

Transmittal

CS Transmittal No. 2620

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| To: Bernardo Bustamante Federal Transit Administration San Francisco Federal Building 90 7th Street, Suite 15-300 San Francisco, CA 94103-6701 Date: August 8, 2022 | From: Nadeem Tahir M544.1, CSP Project No./Contract No.: Task No./Title: Cost/Schedule Management Project Phase: Construction Subject: Quarterly Progress Report June 2022 |
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| Item No. | Copies | Description | Rev. No. | Date |
|--|--------|---------------------------------------|----------|----------|
| 1 | 1 | Quarterly Progress Report (June 2022) | 1 | 8/8/2022 |
| <i>If enclosures are not as noted, kindly notify us at once.</i> | | | | |

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

Nadeem Tahir

Nadeem Tahir, P.E.
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CS File No. M544.1.5.0340.b

central subway

Coming to an End



Quarterly Progress Report

June 2022



SFMTA

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Cover photo: View of CTS Concourse Lobby landing art

Above photo: UMS Concourse Agent Booth with lights

See the Appendix E final page for CS websites hyperlinks and public outreach on line resources. The Project main web site is at: <http://www.centralsubwaysf.com/>



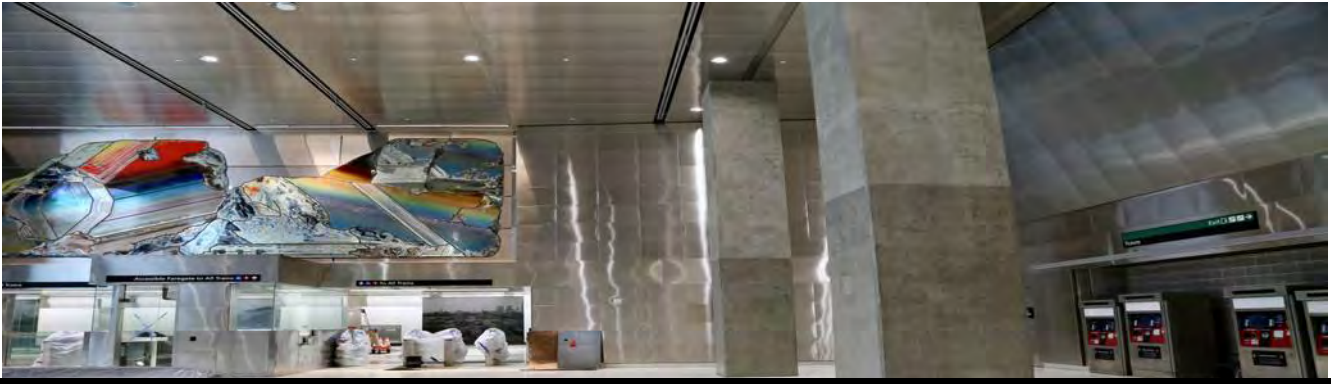
YBM Concourse escalator testing

Executive Summary

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. The City's Health Office continues to adjust these restrictions with changing conditions for various variants of COVID which requires the City to adjust guidelines for indoor and outdoor activities. With changing COVID conditions, the City's Health Office has adjusted guidelines related to masking and distancing for indoor and outdoor activities along with booster vaccination shots for those eligible. Construction of the Central Subway project continues to progress, and Construction Management team continues to monitor impact of the COVID restrictions on project schedule. Eleven cases were reported for the month of June. The Contractor continues to follow the required protocol to maintain the safety of the work force. The project continues to progress towards substantial completion and startup and testing. Train testing continues as the project moves forward with startup and testing requirement. The project has worked with our funding partners and has issued a revised Full Funding Grant Agreement requesting extension to the Revenue Service Date (RSD). With the surge of the various variants of COVID, protocols have been implemented where project offices designated as an outbreak site would temporarily reinstate on-site mask requirements for staff and visitors entering facilities. Due to the disruption caused by Central Subway's project site being designated as an outbreak site on and off for the last few months, the changing work conditions has affected the workflow where the project team continues to have essential project staff on site to ensure safety of the staff and allow other staff to telecommute. As of March 7, 2022, the City and County of San Francisco has shifted to a requirement for city employees to work onsite at least two days per week, however, beginning in September, staff will be required to work onsite at least three days per week. (For additional discussion, please see Safety and Security section on pg. 32).

Chinatown Station - Completed corrective action for installed crystalized glass. Completed crack grout injection at Crossover Cavern. Continued testing Elevators and Escalators. Continued street work (minor), ongoing monitoring and surveying.

Union Square/Market Street Station - Completed cleaning overpoured wale drains. Completed fire caulking at maintenance hatch. Completed installation of antennas for service providers. Completed waterproofing of scallop walls at Platform level. Completed installation of guard rail near faregates. Continued installation of faregates. De-watering under Platform level.



YBM Concourse art and ticket booths

Executive Summary continued

Yerba Buena/Moscone Station - Completed testing of shunt trip smoke detections for Elevators 1 & 2. Completed terminating power and data cables and installing phone plates for SFFD and courtesy phones at Concourse, Mezzanine and Platform levels. Completed applying anti-graffiti coat on art granite wall at Concourse level. Completed performing functionality testing for three eye wash stations at YBM main electrical room, traction power room and Mezzanine.

Surface, Track and Systems— Continued 4th/Brannan platform construction. Continued traffic signal, trolley and light rail OCS installation. Continued surface signaling installation and testing for 4th/King and Bluxome Crossover. Continued installation of ATCS and radio system testing.

Total net incurred costs for the project are \$1,910.63 million. The project continues to review the overall cost. The current Estimate at Completion (EAC) is projected to be \$1.931B or \$353M above the original budget of \$1.578B. We expect the Central Subway to open for revenue service in November 2022. (For additional discussion, please see Costs and Schedule on pg.8)

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



View of Northbound Tunnel from YBM Platform

| MILESTONE | DATE EXPECTED |
|--|-----------------------|
| <i>General</i> | |
| Revenue Service | November 2022 |
| Contract 1300 Stations, Surface, Track, Systems | |
| Notice to Proceed (NTP 1) | June 17, 2013 (A) |
| Notice to Proceed (NTP 2) | February 12, 2014 (A) |
| Substantial Completion | Spring 2021 |



Platform entrance from Concourse escalators



Installed glass on CTS Platform escalators

Costs and Schedule

Costs (See Appendix A for Details)

The revised Cost Estimate (CCE) for the Central Subway Project is \$1.911 billion in year of expenditure dollars (\$YOE). The project continues to work with our funding partners to address the current funding issues. Currently, the project estimates the Estimate at Completion (EAC) to be \$1.931 B or \$353M above the original budget of \$1.578B. These revised estimates have been shared with our board and funding partners.

Total net incurred costs for the project are \$1,910.63 million. The cost to date figure reflects expenditures through FAMIS 786 Report (\$1,910.03 million) plus the utilities joint trench Form B Reimbursement payment (\$12.51 million), invoices currently being processed (\$18.37 million) and estimates of outstanding pay requests credits of (\$30.25 million).

The project is working with Finance and Grants to secure and book all of the remaining funds to the program.

The current funding level to date has already been fully met which includes excess federal funds consisting of FTA 5309 Capital Investment Grant of \$23,121,562 appropriated in October 2021. The original total project budget of \$1.578 billion has already completed its original funding of the program in July 2020. The total revised project budget is currently \$1.900 billion, \$9 million above the original \$1.891 billion of the project budget due to extra funds received that will be included in contingency.

Earned Value Analysis

In June 2022 Report, the Preliminary Earned Value Analysis reports is based on the SFMTA December Schedule Update. The Planned Value, Earned Value, Actual Cost, Percent Complete and resulting indexes as follows:

Preliminary June Earned Value

| | |
|-----------------------------------|-----------------|
| Overall Budgeted Cost: | \$1,900,275,322 |
| Planned Value: | \$1,593,491,019 |
| Earned Value: | \$1,511,452,289 |
| Actual Cost: | \$1,911,060,842 |
| Schedule Performance Index (SPI): | 0.95 |
| Cost Performance Index (CPI): | 0.79 |
| Percent Complete: | 94.9% |

*June 2022 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 2023.

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.

Schedule Highlights

The Master Project Schedule (MPS) below includes progress through June 2022. The June 2022 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 June 2022 Schedule Update.

