MONTHLY MONITORING REPORT
July 2021

Central Subway Project
San Francisco Municipal Transportation Agency (SFMTA)
San Francisco, CA
FINAL

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PMOC Contract No.: 69319519D000016
Task Order No.: 69319520F300115
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REPORT FORMAT AND FOCUS

This report is submitted in compliance with the terms of the Federal Transit Administration (FTA) Contract #69319519D000016, Task Order #69319520F300115. Its purpose is to provide information and data to assist FTA as it continually monitors the management capability and capacity of the San Francisco Municipal Transportation Agency (SFMTA) (the Project Sponsor) to execute the project efficiently and effectively. This report covers the project management activities on the Central Subway Project (CSP) managed by SFMTA and financed by the FTA Full Funding Grant Agreement (FFGA). The cost and schedule information in this report was extracted from SFMTA's *June 2021* Monthly Progress Report, except where noted. *The report has been organized to comply with the requirements of updated Oversight Procedure 25—Recurring Oversight and Related Reports dated July 2020.*

THIRD-PARTY DISCLAIMER

This report and all subsidiary reports are prepared solely for 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 the FTA FFGA 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 Project Sponsor may take to mitigate the risks to project costs, budget, and schedule, or the strategy a Project 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.

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1. EXECUTIVE SUMMARY

1.1. Project Description

The Central Subway Project (CSP) involves construction of a 1.7-mile extension of the San Francisco Municipal Transportation Agency (SFMTA) (the Project Sponsor) T Third Line along 4th Street and beneath Stockton Street in downtown San Francisco. The CSP is Phase 2 of SFMTA's T Third Line Light Rail Transit (LRT) Project. The CSP will extend the T Third Line from the 4th Street Caltrain Station to Chinatown, providing a direct rapid transit link from the Bayshore and Mission Bay areas to South of Market, Union Square, and downtown. Four new stations are being constructed as part of the project: an at-grade station at 4th and Brannan streets and three underground stations at Yerba Buena/Moscone Center (YBM) Station, Union Square/Market Street (UMS) Station, and Chinatown (CTS) Station. Four light rail vehicles (LRVs) are included in the budget for the CSP as part of a larger procurement that will expand the LRV fleet and includes options for replacement of the entire fleet. Average weekday riders are projected to be 43,521 in 2030. The Full Funding Grant Agreement (FFGA) project cost is $1.578 billion.

1.2. Project Status

- Scope: There have been no changes in project scope.
- Schedule: Substantial completion of the contract was originally scheduled for February 10, 2018, *but the latest master program schedule update shows substantial completion occurring on October 15, 2021, which is an increase of 22 days from the September 22, 2021, date* stated in the prior monitoring report and which is *more than 1,200 days* later than the original substantial completion date. SFMTA's most recent update of the master program schedule forecasts a Revenue Service Date (RSD) of *May 20, 2022, which represents a decrease of three days from the RSD stated in the prior monitoring report.*
- Cost: Currently, SFMTA estimates the Estimate at Completion (EAC) to be $1.891 billion, or approximately $313 million greater than the current budget. This EAC has not been finalized, because additional cost may need to be considered, including the potential cost of delays due to the COVID-19 pandemic.
- Significant Project Activities and/or Key Milestones:
    - SFMTA submitted an updated draft letter in April 2021 to the Federal Transit Administration (FTA) proposing a revised FFGA RSD and EAC. The proposed RSD indicates an early RSD of March 31, 2022, and a late RSD of June 20, 2022, which provides a schedule float of about three months. In addition, the current updated project EAC is $1.891 billion. SFMTA submitted the updated EAC in the FTA's Standard Cost Category (SCC) format in May 2021. The Project Management Oversight Contractor (PMOC) reviewed SFMTA's EAC and RSD, and shared the results and recommendations with SFMTA. It *was* the PMOC's

opinion that SFMTA should develop a detailed Critical Path Method (CPM) schedule to include activities and sequences of system integration, start-up testing, and operational readiness. SFMTA *developed* the CPM schedule and *submitted it to the PMOC in August 2021. The PMOC is reviewing the CPM schedule and will hold a meeting with SFMTA to assess the project's RSD and EAC.*

- SFMTA's Board approved authorization for the additional funds required to complete the project in March 2021. The total project cost is estimated at $1.891 billion, compared with the original FFGA budget of $1.578 billion. It is the opinion of the PMOC that, once the SFMTA Board authorizes the additional funds, SFMTA should update its EAC as soon as possible to reflect an accurate contingency level.
- SFMTA reached a global settlement in March 2021 with the prime contractor, Tutor Perini Corporation (TPC). SFMTA indicated that the substantial completion of TPC's scope of work was in March 2021, and the final completion is projected to occur in October 2021. As part of the global settlement, SFMTA and TPC reached an agreement that, unless a federal program is available to compensate for the COVID-19-related impacts, there will be no funds, because no local funds will be used to pay for the pandemic-related impacts.
- SFMTA indicated that, in the past few months since increasing numbers of SFMTA staff have taken the COVID-19 vaccine, COVID-19 cases have dwindled, and there have been no significant impacts on the project. However, SFMTA continues to implement safety protocol measures to minimize impacts related to COVID-19.
- SFMTA indicated that, starting on April 1, 2021, the Operational Group would, as part of the acceptance process, verify trackwork, clearance, and the dynamic envelope. SFMTA expected to start running the test train in April 2021. However, SFMTA indicated in May 2021 that, due to the modified substantial completion date, the acceptance process of systems by the Operational Group is taking longer than expected. It is the PMOC's opinion that SFMTA should include the acceptance process in the schedule to assess the impacts of this process on start-up and testing, as well as on the RSD. In addition, SFMTA indicated that it is developing a staffing plan for the resources required to support the CSP revenue services and that it will share the plan with the PMOC in the third quarter of 2021. *As of July 2021, train testing is underway.*
- FTA informed SFMTA that the PMOC planned to start the Oversight Procedure (OP) 54 (Operational Readiness) review in April 2021. A list of documents required for the OP 54 review was transmitted to SFMTA. SFMTA is in the process of updating the Rail Activation Plan (RAP) and will provide a detailed system integration and testing schedule to the PMOC. In May 2021, SFMTA submitted the documents required for the OP 54 review. An OP 54 review status

meeting was held in June 2021. *The PMOC submitted the draft spot report for the OP 54 Part 1 review in August 2021.*

- As part of the global settlement, TPC has supplemented the electrical specialty subcontractor (Abbett) with additional resources. Progress on the traction power and Overhead Catenary System (OCS) work has greatly improved. Work related to OCS and traction power is continuing after the substantial completion date of March 31, 2021. The contractors are working on additional days with extended shifts. However, SFMTA indicated that the contractors are experiencing material shortages for the OCS work. It *was* the opinion of the PMOC that, due to the effects of COVID-19, the material shortages could become a critical issue if SFMTA did not resolve the issue in a timely matter. SFMTA indicated that the issues related to material shortages were resolved in May 2021. *As of July 2021, Abbett has completed the OCS work in the tunnel and continues on the remaining OCS work. Significant signal work remains to be completed. It is the PMOC's opinion that the lack of completion of the OCS work for the entire alignment will delay progress on systems integration and testing.*

- Major Issues and/or Concerns:

Table 1 – Major Issues and/or Concerns

Issue/Concern	Potential delays associated with systems integration/testing and operational readiness
Date Identified	July 2021
Status	Ongoing
Project Sponsor Action	SFMTA is proactively coordinating integration and testing of various systems. In addition, SFMTA is developing a staffing plan for resources needed to support revenue service.
PMOC Recommendation	The PMOC recommends that SFMTA to develop a detailed CPM schedule and use it as a tool to manage the process of systems integration/testing and operational readiness.
Issue/Concern	Resource availability of the electrical specialty subcontractor (Abbett) continues to be a major concern. SFMTA stated that resources required from Abbett to complete the OCS work on schedule are significantly lacking. SFMTA stated that, because the OCS work is on the critical path, a decision to resolve the issue needs to be made soon to prevent delays to the CSP schedule. Based on the current burn rate of payments to the contractor and the remaining contract value, Abbett needs to provide two or three times more resources than it is currently providing in order to meet the schedule.
Date Identified	June 2020
Status	Ongoing
Project Sponsor Action	TPC has supplemented the electrical specialty subcontractor (Abbett) with additional resources. Progress on the traction power and OCS work has greatly improved.
PMOC Recommendation	The PMOC recommends continuing to monitoring Abbett's progress.

