

Recap

- The IEC was directed to report their confidence in the project's mitigation proposed in June. In response, the IEC has evaluated the viability of these mitigations with respect to schedule
- Review was undertaken before the current scope of the Amtrak East River Tunnel work was fully known
- The IEC is continuing to evaluate the impact of the East River Tunnel work and mitigation strategies as they are prepared by ESA

- IEC previously reported a delay to the Revenue Service Date of September 2016, absent mitigations, due to:
 - ❑ Poor performance of Manhattan contractor
 - ❑ Design approval and construction delays in Harold
 - ❑ Access issues for systems work in new ESA tunnels
- MTACC proposed four out-of-the-box actions to mitigate delays:
 1. Deliver Precast Panels for GCT Caverns through Manhattan
 2. Reduction of Operational Readiness Duration
 3. Pre-Purchasing of Systems Equipment
 4. Delay to B/C Approach Structures

Findings

- The mitigations reviewed by the IEC do not bring the Revenue Service Date back to September 2016.
- However, two mitigations offer benefits:
 - ❑ Bringing the precast panels through Manhattan will improve access to the new ESA tunnels by reducing interference risks
 - ❑ Any reduction of the operational readiness results in time savings and will improve a revised Revenue Service Date
- The costs to the project resulting from these mitigations are yet to be determined

- Additional delays were identified during the review of the proposed out-of-the-box mitigations that will also need to be mitigated during the rebaselining. These delays, which are still under discussion with ESA, include:
 - ❑ Access and construction duration issues for the remaining Harold third party work
 - ❑ Insufficient durations for structural and systems finish-out work in Manhattan caverns

IEC Recommendations

- Include Amtrak in rebaselining effort, which considers current delays, unmitigated risks and the East River Tunnel work
- As part of the rebaselining, advance Westbound Bypass and Eastbound Reroute work to comply with high-speed rail grant requirements
- Improve the prospect of achieving the goal of a revised FFGA Revenue Service Date by:
 - ❑ Forming a partnership between Amtrak and MTA to create a vehicle to incentivize Amtrak
 - ❑ Strengthening LIRR's position to lead the coordination in Harold and find a balance between customer service and construction