The MPS shows a forecast Revenue Service Date of Fall 2022 based on a revised assessment of the overall schedule and the current project conditions related to work efficiency due to COVID and a fire event related to Startup and Testing activities. The revised Revenue Service Date of Fall 2022 has been shared with our funding partners and a revised request to extend the Full Funding Grant Agreement with the revised date has been submitted to Federal Transit Administration (FTA) for approval. The project continues to evaluate this date with potential impact from COVID restrictions. The schedule team is assessing the risk with these issues and identifying potential mitigation to reduce the risk to the overall schedule.

Currently we are experiencing day-to-day delays caused by TPC's electrical work in the tunnel and surface impacted by lack of resources. These issues have impacted TPC's Final Completion date, we have mitigated the delay by accelerating rail activation activities. TPC and SFMTA 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 in the tunnel and surface 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 June 2022 schedule is used within the March Report. The SFMTA Contract 1300 June 2022 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.

Schedule Highlights - Continued

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

- Continued testing Elevators 1-4 (Elevator/Escalators)
- Continued testing Escalators 1-6 (Elevator/Escalators Inspection)
- Contractor continued closing out internal punch list items
- Continued street work (minor), ongoing monitoring and surveying (Contractor)

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

- Begin re-installation of curved metal ceiling panels on Platform level
- Begin fire wrapping conduits and pull boxes near southwest dampers on Intermediate strut level
- Begin integration of BMS into workstation on Mezzanine level station admin and engineers
- Begin installation of CAT-5 cable for liftnet in main communication room
- Begin installation of capping plates on Concourse level 42" CMU wall
- Begin installation of map cases on North Concourse and South Concourse Entrance
- De-watering under Platform level
- Begin installation of access door in Concourse level mechanical room
- Continued installation of faregates

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

- Performed all pre work for SCADA testing
- Performed all for traction power equipment testing (change order work but still there is work to be done for cabinet fire incident at FO-22 and lightning arrestors)
- Completed applying anti-graffiti coat on art granite wall at Concourse level
- Installed MET phone inside emergency command post at Surface level
- Installed MET phone units on rack inside communication room at Concourse level

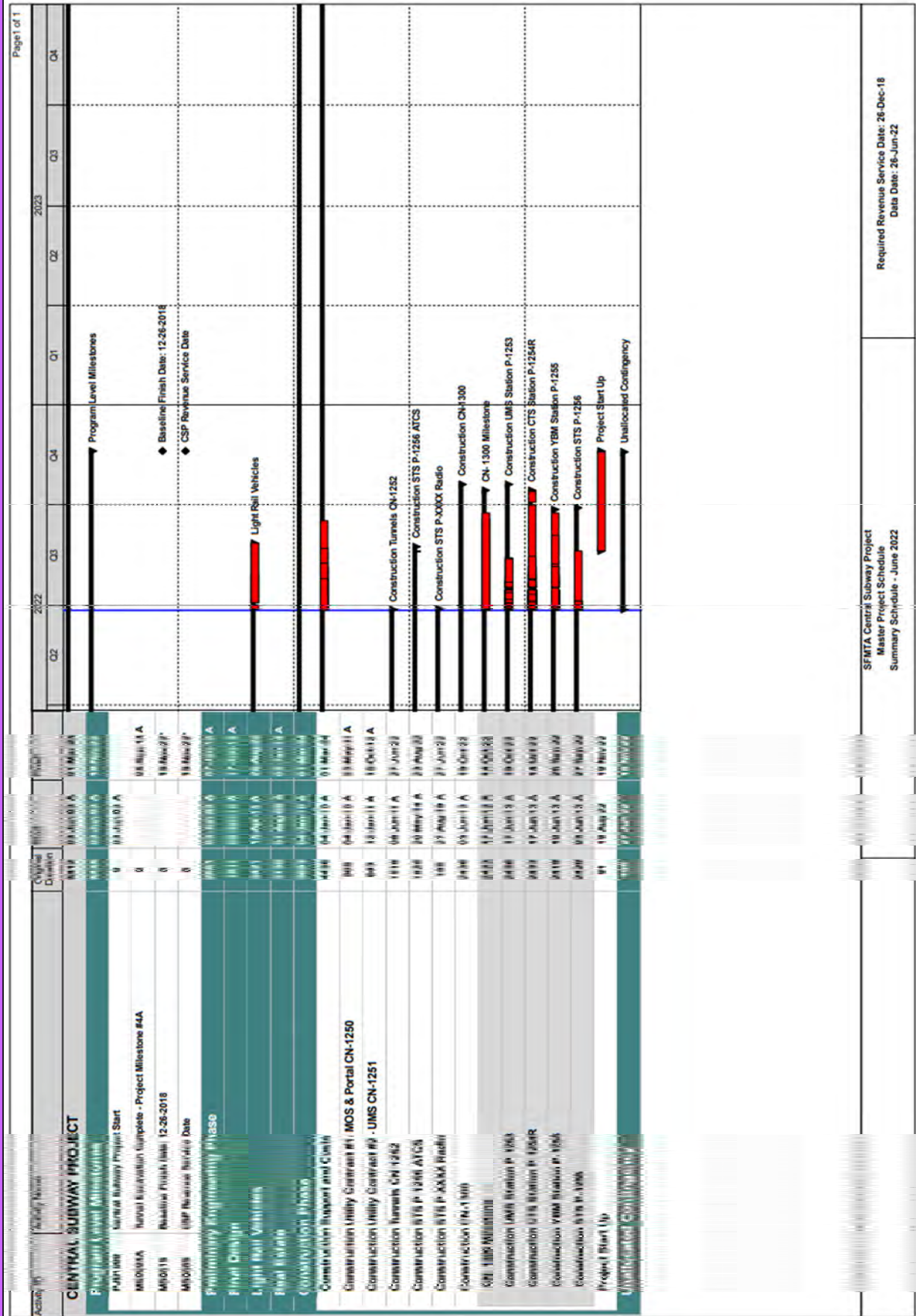
Schedule Highlights - Continued

- Completed performing functionality testing for 3 eye wash stations at YBM (Main electrical room, traction power room and Mezzanine)
- Completed performing performance testing for water pipe fixtures /enclosed wall hydrant at Surface, Mezzanine, Concourse, and Platform levels
- Closed some punch list items at all levels

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

- Continued 4th/Brannan platform construction
- Continued traffic signal installation
- Continued surface signaling installation and testing for 4th/King and Bluxome Crossover
- Continued trolley and light rail OCS installation on 4th Street
- Continued OCS, track and miscellaneous punch list work
- Continued ATCS and radio system testing

Master Project Schedule



Required Revenue Service Date: 26-Dec-18
Data Date: 26-Jun-22

SFMTA Central Subway Project
Master Project Schedule
Summary Schedule - June 2022



CTS Platform Level elevators and escalators

Contracts & Construction

Construction Contracts In Progress

Contract 1300: Combined Work Packages 1253, 1254, 1255, 1256

- Contractor: Tutor - Perini Corporation
- Amount: \$1,140.96
- Contract Status: 96.44% completed 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