1.3. Key Indicators Dashboard

Table 2 – Key Indicators Dashboard

Project Sponsor:				San Francisco Municipal Transportation Agency	
Project Name:				Central Subway Project	
Date:				*July 31, 2021*	
Project Detail					
Oversight Frequency:				**Monthly**	
Element	**Status**			**Prior Status**	**Issue or Concern**
	● **G**	● **Y**	● **R**		
PMP		●		●	The Project Management Plan (PMP) was last updated in April 2019. It is recommended that SFMTA update the *PMP as soon as possible* to include project impacts resulting from COVID-19 restrictions, which should include protocols and transition in preparation for revenue service.
MCC			●	●	With respect to Management Capacity and Capability (MCC), resource availability for the electrical specialty subcontractor continues to be an issue that is impacting the construction progress on the critical path.
Cost*			●	●	SFMTA is updating the CSP EAC to include the reallocation of project funds, the global settlement, and COVID-19 impacts.
Schedule			●	●	COVID-19 impacts and a specialty subcontractor's resource availability are impacting the critical path work.
Quality	●			●	None.
Safety	●			●	None.
Risk			●	●	COVID-19-related issues and upcoming system integration/operational readiness are major risks.
Legend					
Green	*Satisfactory: No Corrective Action necessary.*				
Yellow	*Caution: Risk/Issues exist. Corrective Action may be necessary.*				
Red	*Elevated for immediate Corrective Action: Significant risk to the health of the project.*				

*Note: With regard to cost, the colors indicate the following status:
Yellow – Forecast cost exceeds the project budget by up to 3%.
Red – Forecast cost exceeds the project budget by more than 5%.

1.4. Core Accountability Items

Table 3 shows the core accountability items for the project, including the current status of the project and the major issues and how they are being addressed.

Table 3 – Core Accountability Items

		Original (Grant)	**Current Forecast**	**PMOC Assessment of Current Forecast**
Cost	Capital Cost Estimate	$1,578,300,000	$1,891,000,000	Unacceptable
Contingency	Unallocated Contingency	$74,722,000	$801,869	Unacceptable
	Total Contingency	$185,500,000	*$18,000,000*	Unacceptable
Schedule	Revenue Service Date	12/26/2018	*5/20/2022* (SFMTA forecast)	Optimistic

Project Progress		Amount ($)	Percent of Total
Total Expenditures	Actual cost of all eligible expenditures completed to date	*$1,845,450,398*	*>100%*
Planned Cost to Date[1]	Actual value of work completed to date	$1,593,491,019	*>100%*
Contract Status		**Amount ($)**	**Percent of Total**
Total Contracts Awarded	Value of all contracts (design, support, construction, equipment) awarded; 0% of total value to be awarded	$1,510,671,335	100%
Construction Contracts Awarded[1]	Value of construction contracts awarded; 0% of total construction value to be awarded	$1,139,532,783	100%
Physical Construction Completed[1]	*Earned* value of physical construction (infrastructure) completed; *95.42%* of total construction value completed	*$1,296,366,909*	*95.42%*
Rolling Stock Vehicle Status	**Date Awarded**	**No. Ordered**	**No. Delivered**
	2017	*24*	*24*
Next Quarterly Progress Review Meeting Date:	*To Be Determined (TBD)*		

[1] *Source: SFMTA CSP June 2021 Monthly Progress Report*

2. OBSERVATIONS AND FINDINGS

2.1. Summary of Monitoring Activities

- *July 2021 – Weekly Schedule Review Meeting and Monthly PMOC/SFMTA Meeting*
- This report reflects financial information SFMTA provided in *July 2021* (financial cutoff date of *June 30, 2021)* and information obtained in the above-referenced meetings.
  Note: Items that have changed from the previous month's report are indicated in *italics*. Other information is unchanged.

2.2. Oversight Triggers

2.3. Project Management Plan and Sub-Plans

SFMTA delivered an update of the Project Management Plan (PMP) in April 2019. FTA did not request a comprehensive review of the PMP by the PMOC.

2.4. Management Capacity and Capability

2.4.1. Agency Staff

SFMTA appointed a permanent program director for the CSP in July 2019. Transition from the acting director began the week of July 15, 2019. The permanent program director attended the SFMTA Quarterly Progress Review Meeting (QPRM) held on August 8, 2019. In November 2019, SFMTA appointed a permanent Director of Transportation. The new Director of Transportation started his position on December 16, 2019.

2.4.2. Contractor Staff

There were no changes in the contractor's management staff.

2.5. National Environmental Policy Act Process and Environmental Mitigation

The PMOC received the First Quarter 2018 Mitigation Monitoring Reporting Program update from SFMTA on July 10, 2018. The PMOC's review of the report indicates that SFMTA continues to meet its commitments for monitoring and mitigation of project impacts.

2.6. Project Delivery Method and Procurement

The project delivery method is Design-Bid-Build.

2.7. Design

Design is complete.

2.8. Value Engineering and Constructability Reviews

All contracts are under construction.

2.9. Real Estate Acquisition and Relocation

SFMTA has acquired all project right-of-way, and all commercial and residential relocations are complete.

SFMTA submitted the Real Estate Acquisition Management Plan (RAMP) Revision 5, dated September 26, 2013, to FTA on November 19, 2013. SFMTA has acquired all required real estate for the project in accordance with the RAMP.

2.10. Third-Party Agreements and Utilities

2.10.1. Bay Area Rapid Transit

There are no updates to report related to Bay Area Rapid Transit.

2.10.2. California Public Utilities Commission

The California Public Utilities Commission (CPUC) is participating in the various safety meetings, including the Safety and Security Certification Review Committee (SSCRC) and Fire and Life Safety Committee (FLSC) meetings. Representatives of the CPUC also regularly attend the SFMTA/FTA QPRMs and were in attendance at the March 2021 QPRM. The FLSC is working to approve items on the certifiable items list for the Stations contract. SFMTA has expressed concern that CPUC may have insufficient staff to witness the required safety tests for CSP, which could further delay the RSD. This potential risk is being monitored in the risk register, and mitigation strategies have been identified.

2.10.3. San Francisco Public Utilities Commission

There are no updates to report.

2.10.4. San Francisco Department of Public Works

The San Francisco Department of Public Works (SFDPW) inspects completed street and sidewalk facilities that the contractor has proposed to release to the city. SFDPW develops punch lists of required repairs that the contractor must complete before acceptance of the streets and sidewalks. SFMTA is following the SFDPW guidelines.

2.10.5. San Francisco Parks and Recreation Department

There are no updates to report.

2.10.6. Private Property Owners

All real estate acquisitions are complete. There will be a need to extend the duration of some of the licenses for compensation grouting. A number of private property owners and businesses have issued claims for damage associated with the project construction. The builder's insurance policies maintained by the contractor cover the costs associated with these claims, and the contractor has demonstrated improved responsiveness to damage claims that are associated with ongoing construction work.

