



Central Subway Automated Train Control System -ATCS-

Lisa Walton

Contract Background Information

- Original Contract issued on Dec 3, 2013 under Tutor
- CMOD 1 – Dec 3, 2019 Reassigned contract from Tutor back to SFMTA
- CMOD 2 – February 2021 Modified ATCS designs, station controllers, and location of wayside equipment installation.

Thales Change Order Overview

- Station I/O - \$398,089.40
 - Due to the separation of Thales from the Tutor Construction Contract Several areas needed to be reconciled
 - Track design / layout changed due to construction constraints
 - Thales will modify ATCS track speed limits to accord with changes to trackway designs
 - Platform Emergency Buttons Functionality from both tracks to obstructed track
 - Portal Intrusion Devices – removal of one of two to ensure not obstructions

Thales Change Order Overview

- Fire Code Requirements Changed – NFPA requirements for Subway - \$9,942,260.02
 - Thales will automate the compliance to the updated fire codes
 - Limit one train in the ventilation cavern at one time
 - Manage the movement of the trains to optimize safety and throughput.
 - New Feature – design, develop and build from scratch
 - Complex – this is a terminal and there will be a lot of rail management here
 - Paid for Acceleration to ensure completion to ensure revenue service date maintained – planned completion of this feature 4/29/22
 - \$2,379,175.24

Delay Claim

- Thales Start date delayed - \$2,491,394.00
 - Provided 7 different start dates
 - No work revenue generated for Thales
 - Metro was in planning
 - Approximately one year delay – Maintained Staffing