Stations, Surface, Track and Systems

Contract 1300 Contractor: Tutor-Perini Corporation

Description of Work

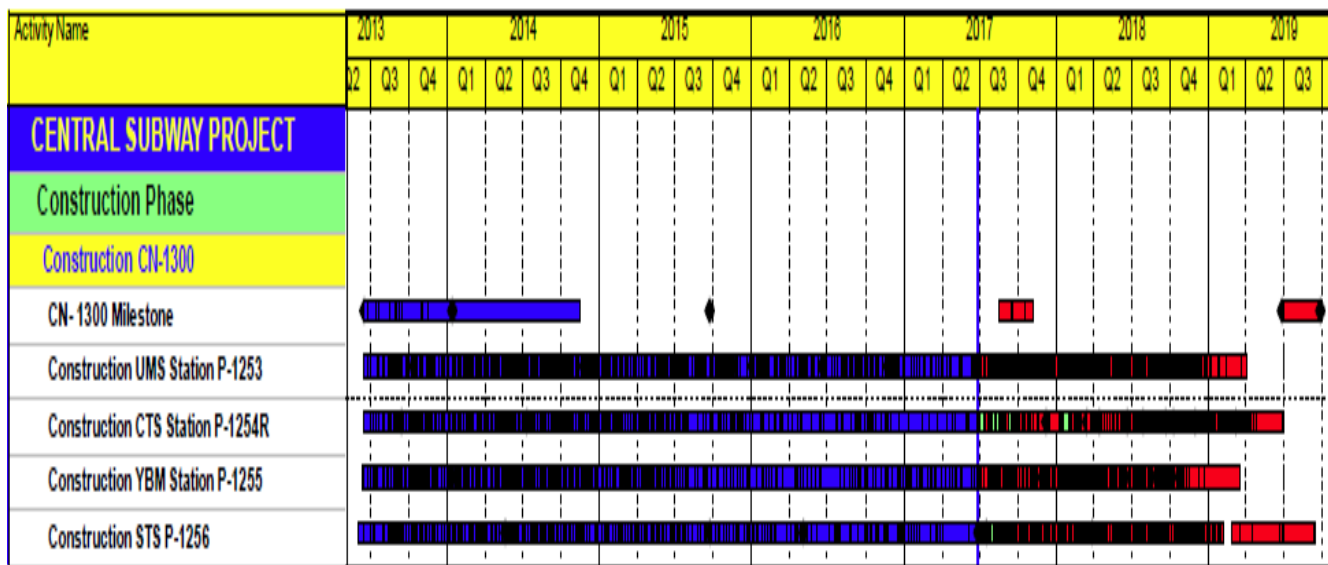
The Contract 1300 scope is to construct the Central Subway's three subway stations, one surface station, construct the 2,000 feet of surface track, and install track and operating systems throughout the new alignment. The separate station and systems work packages are presented in the following pages.

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.

| Contract Details | |
|-------------------------------|-----------------|
| Contract Awarded: | May 21, 2013 |
| Notice to Proceed: | June 17, 2013 |
| Substantial Completion: | Spring 2021 |
| Contract Award Value: | \$839,676,400 |
| Modifications to Date (\$): | \$301,287,290 |
| Modifications to Date (Days): | 1,052 |
| Current Contract Value: | \$1,140,963,690 |

| Budget/Expenditures▲ | |
|------------------------------|-----------------|
| Current Budget | \$1,134,663,594 |
| Other Project Offset Credits | \$12,483,280 |
| Expenditures to Date | \$1,157,515,298 |

1300 Summary Schedule



Chinatown Station

Contract 1300 - Work Package 1254R

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 testing Elevators 1-4 (Elevator/ Escalators)
- Continued testing Escalators 1-6 (Elevator/Escalators Inspection)
- Contractor continued closing out internal punch list items
- Continued street work (minor), ongoing monitoring and surveying (Contractor)

Work Expected Next Month

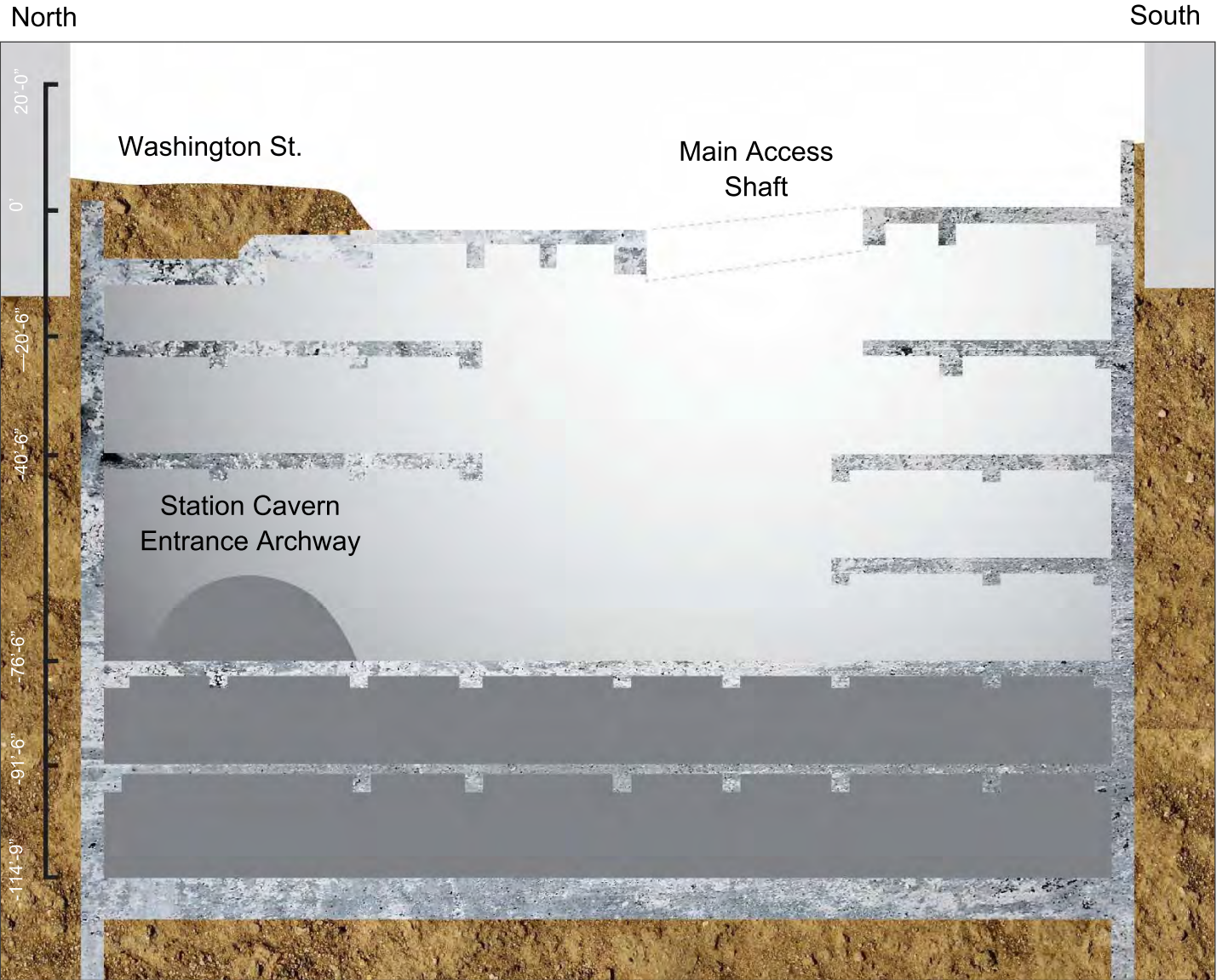
- Continued preparing Elevators 1, 2, 3 and 4 for State Inspection
- Continued preparing Escalators 1, 2, 3, 4, 5 and 6 for State Inspection
- Cubic to complete installation for ticket vending machines, fair gates
- Continued installing Art work, East wall at Crosscut Cavern Concourse level
- Contractor continue closing out internal punch list items
- Complete Security System Testing
- Complete Access Control System Testing

- Complete Fire Alarm System Testing
- Complete installing GFRC panels at Surface/Plaza level
- Continue street work (minor), ongoing monitoring and surveying

Three Month Look Ahead

- Install street traffic signal pole, pull boxes, and control box at intersection of Stockton/Washington
- Install new OCS trolley pole at West sidewalk along Stockton Street
- Complete safety certification checklist field items
- Obtain SFDBI final approvals
- Obtain SFFD final approvals
- Obtain Cal OSHA certifications
- Complete artwork installation train platform level
- Complete Systems Start up and Acceptance Testing