2.11. Construction

Contract 1250 (UR #1). This completed contract relocated utilities within the footprint of the proposed YBM.

Contract 1251 (UR #2). This completed contract included the relocation of utility lines within the footprint of the proposed UMS and temporarily rerouted existing trolley coach lines around the construction zone.

Contract 1252 Tunnel. This completed contract included the construction of 1.5 miles of twin tunnels excavated by tunnel boring machines and construction of the tunnel portal, retrieval shaft, and five cross-passages. Final completion has been achieved, and final contract closeout is finished. SFMTA presented the final cost data for the contract at the August 2018 QPRM. Not including costs of extra work paid from non-project sources, the final cost of the CSP tunneling work was $233,511,253, but the most current EAC for this work is $234,967,069. When SFMTA reconciles the final contract cost with the program budget, about $1.4 million in additional unallocated contingency should be available as a result of the final cost of the tunneling work being well below the current allocated budget for the work. The amount of $1.4 million has already been transferred to unallocated contingency.

Contract 1300 (Combination of UMS, CTS, and YBM stations, and Surface, Track, and Systems (STS)). This contract includes the construction of three underground stations, one surface station, all surface works required for the installation of LRT between 4th and King streets and the tunnel portal, and all LRT track and systems components. *As of the end of July 2021, the Stations and STS contracts were 96.4 percent complete, based on the value of completed construction.*

Table 4 shows the forecast date for completion of construction for each work package for the May 2021 and June 2021 schedule updates.

Table 4 – Forecast Construction Completion Dates for CSP Work Packages

Work Package	**May 2021 Forecast Construction Completion Date**	***June 2021 Forecast* Construction Completion Date**
1253 – Union Square/Market Street Station	10/27/2021	*12/1/2021*
1254 – Chinatown Station	9/23/2021	*10/16/2021*
1255 – Yerba Buena/Moscone Center Station	9/23/2021	*10/18/2021*
1256 – Surface, Track, and Systems	12/17/2021	12/17/2021

Source: SFMTA CSP Monthly Progress Report for *June 2021*

UMS: *The contractor continues installation of disconnect switches in elevators #1 and #2.* The contractor completed installation of traction conduits and traction pull boxes and painting of traction power conduits at the platform level. *The contractor continued installing crystallized glass panels on the radiused ends of utility houses at the concourse level. The contractor completed the installation of escalator drywall, concrete masonry unit wall, and escalator side walls/cladding at the north and south ends of the platform level. The contractor began installing blue light on the south platform. The contractor completed the installation of the fire hose cabinet.*

CTS: The installation of Mechanical/Electrical/Plumbing (M/E/P) and fire protection components continued throughout the station. *The contractor continued testing elevators #1, #2, #3, and #4*. *The contractor began installation of handrails for the ramp and stairs at the plaza*. *The contractor completed troubleshooting the traction power and train control components. The contractor continued installing the glass-fiber-reinforced concrete panels at the plaza level*. The street work, monitoring, and surveying activities are ongoing. The contractor continued *terminating* service wires at the main electrical and traction power rooms at the headhouse platform level. *The contractor continued testing switches, circuit breakers, and Supervisory Control and Data Acquisition (SCADA) components*.

YBM: The installation of M/E/P components, interior walls, and stairs continued throughout the station. *The contractor began the installation of anti-graffiti coating on the station-level glazing.* The contractor continued working on interior finishes at concourse levels within the station box. *The contractor continued installing metal cladding for* escalators #1, #2, and #3. *The contractor began the remediation work for water leaks on stub-up conduits that go through the platform level to the invert slab.* The contractor continued installing the station agent booth. *The contractor began terminating positive cables at TP boxes and negative feeder cables in stub-up conduits at the platform level.*

STS: Installation of the traction power conduit and other electrical conduit inside the tunnels continued. The tunnel lighting and mini power installation is ongoing. *The contractor continued installing the fiber optic system.* The platform construction at 4th Street and Brannan Street continued. The contractor continued OCS hanger installation and installation of OCS risers throughout the tunnel. The contractor continued fiber system installation and terminations in communications rooms. The Fire Department Connection (FDC) work near the 4th Street portal is complete. Testing of the Automated Train Control System (ATCS) and radio system continued. The contractor continued the installation of the OCS at 4th and King streets.

Systems and Track

Work on track had been suspended pending delivery of new track to replace the nonconforming track supplied by the contractor. The track was delivered at the end of October 2019 and is stored on 4th Street. Installation of the replacement track was completed during the first quarter of 2021. SFMTA retained ownership of the nonconforming rail and is working with project representatives for the Sacramento Streetcar project to potentially transfer ownership of the rail for use on that project. The contractor continued the 4th/Brannan streets platform construction. It continued installation of traction power conduit and other electrical conduit inside the tunnel for Closed Circuit Television (CCTV), telephone, tunnel lighting, and tunnel electrical power. The contractor continued traction power cable installation, terminations, and installation of cross bonds throughout the tunnel. It continued *testing* of the ATCS and radio system. The contractor continued fiber system installation and terminations in communications rooms (SFDT) and *continued* FDC installation near the 4th Street portal.

Tunnel Work

The electrical subcontractor is nearing completion on installing conduits and OCS support equipment, and pulling and terminating cable in the tunnels.

2.12. Vehicle Technology and Procurement

The four LRVs for the CSP have been delivered and accepted by SFMTA. An additional 24 LRVs for near-term fleet expansion (four for service to the new Warriors Arena) and 151 LRVs for fleet replacement are in various stages of production and delivery. SFMTA has identified which of the new cars are considered to be funded by the CSP and will provide information on the date they are placed into revenue service for ongoing tracking of these assets in which the federal government has a financial interest.

2.13. Project Cost

2.13.1. Project Cost Control Systems

SFMTA continues to maintain the Trend Log and logs of Change Order Requests (CORs), Proposed Contract Changes (PCCs), Notice of Potential Claims (NOPCs), and Certified Claims for Contract 1300 using CM13. The Trend Log includes all potential changes in contract value, including items that, in the opinion of the CSP staff, are not merited and new items for which merit has not been determined. The contract change management log includes CORs that have been determined to have merit as well as agency-initiated PCCs that are progressing through negotiations toward a Contract Modification (CMod). The NOPC Log and the Certified Claim Log include CORs rejected by SFMTA for which the contractor expects to submit or has submitted a claim.

2.13.2. Project Cost (*June 2021*)

Revised EAC: $1.891 billion

Total contingency: *$18 million (minimum contingency is $25 million)*

SFMTA reported the following amounts:

Actual Cost (AC): *$1,845,450,398, which reflects an increase of $11.2 million since the May 2021 financial reporting period*

Current funding level: *$1,877,153,762*

Earned Value (EV): *$1,497,567,984, which reflects an increase of $2.4 million since the May 2021 financial reporting period*

Cost Performance Index (CPI): *0.81*

SFMTA is reporting the CPI as a measure of cost efficiency on the project. It is the ratio of EV to AC. A CPI equal to or greater than 1.0 indicates a cost underrun, and a CPI of less than 1.0 indicates a trend towards a cost overrun. The PMOC recommends that SFMTA update the CPI to reflect the

EAC based on the current project cost and schedule projections, including outstanding claims and COVID-19 impacts.

2.13.3. Project Cost Trends

SFMTA tracks potential changes in project cost, calling these potential changes "trends." Trends include all potential changes in a contract's value. As the status of an identified trend changes, it may become a contract modification, or CMod; it may become an item that is paid on a force account basis; or it may be denied/closed with no impact to the project cost. Extra cost items identified by the Contract 1300 contractor that CSP management concludes have no merit are carried in the total trend amount at a lower value than the contractor's estimate of extra costs, and the value reflects SFMTA's assessment of the likelihood that the change would ultimately be approved through the contract dispute resolution process.

