

Risk Mitigation Meeting Minutes #57

DATE: April 15, 2014

MEETING DATE: **April 10, 2014**

LOCATION: 821 Howard Street, 2nd Floor – Main Conference Room

TIME: 2:00pm

ATTENDEES: John Funghi, Albert Hoe, Eric Stassevitch, Alex Clifford, Mark Latch Beverly Ward, Luis Zurinaga, Bradley Lebovitz

COPIES TO: Attendees:, Roger Nguyen, Richard Redmond, Jane Wang, Sanford Pong, Vivian Chow, , Aileen Read, Chuck Morganson, James Sampson, David Kuehn, Jeffrey Davis
File: M544.1.5.0820

REFERENCE Project No. M544.1, Contract No. 149 Task 1-4.01
Program/Construction Management

SUBJECT: **Risk Management – Risk Mitigation Meeting
Risk Mitigation Report No. 57**

RECORD OF MEETING

ITEM #	DISCUSSION	ACTION BY DUE DATE
1 -	Report on Red Risk and – (Risk rating ≥ 6)	
	<p>Risk 83: Cost of vehicles are more than estimated <u>Discussion:</u> No new information known from last month’s report out. Risk Rating 8</p> <p>Risk 52: Unacceptable settlement and impact on major utilities at CTS. (OLD Sewers And Others Within 20ft Space Between Top Of Cavern And Street Level) <u>Discussion:</u> A response letter from SFPUC is still pending. Risk Rating 6</p> <p>Risk 204: Relocation of AT&T Vault and other utilities delays work south of Bryant <u>Discussion:</u> Potholing work is 100% complete. Relocation of the vaults is ongoing. Risk probability has been reduced to a 1, downgrading the risk rating to a 3. Risk Rating 3</p> <p>Risk 208: Additional cost to retrieve TBMs at the Pagoda Theatre site exceeds current budget <u>Discussion:</u> The Contractor’s DSC has been rejected. Additional information is required from the contractor to assess the alleged DSC claim. Risk Rating 6</p>	

ITEM #	DISCUSSION	ACTION BY DUE DATE
2 -	Report on Remaining Requirement & Design Risks (Risk rating ≤ 6)	
	<p>Risk 79: Delay in obtaining tunnel easements (3 #) (goes to condemnation) - Costs of ROW may cost more than expected <u>Discussion:</u> No changes to this risk. Risk has been quantified and is covered in the RAMP contingency. Risk Rating 1</p>	
3-	Active Construction Risks	
	<p>Risk 15: Major TBM failure <u>Discussion:</u> Clarification of the ram replacement revealed not all 32 thrust rams were replaced. There is still a risk of original cylinders failing. Risk Rating 2</p> <p>Risk 50: Station contractor delayed by tunnel contractor since station contractor cannot break in to the tunnels until the tunnels have been finished. <u>Discussion:</u> BIH's recovery schedule 5b is being reviewed. Risk Rating 3</p> <p>Risk 112: Major safety event halts work <u>Discussion:</u> An analysis chart was generated by the Safety Manager to demonstrate safety trends of incidents, accidents and near misses. Risk Rating 4</p> <p>Risk 99: Breakdown in relationships between SFMTA and Contractors during construction results in increased claims and delays to the overall construction schedule. <u>Discussion:</u> Overall, there has been a lot of progress made between the two parties. An Executive Management meeting was held with the 1252 Contractor to resolve outstanding issues. A follow up meeting will take place on 04/17 to discuss the remaining three issues. A recurring monthly meeting will be established to address any issues of concern. A meeting will be held with contract 1300 RE's emphasizing the need to follow the Issues Resolution Ladder process (IRL). Risk Rating 5</p> <p>Risk 196: The process of acquiring station licenses: acquisition/condemnation could significantly delay schedule and cost more than that presently planned. <u>Discussion:</u> There is no change to this risk, 19 Stockton Street is still pending. The trial will be held on 04/25. Risk Rating 4</p> <p>Risk 210: Mission Bay Loop Grant – Needs to be built to allow for train turnarounds (June 2013) <u>Discussion:</u> JF reported there are some unknown issues concerning the implementation of the “main track” work. An investigation will be done to get a better understanding of the issue. Risk Rating 4</p> <p>Risk 212: UMS Inclined piles – 8” clearance between piles and tunnel results in damage or safety issues within the tunnel <u>Discussion:</u> A meeting with the Designer, Contractor and SFMTA took place. The design and contractor teams are in agreement with the mathematical calculations. A review of the tolerance will be checked by both parties to confirm the clearance. A follow up meeting will take place and final comments issued to the Contractor’s work plan. Risk Rating 4</p>	


ITEM #	DISCUSSION	ACTION BY DUE DATE
	<p>Risk 213: Micro Piles exist within tunnel path at UMS – inaccuracies in micro-pile as-built information results in collision with piles. <u>Discussion:</u> The TBM's have passed the piles. This risk will be retired. Risk Rating 0</p> <p>Risk 218: Air replenishment system no longer required – Agency bears unnecessary cost of installation and maintenance of an air replenishment system that is no longer required <u>Discussion:</u> No new update on this issue. The air replenishment system review of the elevator (shaft) by SFFD is pending elevator design changes at CTS (plaza). Risk Rating 1</p> <p>Risk 219: Clearance between YBM slurry wall and constructed tunnels results in a strike causing safety or structural concerns <u>Discussion:</u> The Contractor and Designer agreed during their meeting on 4/4 that there is no issue with the slurry wall calculations. Risk Rating 3</p> <p>Risk 220: Compensation grouting at the Pagoda site is delayed by resolution of the scope and role of the designer, and contractor. <u>Discussion:</u> There were no delay issues. Risk Rating 5</p>	
4-	Other Business - Potential Risk	
	<p>New Risk: Contamination during dewatering <u>Discussion:</u> Additional cost associated with dewatering at CTS if discharge to sewer is not permitted. A review of the contract requirements to confirm risk definition. Risk Rating TBD</p>	

ACTION ITEMS –

ITEM #	MTG DATE	Task #	DESCRIPTION	BIC	DUE DATE	STATUS
4	12/13/12		Risk 72 – 4 th & King (SSWP)	S. Pong C. Morganson	05/8/14	Open

Meeting adjourned at 4:00pm

These meeting minutes have been prepared by B. Ward and reviewed by E. Stassevitch, and are the preparer's interpretation of discussions that took place. If the reader's interpretation differs, please contact the author in writing within four (4) days of receipt of these minutes.

Signed:  [initials of preparer & reviewer] Date: 15 APR 14 [Date review completed.]

Meeting Agenda

Project No. M544.1, Contract No. CS-149
Program/Construction Management
Risk Mitigation Management Meeting No. 57
April 10, 2014
2:00pm – 4:00pm
 Central Subway Project Office
 821 Howard St. 2nd Floor
 Main Conference Room

Attendees:

Vivian Chow		Brad Lebovitz		Beverly Ward	
John Funghi		Roger Nguyen		Luis Zurinaga	
Albert Hoe		Richard Redmond			
Mark Latch		Eric Stassevitch			

1. Report on Red Risks (Risk Rating 6 and above)

- Requirement Risks (83)
- Construction Risks (52, 204, 208)

2. Report on Remaining Requirement and Design Risks

- Requirement Risks (79)

3. Active Risks

- Construction Risks (15, 50, 112, 99, 196, 210, 212, 213, 218, 219, 220)



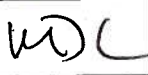
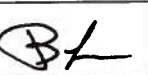



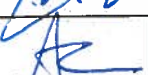
4. New Risks

Note: **Bolded** numerals indicate that risk is recommended to be retired.

Meeting Attendance Sheet

Project No. M544.1, Contract No. CS-149
Program/Construction Management
Risk Management Meeting No. 57
April 10, 2014
2:00 p.m. – 4:00 p.m.
 Central Subway Project Office
 821 Howard Street, 2nd Floor
 Main Conference Room

Deliver Meeting Attendance Sheet with original signatures/initials to Document Control.

NAME	AFFILIATION	PHONE	E-MAIL (for minutes)	INITIALS
Vivian Chow	SFMTA	415 701-5264	Vivian.chow.@sfmta.com	
Jeffrey Davis	FTA	415 744-2594	Jeffrey.s.davis@dot.gov	
John Funghi	SFMTA	415-701-4299	John.funghi@sfmta.com	
Albert Hoe	SFMTA	415-701-4289	Albert.hoe@sfmta.com	
Mark Latch	CSP	415-701-5294	Mark.latch@sfmta.com	
Brad Lebovitz	STV/PMOC	510-464-8052	Bradley.lebovitz@stvinc.com	
Richard Redmond	CSP		Richard.redmond@sfmta.com	
Eric Stassevitch	CSP	415-701-4426	Eric.stassevitch@sfmta.com	
Beverly Ward	CSP	415-701-5291	Beverly.ward@sfmta.com	
Luis Zurinaga	SFCTA	415-716-6956	luis@sfcta.org	
Alex Clifford	CSP	415-533-7906	alex-clifford@hotmail.com	

Risk Register

A	H	I					J	K	L	M	N	O	P	Q	R	S
1	PROJECT RISK REGISTER	Risk Profile	Likelihood Score	1	2	3	4	5	Probability	< 10%	↔ 10% - 50%	> 50%	↔ 75% - 90%	> 90%	< 3 Low	RISK RATING = PROBABILITY X (COST IMPACT + SCHEDULE IMPACT)
2	Central Subway Project San Francisco	5	4	3	2	1	HIGH	MEDIUM	Cost Impact	< \$250K	↔ \$250K - \$1M	↔ \$1M - \$3M	↔ \$3M - \$10M	> \$10M	3 - 9 Medium	2
3	REV : 31	4	3	2	1	LOW	MEDIUM	HIGH	Schedule Impact	< 1 Month	↔ 1 - 3 Months	↔ 3 - 6 Months	↔ 6 - 12 Months	> 12 Months	> 10 High	SCORE = PROBABILITY X (COST IMPACT + SCHEDULE IMPACT)
4	DATE ISSUED: 04/10/14	3	2	1	LOW	MEDIUM	HIGH	MEDIUM	Schedule Impact	< 1 Month	↔ 1 - 3 Months	↔ 3 - 6 Months	↔ 6 - 12 Months	> 12 Months	> 10 High	SCORE = PROBABILITY X (COST IMPACT + SCHEDULE IMPACT)
5	Final Risk ID	Risk Description	Mitigation Description	Risk Category	Probability %	Cost Impact	Schedule Impact	Calc Impact	Calc %	Risk Rating	Score	Status	Must Complete by Date			
6																
15	1	Additional night shift work required at portal launch box due to bus storage facility relocation delay	Work with TJPA to coordinate construction schedules and GGB to coordinate Traffic Routing.	C	2	1	-	1	35%	1	2	No longer considered a risk. GGB not scheduled to be utilizing site until 2014	3/20/15 TUN1160			
29	8	Flowing groundwater in vicinity of UMS Station could make adequate annulus grouting difficult during tunneling	1. Use appropriate additives such as accelerators in primary annulus backfill grouting, if needed. 2. Use secondary grouting as needed.	C	1	1	1	1	10%	1	2	Plans issued for bid contain mitigation measures	8/28/13 TUN1120			
32	E	Underground obstructions tunnel and retrieval shaft	Include differing site conditions in GPs as well as DRB to adjudicate conflicts and minimize costs	C	2	2	3	3	35%	5	10	Mitigation measures have been implemented. Maintain adequate contingency throughout tunnel construction	2/5/14 TUN1124			
36	13	Damage / settlement 3x 5' to old brick sewer running parallel to tunnel alignment	Slip Line 3'x5' brick sewer before TBM reaches CTS.	C	1	1	-	1	10%	1	1	Tunnel profile has been lowered 25 ft. and plans developed for replacement of at risk utilities in advance of tunnel drive.	12/16/13 TUN1121			
38	15	Major TBM machine failure	Closely monitor condition and maintenance of the machines.	C	1	2	2	2	10%	2	4	Contractor has indicated that they plan to use a newly manufactured TBM for this project.	2/5/14 TUN1124			
45	115	Jet grouted station end walls are installed by Tunnel contractor. Station Contractor assumes risk of possibly leakage problems due to insufficiently quality of end walls.	1. In the 1252 contract, have tunnel contractor set aside a pre-determined amount of money in escrow that can be used to repair any leaks encountered by the station contractors after the in the jet grout end walls are excavated.	C	3	1	1	1	50%	3	6	Project configuration changes include headwall designs with multiple levels of redundancy. Warranty provisions added to contract language.	5/26/15 UMS1295			
52	Track Embedded															
55	Track: Special															
58	MOS Station															
60	21	Incomplete cutoff of groundwater at MOS	1. Require additional grouting to limit leakage to permissible level. 2. Include probable grouting work in cost & schedule estimates.	C	1	1	-	1	10%	1	1	Mitigation measure to be made part of the contract documents	4/28/15 MOS1150			
63	22	Public complaints result in unanticipated restrictions on construction at UMS	1. Public outreach. 2. Maintain regular and open communications so Public knows construction plans and progress at all times. 3. Require Contractor to assist Public Outreach efforts, maintain access to businesses and assist with deliveries and pick-ups, control noise and vibration, continuously cleanup site, and provide pedestrian and vehicle traffic and protection plans, informational signage, ADA ramps and minimum sidewalk widths. 4. Work with MOED to increase cleanup of the area and assist pedestrians across streets, as needed. 5. Monitor and enforce noise, vibration, ADA, traffic, and cleanup requirements. 6. Quickly process and resolve damage and accident claims from the Public. 7. Assumed this work in cost & schedule estimates.	C	1	1	-	1	10%	1	1	Implementation of mitigation measures part of Communication/Outreach plan and certain aspects to be included in the contract documents.	9/16/16 MOS1230			