Station Construction Progress Section

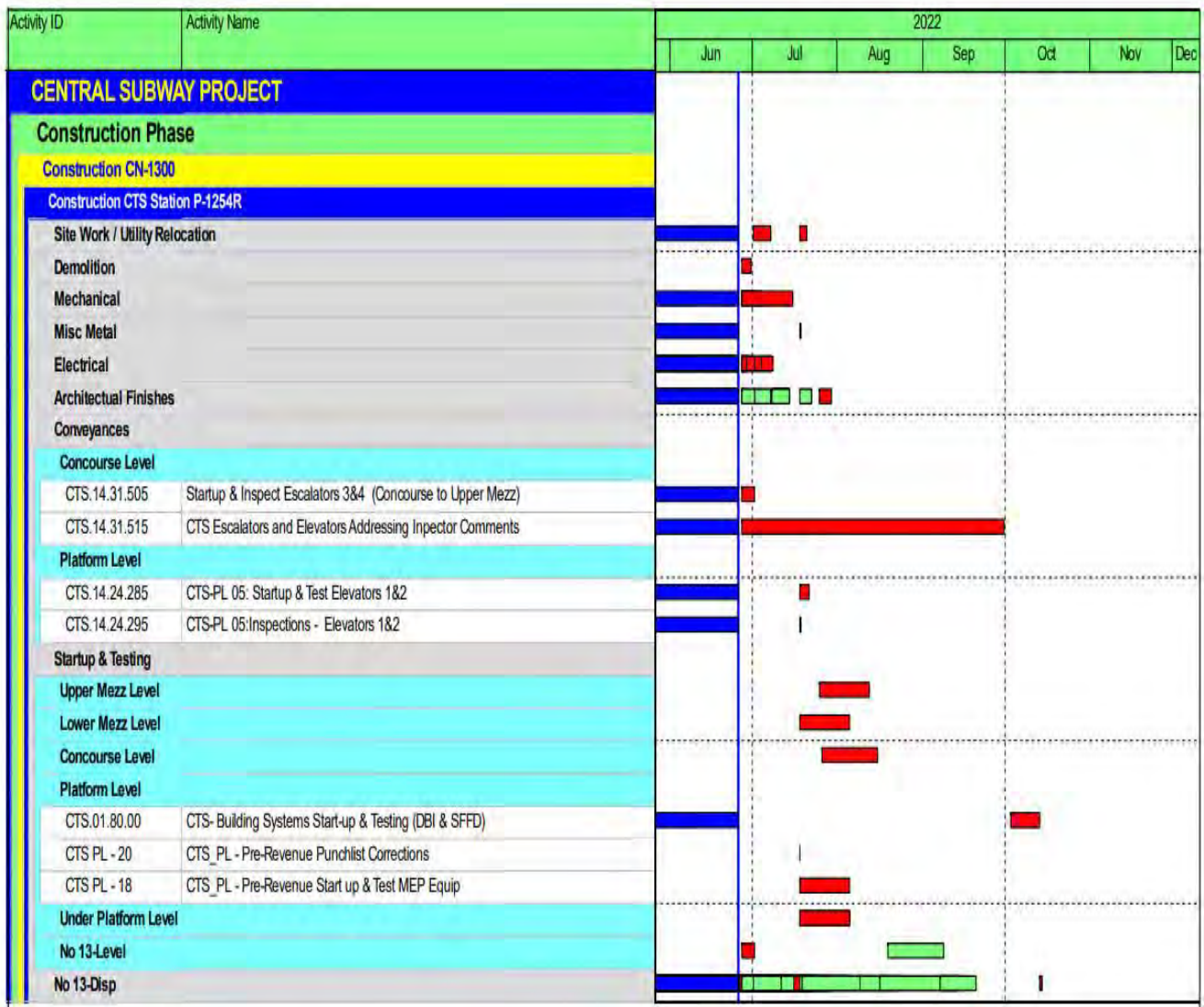


Chinatown Station Construction Status - Continued

| Contract Details | |
|-------------------------------|---------------|
| Contract Awarded: | May 21, 2013 |
| Notice to Proceed: | June 17, 2013 |
| Substantial Completion: | Spring 2021 |
| Contract Award Value: | \$247,567,810 |
| Modifications to Date (\$): | \$156,328,506 |
| Modifications to Date (Days): | 1,052 |
| Current Contract Value: | \$403,896,316 |

| Budget/Expenditures ▾ | |
|------------------------------|---------------|
| Current Budget | \$392,247,198 |
| Other Project Offset Credits | \$9,435,183 |
| Expenditures to Date | \$396,144,777 |

CTS Three Month Schedule



Union Square/Market Street Station

Contract 1300 Work Package 1253

Description of Work

This Work Package is to construct one subway station and perform related street work. 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. This work package also involves reconstruction Street work which includes Geary St, O'Farrell St, Ellis Street and Stockton street from Post Street to the intersection of 4th / Ellis St / Market St.



Current Status This Month

- Begin re-installation of curved metal ceiling panels on platform level
- Begin fire wrapping conduits and pull boxes near southwest dampers on intermediate strut level
- Begin integration of BMS into workstation on Mezzanine level station admin and engineers
- Begin installation of CAT-5 cable for liftnet in main communication room
- Begin installation of capping plates on Concourse level 42" CMU wall
- Begin installation of map cases on North Concourse and South Concourse Entrance
- De-watering under platform level
- Begin installation of access door in Concourse level Mechanical Room
- Continued installation of faregates

Work Expected Next Month

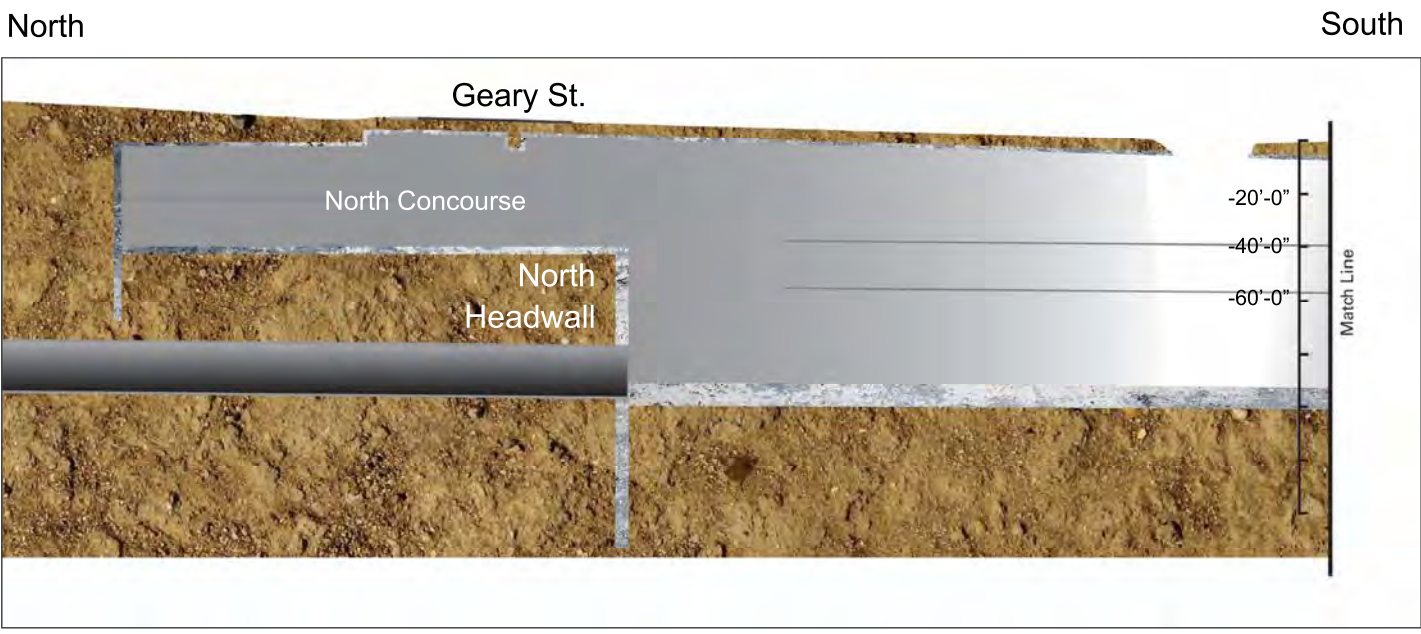
- Waterproofing on Platform Level
- Waterproofing on Intermediate Strut Level
- Fixing conduits in Main Electrical Room
- Fixing conduits on platform level
- Installation of permanent locks from SFFD locksmith

Three Month Look Ahead

Completion of the following:

- Final cleaning of the station
- Punchlist Completion
- Train Testing
- Operational Readiness Tests
- Water leak Mitigation
- DBI Permit Acquisition
- Plaza Upgrade in accordance with MOD