Table 5 shows the overall budget, trends, and contingency status for the entire CSP program. Note that the values in Table 5 reflect the project status as of the end *of May 2021,* as reported in SFMTA's *June 2021* Monthly Progress Report. Claims and denied CORs are not included in the cost forecast in Table 5.

2.13.4. Change Order Control

SFMTA is maintaining its management tools for tracking potential contract changes, such as executed change orders for Contract 1300. As of the June 30, 2021, reporting period, SFMTA is reporting the value of the approved changes and the value of the potential changes to the overall project at $379.2 million and $1.8 million, respectively. The $1.8 million represents the amount for Contract 1300, as summarized below:

- *1253 Union Square/Market Street Station – $0.5 million*
- *1254 Chinatown Station – $0.7 million*
- *1255 Yerba Buena/Moscone Station – $0.4 million*
- *1256 Surface, Track, and Systems – $0.2 million*

2.13.5. Cost Contingency

The total available contingency (approved contingency less approved contract changes) *reported in June 2021 is $18 million*, which *is* below the minimum required contingency of $25 million, *as listed in the June 2021 SFMTA CSP Monthly Progress Report. It is the PMOC's opinion that SFMTA should report to FTA any reserves that can be used for the CSP.*

Table 5 – Budget and Contingency Status for Central Subway Project[1]

		CONTRACT COST					CONTINGENCY					BUDGET	VARIANCE
	COST ELEMENT	ORIGINAL CONTRACT VALUE / September 2013 SUPPLEMENTAL BUDGET	APPROVED CHANGES	CURRENT CONTRACT VALUE [a + b]	POTENTIAL CHANGES	ESTIMATE AT COMPLETION (EAC) [c + d]	ORIGINAL CONTINGENCY / Sep 2013 SUPPLE-MENTAL CONTINGENCY (Include CN 1250 & CN1251)	CONTINGENCY ADJUSTMENT TRANSFERS	REVISED AUTHORIZED CONTINGENCY (Include CN1250 & CN1251) [f + g]	REMAINING CONTINGENCY AFTER APPROVED CHANGES DEDUCTED [h - b]	REMAINING CONTINGENCY AFTER POTENTIAL CHANGES DEDUCTED [i - d]	ORIGINAL CONTRACT VALUE + REVISED AUTHORIZED CONTINGENCY [a + h]	BUDGET - ESTIMATE AT COMPLETE
		a	b	c	d	e	f	g	h	i	j		k
SCC 10-50	CONSTRUCTION CONTRACT PACKAGES												
1250	UTILITY RELOCATION PACKAGE #1	9,273,939	2,694,211	11,968,150		11,968,150	1,953,377	740,834	2,694,211			8,150	
	Contract 1250 Department of Technology	166,756		166,756		166,756						166,756	
1251	UTILITY RELOCATION PACKAGE #2	16,832,550	3,836,531	20,669,081		20,669,081	5,367,297	(1,530,766)	3,836,531			20,669,081	
	Contract 1251 Department of Technology	75,615		75,615		75,615						75,615	
1252	GUIDEWAY TUNNEL	233,584,015	(72,762)	233,511,253	-	233,511,253	23,658,464	(23,731,226)	(72,763)			233,511,253	(1)
1300	STATIONS	839,676,400	304,100,065	1,143,776,465	1,786,209	1,145,562,674	20,000,000	280,369,599	290,869,599	(13,2	,016,675)	1,130,545,999	(15,016,675)
	1253 UNION SQUARE/MARKET ST STATION [UMS]	294,030,590	20,744,337	314,774,927	523,606	315,298,533	5,000,000	15,000,000	20,000,000	(744,	(1,267,943)	314,030,590	(1,267,943)
	1254 CHINA TOWN STATION [CTS]	247,567,810	156,659,801	404,227,611	718,115	404,945,725	5,000,000	139,679,388	144,679,388	(11,980,413)	(12,698,527)	392,247,198	(12,698,527)
	1255 YERBA BUENA/ MOSCONE STATION [YBM]	158,089,000	4,889,959	162,978,959	379,590	163,358,549	5,000,000	10,000,000	15,000,000	10,110,041	9,730,451	173,089,000	9,730,451
	1256 SURFACE TRACKWORK & SYSTEMS [STS]	139,989,000	121,805,969	261,794,969	164,899	261,959,868	5,000,000	*115,690,211*	111,190,211	(10,615,758)	(10,780,657)	251,179,211	(10,780,657)
OTHER		39,923,508	23,775,304	63,698,812		63,698,812	2,056,645	10,560,000	26,958,595	(6,316,709)	(6,316,709)	66,882,103	(6,316,709)
	SCC 10 - 50 Construction Sub-total	1,139,532,783	334,333,350	1,473,866,132	1,786,209	1,475,652,341	53,035,782	266,408,441	324,286,173	(19,547,175)	(21,333,384)	1,463,818,956	(21,333,385)
SCC 60-80	SOFT COSTS PACKAGES												
60	ROW, LAND, EXISTING IMPROVEMENTS	36,511,799	(4,265,478)	32,246,321		32,246,321	1,000,000	(1,000,000)	0	0	0	32,246,321	0
70	VEHICLES	24,108,712	(7,308,712)	16,800,000		16,800,000	2,276,941	(7,076,941)	(4,800,000)	(4,800,000)	(4,800,000)	12,000,000	(4,800,000)
80	PROFESSIONAL SERVICES	310,518,041	56,410,151	366,928,192		366,928,192	18,221,079	(16,862,657)	1,358,422	1,358,422	1,358,422	368,286,614	1,358,422
	SCC 60 - 80 Construction Sub-total	371,138,552	44,835,961	415,974,513	0	415,974,513	21,498,020	(24,939,598)	(3,441,578)	(3,441,578)	(3,441,578)	412,532,935	(3,441,578)
SCC 90	UNALLOCATED CONTINGENCY						3,845,945	(261,295,781)	(257,449,836)	801,869	801,869	801,869	801,869
TOTAL		1,510,671,335	379,169,311	1,889,840,646	1,786,209	1,891,626,855	78,379,747	(19,826,938)	63,394,759	(18,446,880)	(18,446,880)	1,877,153,760	(14,473,095)

SCC Breakdown of Forecast Construction Costs Not Available

[1] Data reported in SFMTA's CSP Monthly Progress Report for *June 2021* (reformatted by the PMOC).

2.13.6. Funding

Table 6 shows federal, state, and local project funding and expenditures.

Table 6 – Project Funding (as of *May 2021)*

Funding Available Table		
	Funding	
	Committed Funding Sources	Total Awarded Funds to Date
Federal		
Sect. 5309-NS	$942,200	$942,200
Sect. 5307-OBAG	$15,980	$15,980
CMAQ	$41,025	$41,025
Federal Subtotal	**$999,205**	**$999,205**
State		
TCRP	$14,000	$14,000
State RIP	$12,498	$12,498
Prop. 1B (I-Bond) PTIMSE	$308,601	$312,236
Prop. 1A (HSR-Bond)	$61,308	$61,308
State Subtotal	**$396,407**	**$400,042**
Local		
LCTOP	$4,000	$4,000
Operating	$4,970	$311,424
MTA	$0	$475
Prop. B Pop Baseline	$26,985	$20,125
Prop. K	$143,542	$138,692
TSF Transit	$3,191	$3,191
Local Subtotal	**$182,688**	**$477,907**
CPT 544 Total	**$1,578,300**	**$1,877,154**

Source: SFMTA CSP Monthly Progress Report for *June 2021*

2.14. Project Schedule

As of the end of *May 2021*, the project *continues to trend behind schedule*, based on the projected RSD of *May 20, 2022.* The substantial completion date for Contract 1300 is now forecast to be *October 15, 2021.*

The critical path for the construction work still flows through the STS installation; start-up; and testing, commissioning, and pre-revenue activities. Work at UMS is close to the critical path, so that any delays at UMS or time savings at CTS may cause a change in the critical path.

