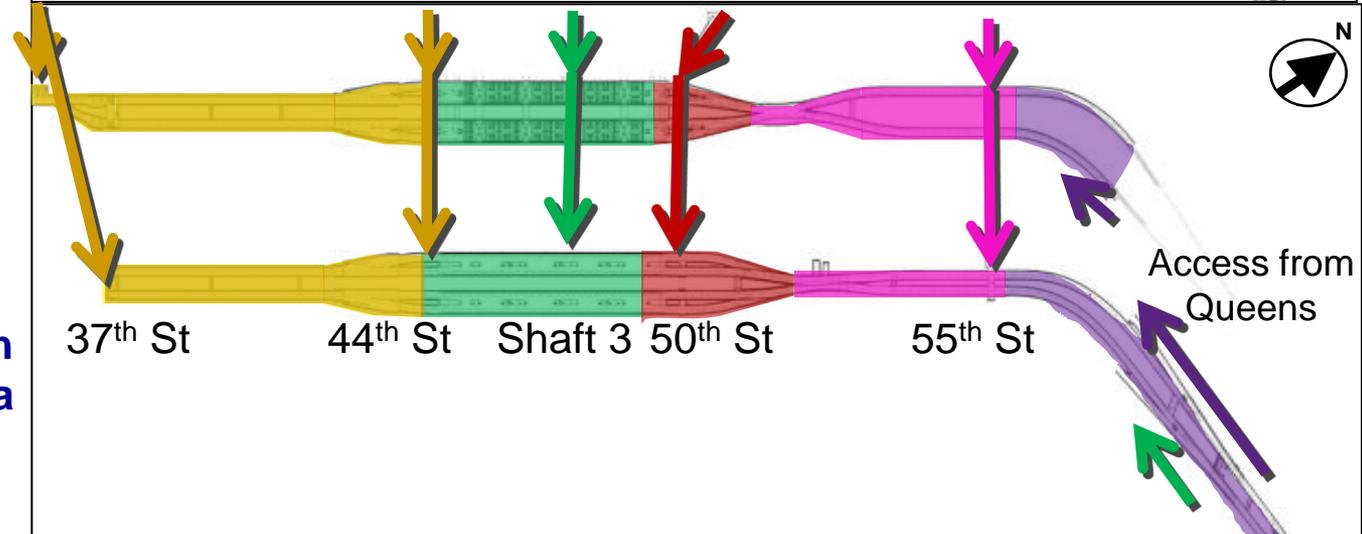
- **Manhattan mitigation efforts focused on:**
 - **Create more access points to overcome the linearity of the project**
 - **Allow multiple contractors to work in the tunnels and caverns simultaneously**
 - **Strategic repackaging of critical work**

