

MONTHLY MONITORING REPORT
April 2021

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

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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 the 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, financed by the FTA Full Funding Grant Agreement (FFGA). The cost and schedule information in this report was extracted from SFMTA's *February 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 the FTA. This report should not be relied upon by any party, except the 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 Caltran 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 this contract was originally scheduled for February 10, 2018, *but the latest master program schedule update shows substantial completion occurring on August 10, 2021, which is an increase of 26 days from the July 15, 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 program schedule forecasts the Revenue Service Date (RSD) for *May 5, 2022, which is an increase of 24 days from the April 11, 2022 date* stated in the prior monitoring report.
- Cost: The FFGA current cost estimate (CCE) for the project is \$1.578 billion in year of expenditure dollars. SFMTA (commonly referred to as "Muni") continues to evaluate the estimate at completion (EAC). Currently, the SFMTA estimates the 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'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 Project Management Oversight Contractor (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 continues to make progress on the global settlement and also reached a settlement in February 2021 with Tutor Perini Corporation (TPC) for all claims up to January 2021 for an amount of \$93.6 million. SFMTA indicated that the substantial completion of TPC's scope of work is projected to occur in March 2021, and the final completion is projected to occur in September 2021. As part of the global settlement, SFMTA and PTC 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 will, as part of the acceptance process, verify trackwork, clearance, and the dynamic envelope. SFMTA expected to start running the test train in April 2021. FTA informed SFMTA that the PMOC will start the Oversight Procedure (OP) 54 (Operational Readiness) review in April 2021. A list of documents required for the OP 54 review has been 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. *A kickoff meeting for the OP 54 review will be scheduled for May 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 is the opinion of the PMOC that, due to the effects of COVID-19, the material shortages could become a critical issue if SFMTA does not resolve the issue in a timely matter.*

- Major Issues and/or Concerns

Table 1. Major Issues and/or Concerns

Issue/Concern	Construction inefficiencies and delays as a result of the COVID-19 pandemic. Delay claims by contractors are expected.
Date Identified	April 2020
Status	Ongoing
Project Sponsor Action	SFMTA is developing mitigation measures and continues to minimize impacts caused by the “second wave.”
PMOC Recommendation	The PMOC recommends that SFMTA log and track the cost and schedule impacts of the COVID-19 pandemic.
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 than its current resources 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 resolving the issues <i>soon</i> to avoid impacts on the project schedule.

1.3. Key Indicators Dashboard

Table 2 – Key Indicators Dashboard

Project Sponsor:	San Francisco Municipal Transportation Agency				
Project Name:	Central Subway Project				
Date:	April 30, 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 by the second quarter of 2021 to include project impacts resulting from COVID-19 restrictions, which should include protocols and transition in preparation for revenue service.
MCC			●	●	When evaluating 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, 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	<i>Satisfactory: No Corrective Action necessary</i>				
Yellow	<i>Caution: Risk/Issues exist. Corrective Action may be necessary.</i>				
Red	<i>Elevated for immediate Corrective Action: Significant risk to the health of the project.</i>				

*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	5/5/2022 (SFMTA forecast)	Optimistic
Project Progress			Amount (\$)	Percent of Total
Total Expenditures	Actual cost of all eligible expenditures completed to date		\$1,818,327,108	>100%
Planned Cost to Date¹	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 Awarded¹	Value of construction contracts awarded; 0% of total construction value to be awarded		\$1,139,532,783	100%
Physical Construction Completed¹	Earned value of physical construction (infrastructure) completed; 94.8% of total construction value completed		\$1,288,262,380	94.8%
Rolling Stock Vehicle Status	Date Awarded	No. Ordered	No. Delivered	
	2017	24	24	
Next Quarterly Project Review Meeting Date:	To Be Determined (TBD)			

¹ Source: SFMTA CSP March 2021 Monthly Progress Report

2. OBSERVATIONS AND FINDINGS

2.1. Summary of Monitoring Activities

- *April 2021 – Weekly Schedule Review Meeting and Monthly PMOC/SFMTA Meeting*
- This report reflects financial information SFMTA provided in *April 2021* (financial cutoff date of *March 31, 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 (MMRP) 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 done. 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 Central Subway tunneling work is \$233,511,253, compared to the most current EAC for this work of \$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 February 2021, the construction of the stations and the STS contract were nearly 96 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 February 2021 and March 2021 schedule updates.