2.14.1. Project Schedule Data (as of the end of *May 2021*)

The project's EV is *$1,497,567,984 and its* Planned Value (PV) is $1,593,491,019. The project's Schedule Performance Index (SPI) is *0.94*. SPI is a measure of schedule efficiency on a project. It is the ratio of EV to PV. An SPI equal to or greater than 1.0 indicates more work was completed than planned, and a value of less than 1.0 indicates less work was completed than planned. An SPI equal to or greater than 0.9 reflects satisfactory performance, considering the margin of error in estimating both EV and PV. The current SPI of 0.94 indicates that the project is significantly behind schedule.

Schedule contingency management criteria were developed from the FTA Risk Assessment before entry into Final Design (FD). Minimum schedule contingency levels at various project milestones or "hold points" were agreed to with SFMTA at Risk Workshop #4, which was held in 2009. The FTA-recommended schedule contingency for the current stage of the project is four months.

2.14.2. Schedule Contingency

All contingency in the schedule has been consumed, and there are more than 12 months of negative float from the baseline schedule. SFMTA submitted an FFGA Schedule Extension letter to the FTA on December 6, 2018, with a request to extend the FFGA RSD to May 26, 2020, and FTA issued an approval letter on February 27, 2019. The schedule that SFMTA submitted, dated May 2021, forecasted an RSD of May 5, 2022. More recently (in April 2021), SFMTA issued a revised FFGA Schedule Extension Letter requesting an additional extension for an early RSD of March 31, 2022, and a late RSD of June 20, 2022.

2.14.3. Critical Path Summary

Baseline Schedule:

CTS Install Guidewalls, Slurry Walls, and Install Surface Deck – Complete

CTS Excavate Headhouse and Bracing – Complete

CTS Sequential Excavation Method and Install Supports – Complete

CTS Headhouse Structural Concrete/Remove Bracing – Underway

CTS Install M/E/P Equipment – Installation is expected to be completed in the next three months at the headhouse surface, plaza, and roof levels.

CTS Start-up and Testing – Testing of traction power and train control components started in April 2021.

CTS P-1254R Commissioning of Station

Safety and Security Certification/Pre-revenue Activities – Safety and security certification/pre-revenue service activities started in June 2021, and to be complete on March 30, 2022.

RSD on December 26, 2018 *(currently forecast for May 20, 2022)*

Current Schedule:

Install OCS Hangers and Assemblies – OCS hanger installation throughout the tunnel is ongoing. The remaining hangers in the northbound portal were completed by March 26, 2021.

Install OCS Wires, and Pull and Terminate Traction Power Cable – Traction power conduit, cable pulling, terminations, and cable testing are ongoing.

Install Train Control Cable Loop System – Installation of the loop system was complete on June 15, 2021, and will be followed by start-up and testing.

Start-up and Testing – Tunnel and ATCS – This work *started* on June 16, 2021.

2.14.4. Three-month Look-ahead

The following activities are planned over the next three months:

Contract 1300

UMS P-1253:

- *Completion of the following:*
  - *Testing of elevators and escalators*
  - *Cleaning of the station*
  - *Installation of door marker tiles*
- *Continued installation and testing of the following:*
  - *Overhead plumbing, fire protection piping, overhead fixtures, and electrical*
  - *Access controls*
  - *Heating, Ventilation, and Air Conditioning (HVAC) and emergency ventilation start-up and testing*
  - *Power and lighting start-up and testing*
  - *Fire alarm/Public Address (PA)/security systems start-up and testing*
  - *Permanent Pacific Gas & Electric historic streetlights at O'Farrell and Stockton streets*
  - *Traffic cabinets*

CTS P-1254R:

- *Start of artwork installation*
- *Continued installation of street traffic signal poles, pull boxes, and control box at the intersection of Stockton and Washington streets*
- *Abandonment of dewatering wells on Stockton Street*
- *Completion of cavern grouting to embed the waterproof membrane*
- *Completion of systems start-up and acceptance testing*

YBM P-1255:

- *Completion of installation of handrails at the ingress/egress stairs #8 and #9*
- *Completion of installation of signage*
- *Completion of interior finishes on the mezzanine*
- *Completion of installation of sculptures at the surface level*
- *Completion of station agent booth, panel sign off, and door and interior finishes*

- *Completion of traction power gear testing*
- *Completion of traction power SCADA testing*
- *Completion of CCTV testing for elevators*
- *Completion of the deluge spray pattern demonstration with the San Francisco Fire Department*
- *Completion of terminating wire for blue light emergency phones*
- *Completion of heat recovery coils and air balance*
- *Completion of metal cladding installation at escalators #1, #2, and #3*
- *Completion of the Daiken test for reworked systems*
- *Completion of testing of elevator and escalator functionality*
- *Completion of room pressure testing*

STS P-1256:

- *Completion of OCS/streetlight pole installation*
- *Continuation of OCS support/wire installation in the tunnel and on 4th Street*
- *Continuation of 4th/Brannan streets platform construction*
- *Continuation of surface signaling work on 4th Street*
- *Continuation of electrical conduit installation inside the tunnel for CCTV, telephone, tunnel lighting, and tunnel electrical power*
- *Continuation of OCS support, riser, and wire installation*
- *Continuation of pulling of traction power feeder cables on the surface*
- *Continuation of train case fabrication and testing for the 4th Street/King Street and Bluxome Street crossover*
- *Completion of installation of surface signaling to the existing system at 4th Street/King Street*
- *Continuation of fiber system installation and terminations in communication rooms (SFDT)*
- *Continuation of testing of the ATCS and the radio system*

2.15. Project Risk

SFMTA conducts monthly meetings to review the status of identified risks, monitor the implementation of mitigation measures, identify new risks, and evaluate the probability and potential impacts of existing and newly identified risks. The current major risks to the project address the potential for further delays to the construction of the stations, which cannot be

mitigated or recovered, resulting in further delays to the RSD. At the risk mitigation meeting, these and other major remaining project risks were evaluated.

The PMOC noted the following significant items of discussion at the risk mitigation meeting:

- *Risk 265 – COVID-19* restrictions directly impact the progress of the work, resulting in increased cost and schedule delays.
- Risk 205 – Prolonged time to execute CMods creates additional cost and causes conflict between Resident Engineers and the contractor: TPC is now refusing to progress work that includes changes to the contract documents without an executed CMod, which may delay future work. SFMTA noted that its standard procedures for making contract modifications lead to delays in execution of all changes.
- The meeting included routine updates to previously identified risks. Risks associated with underground mining at CTS are nearing retirement, pending completion of the final lining of the platform and cross-cut caverns.
- CSP's new quality manager noted that there has been an increase in Non-conformance Notices (NCNs), which are issued when the contractor fails to issue a Contractor Non-conformance Report (CNCR).
- Initial ratings were developed for a new risk that had been identified at previous risk mitigation meetings:
    - Systems elements not working properly – This risk is rated high for probability and cost impact, and medium for schedule impact, resulting in an overall rating of 8.

The PMOC *continues to* encourage SFMTA to identify new risks associated with COVID-19 impacts and with the system integration/testing and operational readiness, along with the risks related to a specialty subcontractor's resource availability, as the major risks associated with civil work and related differing site conditions are being retired.

