Transmittal

CS Transmittal No. 2585

To: Bernardo Bustamante  
    Federal Transit Administration  
    San Francisco Federal Building  
    90 7th Street, Suite 15-300  
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From: Nadeem Tahir  
    M544.1, CSP

Project No./Contract No.: M544.1, CSP

Task No./Title: Cost/Schedule Management

Project Phase: Construction

Subject: Monthly Progress Report March 2020

Date: May 5, 2020

Sent via: email – Address: Bernardo.Bustamante@dot.gov

The following:

- copy of letter/memo
- minutes/agenda
- presentation
- cd / dvd
- specifications
- half-size drawings
- full-size drawings
- sketches/maps/layouts
- reference material
- other

estimate
- schedule
- deliverable
- review comment form
- no review comment form
- review comments
- response to comments
- concurrence with response
- verification of incorporation
- acceptance/approval

For your:

- information/use
- action
- review/comment
- response to comment
- concurrence
- incorporation of comments
- verification
- signature
- acceptance/approval
- other

Due date: N/A

Remarks: This Monthly Progress Report includes cost and schedule details as appendices.

Nadeem Tahir, P.E.  
Program Director

NT: dl

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CS File No. M544.1.5.0340.b
Fitting out the Twin Tunnels
Lighting, utilities, walkway railings, and OCS mounting components are all being installed inside the twin tunnels.
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Cover photo: A crew checks alignments and other measurements inside the north-bound tunnel as it approaches the S-curve under Market Street. Railings for tunnel walkways, electrical and signaling systems, and mounting brackets for the overhead catenary system are all being installed in the twin subway tunnels. More photos can be found starting on page 37.

Above photo: Bucket lights, utility conduits, glass wall panels, and other interior elements continue to be installed inside the south concourse for Union Square/Market Street Station, as it nears the transition to the Powell Station concourse.

See the Appendix E final page for CS websites hyperlinks and public outreach online resources. The Project main website is at: http://www.centralsubwaysf.com/
Coronavirus Pandemic (COVID-19) - On March 17, 2020, the Mayor and the City’s Health Office issued a Public Health Order to “Shelter-In Place” in response to the COVID-19 pandemic. As part of this order, some infrastructure projects were considered to be essential including Central Subway project. Construction of the Central Subway project continues to progress with some minor impacts to supply chains and construction efficiency. The Contractors have implemented a revised site Safety and security plans to incorporate various requirements of the order. The project has also experienced impact to the financial processes including delay to the committed funds. Only essential project staff are on site to ensure compliance with the health order and the other staff has transitioned to telecommuting. (For additional discussion, please see Safety and Security section on pg. 32)


Union Square/Market Street Station - Platform Station: Continued construction of stairs and elevators. Continued installation of glass enclosure around elevators and escalators. Continued to install overhead plumbing, fire protection piping, and overhead fixture and electrical. Continued installation of unistrut grid for ceiling panels and LED Artwork on Concourse level. South Concourse: Continued installation of overhead electrical, ceiling panels, and crystallized glass at ticket vending machine. Street/Surface: Continued installation of precast architectural concrete elements for USG terrace level. Continued installation of USG Roof level exhaust vent.


Surface, Track and Systems - Continued traction power conduit and other electrical conduit installation inside tunnel. Continued tunnel lighting installation. Continued 4th/Brannan platform construction. Continued OCS installation on 4th Street and Townsend Street. Started train case work at 4th/King.

Total project costs to date are $1,518.23 million, an increase of $9.00 million over last month. The total cost to date equals 96.2% of the total project budget of $1.578 billion. The program continues to show a forecast Revenue Service Date of Summer 2021.

The Stations Contractors’ Safety Reports should show any accidents that may occur during the current month. The rates of work site accident incidents by the man hours worked continue to be below industry standards - see tables on page 33.
Key Milestones

Escalator Installation at CTS

All escalators have now been placed inside Rose Pak-Chinatown Station.

<table>
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<tr>
<th>MILESTONE</th>
<th>DATE EXPECTED</th>
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<tr>
<td>General</td>
<td></td>
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<tr>
<td>Revenue Service</td>
<td>Summer 2021</td>
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**Contract 1300 Stations, Surface, Track, Systems**

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<td>January 12, 2014</td>
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<td>Substantial Completion</td>
<td>June 29, 2020</td>
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All three sets of escalators from the surface down to the station platform are now being fitted out.

Next up will be the two sets of elevators, both from the surface to the concourse lobby, and from the concourse to platform level.
Costs (See Appendix A for Details)

The Current Cost Estimate (CCE) for the Central Subway Project is **$1.578 billion** in year of expenditure dollars ($YOE). This total project cost is shown at the top of Report 7.1, Program Project Budget. This capital cost projection incorporates allocated and unallocated contingencies to cover the risks associated with the project completion. The Program is in the process of evaluating and adjusting the Program’s Estimate at Completion (EAC) as part of a workshop with FTA. The Program intends to report a revised EAC to the SFMTA Board in an April meeting. When approved by the Board, the Program will adjust the overall Program budget and contingency.

Total net incurred costs for the project are $1,518.23 million, a $9.00 million increase over last month. The cost to date figure reflects expenditures through FAMIS 786 Report ($1,461.53 million) plus the utilities joint trench Form B Reimbursement payment ($12.51 million), invoices currently being processed ($41.99 million) and estimates of outstanding pay requests ($2.24 million). This incurred amount equals 96.2% of the total project budget of $1.578 billion.

The current funding level to date is $1,556.74 million and includes Low Carbon Transit Operations Program (LCTOP) Funds FY2019/2020 $4,000,000 and Proposition B (City of San Francisco Adjusting Transportation Funding for Population Growth) FY2020 $3,191,063 appropriated in September 2019. This represents 98.7% of the total project budget and we anticipate the addition of $21,558,937 to complete the funding of the program. The remaining program funds has been jeopardized due to funding reallocation from the COVID 19 pandemic. The project team will continue to work with our financial partners to ensure that impacts to the project are minimized.

**Earned Value Analysis**

In March 2020 Report, the Preliminary Earned Value Analysis reports is based on the SFMTA March Schedule Update. The Planned Value, Earned Value, Actual Cost, Percent Complete and resulting indexes as follows:

**Preliminary March Earned Value**

Overall Budgeted Cost: $1,578,300,000
Planned Value: $1,588,981,268
Earned Value: $1,458,957,349
Actual Cost: $1,518,234,824
Schedule Performance Index (SPI): 0.92
Cost Performance Index (CPI): 0.96
Percent Complete: 91.6%

*March 2020 Notice: The City continues to experience problems that were caused by error and inaccuracy from the transition from FAMIS to Financial System Project (FSP). An updated methodology has been implemented within the financial reporting that will provide more accurate figures for transactions occurring in fiscal year 2020.

As we continue to address these data quality problems through data cleaning, you will continue to see monthly fluctuations as we detect and remove errors and inconsistencies from data in order to improve on the quality of data so that we will be able to report accurate data.
The Master Project Schedule (MPS) below includes progress through March 2020. The March 2020 Schedule Update submittal from Contract 1300 Contractor was not submitted as the CN1300 Contractor has not provided the updated corrections to their June 2017 through July 2018 Schedule Updates. The Contract 1300 schedule represented in this report is based on the SFMTA March 2020 Schedule Update.

The MPS shows a forecast Revenue Service Date of Summer 2021, shifting from 26 July 2021 to 16 September 2021 based on a revised assessment of the overall schedule and the current project conditions. The project continues to evaluate this date with potential impact from COVID 19.

Currently we are experiencing day-to-day delays caused by TPC’s electrical work in the tunnel impacted by lack of resources and extended approvals of contract modifications related to Radio and Train Control Systems. These issues have impacted TPC’s Substantial Completion date, we have mitigated the delay by accelerating rail activation activities. TPC and SFTMA are working to reach scope and cost agreements for these contract modifications as TPC refuses to commence work without an approved Contract Modification. The controlling critical (longest) path of the MPS runs through the electrical activities within the tunnel which are impacting the TPC’s Startup and Testing and subsequently the rail activation process. The latest schedule shows the longest path running through the Surface, Tracks and Systems (STS).

SFMTA continues to meet with Contractor to discuss all schedule concerns and comments. TPC has not been able to correctly staff the project which could potentially delay the project. In order to achieve the Baseline work productivity, TPC needs to increase the number of crews assigned to electrical work, allowing concurrent work within the tunnel and stations in order to make this completion date possible. It also requires that the front end portion of ATCS Startup and Testing is performed concurrently with TPC’s Startup and Testing followed by ATCS software testing in coordination with SFMTA Operations.

Contract 1300 Contractor submitted fifty-four (54) Schedule Updates from December 2014 to July 2019. SFMTA rejected twenty eight (28) Schedule Updates from January 2016 to April 2016 and June 2016 to June 2018 due to multiple and repetitive issues that vary from incorrect working sequences to unrealistic forecasted completion dates to artificially steering the schedule longest path through certain portions of the project. SFMTA approved as noted December 2014 through December 2015, and May 2016 Schedule Updates. Contractor has been directed to provide a Revised Schedule as required by the overall settlement agreement to maintain the forecasted project completion.

**Contract 1300 - WP1253 UMS / WP1254R CTS / WP1255 YBM / WP1256 STS:**

The Contractor, Tutor Perini Corporation’s (TPC) baseline schedule is incorporated into the master program schedule. The preliminary SFMTA Contract 1300 March 2020 schedule is used within the November Report. The SFMTA Contract 1300 March 2020 schedule is based on the approved baseline schedule logic with adjustments made as mentioned above. The SFMTA will continue to use the SFMTA Contract 1300 schedule update as a forecasting tool going forward until the Contract 1300 Contractor submits an acceptable schedule that addresses all of SFMTA scheduling concerns.

Two men work to smooth a section of terrazzo floor inside the center concourse for Union Square/Market Street Station.
Work Package P-1254R (CTS) has performed the following work this month:

- Continued installing Stair 5
- Continue installing electrical panels and pulling service wires at Equipment Room at Under platform level
- Completed installing Traction Power Equipment at Platform level
- Continued installing overhead conduit at Main Electrical and Traction Power rooms at Headhouse Platform level
- Begin pulling service wires at Main Electrical and Traction Power rooms at Headhouse Platform level
- Begin constructing structural steel for Elevators 1 & 1 at Platform and Concourse levels
- Completed installing GFRC panels at North Platform Caverns
- Completed installing Escalator 3 & 4 at Headhouse Concourse level
- Continue installing storm, sewer, water piping, and fire sprinkler piping at all levels
- Completed installing structural steel for GFRC panels at ticketing hall at Concourse level
- Beginning installing structural steel for Station Agent Booth at Concourse level
- Completed installing electrical equipment and panels at Main Communication room at Lower Mezzanine level
- Begin pulling service wires at Main Communication room at Lower Mezzanine level
- Completed constructing columns for mid-span support of Escalators 5 & 6 at Lower Mezzanine level
- Completed structural slab pit extension of Escalator 5 & 6 at Upper Mezzanine level
- Continued construction of Surface level slabs and PCC 50 Chinatown Plaza walls and stairs
- Continued street work (minor), ongoing monitoring and surveying

Work Package P-1253 (UMS) has performed the following work this month:

- North Concourse: Continued construction of stairs and elevators. Continued installation of overhead plumbing, ductwork, fire protection piping, and overhead fixture and electrical. Continued cement plaster finish in various rooms. Continued installation of glass wall panels
- South Concourse: Continued installation of overhead electrical, ceiling panels, and crystal-

- Street/Surface: Continued installation of precast architectural concrete elements on USG terrace level. Continued installation of USG Roof level exhaust vent. Continued installation of glass roof walk artwork on USG Terrace level

**Work Package P-1255 (YBM) has performed the following work this month:**

- Continued installing Escalators 3 and 4
- Continued installing Elevators 3 and 4
- Completed installing piping at Headhouse Vent Shaft and Headhouse Roof-
- Continued installing EV controls at Station Mezzanine
- Continued installing ceiling at Headhouse Concourse.
- Completed installing seismic joints at Station Platform
- Completed installing branch power at Station Mezzanine
- Completed installing toilets and lockers in Headhouse Concourse
- Completed installing lighting in Station Concourse

**Work Package P-1256 (STS) has performed the following work this month:**

- Continued traction power conduit and other electrical conduit installation inside tunnel
- Continued tunnel lighting installation
- Continued standpipe installation in tunnels and cross passages
- Continued 4th/Brannan platform construction
- Continued pulling traction power feeder cables on surface
- Continued OCS installation on 4th Street and Townsend Street
- Continued train case work at 4th/King

*Reinforced concrete stairs leading up to the tunnel walkway have been poured at the north end of Yerba Buena/Moscone Station.*
Master Project Schedule
A crew collects at an elevator being tested, at the start of the mid-shift lunch break along the south-bound track side of Union Square/Market Street Station.

Contracts & Construction

Construction Contracts In Progress

Contract 1300: Combined Work Packages 1253, 1254, 1255, 1256
- Contractor: Tutor - Perini Corporation
- Amount: $888.28 million
- Contract Status: 92.46% complete construction

Contracts Completed See Appendix D

Contract 1250: Moscone Station and Portal Utilities Relocation
Contract 1251: Union Square/Market Street Station Utility Relocation
Contract 1277: Pagoda Theater Site Demolition (Funded separately from the CS Project budget)
Contract 1252: Central Subway Tunneling

Contract SBE Participation (Updated Quarterly) See Appendix E
Description of Work

The Contract 1300 scope is to construct the Central Subway’s three subway stations, one surface station, construct the 2,000 feet of surface track, and install track and operating systems throughout the new alignment. The separate station and systems work packages are presented in the following pages.

Work includes station finishes, AC and DC substations, elevators, escalators, lighting, emergency ventilation fans, HVAC fire alarm/ suppression/ protection, Cutter Soil Mixing, secant pile bottom up and Sequential Excavation Method construction, settlement monitoring, building protection, connecting to and modifying the BART Powell Street Station, PA, CCTV, signage, installation of fare collection equipment and station start-up and commissioning.

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<thead>
<tr>
<th>Contract Details</th>
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<td>Other Project Offset Credits: $8,091,336</td>
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<td>Expenditures to Date: $846,560,482</td>
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1300 Summary Schedule
Description of Work

This Work Package is to construct one subway station. Includes station finishes, AC and DC Traction Power substations elevators, escalators, lighting, emergency ventilation fans, HVAC fire alarm/ suppression/ protection, slurry wall top-down construction, settlement monitoring, building protection, PA, CCTV, signage, installation of fare collection equipment and station start-up and commissioning.

Current Work Status

- Continued installing Stair 5
- Continue installing electrical panels and pulling service wires at Equipment Room at Underplatform level
- Completed installing Traction Power Equipment at Platform level
- Continued installing overhead conduit at Main Electrical and Traction Power rooms at Headhouse Platform level
- Begin pulling service wires at Main Electrical and Traction Power rooms at Headhouse Platform level
- Begin constructing structural steel for Elevators 1 & 1 at Platform and Concourse levels
- Completed installing GFRC panels at North Platform Caverns
- Completed installing Escalator 3 & 4 at Headhouse Concourse level
- Continue installing storm, sewer, water piping, and fire sprinkler piping at all levels
- Continued installing structural steel for GFRC panels at ticketing hall at Concourse level
- Begin installing structural steel for Station Agent Booth at Concourse level
- Completed installing electrical equipment and panels at Main Communication room at Lower Mezzanine level
- Begin pulling service wires at Main Communication room at Lower Mezzanine level
- Completed constructing columns for mid-span support of Escalators 5 & 6 at Lower Mezzanine level
- Completed structural slab pit extension of Escalator 5 & 6 at Upper Mezzanine level
- Continued construction of Surface level slabs and PCC 50 Chinatown Plaza walls and stairs
- Continued street work (minor), ongoing monitoring and surveying

Work Expected Next Month

- Complete installing Stair 5
- Complete installing electrical panels and pulling service wires at Equipment Room at Underplatform level
- Complete installing overhead conduit at Main Electrical and Traction Power rooms at Headhouse Platform level
- Continue pulling service wires at Main Electrical and Traction Power rooms at Headhouse Platform level
- Continue constructing structural steel for
Elevators 1 & 1 at Platform and Concourse levels

- Continue installing storm, sewer, and water piping at all levels
- Continue installing fire sprinkler piping at all levels
- Complete installing structural steel for GFRC panels at ticketing hall at Concourse level
- Begin GFRC panel installation at ticketing hall at Concourse level
- Complete installing structural steel for Station Agent Booth at Concourse level
- Complete pulling service wires at Main Communication room at Lower Mezzanine level
- Begin installing Escalator 5 & 6 at Upper Mezzanine level
- Complete CMU wall construction at all levels of Headhouse
- Begin installation of Elevators 1 & 2, 3 & 4
- Continued construction of Surface level slabs and PCC 50 Chinatown Plaza walls and stairs
- Continued street work (minor), ongoing monitoring and surveying

Three Month Look

- Complete installation of Elevators 1 & 2, 3 & 4
- Complete installing mechanical, electrical, plumbing, at Cavern Underplatform and Platform levels
- Complete installing mechanical, electrical, plumbing at Concourse, Intermediate, Lower Mezzanine, and Upper Mezzanine levels at Headhouse
- Complete construction of Surface, Plaza, and Roof levels at Headhouse
- Continue construction of PCC 50 Chinatown Plaza
- Abandon dewatering wells on Stockton Street
- Begin street utility work on Washington Street

Steel framing for future concourse-to-platform level elevators is being constructed inside the cross-cut cavern leading into the Rose Pak-Chinatown Station platform cavern.
**Contract Details**

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<td>June 29, 2020</td>
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**Budget/Expenditures**

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<td>Expenditures to Date</td>
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**CTS Three Month Schedule**

Schedule: Contract 1300 March 2020 Update
Description of Work

This Work Package is to construct one subway station. Includes station finishes, AC and DC Traction Power substations elevators, escalators, lighting, emergency ventilation fans, HVAC fire alarm/ suppression/ protection, slurry wall top-down construction, settlement monitoring, building protection, PA, CCTV, signage, installation of fare collection equipment and station start-up and commissioning.

Current Status This Month


- North Concourse: Continued construction of stairs and elevators. Continued installation of overhead plumbing, fire protection piping, and overhead fixture and electrical. Continued cement plaster finish in various rooms. Continued installation of glass wall panels

- South Concourse: Continued installation of overhead electrical, ceiling panels, and crystallized glass at ticket vending machine. Continued installation ceiling panels and LED artwork. Continued installation of glass wall panels. Completed installation of terrazzo flooring. Began installation of roll up/grille doors between SFMTA/BART station

- Street/Surface: Continued installation of precast architectural concrete elements on USG terrace level. Continued installation of USG Roof level exhaust vent. Continued installation of glass roof walk artwork on USG Terrace level

Work Expected Next Month


- North Concourse: Continue construction of stairs and escalators. Continue installation of overhead plumbing, ductwork, fire protection piping, and overhead fixture and electrical. Continue cement plaster finish in various rooms. Continue installation of glass wall panels
• South Concourse: Continue installation of overhead electrical, ceiling panels, and crystallized glass at ticket vending machine. Continue installation of ceiling panels and LED artwork. Continue installation of glass wall panels. Begin Ellis Entrance Finishes.

• Street/Surface: Continue installation of precast architectural concrete elements on USG terrace level. Continue installation of USG Roof level exhaust vent. Continue Ellis Entrance finishes. Continue installation of glass roof walk artwork on USG Terrace level. Begin installation of permanent OCS. Begin landscaping at USG Plaza level.

Three Month Look Ahead


• Street/Surface: Complete installation of granite curb, brick sidewalk, and pedestrian ramps north of Market Street. Complete installation of glass roof walk artwork on USG Terrace level. Complete installation of precast architectural concrete elements on USG terrace level. Complete landscaping at USG Plaza Level. Continue installation of permanent OCS. Begin installation of permanent historic streetlights. Begin installation of traffic cabinets and permanent traffic signals.

• North Concourse: Complete terrazzo flooring. Complete installation of ceiling panels. Complete installation of fire alarm system in USG.
Station Excavation and Construction Progress Section

North

Geary St.

North Concourse

North Headwall

South

O’Farrell St.

Ellis St.

Market St.

South Concourse

South Headwall
### Contract Details

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### Budget/Expenditures

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### UMS Three Month Schedule

[Image of the UMS Three Month Schedule]

Schedule: Contract 1300 March 2020 Update
Description of Work

This Work Package is to construct one subway station. Includes station finishes, AC and DC Traction Power substations elevators, escalators, lighting, emergency ventilation fans, HVAC fire alarm/ suppression/ protection, slurry wall top-down construction, settlement monitoring, building protection, PA, CCTV, signage, installation of fare collection equipment and station start-up and commissioning.