Table 4 – Forecast Construction Completion Dates for CSP Work Packages

<i>Work Package</i>	<i>February 2021 Forecast Construction Completion Date</i>	<i>March 2021 Forecast Construction Completion Date</i>
1253 – Union Square/Market Street Station	7/30/2021	8/27/2021
1254 – Chinatown Station	7/16/2021	8/11/2021
1255 – Yerba Buena/Moscone Center Station	7/16/2021	8/11/2021
1256 – Surface, Track, and Systems	12/17/2021	12/17/2021

Source: SFMTA CSP Monthly Progress Report for April 2021

UMS: The contractor *continued* installation of traction conduits and traction pull boxes at the platform level and painting of traction power conduits at the platform level. The contractor *continued working on the station agent booth* and continued installation of OCS brackets at the platform level. *The contractor continued installation of crystalized glass panels on the radiused ends of utility houses at the concourse level.*

CTS: The installation of Mechanical/Electrical/Plumbing (M/E/P) and fire protection components continued throughout the station. The contractor continued the installation of elevators #1, #2, #3,

and #4 at the platform and concourse levels. It *continued* installation of glass fiber reinforced concrete *along the northern exterior wall*. 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 completed installing pavers at the surface/plaza level. The contractor completed sidewalk restoration along Washington Street *and opened 12-foot vehicular traffic*. The contractor *completed* pulling communication cables from the street to the main communications room at the lower mezzanine level and *installing* OCS at the cavern. *In addition, the contractor began testing traction power and train control components, power and lighting, and the fire alarm/public address (PA)/security systems.*

YBM: The installation of M/E/P components, interior walls, and stairs continued throughout the station. The contractor continued interior finishes at concourse levels within the station box. It *completed* installation of elevators and escalators #3 and #4. The contractor continued installing platform kiosks and continued installing kiosks at the concourse level. The contractor continued installing the station agent booth and completed the fire alarm system. *The contractor completed the Fire Safety System (FSS) Supervisory Control and Data Acquisition (SCADA) soft point test and sewer ejector pump pre-functional testing.*

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

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 continues and 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 traction power conduit and other electrical conduit installation 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 the installation of conduits, 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 (as of March 2021)

FPGA cost estimate: \$1.578 billion

Total contingency: *\$18 million (minimum contingency is \$25 million). SFMTA reported the following amounts:*

Actual Cost (AC): *\$1,818,327,108, which reflects an increase of \$22.2 million since the February 2021 financial reporting period (more than 100 percent of the total project budget)*

Current funding level: *\$1,805,553,762*

Earned Value (EV): *\$1,489,463,455, which reflects an increase of more than \$2.8 million since the February 2021 financial reporting period*

Cost Performance Index (CPI): *0.82*

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 *February 2021*, as reported in SFMTA's latest Monthly Progress Report dated *March 26, 2021*. Claims and denied CORs are not included in the cost forecast in Table 4.