SFMTA has been applying updated schedule risks to a Monte Carlo analysis of the program schedule in order to establish a range of likely construction completion dates and RSDs. SFMTA has issued a revised FFGA Schedule Extension Letter requesting an extension to the RSD. SFMTA currently forecasts the RSD to occur in *May 2022*.

2.16. Quality Assurance/Quality Control (QA/QC)

2.16.1. QA/QC Plan Implementation

The Contract 1300 contractor's staff includes a Contractor's Quality Manager (CQM), who reports to the contractor's management at an organizational level superior to the contractor's Project Manager. The CQM is provided by a subcontractor. The reporting structure is designed to provide the CQM with direct access to the contractor's Principal Officers. A CNCR Log for identifying, correcting, documenting, and controlling non-conformances is maintained by the contractor and reviewed at weekly status meetings for each work package. For any work that is the subject of a Corrective Action Request, subsequent work activities are not allowed to progress until the

conditions that are averse to quality are corrected. If the contractor does not issue a CNCR, SFMTA may issue an NCN, in which SFMTA's QA staff identifies the non-conforming work.

As of June 30, 2021, TPC's Quality Manager had filed 594 CNCRs. During this period, seven new CNCRs were opened and one CNCR was closed. Forty-seven CNCRs are currently posted to the CNCR Log as OPEN. The Quality Engineer has issued 39 NCNs.

2.17. Safety and Security

2.17.1. Safety and Security Management Plan

An updated Safety and Security Management Plan (SSMP) Revision 2, dated February 2, 2014, was submitted to FTA on May 2, 2014. The SSMP outlines the plans needed prior to revenue operations. These plans include the RAP, the System Integration Test Plan, the Safety and Security Certification Plan (SSCP), and the Pre-Revenue Operations and Start-up Plan. SFMTA has completed the SSCP, which is being used to guide safety certification activities. The initial draft of the RAP was completed along with the latest update of the PMP. SFMTA has hired a Start-up and Testing Manager for the program.

2.17.2. Fire and Life Safety/Safety and Security Issues

The Construction Specification Conformance Checklists have been completed and approved for all construction packages. In September 2013, the CPUC staff began attending monthly as-built meetings to review the completed items. All items related to the tunnel construction have been certified and accepted by SFMTA's safety staff.

2.17.3. Construction Safety

No recordable incidents were reported in June 2021. The construction safety data in Table 7, below, will be updated in the next monthly report. The performance metrics relating to accidents per working hour remain well within the Occupational Safety and Health Administration (OSHA) goals for similar construction. The current incident statistics for the project are shown in Table 7, as well as where they are not applicable (NA).

Table 7 – Construction Safety Data

Through May 2021	**Number of Incidents**	**Incident Rate[1]**	**Goal**
Contract 1300			
OSHA Recordable Accidents	*47*	*1.09*	<3.4
Job Transfer/Restricted Duty Incidents	0	0.00	NA
Lost Time Incidents	*11*	*0.25*	<1.6
Total Incidents	*58*	*1.34*	NA
Hours Worked	*8,654,940*		

[1] OSHA incident rate = incidents x 200,000/hours worked.

2.18. Americans with Disabilities Act

There are no Americans with Disabilities Act issues for the project at this time.

2.19. Buy America

There are no Buy America issues.

2.20. Start-up, Commissioning, Testing

SFMTA submitted a draft of the RAP in April 2019. A conference call was held in June 2019 between SFMTA and the PMOC's System Integration Manager, as part of the monthly recurring call, to discuss the required documentation for OP 54 (Readiness for Revenue Operations).

ATTACHMENT A – LIST OF ACRONYMS

AC	Actual Cost
ATCS	Automated Train Control System
BRT	Bus Rapid Transit
CCTV	Closed Circuit Television
CFR	Code of Federal Regulations
CLIN	Contract Line Item Number
CMGC	Construction Management/General Contractor
CMod	Contract Modification
CNCR	Contractor Non-conformance Report
COR	Change Order Request
CPI	Cost Performance Index
CPM	Critical Path Method
CPUC	California Public Utilities Commission
CQM	Contractor's Quality Manager
CSP	Central Subway Project
CSSP	Construction Safety and Security Plan
CTS	Chinatown Station
DBE	Disadvantaged Business Enterprise
DBOM	Design, Build, Operate, and Maintain
DF	Designated Function
EAC	Estimate at Completion
EV	Earned Value
FD	Final Design
FDC	Fire Department Connection
FFGA	Full Funding Grant Agreement
FLSC	Fire and Life Safety Committee
FRA	Federal Railroad Administration
FTA	Federal Transit Administration
HVAC	Heating, Ventilation, and Air Conditioning
LRT	Light Rail Transit

LRV	Light Rail Vehicle
M/E/P	Mechanical/Electrical/Plumbing
MCC	Management Capacity and Capability
NA	Not Applicable
NCN	Non-conformance Notice
NOPC	Notice of Potential Claim
NTP	Notice to Proceed
O&M	Operations and Maintenance
OCS	Overhead Catenary System
OHA	Operational Hazard Analysis
OP	Oversight Procedure
OSHA	Occupational Safety and Health Administration
PA	Public Address
PCC	Proposed Contract Change
PE	Preliminary Engineering
PHA	Preliminary Hazard Analysis
PMOC	Project Management Oversight Contractor
PMP	Project Management Plan
PV	Planned Value
QA/QC	Quality Assurance/Quality Control
QPRM	Quarterly Progress Review Meeting
RAMP	Real Estate Acquisition Management Plan
RAP	Rail Activation Plan
ROD	Record of Decision
RSD	Revenue Service Date
SBE	Small Business Enterprise
SCADA	Supervisory Control and Data Acquisition
SCC	Standard Cost Category
SCIL	Safety Certifiable Item List
SEPP	Security and Emergency Preparedness Plan
SFDPW	San Francisco Department of Public Works

SFMTA	San Francisco Municipal Transportation Agency
SIT	Systems Integration Test
SOP	Standard Operating Procedure
SPI	Schedule Performance Index
SSCP	Safety and Security Certification Plan
SSCRC	Safety and Security Certification Review Committee
SSCVR	Safety and Security Certification Verification Report
SSMP	Safety and Security Management Plan
SSO	State Safety Oversight
SSPP	System Safety Program Plan
STS	Surface, Track, and Systems
TBD	To Be Determined
TPC	Tutor Perini Corporation
TVA	Threat and Vulnerability Analysis
UMS	Union Square/Market Street Station
YBM	Yerba Buena/Moscone Center Station

ATTACHMENT B – SAFETY AND SECURITY CHECKLIST

Project Overview			
Project Mode (Rail, Bus, BRT, Multimode)	Light Rail Transit		
Project Phase (Project Development, Engineering, Construction, Start-up)	Construction		
Project Delivery Method (Design/Build, DBOM, CMGC, etc.)	Design-Bid-Build		
Project Plans	**Version**	**Review by FTA**	**Status**
Safety and Security Management Plan (SSMP)	2014	2011	Revision 1 Update submitted to FTA on February 23, 2011. Not submitted to Federal Railroad Administration (FRA). Revision 2 submitted to FTA on May 2, 2014.
Safety and Security Certification Plan (SSCP)	2011		SSCP was revised October 2011. Revision 1 was developed in November 2011. Not submitted to FRA.
System Safety Program Plan (SSPP)	2009	2009	SSPP dated 03/13/2009 submitted to FTA on 07/31/2009. Not submitted to FRA.
System Security Plan or Security and Emergency Preparedness Plan (SEPP)	2009		Not submitted to FTA. Not submitted to FRA.
Construction Safety and Security Plan (CSSP)	2012		Health and Safety. Construction Safety Standards Revision 3, June 27, 2012.
Area of Focus	**Y/N**	**Notes/Status**	
Safety and Security Authority			
Is the project sponsor subject to 49 CFR Part 659 state safety oversight requirements?	Y		
Has the state designated an oversight agency as per Part 659.9?	Y	California Public Utilities Commission (CPUC) Consumer Protection & Safety Division 505 Van Ness Avenue San Francisco, CA 94102 (415) 703-1017 phone (415) 703-1758 fax Point of contact: Arun Mehta	
Has the oversight agency reviewed and approved the project sponsor's Security Plan or SSPP as per 49 CFR Part 659.17?	Y	SFMTA currently operates its LRT system in compliance with an SSPP approved by the CPUC. These plans will be revised, as required, to incorporate the addition of the CSP during the late construction and early testing phase and submitted to the CPUC for approval prior to the planned start of revenue operations.	
Did the oversight agency participate in the last Quarterly Program Review Meeting?	N		
Has the project sponsor submitted its safety certification plan to the oversight agency?	Y	SFMTA submitted the SSCP to CPUC staff for review and Commission approval during the preliminary engineering phase. The plan was approved in March 2009. The SSCP that was revised in November 2011 was submitted to the CPUC and was approved.	