Current Status

- Continued installing Escalators 3 and 4
- Continued installing Elevators 3 and 4
- Completed installing piping at Headhouse Vent Shaft and Headhouse Roof
- Continued installing EV controls at Station Mezzanine
- Continued installing ceiling at Headhouse Concourse.
- Completed installing seismic joints at Station Platform
- Completed installing branch power at Station Mezzanine
- Completed installing toilets and lockers in Headhouse Concourse
- Completed installing lighting in Station Concourse

Work Expected Next Month

- Continue installing Escalators 1 through 4
- Continue installing Elevators 3 and 4
- Continue installing Stairs 2 and 3 - Need the handrails delivered and installed for both stairs
- Continue installing EV Controls at Station Mezzanine
- Continue installing Station Agent Booth at Headhouse Concourse
- Continue installing metal wall and Terrazzo floor in Station Concourse
- Continue installing telephone system at Station Platform level
- Systems startup and Acceptance Testing
- Complete F2A Light Fixture installations at Surface Walls

Three Month Look Ahead

- Continue interior finishes on Mezzanine & Concourse Levels within Station Box
- Begin installation of sculpture at Surface level
- Complete installation of Artwork in Headhouse Concourse
- Complete installation of Elevators 3 and 4
- Complete installation of Escalators 3 and 4
- Complete Finish grinding of Platform and Concourse Station Terrazzo Floors
- Complete installation and finish grinding of Concourse Headhouse Terrazzo Floor
- Complete Platform Kiosks
- Complete Station Agent Booth
- Complete Surface Plaza Area
- Systems Start up and Acceptance Testing
- AT&T – Pull in wires to all building levels. Set trim and terminate devices - Test
Station Excavation and Construction Progress Section

North

South

West

4th St.

East

Clementina Alley

Mezzanine Level

Platform Level

Headhouse

Station Box
### Contract Details

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<th>Description</th>
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<tbody>
<tr>
<td>Contract Awarded</td>
<td>May 21, 2013</td>
</tr>
<tr>
<td>Notice to Proceed</td>
<td>June 17, 2013</td>
</tr>
<tr>
<td>Substantial Completion</td>
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</tr>
<tr>
<td>Contract Award Value</td>
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<tr>
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### Budget/Expenditures

<table>
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<tr>
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<td>Expenditures to Date</td>
<td>$155,485,546</td>
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### YBM Three Month Schedule

[Schedule: Contract 1300 March 2020 Update]
Description of Work

This Work Package is to construct one Surface Station. Includes light rail track and systems, track invert, track safety walkways; light rail track and systems constructed on the 2,000 foot surface for the alignment from the tunnel portal, south to the tie-in to the existing Muni T-Line at Fourth and King Streets; and the surface Fourth and Brannan Street (FBS) Station.

Current Status

- Continued traction power conduit and other electrical conduit installation inside tunnel
- Continued tunnel lighting installation
- Continued standpipe installation in tunnels and cross passages
- Continued 4th/Brannan platform construction
- Continued pulling traction power feeder cables on surface
- Continued OCS installation on 4th Street and Townsend Street
- Continued train case work at 4th/King
- Started OCS hanger installation inside tunnel

Work Expected Next Month

- Continue 4th/Brannan platform construction
- Continue traction power conduit and other electrical conduit installation inside tunnel
- Continue tunnel lighting installation
- Continue OCS hanger installation inside tunnel
- Continue walkway installation inside tunnel
- Start FDC work near 4th Street portal
- Complete 4th/King trackwork tie-in

Three Month Look Ahead

- Complete OCS/street light pole installation
- Continue OCS support/wire installation in tunnel and on 4th Street
- Continue 4th/Brannan platform construction
- Continue tunnel walkway stairs installation
- Continue electrical conduit installation inside tunnel
- Continue tunnel lighting installation
- Continue pulling traction power feeder cables on surface
- Continue OCS installation on 4th Street
- Start FDC work near 4th Street portal
- Complete 4th/King trackwork tie-in
## Contract Details

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<td>Substantial Completion</td>
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## Budget/Expenditures

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## Systems, Track and Surface Station Three Month Schedule

![Schedule: Contract 1300 March 2020 Update](image-url)
Community Outreach

Outreach public information, events and presentations for March 2020 include:

- Ongoing outreach to merchants and residents by email and social media
- Produced quarterly construction update video and other multimedia content
- Responded to constituent complaints and questions

Outreach in Support of Mitigation and Monitoring

- Team members participated in weekly teleconference meeting to address neighborhood concerns
- Weekly photo documentation of project work and editing
- Weekly construction update emails sent to list of approximately 700 residents and stakeholders

Media Coverage

<table>
<thead>
<tr>
<th>Central Subway Media Coverage</th>
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<tbody>
<tr>
<td>Date</td>
</tr>
<tr>
<td>3/10/2020</td>
</tr>
</tbody>
</table>
Quality Assurance

Quality Assurance monthly activity of oversight, surveillance, audits, proactive feedback and QA records actively involves the Project construction management staff, the resident engineers, the prime construction contractor and their subcontractors.

Stations and Systems Contract CN1300 Quality Assurance Monitoring Activities

Project Quality Assurance performs the following activities to ensure that the quality program complies with project quality requirements:

- QA observation of all work in progress for all work packages
- QA observations of QC inspection, testing and documentation by Smith Emery for all work packages
- QA observation of station construction at CTS, UMS, and YBM
- QA observation of STS invert and plinth concrete placement and track installation
- QA observation of STS rail preparation and installation
- QA review of TPC’s Quality Control (QC) Daily Inspection Reports posted to project records CM13 which includes TPC’s Specialty Subcontractor’s QC checklists, associated documentation and Smith Emery inspection and testing reports provided by TPC’s subcontractor that provides laboratory and inspection services – including special inspections required for the City of San Francisco’s Department of Building Inspection (DBI) for all permitted work
- QA participation in definable feature of work preparatory and initial phase meetings as scheduled by the contractor’s QC manager
- QA participation in Weekly Work Package Progress Meetings for STS, YBM, UMS and CTS
- QA participation in Monthly Project Risk Mitigation, Safety and Security, and weekly Construction Management Board (CMB) meetings as scheduling constraints allow

Document comment and review:

- QA staff reviews quality related submittals, other submittals and Requests for Information (RFIs) as needed and requested to support the RE’s and CM administration of the Quality Assurance Program
- QA staff performs random checks of the Contractor’s independent field inspection and testing laboratory reports and results as provided by the Contractor’s testing laboratory
- Contractor Non Conformance Reports (CNCR) Status as indicated in the TPC QC CNCR Log:
  - Initial: 7 CNCRs are currently posted to the CNCR Log as INITIAL entries. (The Contractor is required to generate a CNCR within 24 hours of becoming aware of what appears to be nonconforming work).
  - Dispositioned (not acceptable): 26 CNCRs are currently posted to the CNCR Log as DISPOSITIONED (NOT ACCEPTABLE) and have been returned to the Contractor because the RE’s review of the Contractor’s proposed disposition determined that the proposed disposition is not appropriate and must be revised).
  - Dispositioned: 34 CNCRs are currently posted to the CNCR Log as DISPOSITIONED and are being reviewed by associated SFMTA RE to verify that the Contractor’s proposed
disposition is appropriate.

- Approved: 39 CNCRs are currently posted to the CNCR Log as APPROVED because the suggested REPAIR dispositions have been approved and the CNCRs will remain open until the approved REPAIR procedure is performed
- Closed: 393 CNCRs are currently posted to the CNCR Log as CLOSED.
- Voided: 52 CNCRs are currently posted to the CNCR Log as VOIDED (subsequent evaluation of the INITIAL CNCRs determined that a CNCR is not warranted)
- 531 CNCRs are currently posted to the CNCR Log

**Notice of Non-compliance (NCN):**

- Project QA has issued 32 NCNs

**Audits:**

- Previously, Project QA performed an audit of the Contractor's compliance with specified requirements for Project Coordination and Management Staff. The audit resulted in five findings and five Corrective Action Requests. These findings remain open
- During this period, Project QA initiated an audit of the Contractor's compliance with document control and quality records requirements for the period

**QA Issues:**

- The Contractor does not currently have the required number of QC staff. Four (4) full-time Assistant Contractor Quality Managers are required by Contract. Currently there are three vacancies.
- The Contractor does not have a QC manager on the site at all times during construction as required by Contract.
- The Contractor continues to perform work in some instances prior to receipt of approved required submittals (including product information, coordination and shop drawings) and RFIs with or without knowledge of the Contractors QC or responsible production supervision. This presents potential risk

**QA Concerns:**

- The contractor continues to furnish and install OCS poles without meeting prerequisite certification requirements. Project QA issued STS NCN 003. The Contractor has not responded to the NCN
- The Contractor continues to VOID CNCRs without demonstrating that the work meets Contract requirements
- The Contractor is not identifying all nonconforming work as required by Contract
- The Contractor continues to perform CNCR repairs prior to receiving approval of the proposed repair procedures
- The untimely identification and mitigation (SFMTA approval) of “last minute items” remains an ongoing challenge to all involved and often generates nonconforming work. Project quality has not suffered to date; however the aforementioned concern remains
- Project schedule compression demands disrupting RE, design staff priorities, and work flows as mentioned above; quality has not suffered but the concern remains
- CNCR 354, which documents that standard strength and not high strength 115 RE rail has been furnished and installed by Tutor Perini Corporation (TPC) the C1300 Contractor. CNCR 354 was
dispositioned as Use-As-Is and was then rejected by SFMTA and returned to TPC QC to address the requirements of 34 11 14 Rail. SFMTA wrote a letter to TPC directing the removal of the non-conforming rail. SFMTA QA was informed by TPC’s Project Manager that CNCR 354 would be voided. SFMTA QA’s concern is that CNCR 354 was voided by TPC perceived ambiguities in the contract documents without consideration of other contract document requirements. Non-compliance Notice NCN STS-001 was issued, directing TPC to reinstate CNCR 354. The CNCR has not been reinstated. This issue is being closely monitored by SFMTA

Program QA Practices Implemented:
- Close-out of Corrective Action Requests: Close outs continued as required from Quality Assurance staff’s audits, surveillances and PMOC quarterly reviews. The status is tracked in the Corrective Action Log that is available to the project team and the FTA PMOC
- Project QA continues to hold weekly meetings with the Resident Engineers, Assistant Resident Engineers, and QA inspectors of all stations to review project quality assurance procedures and requirements and to discuss contractor quality control requirements
Risk Management

A Risk Mitigation Management Meeting did not take place in March 2020. The members of the Risk Assessment Committee will reconvene at a later date to review the top risks item in accordance with the risk summary sheet, which have been given a rating by The Committee of six and above. The committee will discuss impacts of COVID 19 to the risk management of the program.

Currently, thirty-four (34) construction risks, two (2) revenue service risk and one (1) remaining requirement risk, are being tracked on the Project’s Risk Register; in addition to, establishing strategies for mitigation and evaluating potential unforeseen issues or conditions.

The Committee will continue to follow risks and risks will be monitored and statuses updated with the use of the risk mitigation status sheets, providing monthly updates by the Risk owner to demonstrate the assigned mitigation strategy is being implemented. The program is in the process of evaluating the risk, schedule, and cost with FTA to ensure that the program has sufficient schedule and cost contingency.

Top Risks

<table>
<thead>
<tr>
<th>Risk #</th>
<th>Risk Description</th>
<th>Risk Rating</th>
<th>Contract Phase</th>
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<tr>
<td>255</td>
<td>Water leaks at YBM station, including water in conduits to both electrical room and TP room</td>
<td>10</td>
<td>YBM</td>
</tr>
<tr>
<td>251</td>
<td>Physical activities missing (not defined) in the schedule / Identify activities of undefined scope</td>
<td>8</td>
<td>STA</td>
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<tr>
<td>205</td>
<td>Prolong period of CMoD’s creates additional cost/ causes bad blood between Resident Engineer and Contractor</td>
<td>8</td>
<td>STA</td>
</tr>
<tr>
<td>257</td>
<td>Systems Test Integration between components does not work; fails</td>
<td>8</td>
<td>RS</td>
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<tr>
<td>253</td>
<td>Do not have adequate (subcontractor) resources defined to perform the work to meet schedule performance</td>
<td>6</td>
<td>STA</td>
</tr>
<tr>
<td>238</td>
<td>Quality Program is ineffective in processing the nonconformance items causing schedule impacts</td>
<td>6</td>
<td>STA</td>
</tr>
<tr>
<td>228</td>
<td>CN1:300 System Acceptance Testing takes a prolonged amount of time</td>
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<td>STA</td>
</tr>
<tr>
<td>230</td>
<td>SFMTA Commissioning Coordination (inaccurate time for coordination or participation from Muni Ops)</td>
<td>6</td>
<td>STA</td>
</tr>
<tr>
<td>261</td>
<td>Internal Staffing Resource Issue</td>
<td>6</td>
<td>GEN</td>
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<tr>
<td>254</td>
<td>CPUC Field Certification - Not having enough staff to certify the work may slow down the process</td>
<td>6</td>
<td>STA</td>
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</table>
Coronavirus Pandemic (COVID 19) - On March 17, 2020, the Mayor and the City’s Health Office issued a Public Health Order to “Shelter-In Place” in response to the COVID-19 pandemic. As part of this order, some infrastructure projects were considered to be essential including Central Subway project. Essential projects were exempted from the order and allowed to continue in accordance with social distancing and others requirements. The Contractors have implemented a revised site Safety and security plans to incorporate various requirements of the order.

Construction Management team have been monitoring the progress of the work in order confirm that the work is progressing as expected and to document any realized impacts. Daily verification of labor has indicated that the current workforce levels are consistent with the levels observed pre-COVID-19. The team has observed some minor impacts to supply chains and construction efficiency, but have not resulted in a stoppage of work on any critical issues to date. Due to social distancing requirements, Contractors have had to modify their means and methods of accomplishing some tasks but overall, these modifications have only resulted in minor inefficiencies. The team will continue to monitor the workforce levels and production rates on a daily basis. If there is any indication of impacts to the Contractors, the Construction team will work with the Contractors to explore and implement ways to mitigate the impacts and to assure that the project continues to progress as scheduled.

With the COVID 19 order, the project team has been impacted. Only essential Construction Management staff are on site to ensure compliance with the health order. Others staff has transitioned to telecommuting from home or part time work at the project site.

The San Francisco Municipal Transportation Agency is committed to the highest practical level of safety and security standards and practices in the public transit industry. The Safety and Security Management Plan (SSMP) components are reported on below as appropriate including, Safety and Security Committee, the Fire Life Safety and Security Committee the Construction Conformance Verification and Documentation and Contractor Safety and Security.

Project Management/Construction Management (PMCM) Team
Safety bulletin boards have subjects covering the daily job briefings. Weekly safety meetings are held on a weekly basis so all staff has an opportunity to attend. We hold a “bagel break” once a month to help generate interest and attendance at the meetings. These monthly meetings have helped to create a real team environment.

Safety Summary for the 1300 Stations Systems Track Construction Package
In March, there were a total of three incidents. Two were first aids consisting of bruised left arm and foreign object in eye. The injury consisted of a left knee contusion.

Table 1300 Stations Construction Safety Record
Table 1300 below summarizes the Month to Date and Project to Date for the Stations, Systems and Track Construction contractor and subcontractors.

Next Month Look Ahead
1300 Contract

1. At CTS, we continue to install overhead conduit, stairs, water piping, CMU wall, and GFRC panels.
2. At UMS, we continue to install stairs, elevators, overhead plumbing, fire protection piping, and overhead fixture and electrical.
3. At the YBM station, we continue to install escalators, elevators, EV controls, and ceiling,
4. At the STS station, we continue traction power conduit and other electrical conduit installation inside the tunnel.
### Project Safety Record - Contract 1300

**SAFETY GOALS**
- OSHA Recordable Accidents, <3.4
- Lost Time Cases, <1.6

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<th>JOB TO DATE</th>
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<th>Subs</th>
<th>Total Project</th>
<th>Rate*</th>
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<td>OSHA Recordable Accidents</td>
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<td>7</td>
<td>39</td>
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<tr>
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<td>0</td>
<td>0.00</td>
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<td>Lost Time Cases</td>
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<td>1</td>
<td>11</td>
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<tr>
<td>Total Project Incidents</td>
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<td>6</td>
<td>48</td>
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<td>Man Hours Worked Through M/E MARCH 2020</td>
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<td>2,349,507</td>
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<td>1</td>
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<td>2.24</td>
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<td>Job Transfer or Restricted Duty Cases</td>
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<tr>
<td>Lost Time Cases</td>
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<td>Total Project Incidents</td>
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<td>Man Hours Worked Through M/E MARCH 2020</td>
<td>61,690</td>
<td>116,890</td>
<td>178,580</td>
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*Rate is calculated based on number of incidents divided by total number of man hours worked multiplied by 200,000 man hours. OSHA Recordable Accidents - 2008 Construction Industry Rate for Highway, Street, and Bridge Construction = 3.9

*Classifications change at a later date due to additional information becoming available, thereby, changing the numbers on the chart. For example, what was once classified as an accident can become a first aid which leads it to no longer being recordable.
Technical Capacity

The Program continues to add additional staff in estimating, project control, contract administration, and construction management. These additional staff will supplement the existing staff to properly support ongoing effort to complete the project.

A work crew carefully makes their way south inside the northbound tunnel, following testing work near the S-curve under the Market Street Subway.
Staffing

The Central Subway Staffing Table shows Planned and Actual full-time equivalent staff (FTEs) working on the Program by organizational function and responsibility.

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<td>Planned</td>
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<td>Quality Assurance</td>
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<td><strong>Subtotal</strong></td>
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<td><strong>21.80</strong></td>
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<td>Design Support - CN 1252</td>
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<td>Design Support - CN 1300</td>
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<table>
<thead>
<tr>
<th>Total</th>
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<tbody>
<tr>
<td>58.60</td>
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*FTE counts may change at a later date due to additional information becoming available, thereby, changing the numbers on the chart.
Third-Party Agreements

No activity in this reporting month.

LRV Procurement

SFMTA has initiated a new light rail vehicle procurement to acquire up to 260 vehicles over the next 15 years. The scope includes the design, manufacture, delivery and testing of up to 260 light rail vehicles together with associated services, spare parts, special tools, training and documentation. This includes an initial delivery of 24 cars, scheduled for delivery from 2017 - 2018 to supplement the fleet when the SFMTA’s Third Street Phase 2 - Central Subway Project extension opens.

The delivery of 24 vehicles related to Central Subway has been completed.

A worker checks exterior doors slated to be installed at the large ventilation structure on the west side of the Yerba Buena/Moscone Station site.
Current Construction Activity

- Chinatown (CTS)
- Union Square/Market Street (UMS)
- Yerba Buena/Moscone (YBM)
- 4th St. Surface Track, Systems (STS)

Map showing locations and construction activities along streets such as Pacific Street, Sacramento St., and others.
Looking into the future street-level entrance area for Rose Pak-Chinatown Station, where escalators will take passengers to and from the station cavern below.

Steel framing for the Rose Pak-Chinatown Station’s street level entrance structure and roof plaza is going up at Stockton and Washington.
Steel framing for the future station agent booth and elevators is going in, inside the cross-cut cavern archway for Rose Pak-Chinatown Station.

Escalators will bring passengers to and from the concourse level above, near the north end of the Rose Pak-Chinatown Station platform.
Sections of decorative glass roof deck are being installed atop the north entrance for Union Square/Market Street Station. These panels are designed by artists Amanda Hughen and Jennifer Starkweather.

Two workers prepare to carefully lower and place another section of decorative glass roof deck atop the north entrance structure for Union Square/Market Street Station.
Elements of an LED array by artist Erwin Redl continue to be installed inside the north concourse for Union Square/Market Street.

Workers discuss operations at the south end of Union Square/Market Street Station, where a temporary floor is in place to support work for a curved, ceiling-mounted interior design element.
A technician installs communications equipment inside the mezzanine level of the Yerba Buena/Moscone Station headhouse.

Workers at the south end of the concourse level for Yerba Buena/Moscone Station carefully install glossy wall panels around a doorway.
Small sections of steel beams are custom-cut and fit to assemble framing for the future fare gate area of Yerba Buena/Moscone Station.

A worker checks measurements on a steel door, recently installed as part of the ventilation and utilities area for Yerba Buena/Moscone Station's surface level entrance structure.
Steel mounting brackets, conduits, and pipes are being installed inside the twin subway tunnels for lighting, signaling, and other utility systems.