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 March 31, 2021 reporting period, SFMTA is reporting the value of the approved changes and the value of the potential changes to the overall project at \$376.7 million and \$4.1 million, respectively. The \$4.1 million represents the amount for the Contract 1300, as summarized below:

- *1253 Union Square/Market Street Station – \$1.5 million*
- *1254 Chinatown Station – \$1.3 million*
- *1255 Yerba Buena/Moscone Station – \$0.6 million*
- *1256 Surface, Track, and Systems – \$0.8 million*

2.13.5. Cost Contingency

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

Table 5 – Budget and Contingency Status for Central Subway Project¹

COST ELEMENT	CONTRACT COST					CONTINGENCY					BUDGET	VARIANCE
	ORIGINAL CONTRACT VALUE / September 2013 SUPPLEMENTAL BUDGET	APPROVED CHANGES	CURRENT CONTRACT VALUE	POTENTIAL CHANGES	ESTIMATE AT COMPLETION (EAC)	ORIGINAL CONTINGENCY / Sep 2013 SUPPLEMENTAL CONTINGENCY (Include CN 1250 & CN1251)	CONTINGENCY ADJUSTMENT TRANSFERS	REVISED AUTHORIZED CONTINGENCY (Include CN1250 & CN1251)	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 [j - e]
	a	b	c [a + b]	d	e [c + d]	f	g	h [f + g]	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		11,968,150	
	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	303,622,187	1,143,298,587	4,082,664	1,147,381,251	20,000,000	219,269,599	238,269,599	(65,352,588)	(69,435,252)	(69,435,252)
	1253 UNION SQUARE/MARKET ST STATION [UMS]	294,030,590	20,744,337	314,774,927	1,501,895	316,276,822	5,000,000	15,000,000	20,000,000	(744,337)	(2,246,232)	(2,246,232)
	1254 CHINA TOWN STATION [CTS]	247,567,610	156,181,923	403,749,733	1,271,700	405,021,433	5,000,000	110,579,388	115,579,388	(40,602,535)	(41,874,235)	(41,874,235)
	1255 YERBA BUENA/ MOSCONE STATION [YBM]	158,089,000	4,889,959	162,978,959	540,726	163,519,685	5,000,000	10,000,000	15,000,000	10,110,041	9,569,315	9,569,315
	1256 SURFACE TRACKWORK & SYSTEMS [STS]	139,989,000	121,805,969	261,794,969	768,343	262,563,312	5,000,000	83,690,211	87,690,211	(34,115,758)	(34,884,101)	(34,884,101)
OTHER		39,923,508	23,775,304	63,698,812		63,698,812	2,056,645	2,060,000	9,958,595	(13,816,709)	(13,816,709)	(13,816,709)
	SCC 10 - 50 Construction Sub-total	1,139,532,763	333,855,472	1,473,388,235	4,082,664	1,477,470,918	53,035,782	196,808,441	254,686,173	(79,169,297)	(83,251,961)	(83,251,962)
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	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)	(4,800,000)
80	PROFESSIONAL SERVICES	310,518,041	54,410,151	364,928,192		364,928,192	18,221,079	(16,862,857)	1,358,422	1,358,422	366,286,614	1,358,422
	SCC 60 - 80 Construction Sub-total	371,138,552	42,835,961	413,974,513	0	413,974,513	21,498,020	(24,939,598)	(3,441,576)	(3,441,576)	(3,441,576)	(3,441,576)
SCC 90	UNALLOCATED CONTINGENCY						3,845,945	(191,695,781)	(187,849,836)	801,869	801,869	801,869
TOTAL		1,510,671,335	376,691,433	1,887,362,768	4,082,664	1,891,445,432	78,379,747	(19,826,938)	63,304,759	(78,069,002)	(78,069,002)	1,805,553,760

¹ Data reported in SFMTA’s March 2021 CSP Monthly Progress Report (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 March 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)	\$308,601	\$312,236
PTIMSE	\$61,308	\$61,308
State Subtotal	\$396,407	\$400,042
Local		
LCTOP	\$4,000	\$4,000
Operating	\$4,970	\$239,824
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	\$406,307
CPT 544 Total	\$1,578,300	\$1,805,554

Source: SFMTA CSP Monthly Progress Report for April 2021

2.14. Project Schedule

As of the end of March 2021, the project continues to be trending behind schedule, based on the projected RSD of May 5, 2022. The substantial completion date for Contract 1300 is now forecast to be August 10, 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 March 2021)

The project's EV is \$1,489,463,455 and its Planned Value (PV) is \$1,593,491,019. The project's Schedule Performance Index (SPI) is 0.93. 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 of 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 0.93 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. *The schedule that SFMTA submitted, dated March 2021, forecasts an RSD of May 5, 2022.* 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. SFMTA has issued a revised FFGA requesting an additional extension to the RSD.