Risk Register

A	H	I					J	K	L	M	N	O	P	Q	R	S
1	PROJECT RISK REGISTER	Risk Profile	Likelihood Score	1	2	3	4	5		Low (1)	Medium (2)	High (3)	Very High (4)	Significant (5)	Legend	
2	Central Subway Project San Francisco	5	4	3	2	1	HIGH		Probability	< 10%	10% - 50%	> 50%	< 75% - 90%	> 90%	< 3 Low	RISK RATING = PROBABILITY X (COST IMPACT + SCHEDULE IMPACT)
3	REV : 31	4	3	2	1	MEDIUM			Cost Impact	< \$250K	\$250K - \$1M	\$1M - \$3M	\$3M - \$10M	> \$10M	3 - 9 Medium	2
4	DATE ISSUED: 04/10/14	3	2	1	LOW				Schedule Impact	< 1 Month	1 - 3 Months	3 - 6 Months	6 - 12 Months	> 12 Months	> 10 High	SCORE = PROBABILITY X (COST IMPACT + SCHEDULE IMPACT)
5	Final Risk ID	Risk Description	Mitigation Description	Risk Category	Probability %	Cost Impact	Schedule Impact	Calc Impact	Calc %	Risk Rating	Score	Status	Must Complete by Date			
27		Loss of business results in unanticipated restrictions on construction at YBM	1. Public outreach. 2. Maintain regular and open communications so Merchants know construction plans and progress at all times. 3. Require Contractor to coordinate with merchants, maintain access to businesses and assist with deliveries and pick-ups, continuously cleanup site, and provide pedestrian and vehicle traffic and protection plans, informational signage, and minimum sidewalk widths. 4. Require barriers to protect pedestrians and shield them from noise and dirt from construction. 5. Work with MOEWD to increase cleanup of the area and assist pedestrians across streets. 6. Include this work in cost & schedule estimates.	C	1	2	1	2	10%	2	3	Mitigation measures to be implemented and to the extent possible requirements will be written into contract documents to minimize disruptions to businesses.	4/28/15 MOS1150			
88	F	Underground obstructions Stations (UMS)	1. Provide adequate allowance for differing site conditions to address unknown underground obstructions. 2. Show field verified obstructions discovered during previous contracts on contract drawings. 3. Make as-built drawings of structures adjacent to the work available to the contractor as reference drawings.	C	4	2	2	2	80%	8	16	Mitigation measures have been implemented.	8/12/15 UMS 1320			
92	28	Incomplete cutoff of groundwater at UMS	1. If needed, perform grouting to mitigate the intrusion of groundwater. 2. Include in cost & schedule estimates.	C	1	2	1	2	10%	2	3	Mitigation measures in the form of consolidation grouting to be included in contract documents	8/12/15 UMS1320			
98	33	Damage to utilities at UMS causes delay to construction and/or consequential cost. (very close to walls adjacent to relocated utility trenches)	1. Intensive utility coordination and investigation. 2. Relocate utilities out of the way of construction wherever possible. 3. Show utilities on reference plans. 4. Have utility contact information and procedure on plans. 5. Have contingency repair/restoration plans. 6. Include probable impacts to schedule & cost in estimates.	C	2	1	1	1	35%	2	4	Although mitigation measure have been fully implemented, Increased probability due to proximity of new pile design to existing relocated utilities.	7/19/16 UMS1410			
107	34	Loss of business results in unanticipated restrictions on construction at UMS	1. Public outreach. 2. Work closely with Merchant's Association. 3. Maintain regular and open communications so Merchants know construction plans and progress at all times. 4. Advertise that Stockton Street Merchants are Open for Business. 5. Require Contractor to coordinate with merchants, maintain access to businesses and assist with deliveries and pick-ups, continuously cleanup site, and provide pedestrian and vehicle traffic and protection plans, informational signage, and minimum sidewalk widths. 6. Require barriers to protect pedestrians and shield them from noise and dirt from construction. 7. Work with the Union Square BID or MOED to increase cleanup of the area and assist pedestrians across streets. 8. Include this work in cost & schedule estimates.	C	2	3	2	3	35%	5	10	Mitigation measures to be implemented and to the extent possible requirements will be written into contract documents to minimize disruptions to businesses.	9/7/16 UMS1430			
108	35	Ground support structure causes groundwater table to rise which results in leakage into adjacent structures. (new structure might create a dam that results into leaks into new and existing structures)	1. Perform detailed hydrogeologic modeling and analysis. 2. Monitor groundwater table at multiple locations and passive measures as necessary to mitigate. 3. Reference the Tech memo in contract documents. 4. Include probable costs in estimate.	C	1	2	-	1	10%	1	2	Mitigation measures incorporated in design based on updated Hydrogeologic analysis and report	9/7/16 UMS1430			
111	36	Damage to buildings or utilities as a result of heave from jet grouting at UMS.	Utilize tangent piles combined with surface jet grouting.	C	1	1	-	1	10%	1	1	Mitigation measures implemented in contract documents to reduce risk	4/14/15 UMS1310			
112																

Risk Register

A	H	I					J	K	L	M	N	O	P	Q	R	S		
1 PROJECT RISK REGISTER	2 Central Subway Project San Francisco	3 REV : 31	4 DATE ISSUED: 04/10/14	Risk Profile	Likelihood Score	1	2	3	4	5	Probability	< 10%	↔ 10% - 50%	> 50%	↔ 75% - 90%	> 90%	<3 Low	RISK RATING = PROBABILITY X (COST IMPACT + SCHEDULE IMPACT) 2 SCORE = PROBABILITY X (COST IMPACT + SCHEDULE IMPACT)
				Severity Score	1	2	3	4	5	Cost Impact	< \$250K	↔ \$250K - \$1M	↔ \$1M - \$3M	↔ \$3M - \$10M	> \$10M	3 - 9 Medium		
				Likelihood Score	5	4	3	2	1	Schedule Impact	< 1 Month	↔ 1 - 3 Months	↔ 3 - 6 Months	↔ 6 - 12 Months	> 12 Months	>10 High		
				Likelihood Score	5	4	3	2	1	Schedule Impact	< 1 Month	↔ 1 - 3 Months	↔ 3 - 6 Months	↔ 6 - 12 Months	> 12 Months	>10 High		
5	Final Risk ID	Risk Description	Mitigation Description	Risk Category	Probability %	Cost Impact	Schedule Impact	Calc Impact	Calc %	Risk Rating	Score	Status	Must Complete by Date					
113	37	Damage to adjacent buildings at UMS due to surface construction activities.	1. Require protective barriers. 2. Have an emergency and rapid response customer focused task force to fix damaged facilities. 3. Quickly repair and reimburse resulting costs. 4. Include probable cost in estimate.	C	1	2	-	1	10%	1	2	Mitigation measures implemented in contract documents to reduce risk	9/7/16 UMS1430					
114	38	Tiebacks in Stockton Street mis located (in path of walls and would have to be dug out within 20ft of surface level)	1. Direct contractor to dig out the tiebacks on the plans. 2. Include allowance and differing site conditions clause in contract. 3. Include this work in the cost and schedule estimates.	C	2	2	1	2	35%	3	6	Mitigation measures fully implemented, Advance utility relocation contract (1251) confirmed location of tiebacks. Risk rating has been reduced due to a lowering of the probability of event occurring	5/6/14 UMS1170					
159	J	Macy's entrance conflict with new piles	1. Show known obstructions shown on as-built drawings on contract drawings. 2. Make as-built drawings available to contractor as reference drawings. 3. Have contractor field verify obstruction shown on as-built drawings and contract drawings	C	3	1	1	1	50%	3	6	Known obstructions are shown on the ES drawings. Allowance for differing site conditions added to UMS Station contract.	1/23/14 UMS1060					
160	Q	As-built drawings and UMS construction drawings do not contain enough information to produce shop drawings without significant surveying effort delaying construction north entrance.	1. Investigate if electronic files of design can be given to the contractor. 2. Clearly define shop drawing criteria in the technical specifications. 3. Make as-built drawings available as reference drawings to the contractor	C	3	1	1	1	50%	3	6	Specifications require contractor to survey USG in order to develop shop drawings for structural steel.	3/24/12 UMS1280					
161	CTS Station																	
163	46	Public complaints result in unanticipated restrictions on construction at CTS. (schedule and estimate for underground work assumes 6 day work week and 2 shifts per day)	1. Public outreach. 2. Maintain regular and open communications so Public knows construction plans and progress at all times. 3. Require Contractor to assist Public Outreach efforts, maintain access to businesses and assist with deliveries and pick-ups, control noise and vibration, continuously cleanup site, and provide pedestrian and vehicle traffic and protection plans, informational signage, ADA ramps and minimum sidewalk widths. 4. Require barriers to protect pedestrians and shield them from noise and dirt from construction. 5. Work with MOED to increase cleanup of the area and assist pedestrians across streets, as needed. 6. Monitor and enforce noise, vibration, ADA, traffic, and cleanup requirements. 7. Quickly process and resolve damage and accident claims from the Public. 8. Include this work in cost & schedule estimates.	C	2	5	1	3	35%	6	12	Implementation of mitigation measures part of Communication/Outreach plan and certain aspects to be included in the contract documents.	10/9/17 CTS1500					
167	48	Incomplete drawdown of groundwater. (inside of box and inside of caverns)	1. Require additional grouting to limit leakage to permissible level. 2. Include probable grouting work in cost & schedule estimates. 3. Include allowance for dewatering within cavern during construction.	C	2	2	1	2	35%	3	6	Mitigation measures have been included in contract documents	5/1/16 CTS1140					
173	50	CTS station contractor delayed by tunnel contractor since station platform construction cannot start until tunnels have been finished.	1. Include provisions in CTS contract identifying the potential waiting period for tunnel contractor. 2. Actively monitor progress towards schedule milestones	C	2	1	2	2	35%	3	6	Constraints on CTS contractor added to specification "Work Sequence and Constraints"	12/16/13 TUN1122					

Risk Register

A	H	I					J	K	L	M	N	O	P	Q	R	S
PROJECT RISK REGISTER Central Subway Project San Francisco REV : 31 DATE ISSUED: 04/10/14		Risk Profile Likelihood Score 1 2 3 4 5 Severity Score 1 2 3 4 5 HIGH MEDIUM LOW					Probability Cost Impact Schedule Impact	Low (1) Medium (2) High (3) Very High (4) Significant (5)	Legend <3 Low 3-9 Medium >10 High	RISK RATING = PROBABILITY X (COST IMPACT + SCHEDULE IMPACT) SCORE = PROBABILITY X (COST IMPACT + SCHEDULE IMPACT)						
		5	4	3	2	1				< 10%	< 10% - 50%	> 50%	< 75% - 90%	> 90%	2	
		4	3	2	1					< \$250K	< \$250K - \$1M	< \$1M - \$3M	< \$3M - \$10M	> \$10M	3 - 9	
		3	2	1						< 1 Month	< 1 - 3 Months	< 3 - 6 Months	< 6 - 12 Months	> 12 Months	> 10	
Final Risk ID	Risk Description	Mitigation Description	Risk Category	Probability %	Cost Impact	Schedule Impact	Calc Impact	Calc %	Risk Rating	Score	Status	Must Complete by Date				
52	Unacceptable settlement and impact on major utilities at CTS. (OLD SEWERS AND OTHERS WITHIN 20FT SPACE BETWEEN TOP OF CAVERN AND STREET LEVEL)	1. Evaluate effect of potential settlement on utilities. 2. Slip-line sewer by TBM contractor. 3. Reinforce other utilities as needed, monitored during construction, and repair / replace, as needed. 4. Have contingency repair/restoration plan. 5. Utility contact information and procedure will be on plans. 6. Develop an allowance for utility repair. 7. Include probable cost in estimate. 8. Need to identify the new SFPUC contact	C	3	3	1	2	50%	6	12	Project configuration change, lowered station 25 ft. reducing the probability of this risk. Risk rating lowered.	4/22/16 N-CTS9730				
F	Underground obstructions stations (CTS)	1. Provide adequate allowance for differing site conditions to address unknown underground obstructions. 2. Make as-built drawings of structures adjacent to the work available to the contractor as reference drawings	C	4	2	2	2	80%	8	16	Mitigation measures have been implemented.	10/9/17 CTS1500				
U	Proximity at junction of head house boundary wall and school yard may result in relocation of school yard during wall construction		C	1	1	1	1	10%	1	2	Project configuration changed to eliminate encroachment. Risk converted to Construction risk from Risk 55.	8/16/13 CTS1010				
216 General																
218 Demolition, Clearing , Earthwork																
220 Site Utilities, Utility relocations																
230 Hazmat, Contaminated Material																
234 Environmental Mitigations																
65	Archeological/Cultural findings during construction increases schedule and/or cost. (Portal) AROUND 10%	1. Provide on-call Archeologist. 2. Provide allowance and procedure in contract for Archeological/Cultural discoveries.	C	1	2	1	2	10%	2	3	Additional boring taken in vicinity of portal indicated no evidence of Archeological/Cultural resources.	10/24/12 TUN1080				
66	Archeological/Cultural findings during construction increases schedule and/or cost.(Moscone) AROUND 10%	1. Provide on-call Archeologist. 2. Provide allowance and procedure in contract for Archeological/Cultural discoveries.	C	3	1	1	1	50%	3	6	Mitigated - Current exposure only to those amount above those currently identified	4/28/15 TUN1150				
67	Archeological/Cultural findings during construction increases schedule and/or cost. (UMS)...LESS THAN 1%	1. Provide on-call Archeologist. 2. Provide allowance and procedure in contract for Archeological/Cultural discoveries.	C	3	1	2	2	50%	5	9	Mitigation measures to be implemented in contract documents	8/12/15 UMS1320				
68	Archeological/Cultural findings during construction increases schedule and/or cost. (CHINA TOWN) ...AROUND 10%	1. Provide on-call Archeologist. 2. Provide allowance and procedure in contract for Archeological/Cultural discoveries.	C	3	1	2	2	50%	5	9	Mitigation measures to be implemented in contract documents	10/9/17 CTS1500				
240 Site Structure incl. sound walls																
242 Auto/bus/van access ways, roads																
70	Change in traffic control requirements after bid	1. Provide unit bid items to reimburse contractor for traffic management costs outside their control. 2. Include allowance in construction contracts for PCOs.	C	3	4	1	3	50%	8	15	Mitigation measures implemented.	5/22/17 STS1020				
71	Power supply interruptions to TBM's (no dual power feed currently planned)	Obtain TBM power directly from PG&E substation.	C	1	2	-	1	10%	1	2		2/5/14 TUN1124				
247 Train Control and Signals																
72	Interface new Signaling and Train Control system to existing at Fourth and King	Connect new system in parallel with existing system until the new system has been tested and safety certified for operation.	C	2	2	3	3	35%	5	10	Awaiting approval of contract plans by Muni Operations.	3/4/16 STS1045				
PR78	Delays or complication by other SFMTA projects delays CSP: radio, fare collection, C3/TMC	1. Monitor other projects' developments. 2. Develop contingency plans as needed to avoid 1256 delay of revenue service.	C	2	1	1	1	35%	2	4		7/27/12 FDS 1940				
260 Traffic signals & Crossing Protn.																
262 Fare Collections Systems																
265 Purchase or lease of Real Estate																