Railings have been added to the pedestrian walkway inside the northbound tunnel seen here near cross-passage 5.
Two workers position brackets for electrical equipment inside the northbound tunnel as part of utility installation work.

Steel reinforcing and rails wait inside the work area between Townsend and King Streets on 4th, as preparation for rail installation at the 4th and King intersection ramps up.
Appendix A

DETAIL COST REPORTS
*March 2020 Notice: The City continues to experience problems that were caused by error and inaccuracy from the transition from FAMIS to Financial System Project (FSP). An updated methodology has been implemented within the financial reporting that will provide more accurate figures for transactions occurring in fiscal year 2020.

### PROJECT COST

The Current Cost Estimate (CCE) for the Central Subway Project is **$1.578 billion** in year of expenditure dollars ($YOE). This total project cost is shown at the top of Report 7.1, Program Project Budget. This capital cost projection incorporates allocated and unallocated contingencies to cover the risks associated with the project completion. The Program is in the process of evaluating and adjusting the Program’s Estimate at Completion (EAC) as part of a workshop with FTA. The Program intends to report a revised EAC to the SFMTA Board in an April meeting. When approved by the Board, the Program will adjust the overall Program budget and contingency.

Total net incurred costs for the project are $1,518.23 million, a $9.00 million increase over last month. The cost to date figure reflects expenditures through FAMIS 786 Report ($1,461.53 million) plus the utilities joint trench Form B Reimbursement payment ($12.51 million), invoices currently being processed ($41.99 million) and estimates of outstanding pay requests ($2.24 million). This incurred amount equals 96.2% of the total project budget of $1.578 billion.

The current funding level to date is $1,556.74 million and includes Low Carbon Transit Operations Program (LCTOP) Funds FY2019/2020 $4,000,000 and Proposition B (City of San Francisco Adjusting Transportation Funding for Population Growth) FY2020 $3,191,063 appropriated in September 2019. This represents 98.7% of the total project budget and we anticipate the addition of $21,558,937 to complete the funding of the program. The remaining program funds has been jeopardized due to funding reallocation from the COVID 19 pandemic. The project team will continue to work with our financial partners to ensure that impacts to the project are minimized.

1. **CONTINGENCY ALLOCATIONS AND USAGE**

The current Total Project Contingency is negative $17.24 million. The Contingency Drawdown Curve is shown in Report 7.3. Follows by Report 7.4 Contingency Management Trend Report with the Remaining Contingency after Approved Changes Deducted contingency items in column “i”.

---

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<th>CONTRACT</th>
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<td>CS155.1*</td>
<td>72</td>
<td>12/30/2016</td>
<td>$50,000.00</td>
</tr>
<tr>
<td>CS155.1*</td>
<td>73</td>
<td>3/31/2017</td>
<td>$35,282.00</td>
</tr>
<tr>
<td>CS165.2</td>
<td>118</td>
<td>12/31/2019</td>
<td>$235,007.55</td>
</tr>
<tr>
<td>CS165.2</td>
<td>119</td>
<td>3/31/2020</td>
<td>$349,550.37</td>
</tr>
<tr>
<td>CS165.2</td>
<td>120</td>
<td>2/29/2020</td>
<td>$275,868.99</td>
</tr>
<tr>
<td>CS155.2*</td>
<td>121</td>
<td>3/31/2020</td>
<td>$275,868.99</td>
</tr>
<tr>
<td>CS165.3</td>
<td>115</td>
<td>10/31/2019</td>
<td>$118,101.17</td>
</tr>
<tr>
<td>CS165.3</td>
<td>116</td>
<td>11/30/2019</td>
<td>$123,796.64</td>
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<tr>
<td>CS165.3</td>
<td>117</td>
<td>12/31/2019</td>
<td>$155,939.80</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>CONTRACT</th>
<th>PP NO</th>
<th>PP PERIOD TO</th>
<th>PROG PYMT AMOUNT</th>
</tr>
</thead>
<tbody>
<tr>
<td>CS155.3</td>
<td>118</td>
<td>1/31/2020</td>
<td>$155,191.61</td>
</tr>
<tr>
<td>CS155.3*</td>
<td>119</td>
<td>2/29/2020</td>
<td>$155,191.61</td>
</tr>
<tr>
<td>CS155.3*</td>
<td>120</td>
<td>3/31/2020</td>
<td>$155,191.61</td>
</tr>
<tr>
<td>CN1300</td>
<td>74</td>
<td>1/31/2020</td>
<td>$13,866,511.00</td>
</tr>
<tr>
<td>CN1300</td>
<td>75</td>
<td>2/29/2020</td>
<td>$19,015,263.00</td>
</tr>
<tr>
<td>CN1300</td>
<td>76</td>
<td>3/31/2020</td>
<td>$7,696,332.00</td>
</tr>
<tr>
<td>CS149*</td>
<td>134</td>
<td>1/31/2020</td>
<td>$1,111,568.79</td>
</tr>
<tr>
<td>CS149*</td>
<td>135</td>
<td>2/29/2020</td>
<td>$1,111,568.79</td>
</tr>
<tr>
<td>CS149*</td>
<td>136</td>
<td>3/31/2020</td>
<td>$1,111,568.79</td>
</tr>
<tr>
<td><strong>other accruals</strong></td>
<td><strong>136</strong></td>
<td><strong>3/31/2020</strong></td>
<td><strong>($1,856,137.03)</strong></td>
</tr>
</tbody>
</table>

*Estimated Amount $44,230,022.68
In this reporting period, both Contract 1252 Tunnel and CN1300 Station did not process any contract modifications. Refer to Report 7.5 for approved contract modifications and potential changes.

2. **BUDGET TRANSFERS**

No budget transfers in this reporting period.

3. **FORM B**

The Utilities Joint Trench Form B Details is listed in the Table A2 below. Total utilities joint trench Form B Reimbursement payment to three construction contracts is $12.51 million.

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>1.4.91.07.040.02 - FORM B - CN1250 UTILITY REIMBURSEMENT</td>
<td>(2,275,419)</td>
<td>2,453,325</td>
<td>1.3.081.07.040.02 - UTILITIES &amp; RELOC</td>
</tr>
<tr>
<td>1.4.91.08.040.02 - FORM B - CN1251 UTILITY REIMBURSEMENT</td>
<td>(7,618,412)</td>
<td>3,609,217</td>
<td>1.3.082.06.040.02 - UTILITIES &amp; RELOC</td>
</tr>
<tr>
<td>1.4.91.02.040.02 - FORM B - CN1252 UTILITY REIMBURSEMENT</td>
<td>(254,050)</td>
<td>3,975,656</td>
<td>1.3.083.02.040.02 - UTILITIES &amp; RELOC</td>
</tr>
<tr>
<td>1.4.91.04.040.02 - FORM B - CTS: CN1300 UTILITY REIMBURSEMENT</td>
<td>(451,703)</td>
<td>443,045</td>
<td>1.3.085.04.040.02 - UTILITIES, SITE</td>
</tr>
<tr>
<td>1.4.91.09.040.02 - FORM B - STS: CN1300 UTILITY REIMBURSEMENT</td>
<td>(1,000,000)</td>
<td>1,053,691</td>
<td>1.3.086.05.040.02 - UTILITIES, SITE</td>
</tr>
<tr>
<td>1.4.91.03.040.02 - FORM B - UMS: CN1300 UTILITY REIMBURSEMENT</td>
<td>(528,370)</td>
<td>467,600</td>
<td>1.3.084.03.040.02 - UTILITIES, SITE</td>
</tr>
<tr>
<td>1.4.91.05.040.02 - FORM B - YBM: CN1300 UTILITY REIMBURSEMENT</td>
<td>(100,000)</td>
<td>495,879</td>
<td>1.3.086.05.040.02 - UTILITIES, SITE</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td><strong>(12,227,954)</strong></td>
<td><strong>12,507,414</strong></td>
<td></td>
</tr>
</tbody>
</table>

4. **EARNED VALUE (EV) ANALYSIS**

In March 2020 Report, the Preliminary Earned Value Analysis reports is based on the SFMTA March Schedule Update. The Planned Value, Earned Value, Actual Cost, Percent Complete and resulting indexes as follows:

**Preliminary March Earned Value**

<table>
<thead>
<tr>
<th>Description</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Overall Budgeted Cost</td>
<td>$1,578,300,000</td>
</tr>
<tr>
<td>Planned Value</td>
<td>$1,588,981,268</td>
</tr>
<tr>
<td>Earned Value</td>
<td>$1,458,957,349</td>
</tr>
<tr>
<td>Actual Cost</td>
<td>$1,518,234,823</td>
</tr>
<tr>
<td>Schedule Performance Index (SPI):</td>
<td>0.92</td>
</tr>
<tr>
<td>Cost Performance Index (CPI):</td>
<td>0.96</td>
</tr>
<tr>
<td>Percent Complete</td>
<td>91.6%</td>
</tr>
</tbody>
</table>
SPI is a measure of schedule efficiency on a project. It is the ratio of earned value (EV) to planned value (PV). A SPI equal to or greater than one indicates more work was completed than planned, and a value of less than one indicates less work was completed than planned. A value of less than 0.9 is unfavorable.

CPI is a measure of cost efficiency on a project. It is the ratio of earned value (EV) to actual cost value (AC). A CPI equal to or greater than one indicates a cost under run and a value of less than one indicates a cost overrun. A value of less than 0.9 is unfavorable.

The following earning rules are established for each of the phase:
<table>
<thead>
<tr>
<th>Cost Element Group</th>
<th>Planned Value (Primavera)</th>
<th>Earned Value (Primavera)</th>
<th>Actual Cost (SFMTA Cost Accounting (SAP))</th>
</tr>
</thead>
<tbody>
<tr>
<td>Prelim. Engineering</td>
<td>Expenditure Plan Level of Effort (LOE)</td>
<td>Equals to Planned Value (LOE)</td>
<td>Time Keeping; Vendor Accruals and Invoices</td>
</tr>
<tr>
<td>Final Design</td>
<td>Expenditure Plan Level of Effort (LOE)</td>
<td>Equals to Planned Value (LOE)</td>
<td>Time Keeping; Vendor Accruals and Invoices</td>
</tr>
<tr>
<td>Procurement</td>
<td>Planned Delivery Date</td>
<td>Actual Delivery Date</td>
<td>Time Keeping; Vendor Accruals and Invoices</td>
</tr>
<tr>
<td>Real Estate</td>
<td>Expenditure Plan Level of Effort (LOE)</td>
<td>Equals to Planned Value (LOE)</td>
<td>Time Keeping; Vendor/ Material Accruals and Invoices</td>
</tr>
<tr>
<td>Construction</td>
<td>Schedule of Work</td>
<td>% Complete* x Budget at Completion (BAC)</td>
<td>Vendor Accruals and Invoices</td>
</tr>
<tr>
<td>Sub-Total</td>
<td>Performance Measurement Baseline (PMB)</td>
<td>Total Earned Value</td>
<td>Total Actual Cost</td>
</tr>
<tr>
<td>Below the Line</td>
<td>+ Contingency</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Total</td>
<td>Approved Budget</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
5. **FUNDING SUMMARY**

The Funding Available Table below shows the total awarded funds to date vs. the total committed funds from the Project's funding sources.

<table>
<thead>
<tr>
<th>Funding Available Table</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Funding</strong></td>
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<td></td>
</tr>
<tr>
<td>Committed</td>
</tr>
<tr>
<td>Total Awarded</td>
</tr>
<tr>
<td>Federal</td>
</tr>
<tr>
<td>Sect. 5309-NS</td>
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<tr>
<td>Sect. 5307-OBAG</td>
</tr>
<tr>
<td>CMAQ</td>
</tr>
<tr>
<td>Federal Subtotal</td>
</tr>
<tr>
<td>State</td>
</tr>
<tr>
<td>TCRP</td>
</tr>
<tr>
<td>State RIP</td>
</tr>
<tr>
<td>Prop. 1B (I-Bond)</td>
</tr>
<tr>
<td>Prop. 1A (HSR-Bond)</td>
</tr>
<tr>
<td>State Subtotal</td>
</tr>
<tr>
<td>Local</td>
</tr>
<tr>
<td>LCTOP</td>
</tr>
<tr>
<td>Operating</td>
</tr>
<tr>
<td>MTA</td>
</tr>
<tr>
<td>Prop. B Pop Baseline</td>
</tr>
<tr>
<td>Prop. K</td>
</tr>
<tr>
<td>TSF Transit</td>
</tr>
<tr>
<td>Local Subtotal</td>
</tr>
<tr>
<td>CPT 544 Total</td>
</tr>
</tbody>
</table>

6. **LIST OF COST REPORTS**

7.1 Program Project Budget
7.2 Earned Value Cash Flow
7.3 Contingency Drawdown Curve
7.4 Summary Contingency Management Trend Report
7.5 Detail Contingency Usage Report
7.6 Budget Revisions: Report sorted by Construction Packages & Soft Costs
7.7 Project Budget & Expenditure Report: Sorted by SCC Summary
7.8 Budget & Expenditure Report: Sorted by SCC Details
7.9 Detail Monthly Expenditure Report: grouped by Project Phase
7.10 Cost Report Notes
## A. Central Subway Project

<table>
<thead>
<tr>
<th>Project</th>
<th>Name</th>
<th>Amount</th>
<th>PM</th>
<th>Funding Source</th>
<th>Reporting</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>CPT544 Central Subway Project</td>
<td>$1,578,300,000</td>
<td>J. Funghi</td>
<td>62% Fed, 30% State, 8% Local</td>
<td>yes</td>
<td>1</td>
</tr>
</tbody>
</table>

**Total:** $1,578,300,000

## B. Related SFMTA Capital Improvement Projects

<table>
<thead>
<tr>
<th>Project</th>
<th>Name</th>
<th>Amount</th>
<th>PM</th>
<th>Funding Source</th>
<th>Reporting</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>2</td>
<td>CPT690 TBM Retrieval Shaft Relocation</td>
<td>$9,700,000</td>
<td>Funghi/Magary</td>
<td>MTA Operating Funds</td>
<td>no</td>
<td>2</td>
</tr>
<tr>
<td>3</td>
<td>CPT718 Chinatown Metro Plaza</td>
<td>$6,980,000</td>
<td>J. Funghi</td>
<td>Transbay Redevelopment</td>
<td>no</td>
<td>3</td>
</tr>
<tr>
<td>4</td>
<td>CPT665 Central Subway Project - Goodwill</td>
<td>$2,367,750</td>
<td>K. Magary</td>
<td>I-Bond Interest</td>
<td>no</td>
<td>4</td>
</tr>
<tr>
<td>5</td>
<td>CPT705 MOH - Broadway/Sansome</td>
<td>$8,000,000</td>
<td>K. Magary</td>
<td>MTA Operating Funds</td>
<td>no</td>
<td>5</td>
</tr>
</tbody>
</table>

**Total:** $27,047,750

## C. Central Subway Project - Project Offset Credits

<table>
<thead>
<tr>
<th>From</th>
<th>Amount</th>
<th>Index</th>
<th>Notes</th>
<th>Reporting</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 2009-2016 Utility Co. - Form B Reimbursement</td>
<td>$12,227,954</td>
<td>- -</td>
<td>Construction contracts</td>
<td>yes</td>
</tr>
<tr>
<td>2 2017-2019 PG&amp;E - Power Feed Reimbursement</td>
<td>$7,624,540</td>
<td>- -</td>
<td>Not yet bill PG&amp;E</td>
<td>yes</td>
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<tr>
<td>3 6/26/2013 BART Elevator</td>
<td>$90,000</td>
<td>68CPT5441358</td>
<td>Not yet rec'd BART Funds</td>
<td>yes</td>
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<tr>
<td>4 11/6/2013 Tutor Perini - CAD Files</td>
<td>$2,500</td>
<td>68CPT5441236</td>
<td>Deposit to Design Index</td>
<td>yes</td>
</tr>
<tr>
<td>5 1/27/2014 SFPUC - Sewer Main</td>
<td>$2,925,296</td>
<td>68W251</td>
<td>Certified in Contract 1300</td>
<td>yes</td>
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<tr>
<td>6 8/27/2014 SFMTA Traffic Effectiveness Project funded</td>
<td>$694,651</td>
<td>68W324/686D42</td>
<td>Contract 1252 CMod #40</td>
<td>yes</td>
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<tr>
<td>7 9/27/2014 SFPUC - 24&quot; Water Main</td>
<td>$328,860</td>
<td>68CPT544135A</td>
<td>Contract 1252 CMod #41</td>
<td>yes</td>
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<tr>
<td>8 2/15/2015 Chinatown Plaza Construction Estimate</td>
<td>$75,000</td>
<td>68CPT7181341</td>
<td>Contract 1300 CMod #6</td>
<td>yes</td>
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<tr>
<td>9 3/27/2015 SFPUC - 24&quot; Water Main Additional Work</td>
<td>$112,102</td>
<td>68W409</td>
<td>Contract 1252 CMod #48</td>
<td>yes</td>
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<tr>
<td>10 8/15/2015 Streetlighting</td>
<td>$155,468</td>
<td>68T737334D2/D3</td>
<td>Contract 1252 CMod #51</td>
<td>yes</td>
</tr>
<tr>
<td>11 6/27/2016 DPW - MOU for Water Line above YBM Station SFPWD - 8' water line at the intersection of Fourth and Jessie Street</td>
<td>$438,218</td>
<td>68W592</td>
<td>Contract 1300 CMod #20</td>
<td>yes</td>
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<tr>
<td>12 12/9/2016 Jessie Street</td>
<td>$21,020</td>
<td>68W456</td>
<td>Contract 1252 CMod #49 partial ($2,102) and #60 Contract 1300 CMod #123</td>
<td>yes</td>
</tr>
<tr>
<td>13 1/15/2020 CS-Chinatown Metro Plaza - CN1300</td>
<td>$4,968,239</td>
<td>68CPT7181341</td>
<td>partial</td>
<td>yes</td>
</tr>
</tbody>
</table>

**Total:** $29,663,848
7.2 EARNED VALUE CASH FLOW

- PV = 1,589 Million
- EV = 1,459 Million
- AC = 1,518 Million
- SPI = 0.92%
- CPI = 0.96%