Station Excavation and Construction Progress Section

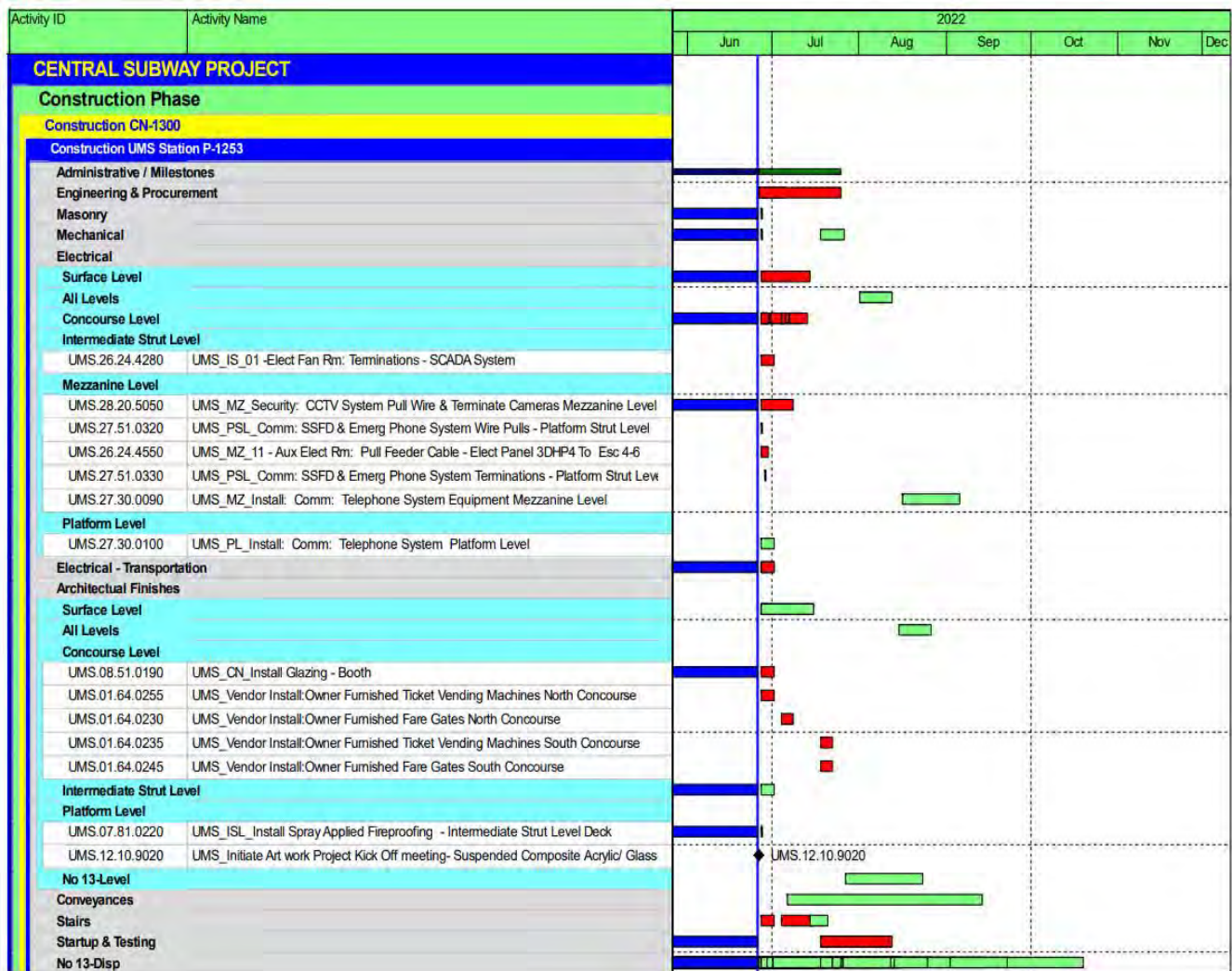


Union Square Market Street Station Construction - Continued

| Contract Details | |
|-------------------------------|---------------|
| Contract Awarded: | May 21, 2013 |
| Notice to Proceed: | June 17, 2013 |
| Substantial Completion: | Spring 2021 |
| Contract Award Value: | \$294,030,590 |
| Modifications to Date (\$): | \$17,512,856 |
| Modifications to Date (Days): | 1,052 |
| Current Contract Value: | \$311,543,446 |

| Budget/Expenditures ▲ | |
|-----------------------|---------------|
| Current Budget | \$314,030,590 |
| Expenditures to Date | \$311,284,301 |

UMS Three Month Schedule



Yerba Buena/Moscone Station

Contract 1300 - Work Package 1255

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

- Performed all Pre work for SCADA testing
- Performed all for traction power equipment testing (Change order work but still there is work to be done for cabinet fire incident at FO-22 and lightning arrestors)
- METS phones crew did install MET phone inside emergency command post at Surface level
- Installed MET phone units on rack inside communication room at Concourse level
- Completed performing functionality testing for 3 eye wash stations at YBM (Main Electrical Room, Traction Power Room and Mezzanine)
- Completed performing performance testing for water pipe fixtures /enclosed wall hydrant at Surface, Mezzanine, Concourse, and Platform level
- Closed some punch list items at all levels



- Complete Daiken Testing of reworked systems
- Complete room pressure tests
- Complete installing emergency phones at all levels
- Complete installing MET phones at SFMTA room/Concourse level and Traction Power Room

Work Expected Next Month

- Complete installing signage
- Install the remaining 1 VTM at Concourse level
- Complete Traction Power SCADA Testing
- Complete terminating wire for blue light emergency phones

Three Month Look Ahead

- Complete installing archeological display at Concourse level
- Complete installation of sculpture at Surface level
- Complete interior finishes on Mezzanine level

Yerba Buena/Moscone Station

Contract 1300 - Work Package 1255

- Install the remaining 1 VTM at Con-course level
- Complete Traction Power SCADA Test-ing
- Complete terminating wire for blue light emergency phones
- Complete Heat Recovery Coils and Air Balance test
- Complete Daiken Testing of reworked systems
- Complete room pressure tests
- Complete installing emergency phones at all levels



YBM Station entrance on the Surface Level

Station Excavation and Construction Progress Section

North

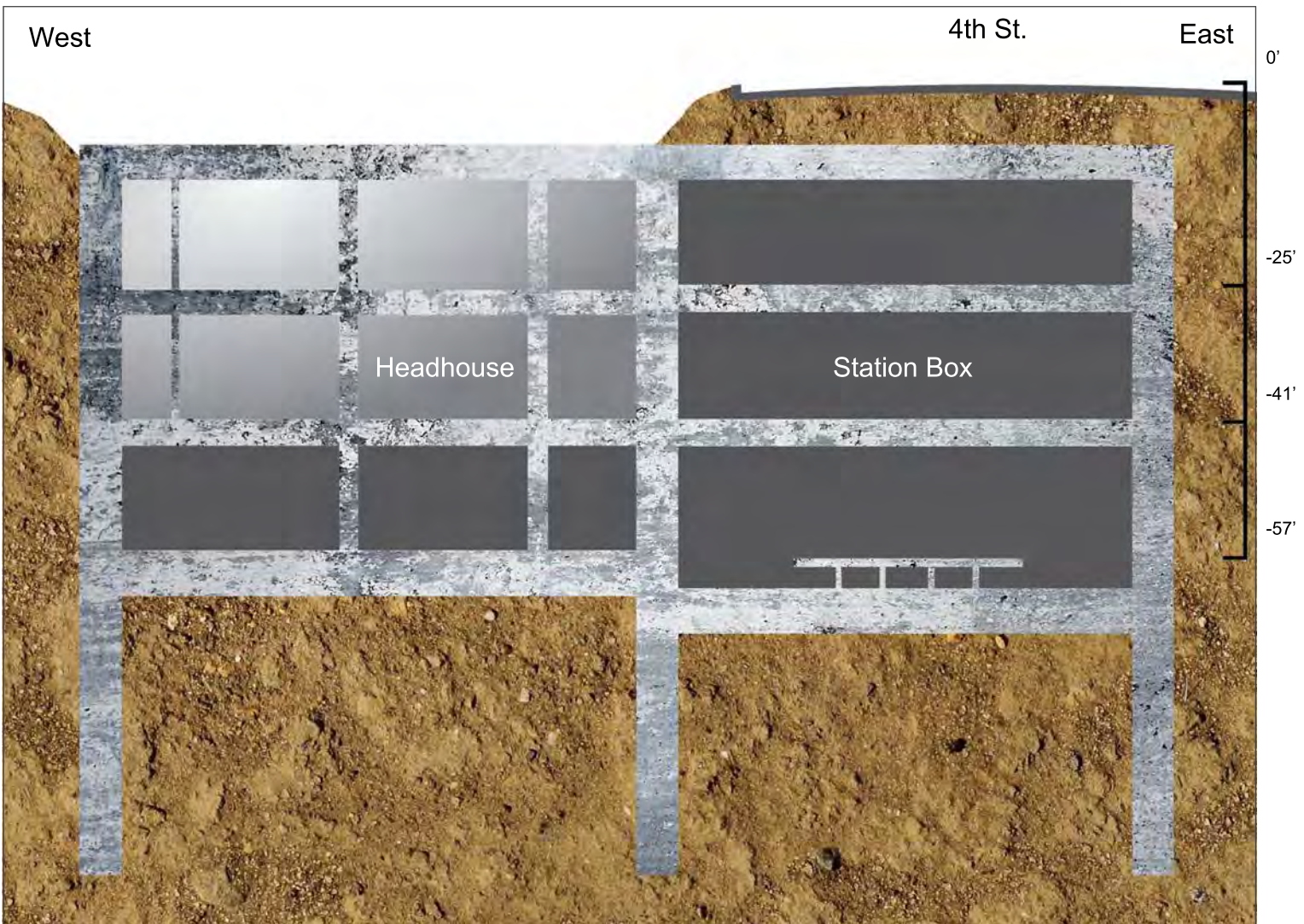
South



West

4th St.