Risk Register

A	H	I					J	K	L	M	N	O	P	Q	R	S
1	PROJECT RISK REGISTER	Risk Profile	Likelihood Score	1	2	3	4	5	Probability	Low (1)	Medium (2)	High (3)	Very High (4)	Significant (5)	Legend	RISK RATING = PROBABILITY X (COST IMPACT + SCHEDULE IMPACT)
2	Central Subway Project San Francisco	5	5	4	3	2	1	5	Cost Impact	< 10%	10% - 50%	> 50%	< 75% - 90%	> 90%	< 3 Low	2
3	REV : 31	4	3	2	1	5	4	3	Schedule Impact	< \$250K	\$250K - \$1M	\$1M - \$3M	\$3M - \$10M	> \$10M	3 - 9 Medium	SCORE = PROBABILITY X (COST IMPACT + SCHEDULE IMPACT)
4	DATE ISSUED: 04/10/14	3	2	1	5	4	3	2	< 1 Month	< 1 - 3 Months	< 3 - 6 Months	< 6 - 12 Months	> 12 Months	> 10 High		
5	Final Risk ID	Risk Description	Mitigation Description	Risk Category	Probability %	Cost Impact	Schedule Impact	Calc Impact	Calc %	Risk Rating	Score	Status	Must Complete by Date			
266	79	Delay in obtaining tunnel easements (3 #) (goes to condemnation) - Costs of ROW may cost more than expected	1. Engage Owners in negotiations as soon as possible. 2. PM/CM to provide real estate specialists to facilitate.	R	1	1	-	1	10%	1	1	Right of possession obtained on all three parcels. Cost agreement reached with 1455 Stockton & 801 Market.	9/7/2012			
273	Reloc. of Household or Business															
275	Vehicles															
276	83	Cost of vehicles are more than estimated	Time the procurement of the vehicles to be part of the procurement of the existing Breda LRVs.	R	3	4	1	3	50%	8	15	CSP vehicles to be included in overall SFMTA vehicle procurement contract.	11/17/17 STS 1500			
278	Preliminary Engineering															
287	95	Contractor default during construction impacts schedule. (key sub-contractor)	Assist Bonding company in transition and to maintain schedule.	C	1	2	2	2	10%	2	4		11/17/17 STS 1500			
297	99	Breakdown in relationships between SFMTA and Contractors during construction results in increased claims and delays to the overall construction schedule.	1. Executive partnering and alternate dispute resolution. 2. Provide incentives in construction contracts in addition to penalties	C	2	4	1	3	35%	5	10	Mitigation measures being implemented	7/27/12 FDS 1940			
299	100	Procurement of long lead items delays work. (fans, rails and special track work, TPSS, Escalators, elevators, TBM)	1. Include schedule milestones for procurement of and substantial payment for stored long lead items in contract to encourage early procurement. 2. Monitor procurement of critical items.	C	1	2	2	2	10%	2	4	Not considered a project risk.	11/17/17 STS 1500			
301	102	Late finish of early contract delays later contracts and extends PM / CM and incurs additional costs	1. Actively manage contracts and include incentive provisions for early completion in critical contracts. 2. Add buffer float to critical path to actively manage schedule contingency	C	2	1	2	2	35%	3	6	LONP 1 & 2 initiated to reduce this risk. See Risk 86. The mitigation of risks associated with early contracts will address this risk. Risk rating reduced due to mitigation measures implemented	12/30/20 MS 0010			
305	PR37	Temporary construction power and ability to provide permanent power feed - PGE ability to provide power requirements to the program together with their other commitment	1. Identify temporary power requirements for station construction. 2. Investigate the timing of the permanent feed.	C	2	1	2	2	35%	3	6	Cost for First and Redundant electrical services need to be included in Cost Estimate.	5/3/18 STS1080			
306	Insurance, permits etc.															
307	103	Difficulty in getting required permits.	1. Coordinate with permit officials and request permits as early as possible. 2. Obtain assistance obtaining permits from PM/CM & FD Consultants.	C	1	2	1	2	10%	2	3		12/18/12 FDS 1275			
308	104	CPUC approval at Grade Crossing for G0164d takes longer to negotiate / obtain than schedule allows	1. Obtain Grade Crossing approvals at final CPUC inspection at the completion of construction. 2. Coordinate closely with CPUC until approval is received.	R	2	3	2	3	35%	5	10	CPUC Resolution (TED-253) for extension of our at grade crossing was granted.	7/27/12 FDS 1940			
309	105	Electrical service delays startup and testing.	1. Submit applications for new service as early as possible. 2. Coordinate closely with PG&E to ensure timely delivery of electrical service.	C	1	2	1	2	10%	2	3	Applications for new service have been submitted to PG&E.	11/17/17 STS 1500			
310	106	Risk of Labor dispute delaying the work.	Enforce designated gate for employees of the contract in dispute so that the rest of the work is not delayed.	C	2	1	1	1	35%	2	4		11/17/17 STS 1500			
312	Unallocated Contingency															
317	111	Major Earthquake stops work	Include Force Majeure clause in contracts.	C	1	5	3	4	10%	4	8	Force Majeure clause included in contracts.	12/30/20 MS 0010			

Risk Register

A		H		I					J	K	L	M	N	O	P	Q	R	S
PROJECT RISK REGISTER Central Subway Project San Francisco REV : 31 DATE ISSUED: 04/10/14		Risk Profile		Severity Score					Likelihood Score	Probability	Low (1)	Medium (2)	High (3)	Very High (4)	Significant (5)	Legend	RISK RATING = PROBABILITY X (COST IMPACT + SCHEDULE IMPACT) SCORE = PROBABILITY X (COST IMPACT + SCHEDULE IMPACT)	
		Likelihood Score	1	2	3	4	5	< 10%			< 10% - 50%	> 50%	< 75% - 90%	> 90%	< 3 Low			
		5	4	3	2	1	< \$250K	< \$250K - \$1M			< \$1M - \$3M	< \$3M - \$10M	> \$10M	3 - 9 Medium				
		4	3	2	1	< 1 Month	< 1 - 3 Months	< 3 - 6 Months			< 6 - 12 Months	> 12 Months	> 10 High					
Final Risk ID	Risk Description	Mitigation Description					Risk Category	Probability %	Cost Impact	Schedule Impact	Calc Impact	Calc %	Risk Rating	Score	Status	Must Complete by Date		
112	Major safety event halts work	1. Require contractor Safety plan to address this risk. 2. CM inspections to ensure that safety plan and procedures are implemented.					C	1	5	3	4	10%	4	8	Health and Safety provisions included in contracts. CS Program provides full-time Safety Manager.	12/30/20 MS 0010		
196	The process of acquiring station licenses: acquisition/condemnation could significantly delay schedule and cost more than that presently planned.	1. Continue to negotiate with building owners 2. Required Notices and Appraisals to be completed 3. Commence condemnation process with City Attorneys					C	1	1	1	1	10%	4	2				
202	Cargo Preference (Ship America) must solicit U.S.-flag carriers. Civilian Agencies Cargo = at least 50% (governed by Cargo Preference Act of 1954)	1. Require Ship America compliance agreement first tier contractors and subcontractors					C	1	1	1	1	10%	1	2				
204	AT&T Vault - New Sewer Work south of Bryant	1. Continue negotiations/coordination with utility owners. 2. Schedule analysis to confirm coordination					C	1	2	4	3	10%	3	6				
205	Prolong period of CMod's creates additional cost/causes bad blood between Resident Engineer and Contractor	1. CMod Task Force - 5 Areas of Improvement 2. Implement 3. Delegation of Authority					C	3	1	1	1	50%	3	6				
208	Additional cost if we change direction going to the Pagoda	1. Develop Scope with designers currently under contract 2. Agree to alignment and details of new shaft location 3. Issue PCC to Contractor 4. Initial site works and borings if necessary 5. Obtain appropriate permits					C	3	3	2	3	50%	8	15				
210	Mission Bay Loop Grant – Needs to be built to allow for train turnarounds (June 2013)	1. Identify timeline for grant funding					C	4	1	1	1	80%	4	8				
211	Differing site conditions encountered during ground freezing of Cross Passage 5 results in increased costs.	1. Contractor has submitted a 'no cost, no schedule' PCC for ground freezing 2. Need early review of work plan, and identification of entity that will perform the work					C	1	2	2	2	10%	2	4				
212	UMS Inclined piles – 8" clearance between piles and tunnel results in damage or safety issues within the tunnel	1. Establish 1252 and 1300 contract requirements to construct within acceptable tolerances 2. Workshop to be held with BIH to discuss hold points during construction.					C	1	5	3	4	10%	4	8				
214	Micro Piles at UMS interfere with Tube-a-manchette installation (60' deep micropiles)	1. Provide micro-pile as-built information to contractor 2. Realign tube-a-manchettes clear of micro-piles					C	3	1	1	1	50%	3	6				
215	DPW Excavation permit reviews delay contract works	1. Obtain a blanket excavation permits from DPW covering the area of work for 1253, 1254, 1255, 1256					C	2	1	1	1	35%	2	4				
216	Olivet building potential construction impact	1. Reach out to building owner and keep him abreast of CS construction activities.					C	1	1	2	2	10%	2	3				
217	Delays or complications construction by others – SF Dept. Of Technology, 3rd party utilities	1. Early engagement and coordination for agreements and plan development to avoid construction delays.					C	2	1	1	1	35%	2	4	DTIS MOU has been signed.			
218	Air replenishment system no longer required – Agency bears unnecessary cost of installation and maintenance of an air replenishment system that is no longer required.	1. Contractor to be notified to place procurement on hold 2. Central Subway to seek approval from SFFD to delete the system from the contract					C	1	1	1	1	10%	1	2				
219	Clearance between YBM slurry wall and constructed tunnels results in a strike causing safety or structural concerns	1. Program Safety Manager to prepare a comprehensive safety plan to address this issue 2. Program to prepare a written position/response to concerns raised regarding this issue					C	2	2	1	2	35%	3	6				

Risk Register

A	H	I					J	K	L	M	N	O	P	Q	R		S		
1	PROJECT RISK REGISTER	Risk Profile	Severity Score							Low (1)	Medium (2)	High (3)	Very High (4)	Significant (5)	Legend	RISK RATING = PROBABILITY X (COST IMPACT + SCHEDULE IMPACT) 2 SCORE = PROBABILITY X (COST IMPACT + SCHEDULE IMPACT)			
2	Central Subway Project San Francisco	Likelihood Score	1	2	3	4	5		Probability	< 10%	10% - 50%	> 50%	< 75% - 90%	> 90%	< 3 Low				
3	REV : 31	5	4	3	2	1		Cost Impact	< \$250K	\$250K - \$1M	\$1M - \$3M	\$3M - \$10M	> \$10M	3 - 9 Medium					
4	DATE ISSUED: 04/10/14	3	2	1				Schedule Impact	< 1 Month	1 - 3 Months	3 - 6 Months	6 - 12 Months	> 12 Months	> 10 High					
5	Final Risk ID	Risk Description	Mitigation Description					Risk Category	Probability %	Cost Impact	Schedule Impact	Calc Impact	Calc %	Risk Rating	Score	Status		Must Complete by Date	
220	345	Compensation grouting at the Pagoda site is delayed by resolution of the scope and role of the designer, and contractor	1. Direct the contractor to perform the work under the contract 2. Document (in real time – daily basis if necessary) if the contractor refuses to diligently pursue the work 3. Notify contractors bonding company if the contractor refuses to carry out the work					C	5	1	1	1	90%	5	10				
222	347	ARGUS Monitoring Software - Sharing Instrumentation for CN1252 and CN1300	1. Outline responsibilities for each contractor (1252 & 1300)					C	3	3	1	2	50%	6	12				

Risk Mitigation Status
Risk Reference: 15

Risk	Mitigation Strategy
Major TBM machine failure	1. Closely monitor condition and maintenance of the machines.

Initial Assessment: 1, 2, 2

Risk Owner: A. Clifford

Current Assessment: Risk Rating 2 – Construction Risk

Status Log:

October 2011:

1. Risk remains active.
2. Contractor has indicated that they plan to use a newly manufactured TBM for this project.

October 2013:

1. TBMS have been designed specifically for Central Subway conditions
2. Update on preventative maintenance to be provided
3. Confirm number of spare main bearings available per specification

December 2013:

1. Specification section 31 71 19
 - a. One spare main bearing assembly and seals, one spare main drive gear available for replacement of the corresponding parts to be provided with each TBM
 - b. Spares shall be identified and available for the duration of TBM excavation and be deliverable to the site within 1 week

January 2014:

1. Both TBMs have experienced thrust ram failure in the last month
 - a. The Southbound TBM was stopped for approximately 2 weeks
 - b. The Northbound TBM was stopped for approximately 1 week
2. The tunneling contractor is assessing options to rectify the issue which can be implemented during the regular maintenance periods for the machines. Option 1) replace seals with a different seal 2) install an additional seal
3. A summary of the ongoing maintenance on the TBMs will be provided next meeting

February 2014:

1. Daily, weekly and monthly maintenance checklists are used to inspect structural steel, shield, main drive, main bearing, rotary coupling, gear, lock, screw conveyor, erector, thrust cylinders, segment feeder hydraulic power unit, belt conveyors, crane system and hoisting devices, water circuits, hydraulic circuits, grout injection, bentonite system, additive system, secondary ventilation, primary ventilation, gas warning system, hose drums, and cable drums.
2. Daily maintenance:
 - a. visual checks for cleanliness, wear or damage,
 - b. functional checks for noise, fluid levels, and leaks
3. Weekly maintenance:
 - a. Visual and functional checks

Risk Mitigation Status

Risk Reference: 15

Risk	Mitigation Strategy
Major TBM machine failure	1. Closely monitor condition and maintenance of the machines.