		CPUC attends monthly certification review meetings conducted by SFMTA.
Has the project sponsor implemented security directives issues by the Department Homeland Security and/or Transportation Security Administration?	NA	Currently, there are no Transportation Security Administration directives or programs applicable to the project. If any arise during the course of the project, the activities to comply will be developed and shown on a revision of the project safety and security activities schedule.
SSMP Monitoring		
Is the SSMP project-specific, clearly demonstrating the scope of safety and security activities for this project?	Y	The PMOC reviewed the CSP SSMP and provided a spot report to FTA in May 2011. FTA approved the CSP SSMP on May 16, 2011. A follow-up Adherence Audit was conducted September 14 through 16, 2011. The audit found that CSP is conducting its activities in accordance with the SSMP.
Does the project sponsor review the SSMP and related project plans to determine if updates are necessary?	Y	SSMP Revision 2 was submitted to FTA on May 2, 2014.
Does the project sponsor implement a process through which the Designated Function (DF) for Safety and DF for Security are integrated into the overall project management team? Please specify.	Y	Safety and security are under the direction of the SFMTA Safety and Security Manager and supplemented by Project Management/Construction Management consultant staff, including a Safety and Security Certification professional who has been dedicated to supervising project safety and security certification.
Does the project sponsor maintain a regularly scheduled report on the status of safety and security activities?	Y	Safety and security certification status and activities are reported in the weekly construction progress meetings and the CSP Monthly Progress Report.
Has the project sponsor established staffing requirements, procedures, and authority for safety and security activities throughout all project phases?	Y	
Does the project sponsor update the safety and security responsibility matrix/organizational chart as necessary?	Y	The PMOC found the revised matrix in the SSMP, Rev. 1, dated February 8, 2011, to be compliant.
Has the project sponsor allocated sufficient resources to oversee or carry out safety and security activities?	Y	
Has the project sponsor developed hazard and vulnerability analysis techniques, including specific types of analysis to be performed during different project phases?	Y	CSP has prepared a Preliminary Hazard Analysis Report, Rev. 0, dated April 23, 2009. Corrective actions and analysis for different project phases have been identified in the report.
Does the project sponsor implement regularly scheduled meetings to track to resolution any identified hazards and/or vulnerabilities?	Y	
Does the project sponsor monitor the progress of safety and security activities throughout all project phases? Please describe briefly.	Y	Safety and security is an ongoing agenda item for the current construction contract (Contract 1300) work package status meetings. The status of safety and security certifications is reviewed at weekly project management meetings.
Does the project sponsor ensure the conduct of preliminary hazard and vulnerability analyses? Please specify analyses conducted.	Y	
Has the project sponsor ensured the development of safety design criteria?	Y	Design is complete and construction is underway.

Has the project sponsor ensured the development of security design criteria?	Y	Design is complete and construction is underway.
Has the project sponsor ensured conformance with safety and security requirements in design?	Y	Certification checklists have been developed. Certification is achieved through monthly meetings. Design is complete and construction is underway.
Has the project sponsor verified construction specifications conformance?	Y	This is ongoing as construction progresses and is verified through the safety and security certification process.
Has the project sponsor identified safety and security critical tests to be performed prior to passenger operations?	N	These tests are currently being developed.
Has the project sponsor verified conformance with safety and security requirements during testing, inspection, and start-up phases?	N	Project is in construction, and the RSD is about 10 months in the future.
Does the project sponsor evaluate change orders, design waivers, or test variances for potential hazards and/or vulnerabilities?	Y	
Has the project sponsor ensured the performance of safety and security analyses for proposed workarounds?	NA	Currently no workarounds have been identified.
Has the project sponsor demonstrated through meetings or other methods, the integration of safety and security in the following? • Activation Plan and Procedures • Integrated Test Plan and Procedures • Operations and Maintenance Plan • Emergency Operations Plan	In Process	The second draft of the Rail Activation Plan (RAP) has been completed. An Integration Matrix has been implemented for all disciplines and includes safety and security concerns. Project Sponsor intends to hire a Start-up and Testing Manager who will develop the plans and procedures. This hire is becoming a critical activity.
Has the project sponsor issued final safety and security certification?	N	Project is in the construction phase.
Has the project sponsor issued the final safety and security verification report?	N	Project is in the construction phase.
Construction Safety		
Does the project sponsor have a documented/implemented Contractor Safety Program with which it expects to comply?	Y	Health and Safety Construction Safety Standards, Revision 3, dated June 27, 2012.
Does the project sponsor's contractor(s) have a documented companywide safety and security program plan?	Y	
Does the project sponsor's contractor(s) have a site-specific safety and security program plan?	Y	The remaining active contractor has a plan. Contract documents require that the contractor follows an Environmental Health and Safety Program, specific to the contract work.
How do the project sponsor's OSHA statistics compare to the national average for the same type of work?	Y	Provided in the CSP Monthly Progress Report. Statistics remain favorable compared to national averages and project safety goals.
If the comparison is not favorable, what actions are being taken by the project sponsor to improve its safety record?	NA	Statistics are favorable. No action needed.
Federal Railroad Administration		
If shared track, has the project sponsor submitted its waiver request application to FRA? (Please identify specific regulations for which waivers are being requested.)	NA	No shared track. No waivers are anticipated.

If shared corridor: has the project sponsor specified specific measures to address shared corridor safety concerns?	NA	This is not a shared corridor.
Is the Collision Hazard Analysis underway?	NA	
Other FRA required Hazard Analysis – Fencing, etc.?	NA	
Does the project have Quiet Zones?	N	
Does FRA attend the Quarterly Review Meetings?	N	

ATTACHMENT C – TOP 5 PROJECT RISKS

Top Risks Discussed at Most Recent Meeting:

Risk 265 – COVID-19 directly impacts the progress of the work, resulting in increased cost and schedule delays.

Risk 240 – Unresolved assignment of responsibility for schedule delays may lead to increased costs for the program. This risk continues to be a concern. TPC continues to push for a global settlement of the outstanding claims. If accepted, the proposed settlement would have significant cost impacts.

Risk 255 – Water leaks at YBM. As of *June* 2021*, water* leaks continue at YBM despite ongoing repair activities. Most of the leaks are at the interface between the station box and the headhouse. Thus far, the schedule impacts of the leaks have been minor, but SFMTA expects to be liable for the costs of the repairs. SFMTA has spent $500,000 to $800,000 on leak mitigation work. SFMTA has received one finding from a third-party evaluation of the reasons for the leaks and is starting work to mitigate the impacts of the leaks. The findings of the leak evaluation indicate that the design did not provide a complete "bathtub" that would keep groundwater out of the structure.