East

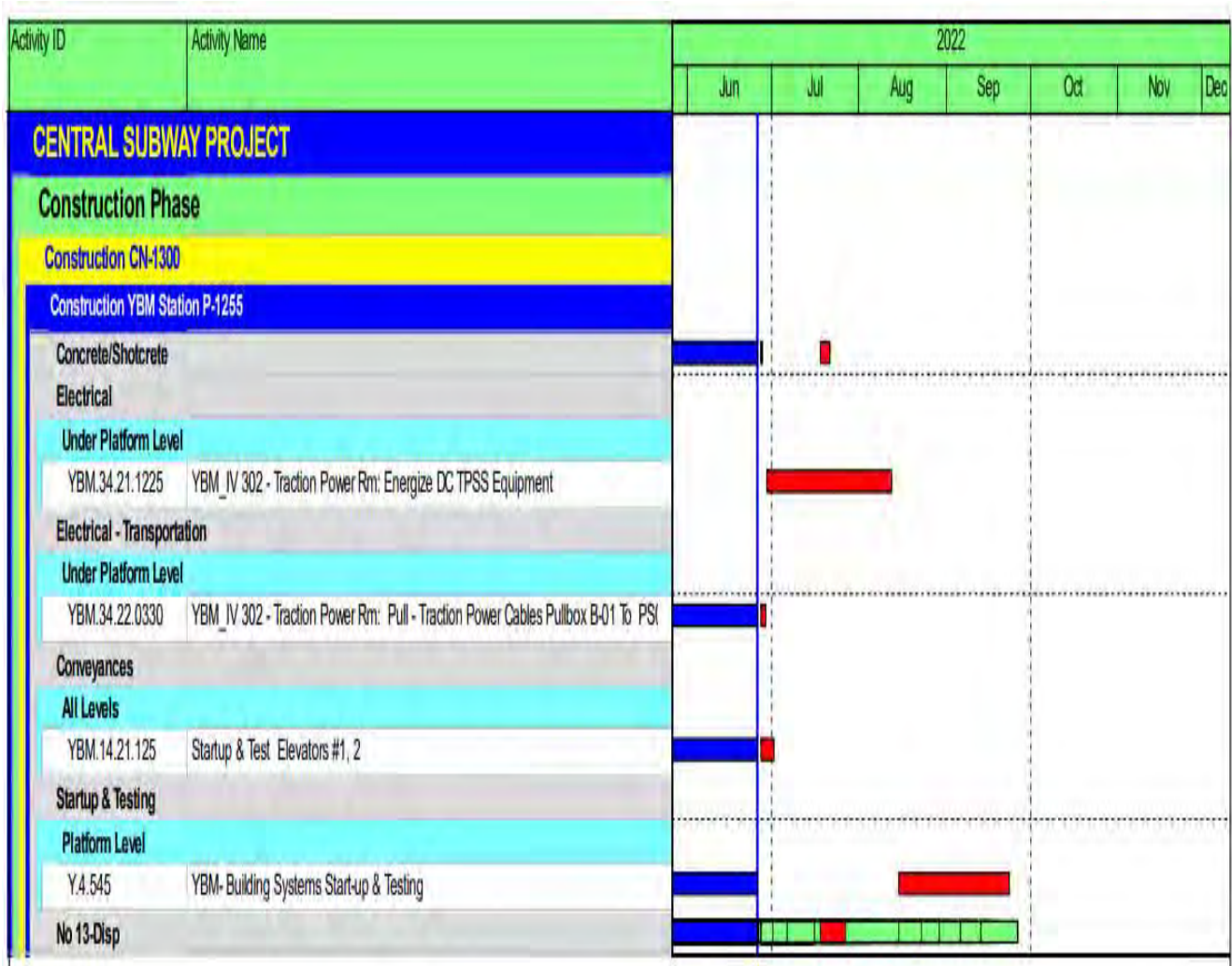


Yerba Buena Moscone Station Construction - Continued

| Contract Details | |
|-------------------------------|---------------|
| Contract Awarded: | May 21, 2013 |
| Notice to Proceed: | June 17, 2013 |
| Substantial Completion: | Spring 2021 |
| Contract Award Value: | \$158,089,000 |
| Modifications to Date (\$): | \$4,889,959 |
| Modifications to Date (Days): | 1,052 |
| Current Contract Value: | \$162,978,959 |

| Budget/Expenditures ▲ | |
|------------------------------|---------------|
| Current Budget | \$173,089,000 |
| Other Project Offset Credits | \$415,331 |
| Expenditures to Date | \$162,582,719 |

YBM Three Month Schedule



Systems, Trackwork, & Surface Station

Contract 1300 - Work Package 1256

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 4th/Brannan platform construction
- Continued traffic signal installation
- Continued surface signaling design and fabrication for 4th/King and Bluxome Crossover
- Continued trolley and Light Rail OCS installation on 4th Street
- Continued OCS, track and miscellaneous punch list work
- Continued ATCS and radio system testing



Work Expected Next Month

- Continue 4th/Brannan platform construction
- Continue surface signaling design and fabrication for 4th/King and Bluxome Crossover
- Continue OCS installation on surface
- Continue surface signaling work on 4th St.
- Continue traffic signal work on 4th St.
- Continue OCS, track and miscellaneous punch list work
- Continue ATCS and radio system testing
- Start water leak sealing in tunnels and cross passages

Three Month Look Ahead

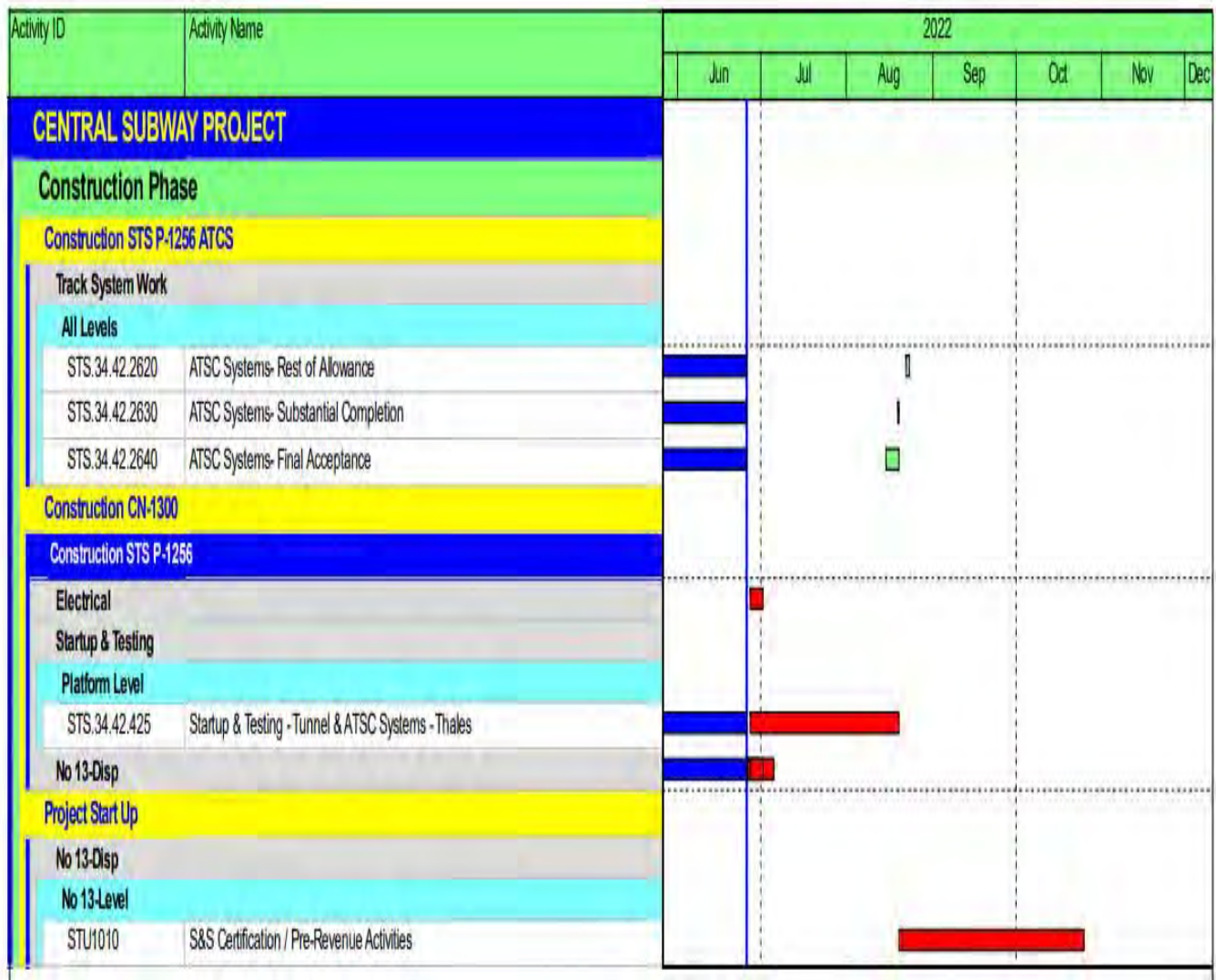
- Continue OCS support/wire installation on surface
- Continue 4th/Brannan platform construction
- Continue surface signaling work on 4th St.
- Continue traffic signal work
- Continue surface signaling fabrication and testing for 4th/King and Bluxome Crossover
- Continue miscellaneous punch list work
- Complete water leak sealing at tunnel cross passages