Manhattan Mitigation—Create Multiple Access Points

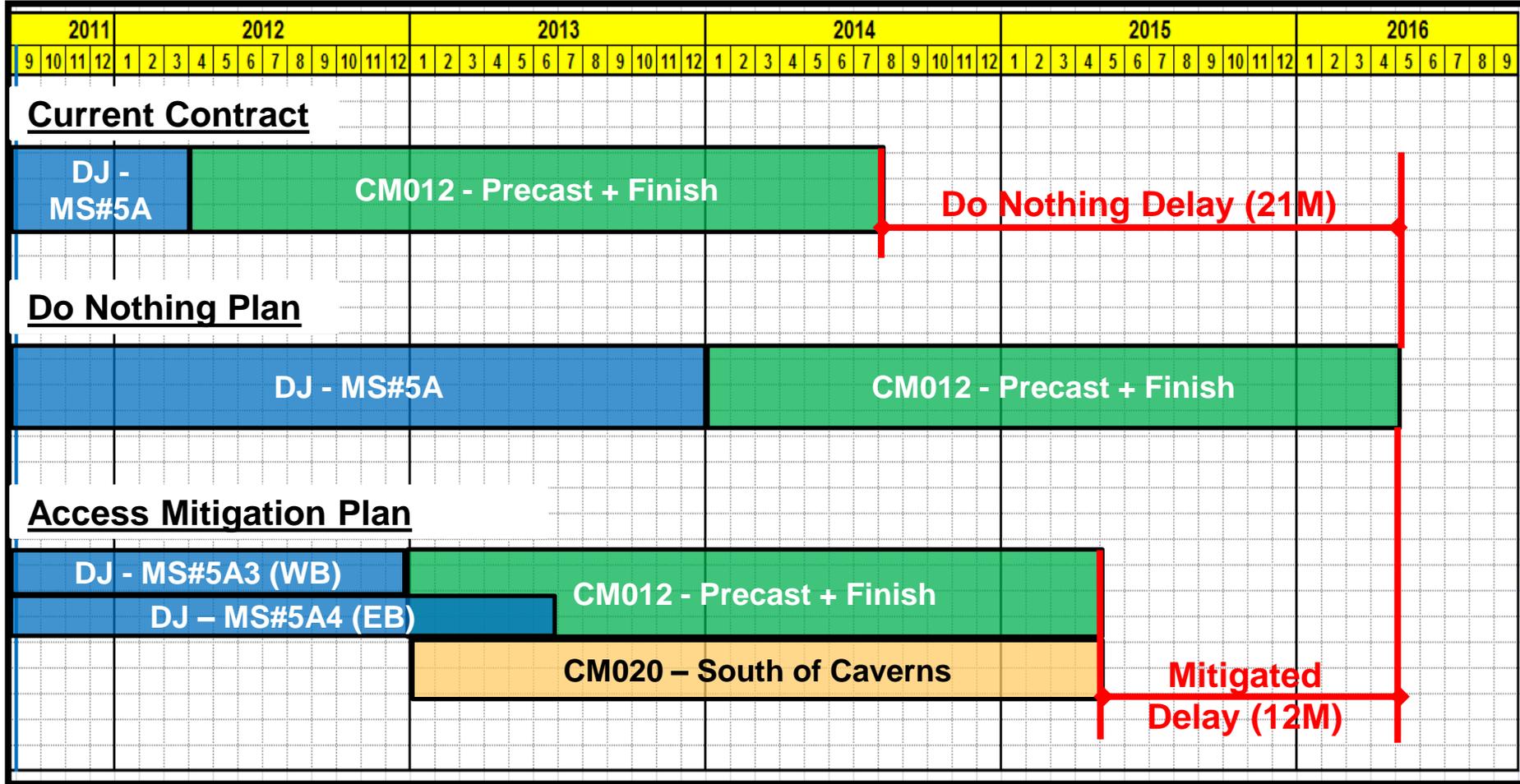
Current Plan for Access
(Single-Point via Queens)



After Mitigation
(Multiple Points of
Exclusive Access) – Each
contract represented by a
different color



Schedule Benefit of Multiple Access Points



Operational Readiness Mitigation—Reduce Schedule/Timing of Activities

- Ongoing efforts with LIRR to reduce the overall schedule by starting the operational readiness work prior to completing the Integrated Systems Testing
- Critical Path reduction could be up to eight months

Mitigation of Systems Risk – Pre-Purchasing Long Lead Items

- **Potential to reduce schedule and cost risks**
- **Still under review with ESA/LIRR**

ESA

Queens – Critical Work in Harold Interlocking Always a Major Challenge for the Project



Harold Mitigations

- To address delays in Harold work, ESA's project team proposed evaluating feasibility of beginning revenue service with only outside tunnels, thus allowing time for work on inner tunnels
- However, evaluation of Harold mitigation has been postponed pending evaluation of impact on ESA as a result of Amtrak's Total Track Replacement program in the East River Tunnels
 - Amtrak will be completely replacing all track in East River Tunnels due to Mother's Day derailment and other incidents that raised reliability concerns, limiting service to two tracks on weekends and requiring ESA to resequence its Harold work
 - Program is fully supported by MTA

Harold Mitigations

- **Amtrak, LIRR, and MTACC have been meeting on a regular basis to develop approach and schedule for this critical track work and minimize its impact on railroad operations and ESA construction:**
 - **Total Track Replacement will impact areas where ESA can work**
 - **Where possible, ESA outages will be coordinated to “piggyback” on the tunnels and track areas Amtrak will have out of service**
 - **However, construction opportunities are limited to when ESA’s and Amtrak’s needs coincide**
- **The project schedule will be rebaselined to capture the impacts of Amtrak work and ongoing project delays, as well as potential mitigations**

What's Next?

- **ESA is now analyzing the impact of the construction delays experienced to date as well as the potential impacts of Amtrak's Track Replacement Program**
- **Rebaselined schedule and mitigations to be developed and finalized during the 4th Quarter 2011**
- **Goal will be to achieve a revenue service date that at a minimum meets the April 2018 Federal date that will be incorporated into the amended Full Funding Grant Agreement (FFGA) and other Federal funding commitments**
 - **Will work closely with LIRR, Amtrak, OCO, and IEC**
 - **Will report back to CPOC when rebaselining is complete**