Risk 253 – Insufficient resources are available to complete the work as planned. Thus far, crew shortages have not been experienced. However, there are concerns about the adequacy of the electrical subcontractor's resources.

Risks 229 and 230 – Risk that contractor and SFMTA systems testing and commissioning will take longer than currently planned. SFMTA has delivered a more detailed schedule for ATCS to the PMOC; this schedule includes the contractor's system tests. SFMTA still needs to complete a more detailed commissioning schedule that identifies the required testing and the responsibilities for witnessing and approving the tests. SFMTA appointed a full-time Systems Integration and Testing Manager in December 2018. SFMTA also plans to obtain consultant support for the testing and commissioning process in addition to the services of staff assigned from SFMTA Operational Group. The start-up and testing staff members have not yet started working on the project.

Risk 254 – ***As of the fourth quarter of 2020,*** CPUC was undergoing staffing issues related to shortages of staff for witnessing required testing. The risk of delays due to insufficient CPUC staffing continues to be a concern. SFMTA has identified a possible mitigation measure of having CPUC audit tests conducted by others*. SFMTA continues* working with CPUC to advance the certification process that must be completed prior to testing.

ATTACHMENT D – AWARDED CONTRACTS

The following sections provide the status of ongoing contracts associated with the CSP. Note that SFMTA updates the Disadvantaged Business Enterprise (DBE) participation percentages quarterly. The current values are through *May 2021.*

Contract No.	***1250***	
Contract Description:	**UR #1 (Yerba Buena/Moscone Center Station [YBM])**	
Status:	Completed June 2011.	
Cost:	Original Contract Value	$9,273,939
	Approved Change Orders	$2,694,211
	Final Contract Value	$11,968,150
	Expended to Date	$11,968,150
	% Expended	100%
	Small Business Enterprise (SBE) Participation	97%
Schedule:	Notice to Proceed (NTP) issued January 2010. Substantial completion in June 2011.	
Issues or Concerns:		

Contract No.	**1251**	
Contract Description:	**UR #2 (Union Square/Market Street Station [UMS])**	
Status:	Work is complete.	
Cost:	Original Contract Value	$16,832,550
	Approved Change Orders	$3,836,531
	Final Contract Value	$20,669,081
	Expended to Date	$20,794,581
	% Expended	100%
	SBE Participation	87.4%
Schedule:	NTP issued January 2011. Substantial completion in August 2012.	
Issues or Concerns:	Final total cost claim by contractor has been settled.	

Contract No.	**1252**	
Contract Description:	**Tunnels**	
Status:	Final completion achieved. Financial closeout underway. Final contract cost to be lower than reported here.	
Cost:	Original Contract Value	$233.58 million
	Approved Change Orders	$7.83 million
	Current Contract Value	$241.41 million
	Expended to Date	$233.59 million; $6.2 million paid from non-project funds
	% Expended	96.8%
	SBE Participation	5.8%
Schedule:	Final completion achieved May 15, 2015.	
Issues or Concerns:	None.	

Contract No.	**1277**	
Contract Description:	**Pagoda Palace Demolition**	
Status:	Construction is complete; contract is in closeout.	
Cost:	Original Contract Value	$498,995
	Approved Change Orders	$149,981
	Current Contract Value	$648,976
	Expended to Date	$648,976
	% Expended	100%
	SBE Participation	100%
Schedule:	Complete.	
Issues or Concerns:	None.	

Contract No.	**1300**	
Contract Description:	**Three subway stations (YBM, UMS, and CTS) and Surface, Track, and Systems (STS)**	
Status:	Mass excavation complete at one station and well underway at two other stations.	
Cost:	Original Contract Value	$839.68 million
	Approved Change Orders	*$303.7 million*
	Current Contract Value (budget)	*$1.143 billion*
	Expended to Date	*$1.127 billion*
	% Expended	*<99.5%*
	SBE Participation	22.9%
Schedule:	NTP issued June 17, 2013. Substantial Completion was planned for February 2018 and *forecast for October 2022*.	
Issues or Concerns:	The work on this contract is behind schedule.	

Contract No.	**CS-155-1**	
Contract Description:	**Design Package 1 for Contracts 1250, 1251, and 1252; PB/Telemon**	
Status:	Design is complete. Construction support is nearly complete for Contract 1252.	
Cost:	Original Contract Value	$5,795,000 (includes exercised options)
	Approved Change Orders	$2,145,159
	Current Contract Value	$7,940,159
	Expended to Date	$7,904,713
	% Expended	99.6%
	SBE Participation	30.2%
Schedule:	Complete.	
Issues or Concerns:		

Contract No.	**CS-155-2**	
Contract Description:	**Design Package 2 for UMS, CTS, and YBM; Prime: CSDG**	
Status:	Designs are complete for all of the station contracts. Construction support of Contract 1300 is underway.	
Cost:	Original Contract Value	$39,949,948
	Approved Change Orders	$7,950,658
	Current Contract Value	$47,900,606
	Expended to Date	$42,196,304
	% Expended	88.1%
	SBE Participation	31.6%
Schedule:		
Issues or Concerns:		

Contract No.	**CS-155-3**	
Contract Description:	**Design Package 3 for STS; Prime: HNTB-B&C**	
Status:	Design is complete. Construction support of Contract 1300 is underway.	
Cost:	Original Contract Value	$16,864,250
	Approved Change Orders	$1,637,474
	Current Contract Value	$18,501,724
	Expended to Date	$15,275,838
	% Expended	82.6%
	SBE Participation	25.9%
Schedule:		
Issues or Concerns:		

Contract No.	**CS-149**	
Contract Description:	**Central Subway Partnership (Project Manager/Construction Manager)**	
Status:	Work is ongoing.	
Cost:	Original Contract Value	$85,139,092
	Approved Change Orders	$0
	Current Contract Value	$85,139,092
	Expended to Date	$72,666,838
	% Expended	85.4%
	SBE Participation	32.4%
Schedule:		
Issues or Concerns:		

Contract No.	**CS 156**	
Contract Description:	**Project Controls Consultant**	
Status:	Work is ongoing.	
Cost:	Base Contract Value	$17,112,873
	Approved Change Orders	$0
	Current Contract Value	$17,112,873
	Expended to Date	$10,081,808
	% Expended	58.9%
	SBE Participation	30.0%
Schedule:		
Issues or Concerns:		

ATTACHMENT E – PROJECT MILESTONES/KEY EVENTS

	(P = Planned Date, A = Actual Date, F = Forecast Date)
Preliminary Engineering (PE)	Authorized in July 2002 (A)
Record of Decision (ROD):	Issued November 26, 2008 (A)
FD:	Authorized in January 2010 (A)
FFGA Request:	Submitted September 2011 (A)
FFGA Executed:	October 11, 2012 (A)
Groundbreaking: (Utility Relocation Contract)	February 9, 2010 (A)
Tunnel Excavation Complete (hole through):	June 2, 2014 (southbound); June 11, 2014 (northbound) (A)
Cross-passages Complete:	December 20, 2014 (P); April 15, 2015 (A)
Tunneling Substantial Completion:	April 15, 2015 (A)
Station Construction NTP:	June 17, 2013 (A)
Station Construction Substantial Completion:	February 24, 2018 (P); *October 15, 2021 (F)*
RSD:	December 26, 2018 (P); *May 20, 2022 (F)*

Schedule contingency management criteria were developed from the FTA Risk Assessment before entry into FD. Minimum schedule contingency levels at various project milestones or "hold points" were agreed to with SFMTA at Risk Workshop #4, which was held in 2009. The FTA-recommended schedule contingency for the current stage of the project is four months.

ATTACHMENT F – PROJECT MAP