Systems, Trackwork, & Surface Station Construction - Continued

| Contract Details | |
|-------------------------------|---------------|
| Contract Awarded: | May 21, 2013 |
| Notice to Proceed: | June 17, 2013 |
| Substantial Completion: | Spring 2021 |
| Contract Award Value: | \$139,989,000 |
| Modifications to Date (\$): | \$122,555,969 |
| Modifications to Date (Days): | 1,052 |
| Current Contract Value: | \$262,544,969 |

| Budget/Expenditures | |
|------------------------------|---------------|
| Current Budget | \$242,642,502 |
| Other Project Offset Credits | \$2,632,766 |
| Expenditures to Date | \$287,503,501 |

Systems, Track and Surface Station Three Month Schedule



Program Components

Community Outreach

Outreach public information, events and presentations for June 2022 include:

- Conducted Central Subway tours for community and business organizations
- Conducted Chinatown Merchants Meeting (Virtual)
- Conducted Central Subway Resident Stakeholder Meeting (Virtual)
- Conducted Community Advisory Group Year-in-Review Meeting (Virtual)
- Ongoing outreach to merchants and residents by e-mail and social media
- Produced quarterly construction update and other multimedia content
- Responded to constituent complaints and questions
- Preparation and dissemination of construction notices

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

| Central Subway Media Coverage | | | |
|-------------------------------|--|---------------|---------------------------------|
| Date | Title (with link to story) | Source | Reporter/Writer |
| 4/8/2022 | SF Central Subway Opening Could Be Delayed Due to Stubborn Leaks in Tunnel | NBC Bay Area | Jaxon Van Derbeken |
| 5/30/2022 | 50-year-old traffic signals and floppy disks: Here's why Muni wants another \$400 million to ... | SF Chronicle | Heather Knight |
| 5/31/2022 | Here's a sneak peak of SF's Central Subway in Chinatown | ABC7 Bay Area | Amy Hollyfield |
| 6/3/2022 | Listen: We find out what's inside the new Central Subway! | SF Chronicle | Peter Hartlaub & Heather Knight |
| 6/29/2022 | SFMTA eyes October for long-delayed Central Subway debut - SFBay | SFBay | Jerold Chinn |

Quality Assurance

Project Quality Assurance provides oversight of the implementation of the SFMTA Quality Assurance Program as it is applied to the Central Subway Project. Project Quality Assurance (QA) performs surveillances, audits and provides proactive feedback to the Project team. The team consists of designers, construction management staff, resident engineers, QA inspectors, the prime construction contractor, its quality control, subcontractors and suppliers.

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 Monthly Project Risk Mitigation, Safety and Security, and 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:

During this period, four CNCRs were opened, three were dispositioned and two CNCR were closed.

- 603 CNCRS are currently posted to the CNCR Log
- 25 CNCRs are currently posted to the CNCR Log as OPEN

Quality Assurance - Continued

Notice of Non-compliance (NCN):

In the event, for whatever reason, that the Contractor neglects or refuses to generate a Contractor Non-Conformance Report, the Engineer may issue a Non-Compliance Notice to the Contractor for any detected non-compliance in the Work or portion thereof that has not been performed in accordance with the Contract Documents.

- Project QA has issued 57 NCNs
- As of 1/24/2022, 23 NCNs have been resolved

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 is required to provide a Quality Control (QC) Daily Inspection Report. No reports were provided during this period.
- The Contractor is required to submit a revised Quality Control Program anytime there are changes to the program. In June, the Contractor was asked to submit a revised plan. The Contractor has not submitted a revision.
- 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 Contractor's QC or responsible production supervision. In doing so, the Contractor proceeds at risk

QA Concerns:

- The Contractor continues to furnish and install nonconforming OCS support brackets and hangers which do not meet certification and inspection requirements
- The contractor has furnished and installed nonconforming OCS poles without meeting prerequisite certification requirements. Project QA issued STS NCN 003. The Contractor has not responded to the NCN but has opened a CNCR; no corrective action or disposition has been proposed. Contractor has voided the CNCR stating the company was no longer in business. We have discovered the original assets were bought by a new company and documents may be recoverable. The Contractor has been notified.
- The Contractor continues to VOID CNCRs without demonstrating that the work meets Con-

Quality Assurance - Continued

tract 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 schedule compression demands disrupting RE, design staff priorities, and work flows as mentioned above

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 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

*June 2022 Notice: The Quality Assurance Report will no longer be updated. We are currently showing the latest data provided in March 2022.

Risk Management

A Risk Mitigation Management Meeting took place on Tuesday, June 7, 2022. The members reviewed the top risk items in accordance with the risk summary sheet, which have been given a rating by the Committee of six and above. The Committee continues to discuss impacts of COVID to construction efficiency and impact to the schedule.

COVID related impacts to the project are continually being monitored and updated by the risk owner under risk #265. Currently, twenty-six (26) 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 continues to follow risks 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 has submitted to FTA and other funding partners with a revised Full Funding Grant Agreement (FFGA) which has adjusted the Revenue Service Date (RSD) and the Estimate at Completion (EAC).

Top Risks

| Risk # | Risk Description | Risk Rating |
|--------|---|-------------|
| 267 | Water leaks at UMS station damaging architectural finishes | 10 |
| 255 | Water leaks at YBM station, including water in conduits | 10 |
| 256 | Water leaks at CTS station | 10 |
| 266 | Outstanding submittals and resubmissions related to safety and security certification requirement not being addressed | 9 |
| 205 | Prolong period of CMod's creates additional cost/causes bad blood between Resident Engineer and Contractor | 8 |
| 265 | COVID-19 directly impacts progress of the work resulting in increase costs and schedule delays. | 6 |
| 238 | Quality Program is ineffective in processing the nonconformance items causing schedule impacts | 6 |
| 254 | CPUC Field Certification - Not having enough staff to certify the work may slow down the process | 6 |
| 229 | CN1300 System Acceptance Testing takes a prolonged amount of time | 6 |
| 257 | Systems Test Integration between components does not work; fails | 5 |

Program Safety & Security

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. The City's Health Office continues to adjust these restrictions with changing conditions including Delta and Omicron variants of COVID which requires the City to adjust guidelines for indoor activities. With changing COVID conditions, the City's Health Office has adjusted guidelines related to masking and distancing for indoor and outdoor activities along with booster vaccination shots for those eligible. Effective at 12:01 am on April 21, 2022, following the latest guidance from the California Department of Public Health (CDPH), the San Francisco Department of Public Health (SFDPH) and the Federal Transit Administration (FTA), masks are no longer required to be worn on transit vehicles or in transit facilities, regardless of an individual's vaccination status. SFMTA is shifting to a "masks recommended" approach. There may be temporary situations when masking and/or physical distancing is required, such as if a location meets the criteria for a Cal/OSHA-defined "outbreak". In these situations, specific instructions will be shared with impacted staff. Construction of the Central Subway project continues to progress, and Construction Management team continues to monitor impact of the COVID restrictions on project schedule.