- b. Taking samples of fluids, checking torque of fastenings, confirming operation of elements
- 4. Monthly maintenance:
 - a. Oil Analysis of main drive, erector, hydraulic power unit
 - b. Check screw conveyor wall thickness
- 5. A status update of the replacement of failed thrust rams needs to be done.

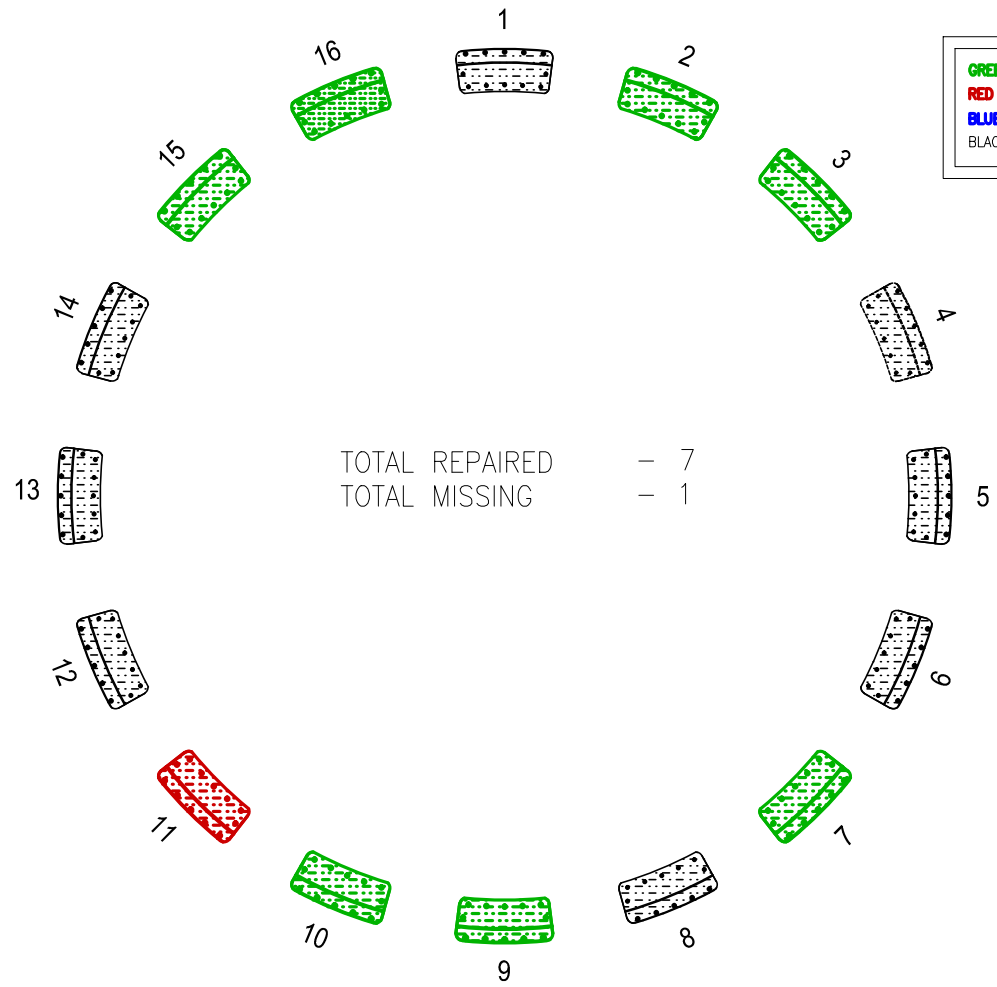
March 2014

- 1. The contractor has replaced;
 - a. Northbound 11/16 thrust rams
 - b. Southbound 9/16 thrust rams
- 2. The remaining thrust rams are not expected to have issues

April 2014:

- 1. SB Thrust Ram 11 is yet to be replaced, thrust Ram 12 is leaking.
- 2. Both thrust RAMS will be replaced with repaired thrust rams this weekend.
- 3. SB average progress for last 15 mining days is 81'
- 4. See attached updated Thrust Ram status diagram

SOUTHBOUND TBM

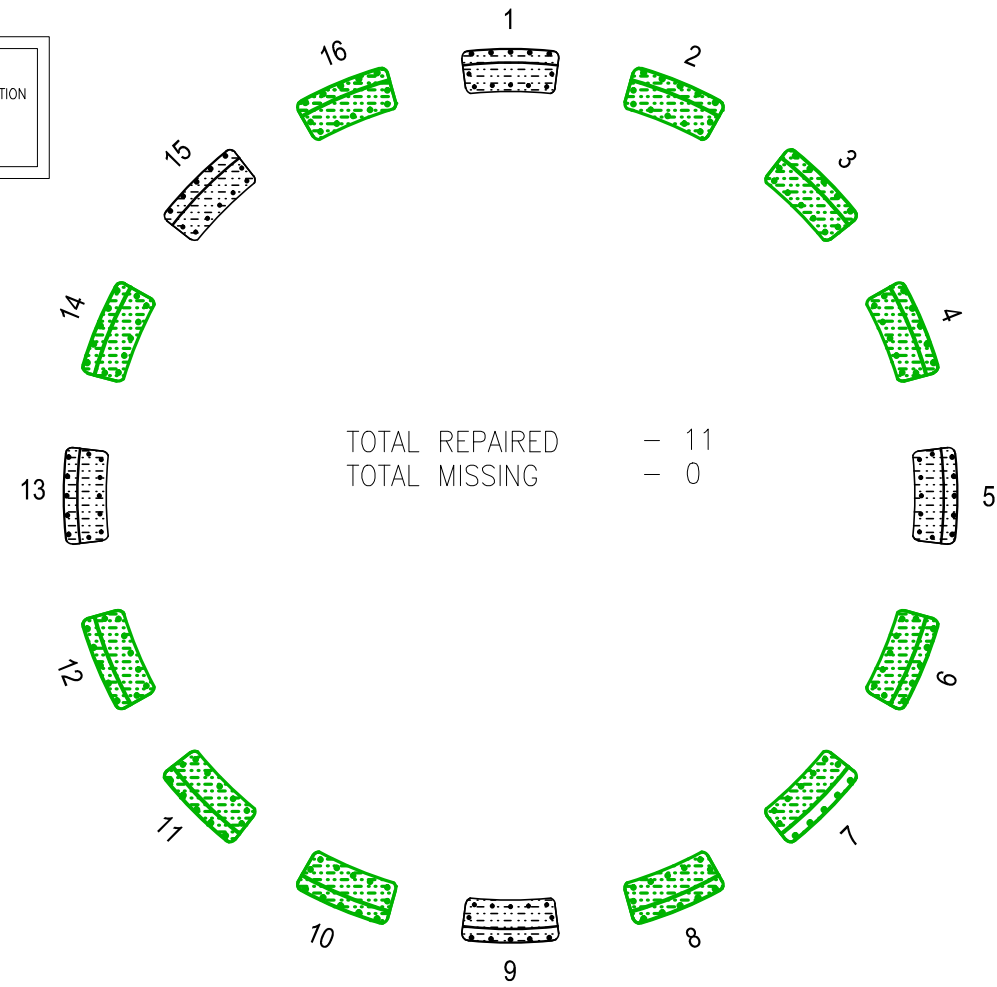


TOTAL REPAIRED - 7
TOTAL MISSING - 1

GREEN - REPLACED AND INSTALLED W/ NEW SEAL DESIGN
RED - UNINSTALLED... NO THRUST RAM IS CURRENTLY IN THIS POSITION
BLUE - THRUST RAM SHOWING SIGNS OF FAILURE
BLACK - ORIGINAL CYLINDER SHOWING NO SIGNS OF FAILURE

Cylinder No.	Status	Cylinder No.	Status
1	OK - Tempasonic	9	Tempasonic. Removed 1/29/14. COMPLETE 1/31/14.
2	OK. Removed and replaced. COMPLETE 2/21/14	10	Removed 12/20/2013. COMPLETE 1/24/14.
3	Removed 12/26/2013... reinstalled "repaired" cylinder 1/2/2014. COMPLETE 3/1/14	11	Removed 2/3/14.
4	OK	12	Removed 12/20/2013... reinstalled "repaired" cylinder 1/4/2014
5	OK - Tempasonic	13	OK - Tempasonic
6	OK	14	Removed and replaced with "repaired" cylinder 1/15/2014
7	Removed 12/21/2013. COMPLETE 1/25/14	15	Removed 12/26/2013... reinstalled "repaired" cylinder 1/3/2014. Removed cylinder 1/24/14. COMPLETE 1/25/14
8	Removed 12/21/2013... reinstalled "repaired" cylinder 1/4/2014	16	Removed and replaced with spare tempasonic 1/15/2014. Removed on 1/27/14. COMPLETE 1/30/14

NORTHBOUND TBM



TOTAL REPAIRED - 11
TOTAL MISSING - 0

Cylinder No.	Status	Cylinder No.	Status
1	OK - Tempasonic.	9	OK - Tempasonic.
2	Removed 12/19/2013. Reinstalled "repaired" cylinder 12/20/2013. Removed 2/11/14 and replaced. COMPLETE 2/12/14.	10	Removed 1/25/14. COMPLETE 2/2/14.
3	Removed 1/13/2014. COMPLETE 1/24/14.	11	Removed Cylinder 1/20/2014. COMPLETE 1/21/14.
4	Replaced 3/29/2014	12	Removed 2/5/2014. COMPLETE 2/6/14.
5	OK - Tempasonic.	13	OK - Tempasonic.
6	Removed 12/19/2012. Reinstalled "repaired" cylinder 12/21/2013. Removed 2/15/2014. COMPLETE 3/15/2014	14	Replaced 3/29/2014
7	Removed 12/19/2013. Reinstalled "repaired" cylinder 12/21/2013. Removed cylinder 1/13/2014. COMPLETE 1/17/14.	15	OK.
8	OK. Removed 2/3/14. COMPLETE 2/8/14.	16	Removed 12/19/2013. Reinstalled "repaired" cylinder 12/20/2013. Removed cylinder 1/8/2014 and was replaced with "repaired" cylinder 1/9/2014. COMPLETE 1/17/14.

REV	DATE	DESCRIPTION



CITY AND COUNTY OF SAN FRANCISCO
MTA
CENTRAL SUBWAY TUNNELS1252
THRUST CYLINDER STATUS
NB & SB TUNNELS

Risk Mitigation Status	
Risk Reference: 50	
Risk	Mitigation Strategy
Station contractor delayed by tunnel contractor since station contractor cannot break in to the tunnels until the tunnels have been finished.	<ol style="list-style-type: none"> 1. Include Milestone dates in Tunnel Contract when the turnover of tunnels to CTS contractor has to occur. 2. Actively monitor progress towards schedule milestones. 3. Add constraints in CTS contract specification.

Initial Assessment: 3, 4, 11

Risk Owner: A. Clifford

Current Assessment: Risk Rating 3 – Construction Risk

Status Log:

September 24, 2009 Meeting:

1. Attendees agreed that an LONP is one item that would alleviate this risk.
2. A request for an LONP is presently being prepared. It appears at this time that an LONP has a good chance of being granted.

February 2012:

1. Constraints on CTS contractor added to specification sections Work Sequence and Contract Interface.
2. LONP was granted by FTA for construction of the launch box.

March 2013:

1. Contract 1300 Specification section 01 12 17, 4 a) – tunneling equipment to be removed from CTS 450days following NTP (timeframe approved through CMB and included in CN 1300 addendum 3).

April 2013:

1. Discuss revising this risk description to ‘break into tunnel delayed by 1252 contractor’ as applicable to the 1300 contract.
2. Specification timing for tunneling equipment to be removed from UMS and YBM to be checked
3. Current 1252 cross passage completion dates and 1300 tunnel break in dates (if NTP June 20, 2013):

Contract 1252			Contract 1300		
Milestone (complete)	Contract constraint (days following NTP)	Current Milestone date	Milestone	Contract Constraint (days following NTP)	Milestone Date (if NTP June 20, 2013)
CP1	851	6/4/14	Break into tunnel CTS	450	9/13/14
CP2, CP3 & 4	851, 915	6/4/14, 8/6/14	Break into tunnel UMS	620	3/2/15
CP5	Not a milestone	8/8/14	Break into tunnel YBM	620	3/2/15
Tunnel Substantial completion	1157	4/10/15	Tunnel Portal Access	830	9/28/15

May 2013:

1. PMCM will continue to monitor the interface between the 1252 and 1300 contracts.
2. No change to report.

Risk Mitigation Status	
Risk Reference: 50	
Risk	Mitigation Strategy
Station contractor delayed by tunnel contractor since station contractor cannot break in to the tunnels until the tunnels have been finished.	<ol style="list-style-type: none"> 1. Include Milestone dates in Tunnel Contract when the turnover of tunnels to CTS contractor has to occur. 2. Actively monitor progress towards schedule milestones. 3. Add constraints in CTS contract specification.