Funding to Date = 1,556.74 Million
<table>
<thead>
<tr>
<th>COST ELEMENT</th>
<th>ORIGINAL CONTRACT VALUE / September 2013 SUPPLEMENTAL BUDGET</th>
<th>APPROVED CHANGES</th>
<th>CURRENT CONTRACT VALUE / Sep 2013 SUPPLEMENTAL CONTINGENCY</th>
<th>POTENTIAL CHANGES</th>
<th>ESTIMATE AT COMPLETION / (EAC)</th>
<th>ORIGINAL CONTRACT VALUE / Sep 2013 SUPPLEMENTAL CONTINGENCY</th>
<th>CONTINGENCY ADJUSTMENT TRANSFERS / (Include CN 1250 &amp; CN1251)</th>
<th>REVISED AUTHORIZED CONTINGENCY AFTER APPROVED CHANGES DEDUCTED</th>
<th>REMAINING CONTINGENCY AFTER POTENTIAL CHANGES DEDUCTED / [i - d]</th>
<th>ORIGINAL CONTRACT VALUE + REVISED AUTHORIZED CONTINGENCY / [a + h]</th>
<th>BUDGET ESTIMATE AT COMPLETE / [j - e]</th>
<th>VARIANCE</th>
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</thead>
<tbody>
<tr>
<td>SCC 10-50 CONSTRUCTION CONTRACT PACKAGES</td>
<td></td>
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<td></td>
<td></td>
<td></td>
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<tr>
<td>1250 UTILITY RELOCATION PACKAGE #1</td>
<td>9,273,939</td>
<td>2,694,211</td>
<td>11,968,150</td>
<td>11,968,150</td>
<td>740,834</td>
<td>2,694,211</td>
<td>11,968,150</td>
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<tr>
<td>Contract 1250 Department of Technology</td>
<td>166,756</td>
<td>166,756</td>
<td>166,756</td>
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<tr>
<td>1251 UTILITY RELOCATION PACKAGE #2</td>
<td>16,832,550</td>
<td>3,836,531</td>
<td>20,669,081</td>
<td>20,669,081</td>
<td>5,367,297</td>
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<td></td>
<td>19</td>
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<tr>
<td>Contract 1251 Department of Technology</td>
<td>75,615</td>
<td>75,615</td>
<td>75,615</td>
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<td></td>
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</tr>
<tr>
<td>1252 GUIDEWAY TUNNEL</td>
<td>233,584,015</td>
<td>(72,762)</td>
<td>233,511,253</td>
<td>23,658,464</td>
<td>(23,731,226)</td>
<td>(72,763)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>(1) 20</td>
</tr>
<tr>
<td>1300 STATIONS</td>
<td>839,676,400</td>
<td>48,604,326</td>
<td>888,280,726</td>
<td>14,130,422</td>
<td>902,411,148</td>
<td>20,000,000</td>
<td>20,000,000</td>
<td>21,963,291</td>
<td>(26,641,035)</td>
<td>(40,771,457)</td>
<td></td>
<td>21</td>
</tr>
<tr>
<td>1253 UNION SQUARE/MARKET STATION [UMS]</td>
<td>294,030,590</td>
<td>7,744,337</td>
<td>301,774,927</td>
<td>1,548,322</td>
<td>303,323,249</td>
<td>15,000,000</td>
<td>15,000,000</td>
<td>16,130,422</td>
<td>22</td>
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<tr>
<td>1254 CHINA TOWN STATION [CTS]</td>
<td>247,567,810</td>
<td>52,199,817</td>
<td>300,767,627</td>
<td>6,194,072</td>
<td>306,961,699</td>
<td>10,000,000</td>
<td>10,000,000</td>
<td>11,194,072</td>
<td>22</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1255 YERBA BUENA/ MOSCONE STATION [YBM]</td>
<td>139,989,000</td>
<td>(14,581,253)</td>
<td>125,407,747</td>
<td>5,413,046</td>
<td>130,820,794</td>
<td>5,000,000</td>
<td>5,000,000</td>
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<tr>
<td>1256 SURFACE TRACKWORK &amp; SYSTEMS [STS]</td>
<td>38,239,187</td>
<td>23,938,659</td>
<td>62,177,846</td>
<td>62,177,846</td>
<td>1,160,000</td>
<td>1,160,000</td>
<td>1,160,000</td>
<td>1,160,000</td>
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<td></td>
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<tr>
<td>OTHER</td>
<td>1,137,848,462</td>
<td>79,000,965</td>
<td>1,216,849,427</td>
<td>14,130,422</td>
<td>1,230,979,849</td>
<td>52,139,137</td>
<td>52,139,137</td>
<td>52,139,137</td>
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<td>SCC 10 - 50 Construction Sub-total</td>
<td>1,137,848,462</td>
<td>79,000,965</td>
<td>1,216,849,427</td>
<td>14,130,422</td>
<td>1,230,979,849</td>
<td>52,139,137</td>
<td>52,139,137</td>
<td>52,139,137</td>
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<tr>
<td>SCC 60-80 SOFT COSTS PACKAGES</td>
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<td>60 ROW, LAND, EXISTING IMPROVEMENTS</td>
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<td>(4,265,478)</td>
<td>32,246,321</td>
<td>32,246,321</td>
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<td>(1,000,000)</td>
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<td>16,800,000</td>
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<td>0</td>
<td>16,800,000</td>
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<td>80 PROFESSIONAL SERVICES</td>
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<td>19,126,155</td>
<td>329,644,196</td>
<td>329,644,196</td>
<td>18,221,079</td>
<td>(16,662,657)</td>
<td>1,358,422</td>
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<td>SCC 60 - 80 Construction Sub-total</td>
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<td>SCC 90 UNALLOCATED CONTINGENCY</td>
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<tr>
<td>TOTAL</td>
<td>1,508,987,014</td>
<td>86,552,930</td>
<td>1,595,539,944</td>
<td>14,130,422</td>
<td>1,609,670,366</td>
<td>77,483,102</td>
<td>(15,992,150)</td>
<td>66,332,902</td>
<td>(17,239,944)</td>
<td>(31,370,367)</td>
<td>1,578,299,999</td>
<td>(31,370,367)</td>
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<td>Note #17 - Adjusted Contract 1252 Guideway Tunnel contingency &quot;column g&quot; to reflect construction contract modifications #20, #40, #41, #48, #51 and #60 were funded by other funding sources.</td>
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Total Project Budget: 1,578,300,000
Estimate At Completion: 1,609,670,366
Variance: (31,370,367)
## Report Period: March 2020

### 7.5 DETAIL CONTINGENCY USAGE REPORT

#### Awarded NTE Amount

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<th>Amount</th>
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<td>839,676,400</td>
<td>$888,280,726</td>
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#### Substantial Completion

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### Potential Changes

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<tr>
<th>Notes</th>
<th>Cost Report</th>
<th>UMS</th>
<th>CTS</th>
<th>YBM</th>
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#### Change Order - Pending

<table>
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<tr>
<th>Change Order Request (COR)</th>
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<tbody>
<tr>
<td>CTS COR 1655 Track Slab Pour Delay</td>
</tr>
<tr>
<td>CTS COR 1674 Stem Walls Pour Delay</td>
</tr>
<tr>
<td>CTS COR 1710 3 Added Labeling for D</td>
</tr>
<tr>
<td>CTS COR 1742 DSC/Notice of Delay Ex</td>
</tr>
<tr>
<td>CTS COR 1743 Stair 1 &amp; Escalators 1</td>
</tr>
<tr>
<td>CTS COR 1760 Flat Jack System</td>
</tr>
<tr>
<td>CTS COR 1774 Addnl Beam &amp; Rebar</td>
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<tr>
<td>CTS COR 1957 HVAC Exhaust Ductwork</td>
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<tr>
<td>CTS COR 1993 Surface Slab Extension</td>
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<tr>
<td>CTS COR 2007 Channel Concrete Toler</td>
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<tr>
<td>CTS COR 2008 Revised Sprnklr Piping</td>
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<tr>
<td>CTS COR 2009 Fire Prtctn Pipe Routi</td>
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<tr>
<td>CTS COR 2013 Confirm Revised Routin</td>
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<tr>
<td>CTS COR 2022 Box Strut Cnctn Confl</td>
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<tr>
<td>CTS COR 2023 Concrete Header at Gri</td>
</tr>
<tr>
<td>CTS COR 2031 FP Mount Det Below Esc</td>
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<tr>
<td>CTS COR 2034 DBAs at Inverted Curb</td>
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<tr>
<td>CTS COR 2035 Slab Edge Type at Inve</td>
</tr>
<tr>
<td>CTS COR 2036 Sloped Perm Slab Tie-I</td>
</tr>
</tbody>
</table>

#### Notes

- PCC 300 - Radio Direct costs
- STS COR 1908 Cnfrm Crss Psg Sump Pu
- STS PCC #020 Deletion of ARS
- STS PCC 052 Deletion of ARS Pt II
- STS PCC 552 ATCS Clarification
- UMS COR 1938 Plaza Vent Wall Slab C
- UMS PCC 263 LED artwork
- YBM COR 1952 Missing Framing Detail
- YBM COR 1952 PC 318 Station Door Hardware M
- YBM COR 711 PC 511 Coil Insert Lifting Soc

### Potential Changes

- Job Readiness - CTS
- Job Readiness - STS
- Job Readiness - UMS
- Job Readiness - YBM
- PCC 300 - Radio Direct costs
- STS COR 1908 Cnfrm Crss Psg Sump Pu
- STS PCC #020 Deletion of ARS
- STS PCC 052 Deletion of ARS Pt II
- STS PCC 552 ATCS Clarification
- UMS COR 1938 Plaza Vent Wall Slab C
- UMS PCC 263 LED artwork
- YBM COR 1952 Missing Framing Detail
- YBM COR 1952 PC 318 Station Door Hardware M
- YBM COR 711 PC 511 Coil Insert Lifting Soc

### Change Order Request (COR)

- CTS COR 1655 Track Slab Pour Delay 0
- CTS COR 1674 Stem Walls Pour Delay 0
- CTS COR 1710 3 Added Labeling for D 0
- CTS COR 1742 DSC/Notice of Delay Ex 0
- CTS COR 1743 Stair 1 & Escalators 1 271,242
- CTS COR 1760 Flat Jack System 0
- CTS COR 1774 Addnl Beam & Rebar 0
- CTS COR 1957 HVAC Exhaust Ductwork 0
- CTS COR 1993 Surface Slab Extension 0
- CTS COR 2007 Channel Concrete Toler 0
- CTS COR 2008 Revised Sprnklr Piping 0
- CTS COR 2009 Fire Prtctn Pipe Routi 0
- CTS COR 2013 Confirm Revised Routin 0
- CTS COR 2022 Box Strut Cnctn Confl 0
- CTS COR 2023 Concrete Header at Gri 0
- CTS COR 2031 FP Mount Det Below Esc 0
- CTS COR 2034 DBAs at Inverted Curb 0
- CTS COR 2035 Slab Edge Type at Inve 0
- CTS COR 2036 Sloped Perm Slab Tie-I 0

### Notes

- 1 of 10
### Contract Modification/Trend Log - Contract 1300 Stations

<table>
<thead>
<tr>
<th>Awarded NTE Amount</th>
<th>$839,676,400</th>
<th>$888,280,726</th>
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<tbody>
<tr>
<td>Substantial Completion</td>
<td>6/29/2020</td>
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<table>
<thead>
<tr>
<th>COST REPORT NOTES</th>
<th>UMS</th>
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<tr>
<td>CTS COR 2047 Air Transfer Balance</td>
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<td>CTS COR 2060 Cone Wall Tie-in at La</td>
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<tr>
<td>CTS COR 2066 EV Damper Cnflct w Sta</td>
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<td>CTS COR 2071 PCC 050 Stair Tread Re</td>
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<td>STS COR 1816 Trackway Info for PAV</td>
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<td>YBM COR 2130 SS Angles for Prtctn o</td>
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2 of 10
# 7.5 DETAIL CONTINGENCY USAGE REPORT

## Awarded NTE Amount
- **839,676,400**
- **$888,280,726**

## Substantial Completion
- **6/29/2020**

### YBM COR 379 (E) Ductbank Conflict

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<td>CTS COR 923 Esc Equip Room Size</td>
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<td>STS COR 1201 Unkwn Stl Conduits</td>
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<td>STS COR 1276 Install Culvert 4th Br</td>
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<td>STS COR 1351 Tele Volt Power</td>
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<td>STS COR 1445 Unkwn Fiber Pave Reno</td>
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<td>STS COR 1510 Sta Canopy Column Slee</td>
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3 of 10
# Contract Modification/Trend Log - Contract 1300 Stations

<table>
<thead>
<tr>
<th>Awarded NTE Amount</th>
<th>839,676,400</th>
<th>$888,280,726</th>
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<tbody>
<tr>
<td>Substantial Completion</td>
<td>6/29/2020</td>
<td>6/29/2020</td>
</tr>
</tbody>
</table>

| STS COR 1593 ATT MH 4th Brannan | 2,001 |
| STS COR 1615 Public Safety Comms | 4,001 |
| STS COR 1622 Exist Pull Box Ramp | 1 |
| STS COR 1634 Sewer Confl Light Pole | 0 |
| STS COR 1700 Reject O&M Submittals | 1 |
| STS COR 1739 Delete (4) gas line ca | 2,501 |
| STS COR 1765 Add'l Electrical Labo | (1) |
| STS COR 1782 ALL Access Cntri & Int | 1 |
| STS COR 1789 Utility Conflicts w/WD | 15,000 |
| STS COR 1804 Structural Support Det | 5,001 |
| STS COR 1812 Added Costs SFMTA | 50,000 |
| STS COR 1874 PAV Headend Train Mvmt | 0 |
| STS COR 1876 OCC Facility Sys Cutov | 0 |
| STS COR 211 SW conf AWSS 4th/Freelo | 2,281 |
| STS COR 518 Wayside Signals | 2,500 |
| STS COR 545 Traffic Control Costs | 3,326,593 |
| STS COR 633 Lighting Arrrests Signal | (1) |
| STS COR 682 Shdow #1 Rail Mods | 4,716 |
| STS COR 737 Dct Bnk infc w AT&T Rem | 200,760 |
| STS COR 787 AT&T Dct Bnk InCn N 36" | 17,500 |
| STS COR 813 Permissive Signal | 5,001 |
| STS COR 852 Caltrans Encrocmnt Prmt | (1) |
| STS COR 865 Sd Swr Mnhl & 15" Sw Ln | 1,501 |
| STS COR 890 Ex Pill Box Incon Crb Rm | 29,350 |
| STS COR 909 PGE Gas Interruption | 17,224 |
| STS COR 927 E Gas Conf w N CB | 1,500 |
| STS COR 930 SW Cracks Conf w Grout | 2,500 |
| STS COR 962 4th/King Incomp Hrdwr | 7,500 |
| STS COR 999 E 18" Steel Pipe Confli | 0 |
| STS PCC 223 4th and King Advnc Wrk | 13,347 |
| STS PCC 633 Addl Trfc Ctrl Dev DT | 15,000 |
| UMS 482 Elev 3&4 Machine Bm Support | 0 |
| UMS COR 1460 Removal of CB on UD302 | 2,501 |
| UMS COR 1479 Incorr Sewer Laterals | 343 |
| UMS COR 1672 Missing Branch Selecto | 25,001 |
| UMS COR 1677 Damper Opening Curb | 1,900 |
## Awarded NTE Amount

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Report Period: March 2020

7.5 DETAIL CONTINGENCY USAGE REPORT
### Contract Modification/Trend Log - Contract 1300 Stations

**Awarded NTE Amount** 839,676,400  
**Substantial Completion** 6/29/2020  
**$888,280,726**  
**6/29/2020**

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Report Period: March 2020

7.5 DETAIL CONTINGENCY USAGE REPORT

Awarded NTE Amount: $839,676,400
Substantial Completion: 6/29/2020

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7 of 10
## 7.5 DETAIL CONTINGENCY USAGE REPORT

**Contract Modification/Trend Log - Contract 1300 Stations**

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Report Period: March 2020

7.5 DETAIL CONTINGENCY USAGE REPORT

Awarded NTE Amount                      839,676,400
Substantial Completion                   6/29/2020

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Grand Total: 9,292,659 58,393,889 4,216,407 (9,168,206)

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<td>[March 2020] vs. [February 2020]</td>
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## COST STATUS BY CATEGORY

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<td>VEHICLES</td>
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<td>1,578,300,000</td>
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### 7.8 BUDGET and EXPENDITURE REPORT
#### SORTED BY SCC DETAILS

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<td>010 - GUIDEWAY &amp; TRACK ELEMENTS</td>
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<td>534,626,594</td>
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<td>268,595,811</td>
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<td><strong>1,518,234,824</strong></td>
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<td>SCC DESCRIPTION</td>
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Report Period: March 2020
7.8 BUDGET and EXPENDITURE REPORT
SORTED BY SCC DETAILS

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16,384,281
81,037
335,724
16,720,005
(220,005)

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2,923,582
2,864,820
13,584
32,369
2,897,189
26,393

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1.3.016.01.080.04 - DPT CONTRACT 1300 SUPPORT UMS
299,600
318,736
445
1,819
320,555
(20,955)

1.3.016.01.080.04 - DPT CONTRACT 1300 SUPPORT CTS
274,900
142,816
0
262
143,078
131,822
## CENTRAL SUBWAY PROJECT
### 7.9 DETAIL MONTHLY EXPENDITURE REPORT
#### GROUPED BY PROJECT PHASE

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- CURRENT MONTH: March 2020
- VARIANCE: Budget - Current
- COST REPORT NOTES: Differences noted in parentheses.
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### Report Period: March 2020

**CENTRAL SUBWAY PROJECT**

7.9 DETAIL MONTHLY EXPENDITURE REPORT

GROUPED BY PROJECT PHASE

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<th>PRIOR MONTH Monthly</th>
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### Contract 1300 - Stations, Track Work and Systems Total

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### Contract 1300 - Stations, Track Work and Systems Total

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<td>84 - Union Square/Market Street Station (UMS) CMODs</td>
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85 - CHINATOWN STATION (CTS) - WORK PACKAGE 1254

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85 - YERBA BUENA MOSCONE STATION (YBM) - WORK PACKAGE 1255

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<td>1.3.086.05.020.03 - YBM.1255: UNDERGROUND STATION</td>
<td>118,405,840</td>
<td>114,274,694</td>
<td>187,492</td>
<td>168,084,518</td>
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<td>1.3.086.05.040.01 - YBM.1255: POWER POLE</td>
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86 - YERBA BUENA MOSCONE STATION (YBM) CMODs