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 are scheduled to begin June 7, 2021, and to be complete on March 30, 2022.*

RSD on December 26, 2018 (currently forecast for May 5, 2022)

Current Schedule:

Install OCS Hangers and Assemblies – *OCS hanger installation throughout the tunnel is ongoing. The remaining hangers in the northbound portal are scheduled to be 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. Completion of this work is forecast for May 24, 2021.*

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

Start-up and Testing – Tunnel and ATCS – *This work is currently forecast to start on June 16, 2021, after the loop system is completed, and forecast to be completed on June 15, 2021.*

2.14.4. Three-month Look-ahead

The following activities are planned over the next three months:

Contract 1300

UMS Station P-1253:

- *Completion of the following:*
 - *Stairs, elevators, and escalators*
 - *Emergency lighting at tunnel tie-in on platform level*
 - *CCTV/Communication at tunnel tie-in on platform level*
 - *Application of anti-graffiti*
 - *Station agent booth*
- *Continued construction installation and testing of the following:*
 - *Light fixtures and controls at Ellis entrance*
 - *Fire alarm/PA/security systems*
 - *Overhead plumbing, fire protection piping, and overhead fixtures, and electrical*
 - *Frames and pressurized doors at intermediate strut level*
 - *Access controls*
 - *Heating, Ventilation, and Air Conditioning (HVAC) and emergency ventilation start-up and testing*
 - *Power and lighting start-up and testing*
 - *Fire alarm/PA/security systems start-up and testing*
 - *Permanent Pacific Gas & Electric (PG&E) historic streetlights at O'Farrell and Stockton streets*
 - *Traffic cabinets*
 - *OCS installation*
 - *Installation of traction conduits*

CTS Station P-1254R:

- *Continued component and system testing*
- *Completion of component testing for circuit breakers*

- *Completion of component testing for panel boards*
- *Completion of reactivation of existing Auxiliary Water Supply System pipeline along Stockton Street*
- *Abandonment of dewatering wells on Stockton Street*
- *Completion of commission testing for primary switchgear SGTV*
- *Completion of commission testing for FSS SCADA soft point*
- *Completion of commission testing for traction power gear*
- *Completion of commission testing for emergency ventilation fan reversal*
- *Completion of systems start-up and acceptance testing*

YBM Station P-1255:

- *Installation of handrails at ingress/egress stairs #8 and #9*
- *Completion of interior finishes on concourse levels within station box*
- *Completion of interior finishes on mezzanine*
- *Completion of installation of sculpture at surface level*
- *Completion of installation of platform kiosks*
- *Completion of installation kiosk at concourse*
- *Completion of station agent booth*
- *Completion of traction power gear testing*
- *Completion of traction power SCADA testing*
- *Completion of XFMR swap test*
- *Complete XFMR IR Scanning*
- *Complete FA system with DBI*
- *Complete SAB panel signoff*

STS Station P-1256:

- *Completion of OCS/streetlight pole installation*
- *Continuation of OCS support/wire installation in tunnel and on 4th Street*
- *Continuation of 4th/Brannan streets platform construction*
- *Continuation of surface signaling work on 4th Street*
- *Continuation of traffic signal work on 4th Street*
- *Continuation of street lighting work on 4th Street*