June 2013:

1. PMCM continue to monitor the interface between the 1252 and 1300 contracts.

Nov 2013:

1. Contract 1252 milestones were delayed in October because of delays to the Northbound TBM assembly and testing.
2. Concurrent delays to the Retrieval Shaft are also having an impact to 1252 Milestones 1 & 2.
3. Future forecast trend to be developed considering progress to date, and expected progress for the remaining work and geological conditions (i.e. boring through rock)
4. Central Subway team to check that BIH recovery schedule uses reasonable assumptions based on expected progress

	CN1252 Contract Requirement**	CN1252 Oct Finish	CN1300 Requirement	1252 Oct & 1300 Variance	
YBM Headwalls Complete	N/A	20-Sep-14 A	31-Jul-13	(51)	CD
UMS Headwalls Complete	N/A	8-Nov-13	14-Sep-13	(55)	CD
CTS Tunnel Interface Complete 1252 MS 1 - Complete Cross Passages 1&2 (CTS)	10-Jun-14	9-Jul-14	9-Sep-14	62	CD
UMS Tunnel Interface Complete 1252 MS2 - Complete Cross Passages 3&4 (UMS)	13-Aug-14	29-Aug-14	26-Feb-15	181	CD
YBM Tunnel Interface Complete	N/A	30-Sep-14	26-Feb-15	149	CD
1252 Tunnel Substantial Completion	12-Apr-15	11-May-15			
Tunnel Portal Completion 1252 Tunnel Final Completion	12-May-15	8-Jun-15	24-Sep-15	108	CD

** Includes PCC10 & COR8

December 2013:

1. Analysis of expected TBM progress not yet complete
 - a. (see analysis chart)
2. Await submittal of Recovery Schedule 5 from contractor

Risk Mitigation Status	
Risk Reference: 50	
Risk	Mitigation Strategy
Station contractor delayed by tunnel contractor since station contractor cannot break in to the tunnels until the tunnels have been finished.	<ol style="list-style-type: none"> 1. Include Milestone dates in Tunnel Contract when the turnover of tunnels to CTS contractor has to occur. 2. Actively monitor progress towards schedule milestones. 3. Add constraints in CTS contract specification.

January 2014:

1. No current impact at interface points.
2. The Tunnel Contractor's Recovery schedule 5 is still to be assessed against the Station contractors schedule to determine if a conflict between the two contracts is expected.
3. The recovery schedule will not be approved unless the Program believes the dates to be realistic.

February 2014:

1. CN 1252 Recovery schedule 5 (submitted 1/21/14) currently under assessment
2. The monitoring of the two contracts existing float in the schedules is ongoing.

March 2014

1. Approval of CN1252 recovery schedule is pending
2. Milestone 1 & 2 remains 45 days late and 30 days late on substantial completion

April 2014:

1. See next page

Risk Mitigation Status	
Risk Reference: 50	
Risk	Mitigation Strategy
Station contractor delayed by tunnel contractor since station contractor cannot break in to the tunnels until the tunnels have been finished.	1. Include Milestone dates in Tunnel Contract when the turnover of tunnels to CTS contractor has to occur. 2. Actively monitor progress towards schedule milestones. 3. Add constraints in CTS contract specification.

April 2014

1. Recovery schedule discussed with BIH following the last partnering meeting
2. BIH have submitted Recovery Schedule 5b (included in the March 2014 Update)
3. The milestone dates for Recovery Schedule 5b are summarized below

Interface Points	CN1300 Requirement	CN1252 Finish Feb 14	Variance	Recovery 5b Finish MAR14 Recovery 5b	Variance	
YBM Headwalls Complete	31-Jul-13	20-Sep-13	-51.00	20-Sep-13	-51	N/A
UMS Headwalls Complete	14-Sep-13	22-Nov-13	-69.00	22-Nov-13	-69	N/A
CTS Tunnel Interface Complete 1252 MS 1 - Complete Cross Passages 1&2 (CTS)	9-Sep-14	25-Jul-14	46.00	14-Jul-14	57	
UMS Tunnel Interface Complete	26-Feb-15			23-Apr-14	309	CP4
1252 MS2 - Complete Cross Passages 3&4 (UMS)		17-Sep-14	162.00	24-Jun-14	247	CP3
YBM Tunnel Interface Complete	26-Feb-15	16-Oct-14	133.00	17-Nov-14	101	
1252 Tunnel Substantial Completion (12Apr15)		27-May-15	-45.00	10-Apr-15	2	
Tunnel Portal Completion	24-Sep-15	27-May-15	120.00	10-Apr-15	167	

Risk Mitigation Status**Risk Reference: 52**

Risk	Mitigation Strategy
Unacceptable settlement and impact on major utilities at CTS. (OLD SEWERS AND OTHERS WITHIN 20FT SPACE BETWEEN TOP OF CAVERN AND STREET LEVEL)	<ol style="list-style-type: none"> 1. Evaluate effect of potential settlement on utilities. 2. Slip-lined sewer by CTS contractor. 3. Other utilities will be reinforced as needed, monitored during construction, and repaired / replaced as needed. 4. Contractor to correct impact of settlements by repair. 5. Have contingency repair/restoration plan. 6. Utility contact information and procedure will be on plans. 7. Develop an allowance for utility repair. 8. Include probable costs in estimate.

Initial Assessment: 4, 2, 8**Current Assessment:** Risk Rating 6 – Construction Risk**Risk Owner:** J. Wang**Status Log:**

December 8, 2009 Meeting:

1. R. Edwards was identified as risk owner.
2. A. Hoe will status the mitigation strategy.
3. Mitigation strategy needs to establish metrics for acceptable settlement criteria.
4. Eliminated Mitigation Strategy Item 6: "Cistern at Washington St. will be repaired at the completion of construction and damaged pavements replaced" from this risk and will make a new Risk 52a to address the risk to the cistern.(Done)

January 21, 2010 Meeting:

1. An action from the last risk mitigation meeting to "move Mitigation Strategy Item No. 6 to a new Risk 52a" was not done. R. Rocco will update the register accordingly.

November 2011:

1. Revised mitigation strategy 1 to indicate slip-lining of sewer by CTS contractor, not TBM contractor.
2. Removed mitigation strategy 2 "will pre-install tubamachettes for compensation grouting".
3. Revised mitigation strategy 4 to eliminate use of compensation grouting to correct impact of settlement.
4. Sewers will be slip-lined prior to cavern construction.
5. Affected utilities requiring monitoring are listed in BP drawings.
6. Technical specifications address requirement for leak detection and mitigation plans to repair leaks.

January 2012 Meeting:

1. SFPUC submitted comments on the Effects of Settlement on Utilities report.
2. SFMTA will respond to comments.

February 2012:

1. Mitigation strategy added to "Develop an allowance bid item for utility repair".
2. SFMTA responded to comments. None of the responses change the mitigation strategy for this risk.

Risk Mitigation Status

Risk Reference: 52

Risk	Mitigation Strategy
Unacceptable settlement and impact on major utilities at CTS. (OLD SEWERS AND OTHERS WITHIN 20FT SPACE BETWEEN TOP OF CAVERN AND STREET LEVEL)	<ol style="list-style-type: none"> 1. Evaluate effect of potential settlement on utilities. 2. Slip-lined sewer by CTS contractor. 3. Other utilities will be reinforced as needed, monitored during construction, and repaired / replaced as needed. 4. Contractor to correct impact of settlements by repair. 5. Have contingency repair/restoration plan. 6. Utility contact information and procedure will be on plans. 7. Develop an allowance for utility repair. 8. Include probable costs in estimate.

3. Leak detection requirements added to contract.
4. Allowance for utility repair included in contract.

September 2012 Meeting:

1. CTS has been resolved

October 2012 Meeting:

1. UMS & YBM yet to be closed out

May 2012:

1. **Recommend reducing this risk rating to 3 (2, 2, 1)** (reduce probability and cost impact)
 - a. Current probability (3), >50%, recommend reduce probability to (2), 10-50%
 - b. Current cost impact (3), \$1m - \$3m, recommend reduce cost impact to (2), \$250k - \$1m (CN 1300 CTS AL-8 = \$250k)
 - c. Current schedule impacts (1), <1 month, maintain schedule impact
2. Risk rating to remain at 6

January 2014:

1. Comments regarding UMS and YBM are still to be closed out with SFPUC.
2. A letter responding to the outstanding comments will be sent to SFPUC the week of January 13th

March 2014:

1. Letter was sent to SFPUC. Response from SFPUC is still pending.
2. SFPUC previous contact Betsey Eagon has left the division. SFMTA needs to identify the new contact person.

April 2014:

1. Response from SFPUC of outstanding comments is still pending.

Risk Mitigation Status
Risk Reference: 79

Risk	Mitigation Strategy
Delay in obtaining tunnel easements (3 #) (goes to condemnation) - Costs of ROW may cost more than expected	<ol style="list-style-type: none"> 1. Engage Owners in negotiations as soon as possible. 2. PM/CM will provide real estate specialists to facilitate.

Initial Assessment: 2, 3, 6
Current Assessment: Risk Rating 1 – Requirement Risk

Risk Owner: A. Clifford

Status Log:

- October 2011 Meeting:
1. All Tunnel easements have been acquired.
 2. Recommend to retire this risk from the project.
 3. This risk will be revisited next month since not all easements have been obtained

- November 2011 Meeting:
1. Right of entry received for properties requiring easement.
 2. Costs have been identified through appraisals of properties.
 3. Actual value of easements needs to be negotiated with property owners.
 4. Added mention of battered piles at UMS headwalls to the risk description as they will cross property lines.

- December 2011:
1. Right of possession for each of the three required parcels has been obtained.

- January 2012 Meeting:
1. City Attorney’s Office is finalizing final easement deed language and price for all three easements.
 2. To date owners of 801 Market and 1455 Stockton have agreed to purchase price of easement.
 3. Awaiting cost agreement with 790 Market.
 4. Recommend to reduce the risk rating.
 5. Risk rating reduced to 1, 1, 1.

- February 2012 Meeting:
1. SFMTA is working with City Attorneys Office to finalized easement deed indemnity language for the 790 Market easement.

- March 2012 Meeting:
1. SFMTA has provided the City Attorney’s Office with additional information regarding tunnel and station related settlement at 790 Market. This information will be shared with the property owner at 790 Market in order to address their concerns of settlement and requests to include certain indemnity language in the tunnel easement. Current draft of the tunnel and station grouting licenses contain the requested indemnity language; CCSF Risk Manager, SFMTA and City Attorney do not feel owner’s request for indemnity is appropriate in the easement deed.

Risk Mitigation Status**Risk Reference: 79**

Risk	Mitigation Strategy
Delay in obtaining tunnel easements (3 #) (goes to condemnation) - Costs of ROW may cost more than expected	<ol style="list-style-type: none"> 1. Engage Owners in negotiations as soon as possible. 2. PM/CM will provide real estate specialists to facilitate.

April 2012 Meeting:

1. No update from the March report-out.

May 2012 Meeting:

1. No update from the March report-out.

June 2012 Meeting:

1. No update from the March report-out.

July 2012 Meeting:

1. No update from the March report-out.

August 2012 Meeting:

1. The SFMTA has agreed to a final purchase price for the 801 Market and 1455 Stockton easements. 801 Market will transfer title (of the easement) through a purchase and sale agreement and 1455 Stockton will transfer title through a stipulated agreement. Final purchase price negotiations for easement under 790 Market are ongoing.

September 2012 Meeting:

1. Central subway has pre-possession for all 3 easements.
2. Negotiations continue on terms and conditions for 801 Market and 1455 Stockton.
3. Negotiations continue on final purchase price for 790 Market easement.

October 2012 Meeting:

1. Central subway has pre-possession for all 3 easements.
2. The SFMTA has executed a final stipulation agreement for possession of the easement under 1455 Stockton and all remaining funds have been transferred to the property owner.
3. Negotiations continue on terms and conditions for 801 Market.
4. Negotiations continue on final purchase price for 790 Market easement.

November 2012 Meeting:

1. Central subway has pre-possession for all 3 easements.
2. The SFMTA has executed a final stipulation agreement for possession of the easement under 1455 Stockton, final transfer of funds is pending signature of the easement deed from the property owner.
3. Negotiations continue on terms and conditions for 801 and 790 Market.

December 2012 Meeting:

1. Central subway has pre-possession for all 3 easements.

Risk Mitigation Status
Risk Reference: 79

Risk	Mitigation Strategy
Delay in obtaining tunnel easements (3 #) (goes to condemnation) - Costs of ROW may cost more than expected	<ol style="list-style-type: none"> 1. Engage Owners in negotiations as soon as possible. 2. PM/CM will provide real estate specialists to facilitate.

2. Final transfer of funds for 1455 Stockton easement is pending signature of the easement deed from the property owner.
3. Negotiations continue on final purchase price, terms and conditions for 801 Market and 790 Market Easement Agreements.

February 2013 Meeting:

1. Central subway has pre-possession for all 3 easements.
2. Purchase and Sale Agreements for the 1455 Stockton easement and the 801 Market have been finalized. Final execution is pending the receipt of stamped and signed legal descriptions and plat maps from the San Francisco County Surveyor.
3. Negotiations continue on final purchase price, terms and conditions for the 790 Market Easement Agreement.

March 2013:

1. 1455 Stockton and 801 Market easement deeds executed by SFMTA Director.
2. 790 Market price and terms are still being negotiated.

April 2013:

1. Risk owner changed from G. Hollins to A. Clifford
2. 790 Market Street - The current difference between the Central Subway offer and the owners valuation + severance damages is \$280,000

October 2013:

1. Owners appraised easement value has been included in RAMP update 5

November 2013:

1. Program Director and building owner discussing path to resolution of the 790 Market easement negotiation

December 2013:

1. 790 Market St - A counter offer (for settlement) is expected from the property during December

January 2014:

1. 790 Market St - A counter offer (for settlement) from the owner is still outstanding

February 2014:

1. 790 Market St - A counter offer from the owner is still outstanding

March 2014

1. 790 Market Street - counter offer is still outstanding from owner.

Risk Mitigation Status**Risk Reference: 79**

Risk	Mitigation Strategy
Delay in obtaining tunnel easements (3 #) (goes to condemnation) - Costs of ROW may cost more than expected	1. Engage Owners in negotiations as soon as possible. 2. PM/CM will provide real estate specialists to facilitate.

April 2014

1. Counter offer is still outstanding.
2. The project team spoke with the owner 4/10 and is expecting feedback on the offer in the next two weeks.
3. The project team will follow up with the owner on a weekly basis to move toward resolution.

Risk Mitigation Status
Risk Reference: 83

Risk	Mitigation Strategy
Cost of vehicles are more than estimated	1. Time the procurement of the vehicles to be part of the procurement of the SFMTA LRV procurement contract.

Initial Assessment: 1, 1.5, 2

Current Assessment: Risk Rating 8 – Requirement Risk

Risk Owner: L. Ames

Status Log:

April 2012 Meeting:

1. Fleet procurement plan needs to be checked with Fleet agency.
2. Lewis Ames is working at a program level with Operations to look at alternatives and options for procurement.