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<td>1.3.086.05.040.01 - YBM.1255: POWER POLE</td>
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<td>1.3.087.09.050.02 - STS.1256: TRAFFIC SIGNALS AND CONTROL</td>
<td>6,099,675</td>
<td>2,534,572</td>
<td>121,527</td>
<td>173,354</td>
<td>2,707,926</td>
<td>3,391,749</td>
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<td>1.3.087.09.050.03 - STS.1256: COMMUNICATIONS</td>
<td>7,996,237</td>
<td>2,832,809</td>
<td>152,579</td>
<td>87,904</td>
<td>2,920,713</td>
<td>5,075,524</td>
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<td>1.3.087.09.050.07 - STS.1256: CENTRAL CONTROL</td>
<td>2,614,586</td>
<td>860,381</td>
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<td>860,381</td>
<td>1,754,205</td>
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<td>88 - STATIONS CONTRACT 1300</td>
<td>2,435,063</td>
<td>992,638</td>
<td>6,026</td>
<td>25,044</td>
<td>1,017,682</td>
<td>1,417,381</td>
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<td>1.3.088.06.080.04 - CN1300 CONSTRUCTION TRAILER</td>
<td>80,000</td>
<td>0</td>
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<td>80,000</td>
<td>0</td>
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<td>1.3.088.06.080.04 - DT-CN1300 COMMUNICATIONS INSTALL</td>
<td>1,430,594</td>
<td>354,818</td>
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<td>354,818</td>
<td>1,075,776</td>
<td>73</td>
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<td>1.3.088.06.080.04 - MTA Communications - Business Liaison to support CN1300</td>
<td>420,000</td>
<td>231,775</td>
<td>6,026</td>
<td>25,044</td>
<td>256,819</td>
<td>163,181</td>
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<td>1.3.088.06.080.04 - IT-CN1300 Installation</td>
<td>448,371</td>
<td>365,410</td>
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<td>365,410</td>
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<td>1.3.088.06.080.04 - CN1300 Installation Maintenance</td>
<td>31,098</td>
<td>40,635</td>
<td>0</td>
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<td>(9,537)</td>
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<td>141 - CONSTRUCTION ADMINISTRATION</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
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<td>1.3.141.97.080.04 - CONSTR.ADMIN:ALLOC CONTING</td>
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<td>0</td>
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<td>142 - LEGAL/PERMITS</td>
<td>2,014,204</td>
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<td>2,014,204</td>
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<td>144 - STARTUP</td>
<td>8,300,329</td>
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<td>1.3.144.01.080.08 - STRT: STARTUP (SFMTA Transit)</td>
<td>6,941,907</td>
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<td>1.3.144.97.080.08 - STRTA: AC STARTUP ALLOC CONTIN</td>
<td>1,358,422</td>
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<td>151 - TEMPORARY LICENSE AGREEMENT</td>
<td>17,000</td>
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<td>0</td>
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<td>1.3.151.01.080.06 - TEMP.LICPORARY LICENSE AGREEME</td>
<td>17,000</td>
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<td>170 - COMMUNICATIONS CONNECTIONS</td>
<td>10,599,579</td>
<td>578,743</td>
<td>321,963</td>
<td>545,170</td>
<td>1,123,913</td>
<td>9,475,666</td>
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<td>1.3.170.01.050.04 - COMM.CONNN:COMMUNICATION CONN</td>
<td>5,757,629</td>
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<td>1.3.170.01.050.05 - CSP Radio Design</td>
<td>641,950</td>
<td>256,780</td>
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<td>385,170</td>
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<td>1.3.170.01.050.05 - CSP Radio Cable</td>
<td>377,788</td>
<td>321,963</td>
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<td>55,825</td>
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<td>1.3.170.01.050.05 - CSP Radio Procurement</td>
<td>3,822,212</td>
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<td>181 - AON RISK INSURANCE CS 163</td>
<td>25,119,436</td>
<td>25,119,206</td>
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<td>25,119,206</td>
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<td>1.3.181.01.040.08 - AON.CS163 AON RISK INS.</td>
<td>25,094,436</td>
<td>25,094,206</td>
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<td>25,094,206</td>
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<td>1.3.181.01.080.03 - AON.CS171 AON RISK INS. STUDY</td>
<td>25,000</td>
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<td>191 - FARE COLLECTION CONTRACTOR</td>
<td>5,400,000</td>
<td>152,852</td>
<td>0</td>
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<td>152,852</td>
<td>5,247,148</td>
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<td>1.3.191.01.050.06 - FARE.CONSUL:FARE COLLECTION</td>
<td>5,400,000</td>
<td>152,852</td>
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<td>0</td>
<td>152,852</td>
<td>5,247,148</td>
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<td>192 - THALES T&amp;S CENTRAL CONTROL</td>
<td>18,524,681</td>
<td>7,975,784</td>
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<td>7,975,784</td>
<td>10,548,897</td>
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<td>1.3.192.01.050.01 - THALES T&amp;S ATCS</td>
<td>487,972</td>
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<td>106,179</td>
<td>381,793</td>
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<td>1.3.192.01.050.01 - CN1266-2 Advanced Train Control System (ATCS) - Implement</td>
<td>14,611,285</td>
<td>4,957,994</td>
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<td>9,653,291</td>
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<td>1.3.192.01.050.01 - CN1266-1 Advanced Train Control System (ATCS) - Equipment</td>
<td>3,425,424</td>
<td>2,911,610</td>
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<td>0</td>
<td>2,911,610</td>
<td>513,814</td>
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<td>202 - JOC2-022.0</td>
<td>63,938</td>
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<td>1.3.202.01.040.02 - JOC2-022:15&amp;22 POTHOLING UTIL1 LIGHT FNDS</td>
<td>63,938</td>
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<td>203 - JOC2-029.0</td>
<td>53,317</td>
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<td>1.3.203.07.040.02 - JOC0292-029: RELOCATE VAULTS-S</td>
<td>53,317</td>
<td>0</td>
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<td>302 - PG&amp;E</td>
<td>1,988,173</td>
<td>3,874,699</td>
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<td>3,874,699</td>
<td>(1,886,526)</td>
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<td>1.3.302.03.050.03 - PGE PERMANENT POWER UMS</td>
<td>(2,350,000)</td>
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<td>0</td>
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<td>(2,350,000)</td>
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<td>1.3.302.03.050.03 - PGE POWER FEED UMS</td>
<td>2,959,826</td>
<td>1,305,477</td>
<td>2,400</td>
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<td>1,305,477</td>
<td>1,654,349</td>
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<td>1.3.302.04.050.03 - PGE PERMANENT POWER CTS</td>
<td>(2,350,000)</td>
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<td>1.3.302.04.050.03 - PGE POWER FEED CTS</td>
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<td>1.3.302.05.050.03 - PGE PERMANENT POWER YBM</td>
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<td>1.3.302.05.050.03 - PGE POWER FEED YBM</td>
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<td>331 - BAY AREA RAPID TRANSIT (BART)</td>
<td>951,356</td>
<td>471,063</td>
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<td>471,063</td>
<td>480,293</td>
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<td>1.3.331.01.080.04 - CM:SFMTA LABOR-ENG SVCS-IRP/BART/SF</td>
<td>50,000</td>
<td>33,152</td>
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<td>16,848</td>
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<td>Cost Account Description</td>
<td>B</td>
<td>March 2020 Budget (YOE)</td>
<td>C</td>
<td>PRIOR MONTH Total</td>
<td>D</td>
<td>PRIOR MONTH Monthly</td>
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<td>1.3.331.01.080.06 - CM: BAY AREA RAPID TRANSIT (BART) [122A]</td>
<td>901,356</td>
<td>437,911</td>
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<td>437,911</td>
<td>463,445</td>
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<td>333 - AMERICAN PUBLIC TRANSP. ASSOCIATION (APTA) CS-APTA</td>
<td>146,500</td>
<td>62,112</td>
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<td>62,112</td>
<td>84,388</td>
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<td>1.3.333.01.080.03 - APTA:IRP [2G]</td>
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<td>1.3.333.01.080.03 - APTA:IRP [2C]</td>
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<td>334 - BART FARE COLLECTION SYSTEM</td>
<td>700,000</td>
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<td>224,864</td>
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<td>1.3.334.01.050.06 - BART:BART FARE COLLECTION EQP</td>
<td>700,000</td>
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<td>475,136</td>
<td>224,864</td>
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<td>401 - ECONOMIC AND WORKFORCE DEVELOPMENT (EWD)</td>
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<td>1.3.401.01.080.04 - EWD: MAYORS OFFICE ECON DEV</td>
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<td>402 - DEPARTMENT OF TECHNOLOGY</td>
<td>242,371</td>
<td>250,534</td>
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<td>1.3.402.07.050.04 - DT:1UTL:COMM. CONNECTIONS</td>
<td>166,756</td>
<td>179,179</td>
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<td>179,179</td>
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<td>404 - DEPARTMENT OF BUILDING INSPECTION (DBI)</td>
<td>1,204,081</td>
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<td>491 - FORM B - REIMBURSEMENT</td>
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<td>1.3.491.02.040.02 - FORMB - CONTRACT 1252 UTILITY REIMBUR</td>
<td>(254,050)</td>
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<td>1.3.491.03.040.02 - FORMB - UMS:CONTRACT 1300 UTILITY REIMBUR</td>
<td>(528,370)</td>
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<td>1.3.491.04.040.02 - FORMB - YBM:CONTRACT 1300 UTILITY REIMBUR</td>
<td>(451,703)</td>
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<td>1.3.491.07.040.02 - FORMB - CONTRACT 1250 UTILITY REIMBUR</td>
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<td>1.3.491.08.040.02 - FORMB - CONTRACT 1251 UTILITY REIMBUR</td>
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<td>(7,618,412)</td>
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<td>1.3.491.09.040.02 - FORMB - STS:CONTRACT 1300 UTILITY REIMBUR</td>
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<td>TOTAL CONSTRUCTION PHASE</td>
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<td>1,306,266,014</td>
<td>20,720,185</td>
<td>9,001,968</td>
<td>1,315,267,982</td>
<td>44,821,312</td>
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<td>1.4.091.01.070.01 - LRVS: LIGHT RAIL VEHICLES RFP [34B]</td>
<td>1,324,123</td>
<td>1,319,773</td>
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<td>4,350</td>
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<td>1.4.091.01.070.01 - LRVS: LIGHT RAIL VEHICLES PROJECT MGT [68E]</td>
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<td>1.4.091.01.070.01 - LRVS: LRV PROCUREMENT ODC</td>
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<td>1.4.091.01.070.01 - LRVS: LRV PROCUREMENT</td>
<td>14,622,868</td>
<td>9,781,465</td>
<td>0</td>
<td>0</td>
<td>9,781,465</td>
<td>4,841,403</td>
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</tr>
<tr>
<td>TOTAL VEHICLES</td>
<td>16,800,000</td>
<td>11,929,247</td>
<td>0</td>
<td>0</td>
<td>11,929,247</td>
<td>4,870,753</td>
<td></td>
</tr>
<tr>
<td>1.5.015.01.060.01 - RE: EASEMENT ACQUISIT</td>
<td>400,000</td>
<td>322,939</td>
<td>0</td>
<td>0</td>
<td>322,939</td>
<td>77,061</td>
<td></td>
</tr>
<tr>
<td>1.5.015.01.060.01 - RE: REAL ESTATE ACQ</td>
<td>15,955,138</td>
<td>14,224,616</td>
<td>0</td>
<td>0</td>
<td>14,224,616</td>
<td>1,730,522</td>
<td></td>
</tr>
<tr>
<td>1.5.015.01.060.01 - RE: REAL ESTATE</td>
<td>766,272</td>
<td>766,272</td>
<td>0</td>
<td>0</td>
<td>766,272</td>
<td>0</td>
<td></td>
</tr>
<tr>
<td>1.5.015.01.060.01 - RE: REC &amp; PARK MGD</td>
<td>6,987,624</td>
<td>6,987,624</td>
<td>0</td>
<td>0</td>
<td>6,987,624</td>
<td>0</td>
<td></td>
</tr>
<tr>
<td>1.5.015.01.060.01 - RE: DEPT OF TRANSPORT</td>
<td>2,686,000</td>
<td>2,686,000</td>
<td>0</td>
<td>0</td>
<td>2,686,000</td>
<td>0</td>
<td></td>
</tr>
<tr>
<td>1.5.015.01.060.01 - RE: LICENSES FEES</td>
<td>400,000</td>
<td>381,311</td>
<td>0</td>
<td>0</td>
<td>381,311</td>
<td>18,689</td>
<td></td>
</tr>
<tr>
<td>1.5.023.01.060.01 - ATTY:REAL ES</td>
<td>2,764,872</td>
<td>2,764,872</td>
<td>0</td>
<td>0</td>
<td>2,764,872</td>
<td>0</td>
<td></td>
</tr>
<tr>
<td>1.5.101.01.060.02 - RES:RELO: RELOCATION COST</td>
<td>1,289,701</td>
<td>1,289,701</td>
<td>0</td>
<td>0</td>
<td>1,289,701</td>
<td>(14,501)</td>
<td></td>
</tr>
<tr>
<td>1.5.102.01.060.02 - COMM:RELO:RELOC COMMERCIAL</td>
<td>905,311</td>
<td>1,119,729</td>
<td>0</td>
<td>0</td>
<td>1,119,729</td>
<td>(214,418)</td>
<td></td>
</tr>
<tr>
<td>TOTAL ROW, LAND, EXISTING IMPROVEMENTS</td>
<td>32,140,418</td>
<td>30,543,065</td>
<td>0</td>
<td>0</td>
<td>30,543,065</td>
<td>1,597,353</td>
<td></td>
</tr>
<tr>
<td>90 - CONTINGENCY</td>
<td>24,195,114</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>24,195,114</td>
<td></td>
</tr>
<tr>
<td>-----------------------------</td>
<td>-----------------------------</td>
<td>----------------------</td>
<td>------------------------</td>
<td>-------------------</td>
<td>-----------------</td>
<td>-------------------</td>
<td>-------------------</td>
</tr>
<tr>
<td>1.7 500.91,090.00 - UNALLOCATED CONTINGENCY</td>
<td>6,882,669</td>
<td>17,312,445</td>
<td>6,882,669</td>
<td>17,312,445</td>
<td>84</td>
<td></td>
<td></td>
</tr>
<tr>
<td>TOTAL ALLOCATED CONTINGENCY</td>
<td>1578300000</td>
<td>1509231338</td>
<td>20720185</td>
<td>9003486</td>
<td>1518234824</td>
<td>59295605</td>
<td></td>
</tr>
<tr>
<td>TOTAL PROJECT COST</td>
<td>1578300000</td>
<td>1509231338</td>
<td>20720185</td>
<td>9003486</td>
<td>1518234824</td>
<td>59295605</td>
<td></td>
</tr>
</tbody>
</table>
# 7.1 Program Project Budget

<table>
<thead>
<tr>
<th>No.</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>The Central Subway Project (CSP) (SFMTA Capital Program CPT 544) is defined in the FTA-SFMTA October 2012 Full Funding Grant Agreement with a budget of $1.578 billion.</td>
</tr>
<tr>
<td>2</td>
<td>The TBM Retrieval Shaft Relocation (SFMTA Capital Program CPT 690) is one of four capital projects that is related to CSP. These projects are reported for background information as needed outside of the main body of the Project Monthly Progress Report.</td>
</tr>
<tr>
<td>3</td>
<td>The Chinatown Plaza (CPT 718) is for Chinatown Station enhancement capital project. The project has funding outside of the Central Subway Project. The construction is carried out in Contract 1300 Contract Modifications.</td>
</tr>
<tr>
<td>4</td>
<td>CPT 665 is a Real Estate project to relocation in compliance with California regulations for business relocations but outside of the Central Subway Project as defined by the FTA FFGA.</td>
</tr>
<tr>
<td>5</td>
<td>CPT 705 is an SFMTA capital improvement between the Agency and community stakeholders outside of the Central Subway Project.</td>
</tr>
<tr>
<td>6</td>
<td>Utility company reimbursements (Form B) result in funds received for work carried out on behalf of utilities concurrent to CSP work to achieve efficiencies.</td>
</tr>
<tr>
<td>7</td>
<td>PG&amp;E Power Feed reimbursement funds are the refunds from PG&amp;E when completion of Stations construction and switch to permanent power.</td>
</tr>
<tr>
<td>8</td>
<td>BART Elevator funds are reimbursements for work carried out on behalf of BART to install BART Powell Street Station elevator.</td>
</tr>
<tr>
<td>9</td>
<td>The Tutor Perini - CAD Files funds are the result of payments by the contractor for project documentation not included in the contract.</td>
</tr>
<tr>
<td>10</td>
<td>SFPUC Sewer Main funds are reimbursements for work carried out on behalf of San Francisco PUC (includes 10% construction contingency).</td>
</tr>
<tr>
<td>11</td>
<td>Traffic Effectiveness Project funded Contract Modification #40 for Culvert, Street &amp; Sidewalk Restoration in North Beach are reimbursements for work carried out in Contract 1252 on behalf of SFMTA SSD.</td>
</tr>
<tr>
<td>12</td>
<td>SFPUC 24” Water Main funds are reimbursements for work carried out in Contract 1252 Contract Modification #41 on behalf of San Francisco PUC (includes construction management cost).</td>
</tr>
<tr>
<td>13</td>
<td>SFPUC North Beach 24” Water Main Additional Work funds are reimbursements for work carried out in Contract 1252 Contract Modification #48 on behalf of San Francisco PUC (includes construction management cost).</td>
</tr>
<tr>
<td>14</td>
<td>CN1300 Contract Modification #6 is funded by Chinatown Plaza (CPT 718) project.</td>
</tr>
<tr>
<td>15</td>
<td>Traffic Effectiveness Project funded Contract Modification #51 for support for North Beach Restoration, OCS and Streetlighting which are reimbursements for work carried out in Contract 1252.</td>
</tr>
<tr>
<td>16</td>
<td>Public Works’ funds are for reimbursements for work carried out on behalf of Public Works MOU for Water Line above YBM Station.</td>
</tr>
<tr>
<td>17</td>
<td>SFWD funded Contract Modification #60 for 8’ water line at the intersection of Fourth and Jessie Street which are reimbursements for work carried out in Contract 1252.</td>
</tr>
<tr>
<td>17a</td>
<td>The Chinatown Plaza (CPT 718) is used for Chinatown Station enhancement. The project has funding outside of the Central Subway Project. The construction is carried out in Contract 1300 Contract Modifications. CMOD#123 is being partially funded by CPT718 funding.</td>
</tr>
</tbody>
</table>
### 7.4 Contingency Management Trend Report

<table>
<thead>
<tr>
<th></th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>18</strong></td>
<td>In Oct 2014 Report, updated Contract 1250 contract cost to segregate contract amount and contract modification amount. Note that September 2013 Supplemental Authorized Contingency &quot;column f&quot; did not include completed contract.</td>
</tr>
<tr>
<td><strong>19</strong></td>
<td>In Oct 2014 Report, updated Contract 1251 contract cost to segregate contract amount and contract modification amount. Note that September 2013 Supplemental Authorized Contingency &quot;column f&quot; did not include completed contract.</td>
</tr>
<tr>
<td><strong>20</strong></td>
<td>Contract 1252 Original Contract Value &quot;column a&quot; and Original Contingency &quot;column f&quot; did not match September 2013 Supplemental due to Supplemental were used the revised value to reflect Contract Modifications #3-#18. Reduced Contract 1252 contingency to reflect CMod #20 for retrieval shaft relocation cost $5.15M funded by CPT690, CMod #40 for Culvert, Street &amp; Sidewalk Restoration cost $694,651 funded by Traffic Effectiveness Project (TEP), and CMod #41 for install 24&quot; Water Main in North Beach cost $328,860 funded by SFPUC. In August 2015 report, release $15M CN1252 Tunnel assigned contingency to program unallocated contingency. In March 2106 report, reduced Contract 1252 contingency by $377,435 cost to reflect certification of five CMODS. CMod#49, #52 and #53 total $221,967 are funded by CPS. CMod#51 Support for North Beach Restoration, OCS and Streetlighting cost of $155,468 is being funded by TEP. Released $155,468 CN1252 allocated contingency to program's unallocated contingency. In May 2016 report, reduced Contract 1252 contingency by $185,913 cost to reflect certification of two CMODs. In July 2016 report, increased Contract 1252 contingency by $15,259 cost to reflect certification of one CMOD. In October 2016 report, increased Contract 1252 contingency by $319,658 to reflect certification of three credit CMODs. In March 2018 report, increased Contract 1252 contingency by $131,715 cost to reflect certification of two CMODs.</td>
</tr>
<tr>
<td><strong>21</strong></td>
<td>BART Elevator scope and SFPUC Sewer Main scope is in Contract 1300; effort will be funded by BART. In January 2015 Report, corrected Station Contract value to match awarded amount. In March 2019, $18,036,709 was taken out of original contract of $879,676,400 due to ATCS no longer being done by Tutor hence new revised budget of $861,639,691. In August 2019, used new methodology to report on the potential changes to our contract cost. See backup via SCC codes. The budget number in cell m14 has also been updated to reflect the true cost.</td>
</tr>
<tr>
<td><strong>22</strong></td>
<td>In March 2016 Report, lowered Contract 1300 Stations CTS contingency by $75,000 because Contract Modification #6 was funded by Project CPT718. In Nov 2016 report, reversed moving contingency.</td>
</tr>
<tr>
<td><strong>23</strong></td>
<td>In December 2017 Report, $1,060,000 Job Readiness Budget is shown as an approved change in Column &quot;b&quot;. In March 2019 report, $18,036,709 taken out of Tutor contract (STS package) and put into unallocated contingency. We then used the same amount from unallocated contingency, $18,036,709 and moved to its own line for the ATCS (advanced train control system) contract. As of March 2019, Tutor has not given us credit for the $18,036,709 that is still sitting on the STS AL-14 bid item. That bid item should not be $25M but instead be $7,054,078 to reflect amount we have previously paid out. We will continue to monitor the STS-AL bid item to make sure Tutor corrects the amount. In August 2019, we are showing the $4,841,950 from unallocated program contingency being moved to SCC 50 Systems category.</td>
</tr>
</tbody>
</table>
In December 2017 Report, there is a change in Column "f" and Column "h" to reflect reporting to include CN1250 and CN1251. Prior to this, Column "f" and Column "h" reporting excluded CN1250 and CN1251.

In April 2015 report, real estate budget stated in RAMP Rev5 is $36.7M, including $1M contingency. The cost workbook ROW & contingency budget reflects this with $36,511,799 and $1,000,000 respectively. Revised cost book ROW budget & contingency to be $37,511,799. The $4,265,478 Caltrans lease savings is allocated to ROW allocated contingency. In February 2017, released $5,265,478 from completed phase Real Estate assigned contingency to program unallocated contingency.

In Dec 2014 Report, redistributed LRV budget to reflect recent firm bid cost per vehicle ($3,327,250/unit) from vehicle procurement contract award. (SFMTA Board meeting 15JUL14, calendar item #11). Vehicle line item total budget remains unchanged, redistributed fund by reducing base amount to $13,309,000, column “c” and increased allocated contingency column “h”, by same amount. In Dec 2018 Report, increased LRV budget by $3,491,000 to reflect final costs of vehicles ($4,200,000/unit) for vehicle procurement contract to $16,800,000. Reduced LRV contract and transferred the $9,585,653 from LRV contingency to unprogrammed contingency.

In July 2018 Report, increased SCC 80 Professional Services category budget by $2,263,498 due to additional costs related to CN1300 stations; cost was transferred from program unallocated contingency. In August 2019 report, we are realigned and adjusted the allocated contingency for Professional Services and moved to approved changes column.

In Oct 2014 Report, made two corrections: i) revised Professional Services, Original Contract Value "column a" from $310,518,041 to $310,618,041, ii) revised Original Cogency. "column f” unallocated contingency from $3,883,481 to $3,845,945. In April 2015 report, used $500K program contingency for CS-175 Bayland Soil Process contract. In August 2015 Report, added $15M from Contract 1252. In March 2016 Report, the $155,468 costs funded by other project offset credits added to program’s unallocated contingency. In August 2016 Report, used $15M to UMS contingency and $5M to CTS contingency. In February 2017, increased $5,265,478 from real estate contingency to program unallocated contingency and used $1M for CN1300 Job Readiness Program contract. In July 2018 report, used $2,263,498 to increase SCC 80 Professional Services category regarding matters related to stations from program unallocated contingency. In August 2019 report, used $4,841,950 to increased SCC 50 Systems category regarding matters related to CSP Radio from program unallocated contingency.

The total Central Subway Project budget of $1.578 billion, based on the October 2012 FFGA with the FTA, is the primary MPR report reference.

Estimate at Completion is shown at Column "e".

Estimate at Completion vs. Budget variance is shown at Column "k".