- *Continuation of FDC installation near the 4th Street portal*
- *Continuation of electrical conduit installation inside tunnel for CCTV, telephone, tunnel lighting, and tunnel electrical*
- *Continuation of tunnel lighting, mini power, OCS hanger, ATCS, and radio system installation*
- *Continuation of pulling of traction power feeder cables on surface*
- *Continuation of train case fabrication and testing for 4th Street/King Street and Bluxome Street crossover*
- *Completion of surface signaling to existing system at 4th Street/King Street*
- *Continuation of fiber system installation and terminations in comm rooms (SFDT)*
- *Continuation of ATCS and radio system testing*

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:

- *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 proceeded with 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 – rated high for probability and cost impact and medium for schedule impact, resulting in a rating of 8.*

The PMOC continues to encourage SFMTA to continue to identify new risks associated with COVID-19 impacts and with the system integration/testing and operational readiness, as well as the 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 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 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. Subsequent work activities may not progress for work that is the subject of a Corrective Action Request 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 quality assurance staff identifies non-conforming work.

The quality concerns for the Contract 1300 Stations contract identified in the SFMTA June 2018 monthly report included issues identified in the previous month. A key activity for SFMTA is to determine the causes for acceptance of non-conforming rail during the submittal review process and at delivery of the rail to the project site.

As of March 31, 2021, TPC's Quality Manager had filed 582 CNCRs. During this period, seven new CNCRs were opened and one CNCR was closed. Forty-two CNCRs are currently posted to the CNCR Log as OPEN. The Quality Engineer has issued 35 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. The System Integration Test Plan and the Pre-Revenue Operations and Start-up Plan are expected to be provided in *early 2021*. 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

There was one recordable incident reported in the month of March 2021. The March 2021 Safety report was not available when this report was prepared. The construction Safety Data table will be updated in the next monthly report. The performance metrics relating to accidents per working hour remain well below 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

<i>Through February 2021</i>	Number of Incidents	Incident Rate ¹	Goal
Contract 1300			
OSHA Recordable Accidents	46	1.06	<3.4
Job Transfer/Restricted Duty Incidents	0	0.00	NA
Lost Time Incidents	11	0.25	<1.6
Total Incidents	57	1.32	NA
Hours Worked	4,173,958		

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 Operation).

ATTACHMENT A – LIST OF ACRONYMS

AC	Actual Cost
ATCS	Automated Train Control System
BRT	Bus Rapid Transit
CCE	Current Cost Estimate
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
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
FSS	Fire Safety System
FTA	Federal Transit Administration
HVAC	Heating, Ventilation, and Air Conditioning

LRT	Light Rail Transit
LRV	Light Rail Vehicle
MCC	Management Capacity and Capability
M/E/P	Mechanical/Electrical/Plumbing
MMRP	Mitigation Monitoring Reporting Program
Muni	Common Public Reference to SFMTA
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
PG&E	Pacific Gas & Electric
PHA	Preliminary Hazard Analysis
PMOC	Project Management Oversight Contractor
PMP	Project Management Plan
PV	Planned Value
QA/QC	Quality Assurance/Quality Control
QPRM	Quarterly Project 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

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 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.	

Area of Focus	Y/N	Notes/Status
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 14-16, 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, 02/08/11, 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, 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.

Area of Focus	Y/N	Notes/Status
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	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 14 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? <ul style="list-style-type: none"> • 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. Grantee 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, 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 Central Subway 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.

Area of Focus	Y/N	Notes/Status
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 *February 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 to the PMOC a more detailed schedule for ATCS, which includes the contractor’s system tests. SFMTA still needs to complete a more detailed commissioning schedule that includes identification of 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 Operations. The start-up and testing staff members have not started work on the project.

Risk 254 – *As of the fourth quarter 2020*, CPUC continues to undergo staffing issues related to staff to witness required testing. This 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 the Disadvantage Business Enterprise (DBE) participation percentages are updated by SFMTA on a quarterly basis. The current values are through *February 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:		
Issues or Concerns:	None.	