May 2012 Meeting:

- 1 An RFP is being developed by CH2M Hill for high-floor vehicles.
- 2 SFMTA will attempt to attach the procurement of the four CS vehicles to a procurement contract of another transit property that is currently pursuing procurement of vehicles.

June 2012 Meeting:

- 1 No status update.

September 2012 Meeting:

1. CH2M Hill is now preparing an update of the LRV Procurement Plan. CH2M Hill is working under for SFMTA Transit and led by John Haley’s staff under an on-call contract to support the update and help integrate the RFP vehicle specification process led by Elson Hao
2. Julie Kirschbaum, Manager of Service Planning/TEP is leading an effort to produce a new city-wide travel forecast as the means to support the capacity need for LRV fleet plan requirements in 2025.

The Plan is expected to be circulated, presented, approved; in 2012 etc. specific next steps in the 3rd and 4th quarters of 2012 will be provided in the next report.

3. The Procurement Plan is expected to include assessing the feasibility for SFMTA to attach the procurement of the four CS vehicles to a procurement contract of another transit property that is pursuing procurement of vehicles.

October 2012 Meeting:

1. Risk increased from (1,2, 2) to risk rating (4,4,16)
2. There is a possibility that the cost of the LRV significantly exceed the budget

Risk Mitigation Status
Risk Reference: 83

Risk	Mitigation Strategy
Cost of vehicles are more than estimated	1. Time the procurement of the vehicles to be part of the procurement of the SFMTA LRV procurement contract.

February 2013 Meeting:

1. Most procurement actions are still tracking for February
2. FTA/PMO report was received early February 2013
3. Central Subway is preparing a memorandum of understanding to track funds, FTA comments are being incorporated into the memorandum

March 2013:

1. Central Subway completed a Memorandum of Agreement with SFMTA transit division to establish the phases, costs, scope and timing of initial LRV procurement activities resulting in an LRV procurement RFP in May 2013, and vendor selection early 2014.

April 2013:

1. The RFP Package due May 2013 is expected to be complete on time.

May 2013:

1. Request for Qualifications for new LRV's was released in March
2. Responses were due April 22
3. The review process is now underway with the results of the review due late June
4. Procurement of 175 cars
5. Award expected in 2014
6. First cars expected in 2016

June 2013:

1. APTA meetings were held. One on one interviews with individuals who responded to the RFQ
2. Feedback comments on specification are being incorporated into the RFP to be released in June
3. Schedule impact has been lowered to a risk rating of (1).
4. Current assessment is an 8

July 2013

1. RFP now scheduled for SFMTA Board approval in August prior to release.
2. Currently routing and vetting internal approvals for submission to Board

September 2013

1. Due to the purchase of the vehicles no long being a sole source order the risk description will be revised to reflect the current purchase status.

Risk Mitigation Status	
Risk Reference: 83	
Risk	Mitigation Strategy
Cost of vehicles are more than estimated	1. Time the procurement of the vehicles to be part of the procurement of the SFMTA LRV procurement contract.

October 2013:

1. RFQ released March 29, 2013 identified three qualified bidders to participate in procurement for Light Rail Vehicles (LRV4).
Statement of Qualifications received April 22nd, 2013.
Four car builders, AnsaldoBreda, CAF USA Inc, Kawasaki Rail Car Inc, Siemens Industry Inc, are requested to submit proposals in response to RFP.
2. SFMTA Board approved the issuance of the RFP September 3, 2013 to procure up to 260 LRV4s.
 - a. Base order will be 175 – 24 expansion +151 replacement LRV4s.
 - b. Option for 85
3. The Notice of Advertisement, the RFP and specifications are now on the CCSF Office of Contracts web site:
<http://mission.sfgov.org/OCABidPublication/BidDetail.aspx?K=7262>
The scope covers design, manufacture, test, parts, special tools, manuals and training.
4. Pre-bid Conference: 10/29/2013 10am at SFMTA Muni Metro East Facility 601 25th St., 2nd Fl., Rm. 235
Bids Due: 2 pm 12/10/2013
5. Project Management Plan will be drafted and be in place prior to NTP.
6. Challenges: Extended procurement includes time gap between delivery of first 24 cars and 151 cars that requires FTA approval; funding and financing sources not clear

November 2013:

1. Await bid opening 12/10/13

December 2013:

1. Bid opening delayed until February 2014
2. Need to monitor and confirm that procurement milestones will meet Central Subway testing and commissioning timelines

January 2014:

1. Still awaiting bid opening, 18th February

February 2014:

1. Opening of bids is anticipated to be the third week in February.

March 2014:

1. Bids opened on February 25, 2014. Currently under review by the LRV PM.

Risk Mitigation Status

Risk Reference: 83

Risk	Mitigation Strategy
Cost of vehicles are more than estimated	1. Time the procurement of the vehicles to be part of the procurement of the SFMTA LRV procurement contract.

April 2014:

1. No new information, bids are still being reviewed.

Risk Mitigation Status
Risk Reference: 99

Risk	Mitigation Strategy
Breakdown in relationships between SFMTA and Contractors during construction results in increased claims and delays to the overall construction schedule.	<ol style="list-style-type: none"> 1. Executive partnering and alternate dispute resolution. 2. Train staff in adherence to issue resolution process

Initial Assessment: 5, 3, 8

Risk Owner: R. Redmond

Current Assessment: Risk Rating 5 – Construction Risk

Status Log:

February 2012 Meeting:

1. Mitigation measures being implemented.
2. Incentives not being used due to legal obstacles.
3. Recommend to reduce the risk rating.

December 2012:

1. The combined contract will reduce the number of interfaces between contracts and potential for relationships to become strained
2. The CMOD process is being improved for quicker resolution of change orders
3. Mitigation 2 - 'Provide incentives in construction contracts in addition to penalties' was removed from the mitigation strategy as this is not being used (as noted in the February 2012 update).

March 2013:

1. A breakdown in the relationship has occurred due to untimely resolution of changes and unresolved contract interpretation issues.
2. SFMTA CMod SWAT team dedicated to processing changes has been implemented to improve the performance of change processing.
3. This improvement has been recognized by both parties.
4. An issue resolution process has been formalized to address disputes and avoid claims.

April 2013:

1. The issue resolution process is not being followed consistently. BIH are not responding in a timely manner and are revisiting prior agreements in the issue resolution process.
2. Brian Kelleher is developing observations and training for adherence to issue resolution process.

May 2013:

1. New Issue Resolution Ladder process presented at the CMB

June 2013:

1. The first meeting was held with BIH on May 21st, 2013 utilizing the refined issue resolution process that was presented to the CMB in May with positive results. A follow up meeting is being held June 14th to further refine the process.
2. Staff training in the issue resolution process is ongoing.
3. A similar meeting with Tutor Perini will be held in future.

Risk Mitigation Status
Risk Reference: 99

Risk	Mitigation Strategy
Breakdown in relationships between SFMTA and Contractors during construction results in increased claims and delays to the overall construction schedule.	<ol style="list-style-type: none"> 1. Executive partnering and alternate dispute resolution. 2. Train staff in adherence to issue resolution process

October 2013:

1. Issue resolution ladder is not working as intended and is to be discussed at the next partnering session

November 2013:

1. Issue resolution ladder to be discussed at next partnering meeting to be held 11/18/13.
2. Risk rating reduced as relationship with 1252 Contractor has improved
3. Risk rating reduced to 5. Probability (2) 10-50%, Cost Impact (4) \$3m-\$10m, Schedule Impact (1) < 1 month.
- 4.

December 2013:

1. IRL process topic of discussion during Partnering. Contractor has agreed to focus more efforts to resolve issues.

March 2014:

1. Executive Partnering session with Contractor for 1300 (TPC) was held 27JAN14. Follow-up dedicated meeting for the schedule brainstorming was calendared for the 28FEB14 but subsequently cancelled by TPC. Currently not rescheduled
2. Regular quarterly partnering meeting held with 1252 Contractor (BIH). Openly discussed contentious environment between parties and how to improve. Executive management team committed to process moving forward, established follow-up dates to review schedule recovery, retention reduction and release, and timely processing of progress payments.

April 2014:

1. The next Executive partnering meeting is schedule with the Contractor for (1300) Tutor Perini on April 24, 2014
2. An Executive Management meeting was held with between contract 1252 and the PM/CM Sr. Management to resolve outstanding COR's. A follow up meeting to discuss the balance of the issues is scheduled for 04/15.
3. Construction Management team for contract 1300 will be trained in adherence to issue resolution process.

Risk Mitigation Status
Risk Reference: 112

Risk	Mitigation Strategy
Major safety event halts work	1. Require contractor to provide for a full-time Safety Manager.

Initial Assessment: 5, 3, 4

Risk Owner: A. Clifford

Current Assessment: Risk Rating 4 – Construction Risk

Status Log:

February 2012:

1. Contract Technical Specifications Section 01 35 29.10 – Health and Safety includes procedures and contractor requirements to prevent accidents.
2. Contracts require contractor to provide a full-time Safety Manager.
3. Central Subway Program retains a full-time Safety Manager.

July 2013:

1. Safety inspections being carried out monthly.
2. Safety inspection observations are being communicated to the contractor as required.
3. Cal OSHA mining inspections held every 2 months.
4. Executive safety meetings being held quarterly.

February 2014:

1. There have been several safety incidents recently prompting the tunnel contractor to hold a full staff stand down and remind workforce to be vigilant about personal safety
2. Safety Manager to broadcast safety incidents in real time to program management
3. Monthly safety walks, Cal OSHA, and executive safety meetings continue
4. Follow up report to be given to the risk committee on the tabulation and analysis of program safety managers daily safety observations

March 2014

1. Safety Managers daily reports were submitted for review. The Risk Manager will assist the Safety Manager with the information being tracked on the daily report by way of suggested content structure.
2. A recurring safety agenda item will be added to the weekly Program Management meeting on the 1st Monday of the month

April 2014:

1. Overall safety awareness has improved. Safety Manger is charting safety incidents, accidents and near misses. The analysis of the trends are being discussed at the Program Executive Safety meeting

Risk Mitigation Status
Risk Reference: 196

Risk	Mitigation Strategy
The process of acquiring station licenses: acquisition/condemnation could significantly delay schedule and cost more than that presently planned.	1. Continue to negotiate with building owners 2. Required Notices and Appraisals to be completed 3. Commence condemnation process with City Attorneys

Initial Assessment: new risk

Risk Owner: A. Clifford

Current Assessment: Risk Rating 4 – Construction Risk

Status Log:

September 2012 Meeting:

1. Risk 57 retired August 2012. New Risk 196 opened.
2. To date 9/27 required Station Licenses have been signed by the respective property owners.
3. 5/27 have reached verbal agreement or have been sent to the owner for signature.
4. 13/27 Licenses are outstanding
 - a. 7 of the 13 outstanding Licenses are progressing toward agreement
 - b. The Program team is currently preparing for condemnation on the following 6 Licenses should
 - 1 Stockton (Apple) & 212 Stockton (Bulgari) (same property manager)
 - 216 Stockton (Dior)
 - 39 Stockton (Disney)
 - 19 Stockton (Armani) – unresponsive owner
 - 250 Fourth Street (Olivet University)
5. Targeting Board of Supervisors 10/23/12
 - a. remaining Notice of Intent to Appraise mailed 8/30/12
 - b. finalize list of condemnation properties by 9/14/12
 - c. remaining appraisals to be completed by 9/20/12
 - d. meeting with board clerk 9/21/12
 - e. government code offer letters to be sent by 9/27/12

November 2012 Meeting:

1. To date;
 - a. 11/27 required station licenses have been signed by the respective property owners.
 - b. 4/27 have reached verbal agreement or final drafts have been sent to the owner to sign.
 - c. 12/27 Station licenses remain outstanding, 3 of which are being negotiated with the a single property owner (Macy's) and are expected to reach agreement.
2. 9/27 Remaining station licenses + 2 remaining tunnel easements (Central Subway has possession of the two tunnel easements) have been calendared for the December 11th Board of Supervisors Hearing.
 - a. Central Subway project team and the City Attorney's office submitted draft Resolutions of Necessity to the Clerk of the Boards office November 5th.
 - b. The Central Subway Project team continues to negotiate with the property owners.

Risk Mitigation Status	
Risk Reference: 196	
Risk	Mitigation Strategy
The process of acquiring station licenses: acquisition/condemnation could significantly delay schedule and cost more than that presently planned.	<ol style="list-style-type: none"> 1. Continue to negotiate with building owners 2. Required Notices and Appraisals to be completed 3. Commence condemnation process with City Attorneys

- c. The required access for compensation grouting and building monitoring is expected approximately May 10th 2013 should this need to be obtained through the eminent domain process.

April 2013:

1. Outstanding Tunnel & Station Group A licenses: (a, b and c do not have the condemnation option available at this time)
 - a. **Macy's 3 properties** – licenses for the remaining 3 properties to be sent to Macy's 4/11/13 (233 Geary, 120 Stockton, 101 Stockton)
 - b. **1013-1015 Stockton Street** – the final agreement was hand delivered to the owners representative for signature 4/10/13. Signature of the 3 owners is expected by 4/19
 - c. **3 Pagoda properties** (725 Filbert, 659 Columbus, 1717 Powell) – details and offer letters have been sent to owners
 - d. 950 Stockton Street – Central Subway continues to negotiate with the HOA and land owner while working with the City attorney to commence condemnation if agreement cannot be reached by 4/19
 - e. 216 Stockton – resolving final issues with owner (condemnation to commence 4/19 if agreement cannot be reached)
 - f. 1 Stockton and 212 Stockton – final agreement sent to owner for signature 4/9/13
 - g. 1455 Stockton Street – condemnation suit filed 4/9/13, possession estimated mid-August 2013
 - h. 19 Stockton Street – condemnation suit filed 2/13/13, possession estimated 7/6/13

July 2013:

1. 4 Licenses to be obtained by SFMTA are outstanding
 - a. 659 Columbus Ave (1252 Contract)
 - License has been verbally agreed and sent to the owner for signature (expecting signed agreement by 7/15).
 - The Program has not prepared to condemn this license.
 - b. 1455 Stockton (1252 Contract)
 - The pre-judgment possession hearing scheduled for 7/9/13 has been continued to 7/23/13. Estimated possession date is now 8/26/13.
 - The project team continues to seek resolution of the license through negotiation with BofA and the owner.
 - c. 950 Stockton (1300 Contract)
 - Condemnation action filed 7/8/13. Possession of the license is estimated to be late November 2013.
 - The project team continues to work with the Mandarin Tower Homeowners Association (HOA) and the owner to reach agreement. Currently the Project team is requesting the HOA to sign the agreement with a condition that compensation grouting work cannot proceed until agreement from the landowner is received.
 - d. 19 Stockton (1300 Contract)
 - Condemnation suit filed 2/13/13.
 - The owner has engaged trial condemnation attorneys and is challenging the City's 'right to take' this license.
 - The pre-judgment possession hearing originally scheduled for 6/7/13 and was continued by the court.
 - City attorney availability pushed pre-judgment possession hearing date to early August 2013.