### Contract Modification/Trend Log - Contract 1300 Stations

## 7.6 Budget Revisions: Report Sorted by Construction Packages

<p>| 33 | In February 2017 report, initiated budget from program unallocated contingencies for CN1300 Job Readiness Program. CN1300 Job Readiness Program budget was part of CN1300 base value, a deduction contract modification will lower CN1300 contract value. |
| 34 | In April 2015, initiated budget from program unallocated contingencies for CS-175 Bayland Soil Process contract, refer to Note 20. |
| 34a | In March 2019, initiated transfer due to budget being withdrawn from Tutor contract (STS package) to fund the Advanced Train Control System contract amount of $18,036,709. CN1266-2 Advanced Train Control System (ATCS) Implementation for $14,611,285 and CN1266-1 Advanced Train Control System (ATCS) Equipment for $3,425,424. |
| 34b | In December 2018, initiated budget from program unallocated contingencies for AON Risk Insurance, refer to Note 20. |
| 35 | In February 2017, released completed phase real estate assigned contingency $5,265,478 to program unallocated contingency. |
| 36 | In Dec 2014 Report, redistributed LRV budget to reflect recent firm bid cost per vehicle ($3,327,250/unit) from vehicle procurement contract award. (SFMTA Board meeting 15JUL14, calendar item #11). Vehicle line item total budget remains unchanged, redistributed fund by reducing base amount to $13,309,000 and increased allocated contingency by same amount. In December 2018 Report, adjusted budget from $13,309,000 to $16,800,000 from allocated contingency. Took the remaining allocated contingency of $9,585,653 and moved it to program unallocated contingency. |
| 36a | In August 2019 Report, utilized the contingency of $16,862,657 from 80.03 Project Management budget and 80.04 Construction Management budget and redistributed funds to align with AECOM budget to reflect true costs plus additional $12,000,000 in 2019 annual work plan. |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>In October 2016 report,</strong> 1252 program contingency increased by $319,658 due to execution of three contract modifications as credit offsets. In November 2016 report, took away $75,000 funding from program's unallocated contingency and moved to CTS allocated contingency. In February 2017 report, initiated budget from program unallocated contingencies for CN1300 Job Readiness Program. CN1300 Job Readiness Program budget was part of CN1300 base value, a deduction contract modification will lower CN1300 contract value. Also released $5,265,478 assigned real estate contingency to program unallocated contingency. In June 2017, initiated budget from Contract 1251’s contract value (true final administrative close out cost) to program unallocated contingency, a deduction contract modification that lowered CN1251’s contract value by $125,501. In March 2018 report, 1252 program contingency increased by $131,715 due to execution of two contract modifications as credit offsets. In July 2018, increased SCC category Professional Services in 80.04 Construction Management by $2,263,498 by reducing program unallocated contingency. In August 2019, increased SCC category Other Construction in 50.05 CSP Radio by $4,841,950 by reducing program unallocated contingency.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>37</td>
<td><strong>In April 2015 report,</strong> program contingency decreased by $500,000. In August 2015 report, release $15M CN1252 Tunnel assigned contingency to program unallocated contingency. In March 2016 report, released $155,468 from Contract 1252 Tunnel assigned contingency and $75,000 from Contract 1300 Stations assigned contingency totaling $230,956. In August 2016, released a total of $20M unassigned contingency to assigned contingency; $15M to CN1300 UMS station and $5M to CTS station. In February 2017 report, initiated budget from program unallocated contingencies for CN1300 Job Readiness Program. CN1300 Job Readiness Program budget was part of CN1300 base value, a deduction contract modification will lower CN1300 contract value. Also released $5,265,478 assigned real estate contingency to program unallocated contingency. In July 2017, increased program unallocated contingency by $125,501 due to CN1251’s revised contract value. In July 2018, reduced program unallocated contingency by $2,263,498 to fund additional costs for SCC category Professional Services in 80.04 Construction Management. In December 2018, reallocated CN1252 budget of 2,402,247 (due to closeout cmd reduction of 1,435,816 and contingency release of 966,430) and LRV budget contingency of 9,585,653 and released a total of 11,987,900 to unprogrammed contingency. In August 2019, reduced program contingency by $4,841,950 to fund additional costs for SCC category Other Construction in 50.05 to fund CSP Radio related services.</td>
<td></td>
</tr>
<tr>
<td>38</td>
<td><strong>7.7 Budget Expenditures by SCC Codes</strong></td>
<td></td>
</tr>
<tr>
<td>39</td>
<td><strong>In March 2017,</strong> added new columns for &quot;Supplemental 2013 Budget&quot; and &quot;Remaining Budget&quot;. In April, added new column for &quot;Contingency&quot;. In May 2017, added new column for &quot;Report Note&quot;. In May 2017, breakdown the combined SCC codes 10 to 50 into individual row for 10, 20, 40, 50 categories. Assigned SCC code to all CN1300 potential changes. Contract 1300 Station assigned contingency SCC are 20.01 and 20.03. The budget transfer is using assigned contingency to process contract modifications. In June 2017, adjusted and realigned SCC codes. In July 2018, the budget transfer is using SCC 90 program unallocated contingency to process an increase in budget for category SCC 80.03-90.04 PM For Design &amp; Construction. In March 2019, added $18,036,709 from taking out the ATCS from Tutor contract. The budget transfer was used to create a stand alone line for ATCS work in 50.01 under Thales.</td>
<td></td>
</tr>
<tr>
<td>40</td>
<td><strong>7.9 Detail Monthly Expenditure Report</strong></td>
<td></td>
</tr>
<tr>
<td><strong>Phase 1 Preliminary Engineering</strong></td>
<td><strong>In February 2017, line item budget was adjusted to line-up expenditures.</strong> Famis cost for Preliminary Engineering (PE) is $48,210,903.71. Cost Report for Preliminary Engineering (PE) is $46,542,060. Some Design cost reported in Famis were moved to Design Phase.</td>
<td></td>
</tr>
</tbody>
</table>
# REPORT 7.10 COST REPORT NOTES

**Phase 2 Design Phase**

| 41 | Famis cost adjustment to transfer Project Management cost from July 2013 to Phase 3 Construction Phase. |
| 42 | Famis Phase 1 PE Index Code: 357906.CPT5441112 cost is $10,222,939 |
| 43 | $8,949,300 is reported in Cost Report Phase 1 PE and the balance of $1,273,639 is reported in Phase 2 Design. |
| 44 | 1.2.021.01.080.03 - FD:CTYCO-ARTS COMMISSION [357909ART001.CPT5441227]: FAMIS: $1,425,167 |
| 45 | Cost Report: $1,425,167 cost is reported in Phase 2 Design, 1.2.021.01.080.03 |
| 46 | Cost Transfer: Remaining cost is reported in Phase 3 Construction, 1.3.021.01.080.03 - ARTS:CTYCO-ARTS COMMISSION [357909ART001.CPT5441227] |
| 47 | In December 2016 Report, Central Subway Project has re-activated CSA Audit Work Order to perform overhead audit for three consultant forms. |
| 48 | 1.2.055.01.080.02 - FD:ODCs - 651 BRANNAN STREET [35CPT5441241.CPT5441241]: FAMIS: $2,294,910 |
| 49 | Cost Report: $2,294,910 1.2.055.01.080.02 |
| 50 | Cost Transfer: Future costs to be allocated to 1.3.055.01.080.02 - FD:ODCs - 651 BRANNAN STREET [35CPT5441241.CPT5441241] |
| 51 | 1.2.063.01.080.03 - AECOM.CS149 OM-EPC JV CS149-PM [68CPT544133D.CPT544133D]: FAMIS: $4,698,167 |
| 52 | Cost Report: $4,698,167 on 1.2.063.01.080.03 |
| 53 | Cost Transfer: Future costs to 1.3.063.01.080.03 - AECOM.CS149 OM-EPC JV CS149-PM [68CPT544133D.CPT544133D] |
| 54 | AVA Cost $395,204 is reported in Phase 2 Final Design 1.2.066.01.080.03 |
| 55 | In January 2017 Report, remove variance amount of ($920,555) that was incorrectly reported in August 2016. |
| 56 | 1.2.071.01.080.02 - FD:FINAL DESIGN-DP1 [35CPT5441232.CPT5441232]: FAMIS: $5,608,147 |
| 57 | Cost Report: $5,469,336 |
| 58 | Cost Transfer: $138,811 to 1.3.071.01.080.04 - FD:FINAL DESIGN-DP1 [35CPT5441232.CPT5441232] |
| 59 | 1.2.072.01.080.02 - FD:FINAL DESIGN-DP2 [35CPT5441233.CPT5441233]: FAMIS: $26,268,511 |
| 60 | COST REPORT: $26,220,609 |
| 61 | COST TRANSFER: $47,902 to 1.3.072.01.080.04 - FD:FINAL DESIGN-DP2 [35CPT5441233.CPT5441233] |
| 62 | 1.2.073.01.080.02 - FD:FINAL DESIGN-DP3 [35CPT5441236.CPT5441236]: FAMIS: $11,502,372 |
| 63 | COST REPORT: $11,432,312 |
| 64 | COST TRANSFER: $70,060 to 1.3.073.01.080.04 - CM: DP3 [35CPT5441236.CPT5441236] |

**Phase 3 Construction Phase**

<p>| 50 | 1.3.021.01.080.03 - ARTS:CTYCO-ARTS COMMISSION [357909ART001.CPT5441227]: FAMIS: $1,525,982 |
| 65 | Cost Report: $1,425,167 1.2.021.01.080.03 |
| 66 | Cost Transfer: any future costs to 1.3.021.01.080.03 |</p>
<table>
<thead>
<tr>
<th>In January 2017 Report, revised SCC Code from 1.2.032.02.080.02 -1424J-BOE LABOR [PWE1X5MPFUNA.CPT544112B112] to 1.3.032.06.080.04 to correct incorrect SCC assignment for DPW support to construction phase.</th>
</tr>
</thead>
<tbody>
<tr>
<td>In January 2017 Report, revised SCC Code from 1.2.032.02.080.02 -1424J-BOE LABOR [PWE1X5MPFUNA.CPT544112C112] to 1.3.032.06.080.04 to correct incorrect SCC assignment for DPW support to construction phase.</td>
</tr>
<tr>
<td>In January 2017 Report, revised SCC Code from 1.2.032.02.080.02 -1424J-BOE LABOR [PWE1X5MPFUNA.CPT544112D112] to 1.3.032.06.080.04 to correct incorrect SCC assignment for DPW support to construction phase.</td>
</tr>
<tr>
<td>In January 2017 Report, revised SCC Code from 1.2.032.02.080.02 -1424J-BOE LABOR [PWE1X5MPFUNA.CPT544112E112] to 1.3.032.06.080.04 to correct incorrect SCC assignment for DPW support to construction phase.</td>
</tr>
<tr>
<td>In January 2017 Report, revised SCC Code from 1.2.032.02.080.02 -1424J-BOE LABOR [PWE1X5MPFUNA.CPT544112F112] to 1.3.032.06.080.04 to correct incorrect SCC assignment for DPW support to construction phase.</td>
</tr>
<tr>
<td>1.3.055.01.080.02 - FD:ODCs - 651 BRANNAN STREET [35CPT5441241.CPT5441241]: FAMIS: $2,294,910 Cost Report: $2,294,910 1.2.055.01.080.02 - FD:ODCs - 651 BRANNAN STREET [35CPT5441241.CPT5441241] Cost Transfer: Future costs to be allocated to 1.3.055.01.080.02</td>
</tr>
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<td>1.3.063.01.080.03 - AECOM.CS149 OM-EPC JV CS149-PM [68CPT544133D.CPT544133D] FAMIS: $4,698,167 Cost Report: $4,698,167 on 1.2.063.01.080.03 Cost Transfer: Future costs to 1.3.063.01.080.03 - AECOM.CS149 OM-EPC JV CS149-PM [68CPT544133D.CPT544133D]</td>
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<td>In February 2017, transferred $1,060,000 from programs unallocated contingency to initiate CN1300 JOB READINESS contracts, (cost account code 1.3.064.06.040.08). A deductive Construction Modification to CN1300 will process.</td>
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<tr>
<td>Contract 1251 Final cost is $20,794,582.</td>
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</table>
In March 2016, July 2016 and October 2016, contract 1252 modifications budget and actuals have been realigned and adjusted to reflect actuals costs.

Revised Contract 1252 allocated contingency SCC code from 040.08 to 010.07.

In July 2015 Report, used Contract 1300 Contractor schedule to report budget and actual cost. The Standard Cost Categories (SCC) allocation changed from previous reports. In August 2015 Report, adjusted some of Contract 1300 Contractor SCC assignment to match most of previous SCC assignment. In March 2016, $75,000 Cmod#6 subtracted from CN1300 Stations contingency (using CPT718 funding) and transferred to Program contingency; this lead to the total CN1300 Station budget being lowered.

Revised Contract 1300/UMS allocated contingency SCC code from 040.08 to 020.03.

In March 2016 Report, reduced Contract 1252 contingency by $377,435 cost to reflect certification of five CMODS.

Revised Contract 1300/CTS allocated contingency SCC code from 040.08 to 020.03.

Negative Current or Prior Monthly expenditure is due to replenish allowance expenses by approved Contract Modifications.

Revised Contract 1300/YBM allocated contingency SCC code from 040.08 to 020.03.

Revised Contract 1300/STS allocated contingency SCC code from 040.08 to 020.01.

In August 2019 Report, reallocated and aligned SCC 80 Professional Services category budget by $2,956,812 due to additional costs; cost was transferred from construction management allocated contingency.

Revised Form B Reimbursements SCC code from 900.01 to 040.02

Revised Form B Reimbursements SCC code from 900.01 to 040.02

Revised Form B Reimbursements SCC code from 900.01 to 040.02

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Increase Program contingency $1,023,508. Refer to Report Notes #11 and #12. In April 2015 report, program contingency decreased by $500,000. Refer to Report Notes #20. In August 2015 report, release $15M CN1252 Tunnel assigned contingency to program unallocated contingency. In March 2016 report, program unallocated contingency increased by $230,468. In August 2016, released $20M to CN1300 Construction assigned contingency from program unallocated contingency. In February 2017, used $1,060,000 for CN1300 Job Readiness Program from unallocated contingency, refer to Note 30. Also, released $5,265,478 assigned real estate contingency to program unallocated contingency, refer to Note 27. In July 2018 report, used $2,263,498 to fund SCC 80 Professional Services category regarding matters related to stations from program unallocated contingency. In December 2018, moved $11,987,900 from CN1252 and LRV contingency to program unallocated contingency. In March 2019, added $18,036,709 from taking out the ATCS from Tutor contract. The budget transfer was used to create a stand alone line for ATCS work in 50.01 under Thales. In August 2019, used $4,841,950 from program unallocated contingency to create CSP Radio Design, CSP Radio Cable, and CSP Radio Procurement in SCC 50 Systems category. Waiting for a contract modification to readjust the borrowed contingency from unprogramed contingency.
Appendix B

DETAIL SCHEDULE REPORTS
SCHEDULE HIGHLIGHTS

The Master Project Schedule (MPS) below includes progress through March 2020. The March 2020 Schedule Update submittal from Contract 1300 Contractor was not submitted as the CN1300 Contractor has not provided the updated corrections to their June 2017, through July 2018 Schedule Updates. The Contract 1300 schedule represented in this report is based on the SFMTA March 2020 Schedule Update.

The MPS shows a forecast Revenue Service Date of Summer 2021 on 16 September 2021, based on the overall schedule and the current project conditions. The project continues to evaluate this date with potential impact from COVID 19.

Currently we are experiencing day-to-day delays caused by TPC’s electrical work in the tunnel impacted by lack of resources and extended approvals of contract modifications related to Radio and Train Control Systems. These issues have impacted TPC’s Substantial Completion date, we have mitigated the delay by accelerating rail activation activities. TPC and SFTMA are working to reach scope and cost agreements for these contract modifications as TPC refuses to commence work without an approved Contract Modification. The controlling critical (longest) path of the MPS runs through the electrical activities within the tunnel which are impacting the TPC’s Startup and Testing and subsequently the rail activation process. The latest schedule shows the longest path running through the Surface, Tracks and Systems (STS).

SFMTA continues to meet with Contractor to discuss all schedule concerns and comments. TPC has not been able to correctly staff the project which could potentially delay the project. In order to achieve the Baseline work productivity, TPC needs to increase the number of crews assigned to electrical work, allowing concurrent work within the tunnel and stations in order to make this completion date possible. It also requires that the front end portion of ATCS Startup and Testing is performed concurrently with TPC’s Startup and Testing followed by ATCS software testing in coordination with SFMTA Operations.

Contract 1300 Contractor submitted fifty-four (54) Schedule Updates from December 2014 to July 2019. SFMTA rejected twenty-eight (28) Schedule Updates from January 2016 to April 2016 and June 2016 to July 2018 due to multiple and repetitive issues that vary from incorrect working sequences to unrealistic forecasted completion dates to artificially steering the schedule longest path through certain portions of the project. SFMTA approved as noted December 2014 through December 2015, and May 2016 Schedule Updates. Contractor has been directed to provide a Revised Schedule as required by the overall settlement agreement to maintain the forecasted project completion.
Contract 1300 - WP1253 UMS / WP1254R CTS / WP1255 YBM / WP1256 STS:

The Contractor, Tutor Perini Corporation’s (TPC) baseline schedule is incorporated into the master program schedule. The preliminary SFMTA Contract 1300 March 2020 schedule is used within the March Report. The SFMTA Contract 1300 March 2020 schedule is based on the approved baseline schedule logic with adjustments made as mentioned above. The SFMTA will continue to use the SFMTA Contract 1300 schedule update as a forecasting tool going forward until the Contract 1300 Contractor submits an acceptable schedule that addresses all SFMTA’s scheduling concerns.

Work Package P-1254R (CTS) has performed the following work this month:

- Continued installing Stair 5
- Continue installing electrical panels and pulling service wires at Equipment Room at Under platform level
- Completed installing Traction Power Equipment at Platform level
- Continued installing overhead conduit at Main Electrical and Traction Power rooms at Headhouse Platform level
- Begin pulling service wires at Main Electrical and Traction Power rooms at Headhouse Platform level
- Begin constructing structural steel for Elevators 1 & 1 at Platform and Concourse levels
- Completed installing GFRC panels at North Platform Caverns
- Completed installing Escalator 3 & 4 at Headhouse Concourse level
- Continue installing storm, sewer, water piping, and fire sprinkler piping at all levels
- Continued installing structural steel for GFRC panels at ticketing hall at Concourse level
- Begin installing structural steel for Station Agent Booth at Concourse level
- Completed installing electrical equipment and panels at Main Communication room at Lower Mezzanine level
- Begin pulling service wires at Main Communication room at Lower Mezzanine level
- Completed constructing columns for mid-span support of Escalators 5 & 6 at Lower Mezzanine level
- Completed structural slab pit extension of Escalator 5 & 6 at Upper Mezzanine level
- Continued construction of Surface level slabs and PCC 50 Chinatown Plaza walls and stairs
- Continued street work (minor), ongoing monitoring and surveying
Work Package P-1254R (CTS) will perform the following work next month:

- Complete installing Stair 5
- Complete installing electrical panels and pulling service wires at Equipment Room at Under platform level
- Complete installing overhead conduit at Main Electrical and Traction Power rooms at Headhouse Platform level
- Continue pulling service wires at Main Electrical and Traction Power rooms at Headhouse Platform level
- Continue constructing structural steel for Elevators 1 & 1 at Platform and Concourse levels
- Continue installing storm, sewer, and water piping at all levels
- Continue installing fire sprinkler piping at all levels
- Complete installing structural steel for GFRC panels at ticketing hall at Concourse level
- Begin GFRC panel installation at ticketing hall at Concourse level
- Complete installing structural steel for Station Agent Booth at Concourse level
- Complete pulling service wires at Main Communication room at Lower Mezzanine level
- Begin installing Escalator 5 & 6 at Upper Mezzanine level
- Complete CMU wall construction at all levels of Headhouse
- Begin installation of Elevators 1 & 2, 3 & 4
- Continued construction of Surface level slabs and PCC 50 Chinatown Plaza walls and stairs
- Continued street work (minor), ongoing monitoring and surveying
Work Package P-1253 (UMS) has performed the following work this month:


- North Concourse: Continued construction of stairs and elevators. Continued installation of overhead plumbing, ductwork, fire protection piping, and
overhead fixture and electrical. Continued cement plaster finish in various rooms. Continued installation of glass wall panels

- South Concourse: Continued installation of overhead electrical, ceiling panels, and crystallized glass at ticket vending machine. Continued installation ceiling panels and LED artwork. Continued installation of glass wall panels. Completed installation of terrazzo flooring. Began installation of roll up/grille doors between SFMTA/BART station
- Street/Surface: Continued installation of precast architectural concrete elements on USG terrace level. Continued installation of USG Roof level exhaust vent. Continued installation of glass roof walk artwork on USG Terrace level

**Work Package P-1253 (UMS) will perform the following work next month:**

- North Concourse: Continue construction of stairs and escalators. Continue installation of overhead plumbing, ductwork, fire protection piping, and overhead fixture and electrical. Continue cement plaster finish in various rooms. Continue installation of glass wall panels
- South Concourse: Continue installation of overhead electrical, ceiling panels, and crystallized glass at ticket vending machine. Continue installation of ceiling panels and LED artwork. Continue installation of glass wall panels. Begin Ellis Entrance Finishes
- Street/Surface: Continue installation of precast architectural concrete elements on USG terrace level. Continue installation of USG Roof level exhaust vent. Continue Ellis Entrance finishes. Continue installation of glass roof walk artwork on USG Terrace level. Begin installation of permanent OCS. Begin landscaping at USG Plaza level
Work Package P-1255 (YBM) has performed the following work this month:

- Continued installing Escalators 3 and 4
- Continued installing Elevators 3 and 4
- Completed installing piping at Headhouse Vent Shaft and Headhouse Roof-
- Completed installing EV controls at Station Mezzanine
- Continued installing ceiling at Headhouse Concourse
- Completed installing seismic joints at Station Platform
- Completed installing branch power at Station Mezzanine
- Completed installing toilets and lockers in Headhouse Concourse
- Completed installing lighting in Station Concourse

Work Package P-1255 (YBM) will perform the following work next month:

- Continue installing Escalators 1 through 4
- Continue installing Elevators 3 and 4
- Continue installing Stairs 2 and 3 - Need the hand rails delivered and installed for both stairs
- Continue installing EV Controls at Station Mezzanine
- Continue installing Station Agent Booth at Headhouse Concourse
- Continue installing metal wall and Terrazzo floor in Station Concourse
- Continue installing telephone system at Station Platform level
- Systems startup and Acceptance Testing
- Complete F2A Light Fixture installations at Surface Walls

Work Package P-1256 (STS) has performed the following work this month:
- Continued traction power conduit and other electrical conduit installation inside tunnel
- Continued tunnel lighting installation
- Continued standpipe installation in tunnels and cross passages
- Continued 4th/Brannan platform construction
- Continued pulling traction power feeder cables on surface
- Continued OCS installation on 4th Street and Townsend Street
- Continued train case work at 4th/King
- Started OCS hanger installation inside tunnel

**Work Package P-1256 (STS) will perform the following work next month:**

- Continue 4th/Brannan platform construction
- Continue traction power conduit and other electrical conduit installation inside tunnel
- Continue tunnel lighting installation
- Continue OCS hanger installation inside tunnel
- Continue walkway installation inside tunnel
- Start FDC work near 4th Street portal
- Complete 4th/King trackwork tie-in
The SFMTA Contract 1300 March 2020 schedule update was added this period to the Central Subway Project Master Schedule.