Contract No.	1300	
Contract Description:	Three subway stations (YBM, UMS, and CTS) and 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)	\$1.143.3 billion
	Expended to Date	\$1.110.3 billion
	% Expended	99.5%
	SBE Participation	22.9%
Schedule:	NTP issued June 17, 2013. Substantial Completion planned for February 2018 and <i>forecast for May 2022.</i>	
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:		
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); <i>August 17, 2021 (F)</i>
RSD:	December 26, 2018 (P); <i>May 5, 2022 (F)</i>

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 – ROADMAP TO REVENUE OPERATIONS (To be updated upon receipt of second quarter 2021 data)

Roadmap to Revenue Operations - Central Subway Project, San Francisco Municipal Transportation Agency – DRAFT				
Description	Estimated Start Date	Estimated Completion Date	Actual Completion Date	Notes
Testing				
Finalize/update Systems Integration Test (SIT) Plan				
Prepare Schedule for Testing (update)				
Finalize Test Procedures				
Conduct System Integrated Testing with trains, including procedures and reports				
Complete Testing Reports				
Operating Plan, Rules, and Training				
Finalize Operating Plan				
Finalize/revise SOPs, manuals, and rulebook as applicable				
Operations Manuals				
Staffing and Operations Plan				
Training of Operations and Maintenance (O&M) personnel				

Roadmap to Revenue Operations - Central Subway Project, San Francisco Municipal Transportation Agency – DRAFT				
Description	Estimated Start Date	Estimated Completion Date	Actual Completion Date	Notes
Emergency response plan, training, and drills				
Facility and Right-of-Way Maintenance Plan, Equipment, Facilities, and Training				
Maintenance Schedules and Procedures				
Spare Parts Requirements				
Maintenance Manuals				
Maintenance Training				
Pre-Revenue Operations				
Finalize and/or update RAP and/or Pre-Revenue Operations Plan				
Implement Rail Activation Committee				
Develop/revise SSPP and Security Plan (approved by State Safety Oversight (SSO))				
FTA Office of Safety & Security Readiness Review				
PMOC OP 54 Readiness for Revenue Operations Review Report, Phase I				

Roadmap to Revenue Operations - Central Subway Project, San Francisco Municipal Transportation Agency – DRAFT				
Description	Estimated Start Date	Estimated Completion Date	Actual Completion Date	Notes
Conduct Operational Hazard Analysis (OHA) and resolve other hazards/vulnerabilities				
Pre-Revenue Operations				
Public Outreach				
Develop Safety Outreach Plan				
Provide Community Outreach				
Grand Opening Plan				
Construction Closeout				
Closeout of Non-Conformance Reports				
Punch List Complete				
Certificates of Occupancy/Substantial Completion				
Safety, Security, and Fire-Life Safety Certifications				
Update/Finalize SSMP				
Finalize and/or update Safety Certifiable Item List (SCIL) and SSCP				
Implement Safety and Security Certification Committee				

Roadmap to Revenue Operations - Central Subway Project, San Francisco Municipal Transportation Agency – DRAFT				
Description	Estimated Start Date	Estimated Completion Date	Actual Completion Date	Notes
Implement Fire Life Safety Committee				
Preliminary Hazard Analysis (PHA)				
Threat and Vulnerability Analysis (TVA)				
Design Criteria Reflecting Safety and Security Requirements				
Review status of quality non-conformances				
Closeout of non-safety critical items				
Closeout of safety critical items				
Complete Safety and Security Certification Verification Report (SSCVR)				
Document Workarounds/Open Items List				
Verify emergency drills, tabletops, training, etc. are completed				
SSO final certification/signature				

Roadmap to Revenue Operations - Central Subway Project, San Francisco Municipal Transportation Agency – DRAFT				
Description	Estimated Start Date	Estimated Completion Date	Actual Completion Date	Notes
<i>Revenue Service</i>				
Target RSD				
FFGA RSD				

ATTACHMENT G – PROJECT MAP