Risk Mitigation Status
Risk Reference: 196

Risk	Mitigation Strategy
The process of acquiring station licenses: acquisition/condemnation could significantly delay schedule and cost more than that presently planned.	1. Continue to negotiate with building owners 2. Required Notices and Appraisals to be completed 3. Commence condemnation process with City Attorneys

- Owner attorney availability pushed pre-judgment possession hearing date September 9th 2013. If the motion for pre-judgment possession is successful, possession of the license would be obtained approximately October 11th 2013.

October 2013:

1. 950 Stockton Street
 - a. Negotiation
 - Signed license received from MTOA
 - Negotiation continues with property owners
 - b. Condemnation
 - Signed disclaimers of interest have been received from most owners of record who can now be dismissed from the condemnation action
 - Condemnation continues as summarized below (also see attached graphic)

File motion to court for service/summons via publication	10/11/2013	
	35	days
Court decision on service via publication (estimated date)	11/15/2013	
	5	days
Publish summons (once a week for 4 weeks)	11/20/2013	
	30	days
Publication period (court date set following 30day period)	12/20/2013	
	90	days
Pre-judgment possession hearing	3/20/2014	
	5	days
File documents with court & serve 30 day notice to owners 'notice of entry of order'	3/25/2014	
	20	days
Serve 10 day notice to owners (not an eminent domain requirement)	4/14/2014	
	10	days
Possession of license	4/24/2014	

2. 19 Stockton Street
 - a. Pre-judgment possession hearing held 9/26/13
Pre-judgment possession granted 10/4/13

Risk Mitigation Status	
Risk Reference: 196	
Risk	Mitigation Strategy
The process of acquiring station licenses: acquisition/condemnation could significantly delay schedule and cost more than that presently planned.	<ol style="list-style-type: none"> 1. Continue to negotiate with building owners 2. Required Notices and Appraisals to be completed 3. Commence condemnation process with City Attorneys

- Possession 30days following service to owner – early November
- b. Right to take hearing 11/18/13
 - c. Compensation Trial 3/10/14

November 2013:

1. 950 Stockton Street
 - a. Signed licenses received from MTOA and basement condo owner
 - b. Conference call held with Owners attorney and engineer 11/8/13. SFMTA to send a revised agreement incorporating comments discussed on the call to owner for review.
 - c. City attorney's office is preparing motion for service via publication which is the next step in the condemnation process. This step is occurring 1 month later than anticipated (delays due to 19 Stockton defense preparations).
 - d. Revised condemnation dates to be included in next schedule update.

December 2013:

1. 950 Stockton Street
 - a. Condemnation
 - City Attorney's office continues condemnation through courts
 - Possession of license through condemnation is expected prior to contractor installation of TAMS
 - b. Negotiation
 - Central Subway Staff and City Attorney's Office (CAO) continue negotiation of license with owner
 - Revised license sent to owners attorney for review 12/9/13
2. 19 Stockton Street (City has possession of license)
 - a. Condemnation
 - Right to take hearing held 25/11/13, CAO filed closing brief to court 12/6/13.
 - Decision expected December 2013/Jan 2014
 - Compensation trial is still scheduled for March 2014
 - b. Negotiation
 - Court ordered settlement conference held 11/14/13
 - Central Subway provided best and final offer for the license to the owner and has not received a response

January 2014:

1. 950 Stockton Street
 - a. Negotiation – complete. Signed license agreements have been obtained from the 2 building owners, the homeowners association, and the basement commercial condo owner

Risk Mitigation Status	
Risk Reference: 196	
Risk	Mitigation Strategy
The process of acquiring station licenses: acquisition/condemnation could significantly delay schedule and cost more than that presently planned.	<ol style="list-style-type: none"> 1. Continue to negotiate with building owners 2. Required Notices and Appraisals to be completed 3. Commence condemnation process with City Attorneys

- b. Condemnation
 - City Attorney's office will file withdrawal of the condemnation action following execution of the signed agreements

2. 19 Stockton Street (City has possession of license)

- a. Condemnation
 - Right to take hearing held 25/11/13, 1/13/14 Court ruled in favor of the City.
 - Compensation trial is scheduled for March 10, 2014. Central Subway will request another settlement conference with the owner prior to the compensation trial.
- b. Negotiation
 - Central Subway has not received a response to its December 2013 offer to the Owner

February 2014:

- 1. 19 Stockton
 - a. Central Subway staff and the City attorney's office continue to reach out to the owner to open a settlement dialogue prior to the compensation trial scheduled for March 10th.
 - b. Possession of the license has been granted through the condemnation process.
 - c. The potential cost of the license has been identified in the real estate budget contingency.

March 2014

- 1. 19 Stockton Street
 - a. The Compensation Trial has been continued until April 28th, 2014
 - b. The City Attorney's Office will request a pre-trial settlement conference with the property owner

April 2014:

- 1. 19 Stockton Street
 - a. A pre-trial settlement conference has been granted by the Courts and is scheduled for April 25.
 - b. No change to the status of this risk.

Risk Mitigation Status
Risk Reference: 204

Risk	Mitigation Strategy
Relocation of AT&T Vault and other utilities delays Work south of Bryant	<ol style="list-style-type: none"> 1. Continue negotiations/ coordination with utility owners. 2. Contract 1300 is required to coordinate with utility companies for relocations 3. SWAT team established to address utilities south of Bryant Street 4. Initiate utility coordination meetings 5. Proactively schedule AT&T resources

Initial Assessment: 2, 2, 4
Current Assessment: Risk Rating 3 – Construction Risk

Risk Owner: R. Redmond/M. Acosta

Status Log:

December 2012:

1. Identified Risk and refined risk statement together with development of mitigation strategies.

January 2013:

1. Need to setup a meeting with AT&T and a representative from the Design side to walk them through what will be done in the 1300 contract.

February 2013:

1. Risk description refined.
2. AT&T were made aware of the potential need for relocation of the vault and duct bank in November 2012.
3. A meeting has been arranged between CSP and AT&T for Tuesday 2/19/13 to follow up on the November meeting and confirm that the vault and duct bank will need to be relocated.
4. Relocation of the vault has been included in the D&B element of the 1300 contract and is the responsibility of the contractor.
5. The 1300 contract requires the contractor to allow 12 months for AT&T to cut over new services from the existing duct bank into a new duct bank proposed within the eastern sidewalk of 4th Street between Bryant and Brannan Streets.

March 2013:

1. Increase scope of this risk to include other utilities; Level 3, PG&E, MRY, ASB, SFWD, SFDT, Comcast.
2. Contractual execution of the trench installation to be discussed.
3. AT&T have not been contacted during 1300 bid.
4. It was discussed that the schedule impact of this risk rating should be increased to 4 (6-12 months), this increased the risk rating to 6

April 2013:

1. Utility relocations may require a joint trench under the Contract 1300 design build scope.
2. If a joint trench is required under the contract the 1300 contractor would manage the implementation of the joint trench, SFMTA would manage the Form B process for reimbursement of the joint trench costs.

Risk Mitigation Status
Risk Reference: 204

Risk	Mitigation Strategy
Relocation of AT&T Vault and other utilities delays Work south of Bryant	<ol style="list-style-type: none"> 1. Continue negotiations/ coordination with utility owners. 2. Contract 1300 is required to coordinate with utility companies for relocations 3. SWAT team established to address utilities south of Bryant Street 4. Initiate utility coordination meetings 5. Proactively schedule AT&T resources

3. Mitigation strategy added that the 1300 contractor is required to coordinate with private utility companies.
4. A SWAT team has been established comprising DP-3 and the Design Oversight manager who are meeting weekly to address utilities south of Bryant. DP3 are preparing Notice of Intent letters for utilities to relocate.

May 2013:

1. Final Notice of Intent letters were sent to private utilities Friday 5/3/13.
2. Final Notice of Intent letters will be sent to AT&T and PG&E the week commencing 5/6/13.

July 2013:

1. Revisit following Tutor baseline submittal.
2. It is noted that the Tutor schedule submitted 5 days following bid closure allowed a 12 month period to cutover to the new AT&T duct but did not appear to allow adequate time for construction of the AT&T duct along 4th Street.
3. Utility coordination meeting will be held to ensure the contract requirements are understood by the contractor.

October 2013:

1. DP-3 Tech memo being finalized
2. Relocation design and construction schedule to be developed

November 2013:

1. Coordination meetings with utility owners to occur on a regular basis, Tutor Perini are to be invited
 - a. AT&T plan for resource allocation, confirmation of assets and scheduling of work is to be confirmed as AT&T have very few resources who can complete cutover work
2. SFMTA are currently working with AT&T to establish a feasible location to relocate Vault 2081
3. The importance of this work is to be discussed at the next executive partnering meeting with Tutor

December 2013:

1. Letter was sent notifying the contractor of the criticality of this work and requesting a completion schedule
2. Potential vault location has been identified with AT&T. Feasibility is being confirmed via potholing

January 2014:

1. Potholing to confirm locations of utilities to commence the week of January 20th
2. AT&T are to be put on notice of the expected installation and cut over dates.

Risk Mitigation Status
Risk Reference: 204

Risk	Mitigation Strategy
Relocation of AT&T Vault and other utilities delays Work south of Bryant	<ol style="list-style-type: none"> 1. Continue negotiations/ coordination with utility owners. 2. Contract 1300 is required to coordinate with utility companies for relocations 3. SWAT team established to address utilities south of Bryant Street 4. Initiate utility coordination meetings 5. Proactively schedule AT&T resources

3. Proactively requesting and scheduling AT&T resources added to mitigation strategy.

February 2014:

1. Potholing of utilities has commenced.
2. At the last executive partnering meeting Tutor Perini were tasked with commencing utility coordination meetings.
3. 1/31/14 Letter (CN 1300 Misc. Letter No. 0023) a letter was sent to AT&T notifying them of key dates from Tutor Perini's baseline schedule and requesting AT&T schedule it's resources to meet Tutor Perini's dates.

March 2014:

1. Potholing of utilities is 99% complete. Potholing work at 4th and Townsend remains.
2. Current AT&T ductbank relocation design is constructible but will include relocation of a 20' segment of 12" waterline and shifting of existing AT&T cables.
3. Tutor Perini is projected to start installation of AT&T ductbank by early April 2014 pending completion of soil profile work.

April 2014:

1. Potholing of utilities is 100% complete.
2. There seem to be enough space for a new AT&T manhole and a 36" sewer force main without having to relocate a 20' segment of 12" waterline. Shifting of existing AT&T cables is still necessary at 4th/Bryant; the project team including AT&T Engineer have finalized the workplan to safely accomplish this task.
3. Tutor Perini's subcontractor, Abbett Electric started installation of AT&T ductbank. Abbett decided to temporarily stockpile excavated soils to its yard to be re-used as backfill. Surplus materials to be off hauled pending completion of soil profiling.
4. Risk probability has been reduced to a 1.

Risk Mitigation Status
Risk Reference: 208

Risk	Mitigation Strategy
Additional cost to retrieve TBMs at the Pagoda Theatre site exceeds current budget	<ol style="list-style-type: none"> 1. Develop Scope with designers currently under contract 2. Agree to alignment and details of new shaft location 3. Issue PCC to Contractor 4. Initial site works and borings if necessary 5. Obtain appropriate permits 6. Investigate alternate procurement methods

Initial Assessment: 3, 2, 8
Current Assessment: Risk Rating 8 – Construction Risk

Risk Owner: R. Redmond/ A. Clifford

Status Log:

- February 2013 Meeting:
1. This is in the works, PCC 10 has been issued, a rough order of magnitude estimate has been established, BIH has been given a not to exceed of \$ 50,000 to do Pagoda demolition drawings, SFMTA is negotiating with Pagoda Owner for use of the site.
- March 2013:
1. Demolition drawings have been submitted to DBI for review.
 2. If resolution of costs associated with the Pagoda option is not achieved, the TBMs will be buried to maintain budget requirements
- April 2013:
1. Contractors cost estimate currently at \$10.4m net compared to engineers estimate of \$5.6m
 2. Agreement has not been reached on PCC-10.
 3. Current schedule has the retrieval shaft finishing just in time for arrival of the TBMs in North Beach.
 4. Recommend adding an additional mitigation item 6. – investigate alternate procurement methods and strategies.
 - a. Option 1 – agree PCC-10 with contractor – Central Subway and BIH are preparing a joint paper summarizing the areas where agreement has not been reached on the PCC-10 estimates
 - b. Option 2 – utilize a separate design contract and procure via design, bid, build
 - c. Option 3 – bid demolition of the Pagoda theatre as a separate package
 5. Central Subway are meeting with BIH 4/12/13 to discuss the joint paper prior to elevating for review by management
 6. Recommend maintaining this risk rating.
- May 2013:
1. Contract 1277 for the demolition of the Pagoda Theatre site was advertised Saturday 5/4/13.
 2. The Central Subway BIH joint paper is still being developed.
 3. Current cost issue between SFMTA and Contractor are close to being resolved.
- June 2013:
1. PCC-10 is still being negotiated; further details will be provided next meeting.
 2. Cutter soil mixing is being proposed to construct the retrieval shaft in lieu of tangent piles (ROM approx. \$600k less than tangent piles).