LIST OF SCHEDULE REPORTS

1.1. Schedule Contingency Drawdown
1.2. Master Summary Schedule
1.3. Program Critical Path Schedule
1.4. Construction Contract Summary Schedule
1.5. Detail Schedule for Remaining Work
CENTRAL SUBWAY PROJECT
Schedule Contingency Drawdown

Minimum Schedule Contingency
Series3
Series4

April 2009
July 2009
October 2009
Jan 2010
Apr 2010
Jul 2010
Oct 2010
Jan 2011
Apr 2011
Jul 2011
Oct 2011
Jan 2012
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Jul 2019
Oct 2019
Jan 2020
Apr 2020
Jul 2020

Schedule Float (Months)

HP 1a - Tunnel Design Complete
HP 1b - UMS Design
HP 1c - FFQA by FTA
HP 2 - CTS/UMS Construction
HP 3 - Tunnel Demol. Complete
HP 4 - Stations to Platform Level
HP 5 - Tunnels/Systems
HP 6 - Tunnels/Systems

(3.2) contingency deficiency
(16.8) contingency deficiency
(14) contingency deficiency

March 2020
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### CENTRAL SUBWAY PROJECT

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CTS.26.24.540  CTS.UM.07  -  Aux Elect Rm - Install - Panelboard - 2HP (EV 1-6, HR-2)  3 29-Apr-20  01-May-20  -292

CTS.26.24.545  CTS.UM.07  -  Aux Elect Rm - Terminations - Panelboard - LCPC2 (Lighting Control)  3 29-Apr-20  01-May-20  -294

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### SFMTA Central Subway Project

**Master Project Schedule**

- **One Month Back & Remaining Work - March 2020 Update**

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<td>STS_Install: Train Control - ATSC Entry Point Signage - Chinatown</td>
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<td>STS_Install: SCADA Terminations YBM Communications Rm</td>
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<td>STS_INSTALL: Traction Electrical - Unisafe For Conduct &amp; Signal Supports - SB Chinatown to North Limit</td>
<td>7</td>
<td>01-Jun-20</td>
<td>30-May-20</td>
<td>-283</td>
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<tr>
<td>STS.34.42.1250</td>
<td>STS_INSTALL: Train Control - Axle Counters Electronic Boxes/Track Heads NB Union Square to Chinatown</td>
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<td>02-Jun-20</td>
<td>30-May-20</td>
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<td>STS_INSTALL: Traction Electrical - Pull/Terminate Traction Power Cable - PS8 To PCCB SB16 - CTS South</td>
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<td>-283</td>
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</tr>
</tbody>
</table>

---

**SFMTA Central Subway Project**

**Master Project Schedule**

**One Month Back & Remaining Work - March 2020 Update**

**Required Revenue Serve Date: 26-Dec-18**

**Data Date: 28-Mar-20**
<table>
<thead>
<tr>
<th>Activity ID</th>
<th>Activity Name</th>
<th>Original Duration</th>
<th>Start</th>
<th>Finish</th>
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<tbody>
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<td>STS.34.42.2020</td>
<td>STS_Install: Train Control - ATSC Emergency Feed In Device - Moscone Station Control Room</td>
<td>3Jun-20</td>
<td>10Jun-20</td>
<td>-307</td>
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<tr>
<td>STS.34.42.1620</td>
<td>STS_Install: Train Control - Axle Counter Electronics Box/Track Heads NB Chinnatown to North Limit</td>
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<td>11Jun-20</td>
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<tr>
<td>STS.34.32.2020</td>
<td>STS_Install: Tunnel Electrical - Pull/Terminate OCS Riser Cable - PFCB 8816 To 8817 - Chinatown</td>
<td>11Jun-20</td>
<td>11Jun-20</td>
<td>-288</td>
<td></td>
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<tr>
<td>STS.34.23.2950</td>
<td>STS_Install: OCS System - Install OCS Trolley Wire in 4th St - Welsh To Freelon</td>
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<td>10Jun-20</td>
<td>-252</td>
<td></td>
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<tr>
<td>STS.26.05.0000</td>
<td>STS_Tunnel Electrical - Emergency Test/SPD Test/Blue Lights - NB Chinnatown to North Limits</td>
<td>10Jun-20</td>
<td>11Jun-20</td>
<td>-252</td>
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<tr>
<td>STS.34.20.0110</td>
<td>STS_Tunnel Electrical - CCTV Cameras - SB Chinnatown to North Limits</td>
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<td>2Jun-20</td>
<td>-252</td>
<td></td>
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<tr>
<td>STS.34.09.00.01.c2t</td>
<td>STS_Paint Crossing/Passage Doors</td>
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<td>3Jun-20</td>
<td>-252</td>
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<td>STS.28.20.1850</td>
<td>STS_Tunnel Electrical - CCTV Parel &amp; Wire &amp; Terminate SB Chinnatown to North Limits</td>
<td>1Jun-20</td>
<td>2Jun-20</td>
<td>-252</td>
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<tr>
<td>STS.34.23.1840</td>
<td>STS_Install: OCS Wire Spacers, Insulators - NB Chinnatown to North Limits</td>
<td>5Jun-20</td>
<td>12Jun-20</td>
<td>-252</td>
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**STS.05.12.13 c**
STS_Fail/Deliver: Pipe/Tube Railings (05 12 13)
12Jun-20 | 14Jun-20 | -252

**STS.10.91.01.d1**
STS_Prepare/Submit: Display Case Miction | 30Jun-20 | 14Jun-20 | -252

**STS.34.42.100**
STS_Transportation: Surface Signaling System - Testing & Startup | 30Jun-20 | 26Jun-20 | -252

**STS.06.10.53 c**
STS_Fail/Deliver: Wood Trough (06 10 53) | 30Jun-20 | 14Jun-20 | -252

**STS.10.91.00.c**
STS_Fail/Deliver: Signage (10 10 00) | 30Jun-20 | 12Apr-19 | -252

**STS.34.34.1350**
STS_Install: Train Control - Train Control Signals - NB Chinnatown to North Limits | 31Jun-20 | 15Jun-20 | -252

**STS.34.23.2630**
STS_Install: OCS System - Install OCS Trolley Wire in Townsend St To 5th Street | 11May-20 | 15Jun-20 | -252

**STS.34.42.2010**
STS_Install: Train Control - ATSC Feed In Device - Moscone Station Control Room | 31Jun-20 | 15Jun-20 | -252

**STS.34.34.2400**
STS_Install: Train Control - ATSC Power Panels - Moscone Station Control Room | 31Jun-20 | 15Jun-20 | -252

**STS.34.34.1400**
STS_Install: Train Control - Train Control Signals - NB Chinnatown to North Limits | 31Jun-20 | 15Jun-20 | -252

**STS.34.36.3000**
STS_Install: Tunnel Electrical - Pull/Terminate OCS Riser Cable - PFCB NB03 To NB01 - MOS To North East | 2Jun-20 | 12Jun-20 | -252

**STS.34.20.4230**
STS_Install: Tunnel Electrical - Pull & Terminate Emergency Test/SPD Test/Blue Lights - NB Chinnatown to North Limits | 2Jun-20 | 12Jun-20 | -252

**STS.34.23.2505**
STS_Install: OCS System - Install OCS Trolley Wire in 4th St - Bryant To Welsh | 4Jun-20 | 17Jun-20 | -252

**STS.34.23.2650**
STS_Install: OCS System - Install OCS Trolley Wire in Brannan To 4th Street | 2Jun-20 | 17Jun-20 | -252

**STS.34.34.3300**
STS_Install: Tunnel Electrical - Pull/Terminate Emergency Test/SPD Test/Blue Lights - North East | 8Jun-20 | 18Jun-20 | -252

**STS.34.23.2300**
STS_Install: Tunnel Electrical - Pull/Terminate Emergency Test/SPD Test/Blue Lights - North East | 8Jun-20 | 19Jun-20 | -252

**STS.34.34.1300**
STS_Install: Roof Canopy Signage - Brannan Station | 5Jun-20 | 16Jun-20 | -252

**STS.26.05.1380**
STS_Install: Tunnel Electrical - Emergency Test/SPD Test/Blue Lights - SB Chinnatown to North Limits | 19Jun-20 | 22Jun-20 | -252

**STS.34.01.24.a30**
STS_Prepare/Submit: Operation control Center - Systems Diagrams (34 01 24) | 20May-19 | 23Jun-19 | -252

**STS.34.22.8860**
STS_Install: Tunnel Electrical - Pull/Terminate Train Control Power Cable - PS-04 To PFCB NB111 - UMS To North East | 2Jun-20 | 23Jun-19 | -252

**STS.10.13.4810**
STS_Install: Roof Canopy Signage - Brannan Station | 5Jun-20 | 16Jun-20 | -252

**STS.34.42.0960**
STS_Install: Train Control - Train Control Cable Loop System SB Moscone to Union Square | 12Jun-20 | 24Jun-19 | -252

**STS.34.23.3840**
STS_Install: Tunnel Electrical - Pull/Terminate Emergency Test/SPD Test/Blue Lights - SB Chinnatown to North Limits | 23Jun-20 | 24Jun-19 | -252

**STS.34.24.2520**
STS_Install: Train Control - Train Wire Pulls & Terminations - Chinatown Station Control Room | 15Jun-20 | 25Jun-19 | -252

**STS.34.23.3700**
STS_Install: Tunnel Electrical - Pull/Terminate Train Control Power Cable - PFCB NB01 To NB03 - South East | 18Jun-20 | 24Jun-19 | -252

**STS.34.34.2500**
STS_Install: Tunnel Electrical - Pull/Terminate Train Control Power Cable - PFCB NB111 To NB11 - UMS | 24Jun-20 | 25Jun-19 | -252

**STS.27.32.1910**
STS_Install: Tunnel Electrical - Radiator Cable - & J&B's NB Union Square to Chinatown | 10Jun-20 | 30Jun-19 | -252

**STS.34.23.3280**
STS_Install: Tunnel Electrical - Pull/Terminate Train Control Power Cable - NB Portal Pull Box To NH1880 | 5Jun-20 | 28Jun-19 | -252

**STS.34.42.4530**
STS_Install: Train Control - Axle Counter - Train Wire Pulls & Terminations - Chinatown Station Control Room | 15Jun-20 | 25Jun-19 | -252

**STS.34.23.3110**
STS_Install: OCS System - Regional Train Control System | 3Jun-20 | 24Jun-19 | -252

**STS.34.27.3190**
STS_Install: Tunnel Electrical - Radiator Cable SB Portal To Moscone | 5Jun-20 | 1Jul-19 | -252

**STS.34.22.2880**
STS_Install: Tunnel Electrical - Pull/Terminate Train Control Power Cable - PFCB NB181 To NB180 - UMS | 8Jun-20 | 1Jul-19 | -252

**STS.10.14.2520**
STS_Install: Platform Signage - 4th/Brannan Station | 10Jun-20 | 30Jun-18 | -252

**STS.34.22.2650**
STS_Install: Tunnel Electrical - Pull/Terminate Train Control Power Cable - & J&B's NB Moscone to Union Square | 13Jun-18 | 30Jun-18 | -252

**STS.34.22.2300**
STS_Install: Train Control - Train Control Conduit - & J&B's SB Moscone to Union Square | 13Jun-18 | 30Jun-18 | -252

**STS.34.22.2100**
STS_Install: Tunnel Electrical - Pull/Terminate Train Control Power Cable - PS-05 To PFCB NB10 - UMS | 1Jun-20 | 7Jul-19 | -252
Appendix C

PROJECT SCOPE AND FUNDING OVERVIEW
Project Overview

The Central Subway Project will construct a modern, efficient light-rail line that will improve public transit in San Francisco. This new 1.7-mile extension of Muni’s T Third Line will provide direct connections to major retail, sporting and cultural venues while efficiently transporting people to jobs, educational opportunities and other amenities throughout the city.

The Central Subway Project is Phase 2 of the San Francisco Municipal Transportation Agency’s (SFMTA) Third Street Light Rail Transit Project. Phase 1 of the project constructed a 5.1-mile light-rail line along the densely populated 3rd Street corridor. It began revenue service in April 2007, restoring light-rail service to a high transit-ridership area of San Francisco for the first time in 50 years.

The Central Subway Project will extend the T Third Line from the 4th Street Caltrain Station to Chinatown, providing a direct, rapid transit link from the Bayshore and Mission Bay areas to SoMa, Union Square and downtown.

Four new stations will be built along the 1.7-mile project alignment—an above-ground station at 4th and Brannan streets and three underground stations at Moscone Center, Union Square and Chinatown.

The Central Subway will run through the burgeoning technology and digital-media hub in SoMa, where dozens of companies have taken up residence along the 4th Street corridor. Increased
transit options will attract new employers – the Central Subway makes travel more convenient throughout the corridor and improves connections to downtown, local and regional rail and the Muni bus system.

The Central Subway Project will contribute to San Francisco’s economic competitiveness and help secure the city’s status of a regional, national and global hub. It will provide a pollution-free transit option that will reduce the environmental impact of transportation in the city, save natural resources, reduce traffic congestion and improve public transit for thousands of San Franciscans.

Funding Overview

The Central Subway Project is funded by the federal government, the State of California, the Metropolitan Transportation Commission, the San Francisco County Transportation Authority (SFCTA) and the City and County of San Francisco.

The majority of funding for the Central Subway Project is expected to be provided by the Federal Transit Administration’s (FTA) New Starts program, with a total commitment over the life of the project of $942.2 million. To date, $41 million in Department of Transportation Congestion Mitigation and Air Quality Improvement Program funds have been committed and expended.

With the addition in the December 2013 MPR of work to relocate the retrieval site for two tunnel boring machines (TBMs), the SFMTA’s baseline budget for the Central Subway Project is $1.588 billion. In total, about half of the Third Street Light Rail Transit Project’s funding is from federal sources, with the remaining half from state and local sources. This is in line with the expectations of the FTA for New Starts-financed programs.

The table below summarizes the local, state and federal fund sources for both phases of the T Third Line including with the addition of the retrieval shaft to the Phase 2 totals.

<table>
<thead>
<tr>
<th>T Third (Phase 1)</th>
<th>Central Subway (Phase 2 + Retrieval Shaft Relocation)</th>
<th>Total (Phase 1 + Phase 2 + Retrieval Shaft Relocation)</th>
<th>Percentage of Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Federal</td>
<td>$123.380</td>
<td>$983.225</td>
<td>$1,106.605</td>
</tr>
<tr>
<td>State</td>
<td>$160.700</td>
<td>$471.100</td>
<td>$631.800</td>
</tr>
<tr>
<td>Local</td>
<td>$364.380</td>
<td>$133.675</td>
<td>$498.055</td>
</tr>
<tr>
<td>Total</td>
<td>$648.460</td>
<td>$1,588.000</td>
<td>$2,236.460</td>
</tr>
</tbody>
</table>

All amounts in millions of dollars

The six charts that follow summarize use of fund sources by phase and with the addition of the retrieval shaft relocation additional budget and funding:

- Phase 1 + Phase 2 of the T Third Line federal, state and local funding percentages previous to the addition of the retrieval shaft relocation budget and funding in December 2013.
Funding Overview - continued

- Phase 2 Central Subway Project only total funding source percentages previous to the addition of the retrieval shaft relocation budget and funding.
- Phase 2 Central Subway Project only detail of the six State and Local funding sources previous to the addition of the retrieval shaft relocation.
- The next three charts that follow are the above three data sets above with the retrieval shaft relocation budget and funding added to the overall presentation.

![Third Street Light Rail Transit Project Funding](image1)

**Third Street Light Rail Transit Project Funding**

Phase 1 + Phase 2

($ in millions)

- Federal: $486.4, 22%
- State: $1,106.8, 50%
- Local: $631.8, 28%

Total: $2.227 billion

![Central Subway Project Funding](image2)

**Central Subway Project Funding**

Phase 2

($ in millions)

- Federal: $983.2, 62%
- State: $471.1, 30%
- Local: $124.0, 8%

Total: $1.578 billion
State and Local Funding
Phase 2
($ in millions)

Total: $595 million
Third Street Light Rail Transit Project Funding
Phase 1 + Phase 2 + Retrieval Shaft Relocation
($ in millions)

Total:
$2.237 billion

Central Subway Project Funding
Phase 2 + Retrieval Shaft Relocation
($ in millions)

Total:
$1.588 billion
State and Local Funding
Phase 2 + Retrieval Shaft Relocation
($ in millions)

Total: $604.8 million
Appendix D

COMPLETED CONTRACTS
Moscone Station and Portal Utility Relocation

Contract 1250
Contractor: Synergy Project Management, Inc.

Description

This project relocates utilities within the footprint of the proposed Yerba Buena/Moscone Station and the 4th Street Portal where the tunnel boring machines will descend underground. Also included is installation of building protections and monitoring of buildings adjacent to utility trenches.

<table>
<thead>
<tr>
<th>Category</th>
<th>Amount</th>
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</thead>
<tbody>
<tr>
<td>Original Budget</td>
<td>$11,227,316</td>
</tr>
<tr>
<td>Expenditures Final</td>
<td>$11,968,150</td>
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<tr>
<td>Utility Reimbursements</td>
<td>($2,275,419)</td>
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<tr>
<td>Final Program Cost</td>
<td>$9,692,731</td>
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<tr>
<td>Budget Impact (Underrun)</td>
<td>($1,534,585)</td>
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Contract Details

<table>
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<tr>
<th>Category</th>
<th>Amount</th>
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<tbody>
<tr>
<td>Contract Awarded</td>
<td>November 17, 2009</td>
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<tr>
<td>Notice to Proceed</td>
<td>January 4, 2010</td>
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<tr>
<td>Substantial Completion</td>
<td>June 23, 2011</td>
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<tr>
<td>Contract Award Value</td>
<td>$ 9,273,939</td>
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<tr>
<td>Modifications Final</td>
<td>$ 2,694,211</td>
</tr>
<tr>
<td>Final Contract Value</td>
<td>$11,968,150</td>
</tr>
</tbody>
</table>

Status

- Work complete
- Project closeout administration and documentation
- Final Completion Date: June 23, 2011
Appendix D - 2

Union Square/Market Street Station Utility Relocation

Contract 1251
Contractor: Synergy Project Management, Inc.

Description
This project relocates utilities for the Union Square/Market Street Station and temporarily reroutes existing trolley coach lines around the construction.

<table>
<thead>
<tr>
<th>Category</th>
<th>Amount</th>
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<tr>
<td>Expenditures Final</td>
<td>$20,669,081</td>
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<tr>
<td>Utility Reimbursements</td>
<td>(7,413,510)</td>
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<tr>
<td>Final Program Costs</td>
<td>$13,176,169</td>
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<td>Budget Impact (Underrun)</td>
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Contract Details

<table>
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<tr>
<th>Detail</th>
<th>Date/Value</th>
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<tr>
<td>Notice to Proceed</td>
<td>January 12, 2011</td>
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<td>Substantial Completion</td>
<td>August 16, 2012</td>
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<td>Contract Award Value</td>
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<td>Modifications Final</td>
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<tr>
<td>Final Contract Value</td>
<td>$20,669,081</td>
</tr>
</tbody>
</table>

Status

- Final completion on October 15, 2012
- Completed punch list work
- Project Final Acceptance on November 15, 2013
- Completed final construction contract administrative closeout in June 2017
Work Description

Demolish and clear the former Pagoda Theater for use the site to recover the tunnel boring machines when tunnels are completed in 2015. Locate and supply contractor facilities and installations. Obtain permits and approvals and coordinate work with City agencies and utility companies. Furnish and install signs and distribute notices to the local community prior to commencing with construction, cleanup and remove of debris from the site.

- Contract funded by SFMTA Operating funds
- Work was substantially completed September 24, 2013
- Completed administrative closeout in June 2016

<table>
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<tr>
<td>Expenditures to Date</td>
<td>$648,976</td>
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</table>

**Contract Details**

- **Contract Awarded:** June 12, 2013
- **Notice to Proceed:** July 15, 2013
- **Substantial Completion:** Sept. 24, 2013
- **Contract Award Value:** $498,995
- **Modifications to Date:** $149,981
- **Current Contract Value:** $648,976
Appendix D

Central Subway Tunneling

Contract 1252 Contractor: Barnard Impregilo Healy Joint Venture

Description of Work

1.5-mile twin bore tunnels from Hwy I-80 to North Beach using two tunnel boring machines (TBMs). Contractor procurement and installation of the TBMs; construction of the TBM launch box and retrieval shaft excavation support; Yerba Buena/Moscone Station and Union Square/Market Street Station end walls; tunnel excavation and installation of precast segmental lining, the 4th Street portal transition to the surface and cross passages. Throughout, settlement monitoring and protection of existing utilities, buildings and BART tunnels.

Status

- Final Completion Date: May 15, 2015
- Completed administrative closeout in November 2018

<table>
<thead>
<tr>
<th>Budget/Expenditures</th>
<th>Amount</th>
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</thead>
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<tr>
<td>Other Project Budget</td>
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<td>Other Offset Credits</td>
<td>$1,312,101</td>
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<tr>
<td>Expenditures Final</td>
<td>$233,511,253</td>
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<table>
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<td>June 28, 2011</td>
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<tr>
<td>Notice to Proceed 1:</td>
<td>January 27, 2012</td>
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<tr>
<td>Notice to Proceed 2:</td>
<td>March 14, 2012</td>
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<td>Partial NTP 3:</td>
<td>April 12, 2012</td>
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<tr>
<td>Notice to Proceed 3:</td>
<td>October 15, 2012</td>
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<td>Substantial Completion:</td>
<td>April 15, 2015</td>
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<td>Contract Award Value:</td>
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<td>Modifications to Date:</td>
<td>$6,389,339</td>
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<tr>
<td>Final Contract Value:</td>
<td>$239,973,354</td>
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Appendix D - 4
Appendix E

SBE PARTICIPATION

Quarterly Report

Current Report: October 2019 – December 2019
PROGRAM SUPPORT CONTRACTS – SBE PARTICIPATION

Appendix E presents the Central Subway Program Small Business Enterprise or SBE goals and the actual SBE participation achieved to date – as of December 31, 2019.¹

CS Program SBE Summary Table for Professional Services and Construction Contracts

The summary compares the dollar value of the Base Contracts, the SBE Contract Goals, the percent and dollar value expended to date and the SBE actual participation to date.

<table>
<thead>
<tr>
<th>Contract No.</th>
<th>Contractor</th>
<th>Services/Segment</th>
<th>Contract Amount</th>
<th>SFMTA SBE Contract Goal</th>
<th>Contract Expenditure to Date (in $)</th>
<th>SBE Actual to Date</th>
<th>SBE Contract $ = A * B</th>
<th>SBE Amount to Date = C * D</th>
<th>Contractor's SBE Goal (in $)</th>
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<tbody>
<tr>
<td>1</td>
<td>CS Partnership</td>
<td>Project Management</td>
<td>$97,72</td>
<td>30%</td>
<td>$55,75</td>
<td>32.4%</td>
<td>$29,31</td>
<td>$27,77</td>
<td>$31,4%</td>
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<td>2</td>
<td>Hill International</td>
<td>Project Controls Task 1</td>
<td>$17,11</td>
<td>28%</td>
<td>$10,12</td>
<td>29.3%</td>
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<td>$2,96</td>
<td>$26.0%</td>
</tr>
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<td>155-1</td>
<td>PB Teleron</td>
<td>Tunnels Design</td>
<td>$7,94</td>
<td>30%</td>
<td>$7,90</td>
<td>30.2%</td>
<td>$2,38</td>
<td>$2,38</td>
<td>$31.6%</td>
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<tr>
<td>155-2</td>
<td>CS Design Group</td>
<td>Stations Design</td>
<td>$47,90</td>
<td>30%</td>
<td>$43,70</td>
<td>31.6%</td>
<td>$14,37</td>
<td>$13,81</td>
<td>$36.4%</td>
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<tr>
<td>155-3</td>
<td>HNTB, Inc., B&amp;C</td>
<td>Systems, Track &amp; Surface Station Design</td>
<td>$17,23</td>
<td>30%</td>
<td>$15,99</td>
<td>25.3%</td>
<td>$5,17</td>
<td>$4,05</td>
<td>$30.0%</td>
</tr>
</tbody>
</table>

Subtotal Professional Services: $187,90 | $183,46  

<table>
<thead>
<tr>
<th>Contract No.</th>
<th>Contractor</th>
<th>Services/Segment</th>
<th>Contract Amount</th>
<th>SFMTA SBE Contract Goal</th>
<th>Contract Expenditure to Date (in $)</th>
<th>SBE Actual to Date</th>
<th>SBE Contract $ = A * B</th>
<th>SBE Amount to Date = C * D</th>
<th>Contractor's SBE Goal (in $)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1205</td>
<td>Synergy Inc</td>
<td>Utility Relocation 1</td>
<td>$11,97</td>
<td>20%</td>
<td>$11,97</td>
<td>97.2%</td>
<td>$2,39</td>
<td>$11,63</td>
<td>$96.4%</td>
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<tr>
<td>1206</td>
<td>Synergy Inc</td>
<td>Utility Relocation 2</td>
<td>$20,70</td>
<td>20%</td>
<td>$20,70</td>
<td>87.4%</td>
<td>$4,14</td>
<td>$18,10</td>
<td>$94.9%</td>
</tr>
<tr>
<td>1252</td>
<td>BH</td>
<td>Tunnels and Portal in Construction</td>
<td>$239,97</td>
<td>6%</td>
<td>$239,97</td>
<td>5.8%</td>
<td>$14,40</td>
<td>$13,88</td>
<td>$6.1%</td>
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<tr>
<td>1277</td>
<td>MH Construction</td>
<td>Pagoda Demolition</td>
<td>$0.65</td>
<td>100%</td>
<td>$0.65</td>
<td>100.0%</td>
<td>$0.65</td>
<td>$0.65</td>
<td>$100.0%</td>
</tr>
<tr>
<td>1200</td>
<td>Tudor-Penni</td>
<td>Stations/Track/Systems in Construction</td>
<td>$799.92</td>
<td>20%</td>
<td>$799.15</td>
<td>21.6%</td>
<td>$173.78</td>
<td>$167.76</td>
<td>$25.5%</td>
</tr>
</tbody>
</table>

Subtotal Construction Contracts: $1,152.21 | $1,090.45  

SBE Summary Table Notes and Sources:

a) Column A is the base contract amount awarded. Column B is the Agency SBE goal percent for each contract awarded.

The SFMTA SBE Contract Goals are also on the Central Subway web site under the listing of on-going contracts – see “Closed and Awarded Contracts” at this link: [http://centralsubwaysf.com/content/closed-and-awarded-contracts](http://centralsubwaysf.com/content/closed-and-awarded-contracts)

b) Column C shows each contract’s current amount expended to date (estimated) including accruals. Column D is the actual SBE percent level of each contract based on payments to date. Column E is the expected SBE dollar amount when the contract amount is completed and the SFMTA SBE goal achieved using this calculation: Columns A * B = Column E, the SBE Expected $ Amount.

Column F is the actual SBE dollar amount out of the total contract expenditure to date: Columns C * D = Column F, the SBE Expended $ Amount.

The source of the SBE Actual percent to date and dollar amounts are Progress Payment

¹ An SBE is a for-profit, small business concern with a three (3) year average gross revenue not exceeding $14 million or $12 million, depending on the scope of work to be performed, that is certified under any of the following programs: the State of California's Small Business Program with the Department of General Services (“State Program”), the City and County of San Francisco's LBE Program (“City Program”), or the California Unified Certification Program (“Federal DBE program”).
Applications and Contractor’s monthly submittals that may include the current estimated accruals. The BIH SBE percent is from the contractor’s progress payment #40, Form 6.

c) Column G, the Contractor’s SBE Goal in the submitted bid, is background information that is not calculated in the table. The table source of the Contractor’s SBE Goals is from the SFMTA Contract Compliance Office. A Contractor’s SBE goal in the bid is one source used by SFMTA Contract Compliance to assess and propose the Agency’s SBE goal for a contract.

d) The three construction contracts shown in **bold type, 1250, 1251 and 1277**, with gray background, are completed contracts. Little to no changes will be shown in future reports.

e) The SBE Hill International Actual to Date SBE participation is 29.3% for the overall SFMTA contract. The Hill International data is for the Central Subway Task 1 portion of the Hill International contract to provide SFMTA Project Controls services and systems.

f) The SBE SFMTA goal for Contract 1300 Tutor-Perini is 20% SBE with a provision of 50% for trucking.

   The 1300 Tutor-Perini SBE percent Actual is based on the SBE data provided in Progress Payment #73 December 2019, SFMTA SBE FORM No. 6.

g) The SBE SFMTA goal for Contract 1277 MH Construction was based on an SBE set-aside.

**SBE Participation Details**

The two tables that follow present the Central Subway’s professional services and construction contract amounts, expenditures and SBE levels with additional details.
## Active Professional Services Contracts - SBE Participation Details

### Projects

#### As of: 12/31/2019

<table>
<thead>
<tr>
<th>Contract</th>
<th>Description</th>
<th>Contract No.</th>
<th>Status</th>
<th>Base Contract Value</th>
<th>Approved Change Orders</th>
<th>Current Contract Value</th>
<th>Expended to Date (est.)</th>
<th>% Expended</th>
<th>SBE SFMTA Goal</th>
<th>SBE Participation</th>
</tr>
</thead>
<tbody>
<tr>
<td>CS-149 Central Subway Partnership*</td>
<td>Project Management and Construction management</td>
<td>On-going</td>
<td>$97,715,988</td>
<td>-9</td>
<td>$97,715,988</td>
<td>88,563,203</td>
<td>90.6%</td>
<td>30.0%</td>
<td>31.7%</td>
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<tr>
<td>CS 156 Hill International Task 1*</td>
<td>Project Controls Cost and Schedule Support</td>
<td>On-going</td>
<td>$17,112,873</td>
<td>-0</td>
<td>$17,112,873</td>
<td>10,115,596</td>
<td>59.1%</td>
<td>26.0%</td>
<td>29.3%</td>
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<tr>
<td>CS-155-1 PB / Telemon*</td>
<td>Design Package 1 for CNs 1250, 1251 and 1252 Tunnels</td>
<td>Design is completed, Construction support ongoing</td>
<td>$6,795,690</td>
<td>-0</td>
<td>$7,490,159</td>
<td>$7,904,713</td>
<td>99.6%</td>
<td>30.0%</td>
<td>30.2%</td>
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<tr>
<td>CS-155-2 Central Subway Design Group*</td>
<td>Design Package 2 for 1253 UMS, 1254 CTS, 1255 YBM Stations.</td>
<td>Design is completed, Construction support ongoing</td>
<td>$39,049,948</td>
<td>-0</td>
<td>$7,950,656</td>
<td>$46,249,087</td>
<td>98.5%</td>
<td>30.0%</td>
<td>30.0%</td>
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</tr>
<tr>
<td>CS-155-3 HNTB-B&amp;C*</td>
<td>DP 3 Systems, Track work, Surface station.</td>
<td>Design is completed, Construction support ongoing</td>
<td>$16,864,250</td>
<td>-0</td>
<td>$368,602</td>
<td>$17,232,252</td>
<td>98.7%</td>
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<td>25.2%</td>
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</table>

* denotes accrual
### Active and Completed Construction Contracts - SBE Participation Details

**Data as of:** 12/31/2019

<table>
<thead>
<tr>
<th>Contract</th>
<th>Synergy Inc Utility Relocation 1 YBM &amp; Launch Box</th>
</tr>
</thead>
<tbody>
<tr>
<td>Contract No:</td>
<td>1250</td>
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<tr>
<td>Status:</td>
<td>Contract is completed and closed out</td>
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<tr>
<td>Base Contract Value</td>
<td>$9,273,939</td>
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<td>Approved Change Orders</td>
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<td>% Expended</td>
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</tr>
<tr>
<td>SBE SFMTA Goal</td>
<td>20%</td>
</tr>
<tr>
<td>SBE Participation To Date</td>
<td>97.2%</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Contract</th>
<th>Synergy Inc Utility Relocation 2 UMS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Contract No:</td>
<td>1251</td>
</tr>
<tr>
<td>Status:</td>
<td>Contract is completed and closed out</td>
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<tr>
<td>Base Contract Value</td>
<td>$16,832,550</td>
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<tr>
<td>Approved Change Orders</td>
<td>3,636,531</td>
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<tr>
<td>Final Contract Value</td>
<td>$20,469,081</td>
</tr>
<tr>
<td>% Expended</td>
<td>100%</td>
</tr>
<tr>
<td>SBE SFMTA Goal</td>
<td>20.0%</td>
</tr>
<tr>
<td>SBE Participation To Date</td>
<td>87.4%</td>
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</tbody>
</table>

<table>
<thead>
<tr>
<th>Contract</th>
<th>Pagoda Palace Demolition / MH Construction</th>
</tr>
</thead>
<tbody>
<tr>
<td>Contract No:</td>
<td>1277</td>
</tr>
<tr>
<td>Status:</td>
<td>Contract is completed and closed out</td>
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<tr>
<td>Base Contract Value</td>
<td>$498,995</td>
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<tr>
<td>Approved Change Orders</td>
<td>$149,981</td>
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<tr>
<td>Final Contract Value</td>
<td>$648,976</td>
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<tr>
<td>% Expended</td>
<td>100%</td>
</tr>
<tr>
<td>SBE SFMTA Goal</td>
<td>100%</td>
</tr>
<tr>
<td>SBE Participation To Date</td>
<td>100%</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Contract</th>
<th>Tunnels Barnard/Impreglio/Haley</th>
</tr>
</thead>
<tbody>
<tr>
<td>Contract No:</td>
<td>1252</td>
</tr>
<tr>
<td>Status:</td>
<td>Contract is completed and closed out</td>
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<tr>
<td>Base Contract Value</td>
<td>$233,584,015</td>
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<tr>
<td>Approved Change Orders</td>
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<tr>
<td>Current Contract Value</td>
<td>$239,973,354</td>
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<tr>
<td>Expended to Date (est.)</td>
<td>$239,973,354</td>
</tr>
<tr>
<td>% Expended</td>
<td>100%</td>
</tr>
<tr>
<td>SBE SFMTA Goal</td>
<td>6.0%</td>
</tr>
<tr>
<td>SBE Participation To Date</td>
<td>5.8%</td>
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</tbody>
</table>

<table>
<thead>
<tr>
<th>Contract</th>
<th>Stations and Systems / Tutor Perini</th>
</tr>
</thead>
<tbody>
<tr>
<td>Contract No:</td>
<td>1300</td>
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<tr>
<td>Status:</td>
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<td>Approved Change Orders</td>
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<td>Current Contract Value</td>
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<td>Expended to Date (est.)</td>
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<tr>
<td>% Expended</td>
<td>91.6%</td>
</tr>
<tr>
<td>SBE SFMTA Goal</td>
<td>20.0%</td>
</tr>
<tr>
<td>SBE Participation To Date</td>
<td>20.0%</td>
</tr>
</tbody>
</table>

*Photos on the next page:*

(top to bottom) December 2019: At Chinatown Station, initial segments of escalators have been lowered into the Concourse level’s future lobby area. Permanent light has been installed across struts above the platform area for Union Square Market Street Station. At Yerba Buena/Moscone Station, steel plates are adjusted for installation at the bottom of the concourse-to-platform escalators. Tracks and the surrounding concrete rail bed have been installed across the 4th and Brannan intersection at Surface, Track, and Systems.
This document is published by the SFMTA and the City and County of San Francisco as a service to individuals and agencies interested in the Central Subway Project. Funding for the Central Subway is made possible through funds provided by the Federal Transit Administration, the State of California, the Metropolitan Transportation Commission and the San Francisco County Transportation Authority.
# Certificate Of Completion

<table>
<thead>
<tr>
<th>Envelope Id: 8DF9EAC022D64A3EA37A119970FA608E</th>
<th>Status: Completed</th>
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<tbody>
<tr>
<td>Source Envelope:</td>
<td></td>
</tr>
<tr>
<td>Document Pages: 132</td>
<td>Signatures: 1</td>
</tr>
<tr>
<td>Certificate Pages: 1</td>
<td>Initials: 0</td>
</tr>
<tr>
<td>AutoNav: Enabled</td>
<td>Envelope Originator: Jaimie Chau</td>
</tr>
<tr>
<td>EnvelopedStamping: Disabled</td>
<td>1 South Van Ness, 3rd Floor San Francisco, CA 94103</td>
</tr>
<tr>
<td>Time Zone: (UTC-08:00) Pacific Time (US &amp; Canada)</td>
<td><a href="mailto:Jaimie.Chau@sfmta.com">Jaimie.Chau@sfmta.com</a></td>
</tr>
<tr>
<td>IP Address: 75.10.236.7</td>
<td></td>
</tr>
</tbody>
</table>

## Record Tracking

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<tr>
<th>Status: Original</th>
<th>Holder: Jaimie Chau <a href="mailto:Jaimie.Chau@sfmta.com">Jaimie.Chau@sfmta.com</a></th>
<th>Location: DocuSign</th>
</tr>
</thead>
<tbody>
<tr>
<td>5/5/2020 9:14:45 AM</td>
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## Signer Events

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<td>Nadeem Tahir</td>
<td>Sent: 5/5/2020 9:57:30 AM</td>
</tr>
<tr>
<td><a href="mailto:Nadeem.Tahir@sfmta.com">Nadeem.Tahir@sfmta.com</a></td>
<td>Viewed: 5/5/2020 1:45:55 PM</td>
</tr>
<tr>
<td>CCSF - MTA - Municipal Transportation</td>
<td>Signed: 5/5/2020 1:46:17 PM</td>
</tr>
<tr>
<td>Security Level: Email, Account Authentication (None)</td>
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**Signature Adoption:** Pre-selected Style
Using IP Address: 73.92.173.198

## Electronic Record and Signature Disclosure:

Not Offered via DocuSign

## In Person Signer Events

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## Editor Delivery Events

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## Agent Delivery Events

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## Intermediary Delivery Events

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## Certified Delivery Events

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## Carbon Copy Events

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## Witness Events

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## Notary Events

<table>
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## Envelope Summary Events

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<td>Signing Complete</td>
<td>Security Checked 5/5/2020 1:46:17 PM</td>
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## Payment Events

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