Risk Mitigation Status**Risk Reference: 208**

Risk	Mitigation Strategy
Additional cost to retrieve TBMs at the Pagoda Theatre site exceeds current budget	<ol style="list-style-type: none"> 1. Develop Scope with designers currently under contract 2. Agree to alignment and details of new shaft location 3. Issue PCC to Contractor 4. Initial site works and borings if necessary 5. Obtain appropriate permits 6. Investigate alternate procurement methods

3. Contract 1277 for demolition of the Pagoda theatre is to be awarded 6/19/13.
4. PCC 10 should be closed by June 14, or during the week commencing 6/17/13.
5. Overall budget will be maintained.

July 2013

1. Final negotiations have not yet concluded. Currently still on Budget

October 2013:

1. Budget to be increased \$500,000 through CPT 690 being presented to the November 5th, 2013 SFMTA Board meeting

November 2013:

1. CPT 690 approved by the SFMTA board on November 5th.
2. Change orders for the demolition of the Pagoda Theatre are currently being negotiated with the demolition contractor

December 2013:

1. Change orders are still being assessed and negotiated with the demolition contractor

February 2014:

1. Change orders for the 1277 Contract have been budgeted under CPT 690
2. Under the 1252 contract only minor potential changes have been experienced to date
3. 1252 Contractor submitted a DSC citing layer was harder than expected. SFMTA rejected the DSC after review of boring log indicated material found was anticipated.
4. Maintain this risk rating

March 2014

1. 1252 Contractor's alleged harder ground issue is being tracked
2. Incremental ground samples are being taken to compare with the core log sample

April 2014:

1. Construction of the retrieval shaft was complete Thursday 4/3/14.
2. 1252 team are assessing whether the ground encountered differed from that expected, or impacted construction.
3. Additional information from the Contractor was requested to evaluate the alleged claim.

Risk Mitigation Status**Risk Reference: 210**

Risk	Mitigation Strategy
Mission Bay Loop Grant – Needs to be built to allow for train turnarounds (June 2013)	1. Identify and track major MBL completion milestones <ul style="list-style-type: none"> - Grant funding - Design - Construction - Testing - Use of MBL before CS startup training (N-Line or supplemental T-line revenue service)

Initial Assessment: 1, 1, 4**Risk Owner:** L. Ames**Current Assessment:** Risk Rating 4 – Construction Risk**Status Log:**

February 2013 Meeting:

1. Central Subway are awaiting a decision on grant funding from the FTA
2. Construction is not required to be completed until train operation.

April 2013:

1. Recommend expanding the risk mitigation strategy to include tracking the major MBL completion milestones against the Central Subway startup and testing activity dates
2. TIGER grant funding is expected in the summer of 2013
3. PTMISEA funds are expected in the fall of 2013
4. Major milestone dates have been requested from Lucien Bergurt (SFMTA MBL Project Manager)

May 2013:

1. Major Milestones:
 - a. Design – July 2013 – October 2013 (to 95% complete)
 - b. Construction – NTP May 2014 – October 2014 (substantial completion)

October 2013:

1. Funding – Tiger Grant received and funds are being booked
2. Design – 65% final design package being reviewed and updated
3. Contract procurement (Bid & Award) – February to June 2014
4. Construction – NTP June 2014 – October 2014 (substantial completion)
5. Testing – December 2014
6. Existing T – Line revenue service use of loop as needed – December 2015

Risk Mitigation Status**Risk Reference: 210**

Risk	Mitigation Strategy
Mission Bay Loop Grant – Needs to be built to allow for train turnarounds (June 2013)	1. Identify and track major MBL completion milestones <ul style="list-style-type: none">- Grant funding- Design- Construction- Testing- Use of MBL before CS startup training (N-Line or supplemental T-line revenue service)

April 2014:

1. Funding – \$4.872M Tiger IV Grant funds booked 2013
2. Design – 95% final design package being finalized for bids – Feb. 2014
3. Contract procurement Bid & Award – February to June 2014
4. Construction NTP – September 2014 –December 2015 (Substantial Completion)
5. Testing – January 2016
6. Existing T Service – Line revenue loop service as needed – March 2016

Risk Mitigation Status
Risk Reference: 212

Risk		Mitigation Strategy
UMS Inclined piles – 8” clearance between piles and tunnel results in damage or safety issues within the tunnel	√	<ol style="list-style-type: none"> 1. Establish 1252 and 1300 contract requirements to construct within acceptable tolerances 2. Workshop to be held with BIH to discuss hold points during construction, and construction means and methods 3. Confirm tunnel as-built location

Initial Assessment: 4 (1, 5, 3)
Current Assessment: Risk Rating 4 - Construction Risk

Risk Owner: R. Redmond/S. Tisell

Status Log:

February 2013:

1. Identified as a potential risk

March 2013:

1. Discuss and confirm risk description, mitigation strategy and initial risk rating.
2. Workshops are to be held with BIH to increase their understanding of the interfaces with the 1300 contract.
3. Issues to be addressed will be identified and piling hold points will be discussed.
4. Tunnel construction tolerance is 4” from bulls eye, 8” clearance is in addition to the 4” tunnel tolerance.
5. **Recommended risk rating 4 (1, 5, 3)**
 - a. Probability (1), <10%, considered possible but unlikely
 - b. Cost impact (5), > \$10m, significant costs expected if tunnel collapse occurred
 - c. Schedule impacts (3), 3 - 6 months, significant schedule impacts if tunnel collapse occurred

April 2013:

1. Hold points in 1300 Contract have been identified.
2. Workshops are to be held between BIH and the 1300 Contractor to address interfaces between the contracts.

October 2013:

1. Potential for damage and safety issues in tunnel to be discussed and defined
2. Establish task force - to create action plan that specifically guides the Program successfully thru this risk.
3. Action plan to address Cost and Schedule concerns.
4. Confirm contract requirements in 1300 about tunnel bracing.
5. Update mitigation strategy – to include current contract requirements for 1300 related to bracing and work above the tunnel.
6. Follow up with the designed on what loads can the liner support?
7. Facilitate the early cooperation of 1252 Contractor and 1300 Contractor to implement appropriate plan.
8. Work together with 1300 Contractor – to sequence the work in a manner to avoid exposure to the condition.

November 2013:

1. Tunnel bracing is suggested per the contract as means and methods are to be determined by the contractor

Risk Mitigation Status**Risk Reference: 212**

Risk		Mitigation Strategy
UMS Inclined piles – 8” clearance between piles and tunnel results in damage or safety issues within the tunnel	√	<ol style="list-style-type: none">1. Establish 1252 and 1300 contract requirements to construct within acceptable tolerances2. Workshop to be held with BIH to discuss hold points during construction, and construction means and methods3. Confirm tunnel as-built location

2. Concerns raised by Tunnel Contractor are to be communicated to Designer. Designer to comment of validity of those concerns.

December 2013:

1. Station contractors piling submittal will be provided to Tunnel contractor for information
2. Tunnel as-built information will be forwarded to Station contractor upon completion of tunneling through UMS
3. The need for a workshop will be established following review of the above documents by each contractor

April 2014:

1. Meeting was held yesterday with Tutor , BECHO, SFMTA and CSDG to review and respond to clearance questions
2. Follow up meeting will be scheduled between all parties
3. Final review comments of Contractor’s work plan is pending

Risk Mitigation Status**Risk Reference: 213**

Risk	Mitigation Strategy
Micro Piles exist within tunnel path at UMS – inaccuracies in micro-pile as-built information results in collision with piles.	<ol style="list-style-type: none"> 1. Re-profile and realign tunnel to clear micropiles 2. Stop machine and cut out pile if slight encroachment occurs

Initial Assessment: 4 (2, 3, 1)**Current Assessment:** Risk Rating 0 - Construction Risk**Risk Owner:** A. Clifford**Status Log:**

February 2013:

1. Identified as a risk

March 2013:

1. The tunnel has been realigned and re-profiled
2. **Initial risk rating 3 (1, 3, 2)**
 - a. Probability (1), <10%
 - b. Cost impact (3), \$1m - \$3m
 - c. Schedule impacts (2), 1 – 3 months

October 2013:

1. No further mitigation available

November 2013:

1. No updated information

December 2013:

1. The SB TBM is at the UMS South Headwall, no collision with micropiles to date
2. Maintain risk rating
3. Risk owner changed to M. Benson

April 2014:

1. Both TBMs have passed this location without encountering obstructions.
2. Recommend retirement of this risk.
3. Risk retired by unanimous consent of Risk Assessment Committee 4/10/14.

Risk Mitigation Status**Risk Reference: 218**

Risk	Mitigation Strategy
Air replenishment system no longer required – Agency bears unnecessary cost of installation and maintenance of an air replenishment system that is no longer required.	<ol style="list-style-type: none"> 1. Contractor to be notified to place procurement on hold 2. Central Subway to seek approval from SFFD to delete the system from the contract

Initial Assessment: 1**Current Assessment: 1****Risk Owner: A. Hoe****Status Log: test**

November 2013:

1. New risk identified in light of recent changes to the San Francisco Fire code removing the requirement for air replenishment systems from high rise buildings
2. Strategy for approval to remove the system is to be discussed
3. Action on this risk needs to be taken soon.

December 2013:

1. Contractor will be put on notice to put everything on hold.
2. Information about the code change will be forwarded to the Contractor.
3. A meeting with the SF Fire Marshall to discuss the issue is pending.

January 2014:

1. Initial risk rating assessed at 1 by the Risk Assessment Committee on 1/14/14
2. Mitigation Strategy items 1 and 2 added

February 2014:

1. A letter has been sent to TPC notifying them to place the procurement of the air replenishment system on hold (Letter No. CN 1300-0072, dated 1/28/14).
2. Central Subway are meeting with SFFD 2/19 to discuss what is required (if anything) in lieu of the air replenishment system.
3. SFFD has requested that an equivalency be provided

March 2014:

1. Meeting with SFFD to discuss cart to bring air tanks from the station or cross passage
2. Review elevator shaft to determine if the current shaft design will meet the fire resistance criteria for elevator
3. Review code application with SFFD

April 2014:

1. Review of elevator shaft design is pending elevator design changes at CTS (due to the addition of Plaza).

Risk Mitigation Status
Risk Reference: 219

Risk	Mitigation Strategy
Clearance between YBM slurry wall and constructed tunnels results in a strike causing safety or structural concerns	<ol style="list-style-type: none"> 1. Program Safety Manager to prepare a comprehensive safety plan to address this issue 2. Program to prepare a written position/response to concerns raised regarding this issue

Initial Assessment: 3 - (2,2,1)

Current Assessment: 3

Risk Owner: R. Redmond/M. Vilcheck

Status Log:

November 2013:

1. New risk identified the possibility that the clearance between the outside of the SB tunnel, to the inside of the YBM slurry wall may be as little as 3" (if construction tolerance is used for both the tunnel and the slurry wall).
2. Communication with the designer to be put on record to the effect that the Central Subway Program understands that this was coordinated between DP1 and DP2 during design.
3. A graphic is to be generated showing the clearance between the outside of the tunnel, the inside of the slurry wall, and the reinforcing detail at the corner of the headwall.
4. The mitigation strategy is to be developed.

December 2013:

1. The CM Team has requested the Contractor submit a new submittal on the slurry wall.

January 2014:

1. Initial risk rating agreed by the Risk Assessment committee 1/14/14
 - a. Probability - **2** (10-50%), Cost Impact – **2** (\$250k-\$1m), Schedule Impact – **1** (<1 month)
2. Risk description revised to reflect that the issue pertains to the clearance between the slurry wall and the tunnel for the entire length of YBM station
3. Report back next month on the survey location for the tunnel (what tolerance has the tunnel been constructed to?)
4. Mitigation strategy updated

February 2014:

1. A meeting was held between CSP, BIH and TPC to discuss the communication protocol between surface and tunneling works.
2. BIH and TPC safety plans will be updated to ensure they include an adequate communication tree between surface and tunneling works
3. Prior to commencing work activity information is required to be included in the Safety Plan

March 2014:

1. Review comments of TPC's work plan to include - addressing accurate placement of the walls and communications with the Tunnel project when in proximity

Risk Mitigation Status**Risk Reference: 219**

Risk	Mitigation Strategy
Clearance between YBM slurry wall and constructed tunnels results in a strike causing safety or structural concerns	<ol style="list-style-type: none">1. Program Safety Manager to prepare a comprehensive safety plan to address this issue2. Program to prepare a written position/response to concerns raised regarding this issue

April 2014:

1. There is not an issue with slurry wall clearance calculations.

Risk Mitigation Status
Risk Reference: 220

Risk	Mitigation Strategy
Compensation grouting at the Pagoda site is delayed by resolution of the scope and role of the designer, and contractor.	<ol style="list-style-type: none"> 1. Direct the contractor to perform the work under the contract 2. Document (in real time – daily basis if necessary) if the contractor refuses to diligently pursue the work 3. Notify contractors bonding company if the contractor refuses to carry out the work

Initial Assessment: 5 (5,1,1)

Current Assessment: 5

Risk Owner: A. Hoe

Status Log:

November 2013:

1. Risk identified – CSDG have advised that they do not have the appropriate resources to direct the compensation grouting work for mitigation at the properties surrounding the Pagoda Theatre site
2. Mitigation strategy and risk profile to be discussed

December 2013:

1. Options to find qualified person are being explored.

January 2014:

1. Risk mitigation strategy added, initial risk assessment agreed by the Risk Assessment Committee 1/14/14
2. A letter will be issued to the contractor instructing them to perform the contract work, and that design support will be provided on an as needed basis.

February 2014:

1. A letter was issued to the contractor (letter 271, dated January 14, 2014), the contractor responded with a letter on January 20, 2014 to the effect that it accepts no liability for SFMTAs direction of the compensation grouting work.
2. Central Subway will respond to this latest letter refuting the Contractor's position.

March 2014:

1. Compensation grouting work is already in process and Contractor and the design team have been in coordination for pre-condition grout activities. The designer has been providing approval on the compensation grout pressure and volume based on recommendation by the contractor.

April 2014:

1. Compensation grouting at North Beach is complete with the initial work and we are waiting for the TBM to arrive.