The project continues to progress towards substantial completion and startup and testing. Train testing continues as the project move forward with startup and testing requirement. The Contractor reported eleven cases in June. All quarantined personnel have followed the appropriate procedures to return to work. The Contractor continues to follow the required protocol to maintain the safety of the work force. Safety and CM team continues to monitor these cases to ensure compliance with the Safety and Security protocols. CM team has added additional resources to monitor these cases along with others that are already identified with the project. The schedule team continues to monitor impacts to the production rate with these reported cases. With the surge of the various variants of COVID, protocols have been implemented where project offices designated as an outbreak site would temporarily re-instate on-site mask requirements for staff and visitors entering facilities. Due to the disruption caused by Central Subway's project site being designated as an outbreak site on and off for the last few months, the changing work conditions has affected the workflow where the project team continues to have essential project staff on site to ensure safety of the staff and allow other staff to telecommute. As of March 7, 2022, the City and County of San Francisco has shifted to a requirement for city employees to work on-site at least two days per week, however, beginning in September, staff will be required to work onsite at least three days per week.

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. In response to shelter-in place, we have transitioned the weekly in person safety meetings to interfacing online via the Microsoft teams app platform.

Safety Summary for the 1300 Stations Systems Track Construction Package

In the month of June, there was no recordable injury.

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.

Program Safety & Security - continued

Project Safety Record - Contract 1300

SAFETY GOALS

Through Month End June 2022

| |
|--|
| <p>OSHA Recordable Accidents, <3.4 Lost Time Cases, <1.6</p> |
|--|

| JOB TO DATE | Tutor | Subs | Total Project | Rate* |
|--|-----------|-----------|---------------|-------|
| OSHA Recordable Accidents | 39 | 8 | 47 | 1.98 |
| Job Transfer or Restricted Duty Cases | 0 | 0 | 0 | 0.00 |
| Lost Time Cases | 10 | 1 | 11 | 0.46 |
| Total Project Incidents | 49 | 9 | 58 | 2.44 |
| Man Hours Worked Through M/E June 2022 | 2,287,436 | 2,471,505 | 4,758,942 | |

| YEAR TO DATE (Month ,Day, Year to Month, Day, Year) | Tutor | Subs | Total Project | Rate* |
|--|--------|--------|---------------|-------|
| OSHA Recordable Accidents | 0 | 0 | 0 | 0.00 |
| Job Transfer or Restricted Duty Cases | 0 | 0 | 0 | 0.00 |
| Lost Time Cases | 0 | 0 | 0 | 0.00 |
| Total Project Incidents | 0 | 0 | 0 | 0.00 |
| Man Hours Worked Through M/E June 2022 | 25,033 | 46,038 | 71,071 | |

* 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 has added staff to Construction Management and Safety team to monitor the new requirements related to COVID. Additionally, the Program continues to identify other staff for the construction management team. These staff are needed to provide support for the current construction activities and Start-Up and Testing activities. These additional staff will supplement the existing staff to properly support ongoing effort to complete the project.



STS Portal on 4th and Bryant

Staffing

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

| | Apr-2022 | | May-2022 | | Jun-2022 | |
|--------------------------------|--------------|--------------|--------------|--------------|--------------|--------------|
| | Planned | Actual | Planned | Actual | Planned | Actual |
| Project Management | | | | | | |
| Program Management | 6.60 | 2.90 | 6.60 | 2.90 | 6.60 | 2.90 |
| Quality Assurance | 1.80 | 1.00 | 1.80 | 1.00 | 1.80 | 1.00 |
| Contract Administration | 1.40 | 7.00 | 1.40 | 7.00 | 1.40 | 7.00 |
| Community Outreach | 5.50 | 2.00 | 5.50 | 2.00 | 5.50 | 2.00 |
| Finance | 2.00 | 0.00 | 2.00 | 0.00 | 2.00 | 0.00 |
| Project Controls | 4.80 | 2.00 | 4.80 | 2.00 | 4.80 | 2.00 |
| Subtotal | 22.10 | 14.90 | 22.10 | 14.90 | 22.10 | 14.90 |
| Construction Management | | | | | | |
| CM - CN 1252 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| CM - CN 1300 | 21.55 | 42.55 | 21.55 | 42.55 | 21.55 | 42.55 |
| Design Support - CN 1252 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Design Support - CN 1300 | 9.00 | 15.00 | 9.00 | 15.00 | 9.00 | 15.00 |
| Subtotal | 30.55 | 57.55 | 30.55 | 57.55 | 30.55 | 57.55 |
| Start Up | | | | | | |
| Start Up / Safety & Security | 5.95 | 4.00 | 5.95 | 4.00 | 5.95 | 4.00 |
| Subtotal | 5.95 | 4.00 | 5.95 | 4.00 | 5.95 | 4.00 |
| Total | 58.60 | 76.45 | 58.60 | 76.45 | 58.60 | 76.45 |

*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.



View of STS Portal

central **T** subway

Current Construction Activity



Chinatown (CTS)



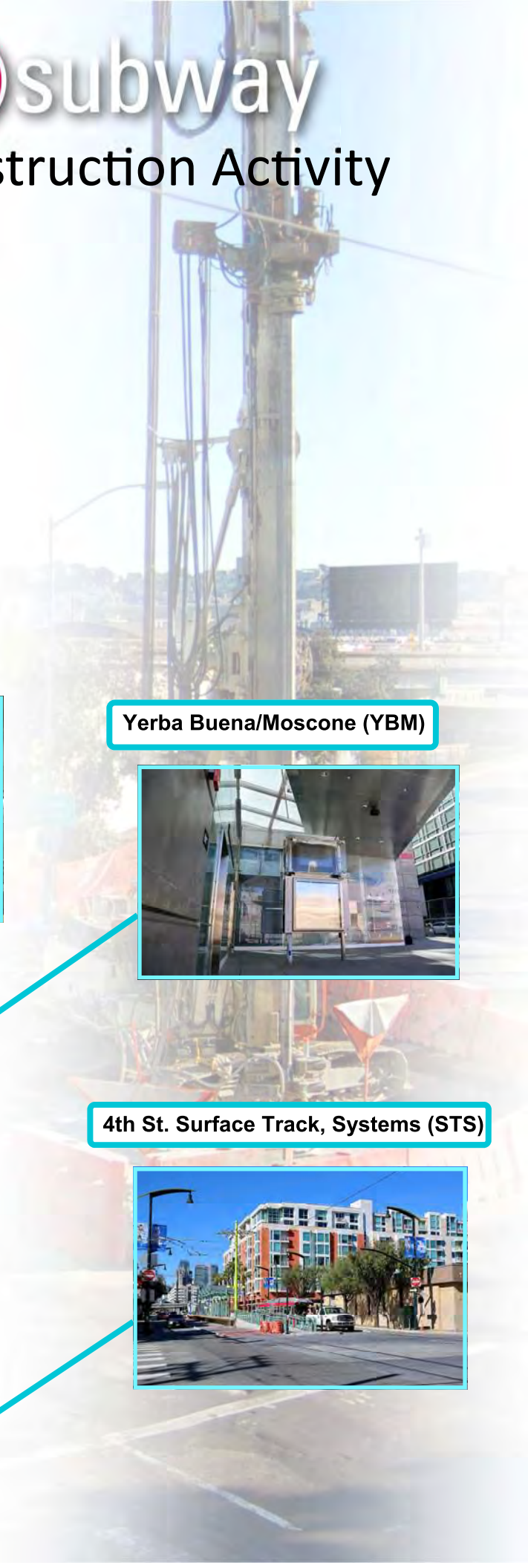
Union Square/Market Street (UMS)



Yerba Buena/Moscone (YBM)



4th St. Surface Track, Systems (STS)





CTS view of headhouse escalators



Platform escalator design



Art ceiling at CTS Plaza



View of CTS Surface Level glass

UMS



UMS Concourse light art



UMS Concourse Level ticket booth installation



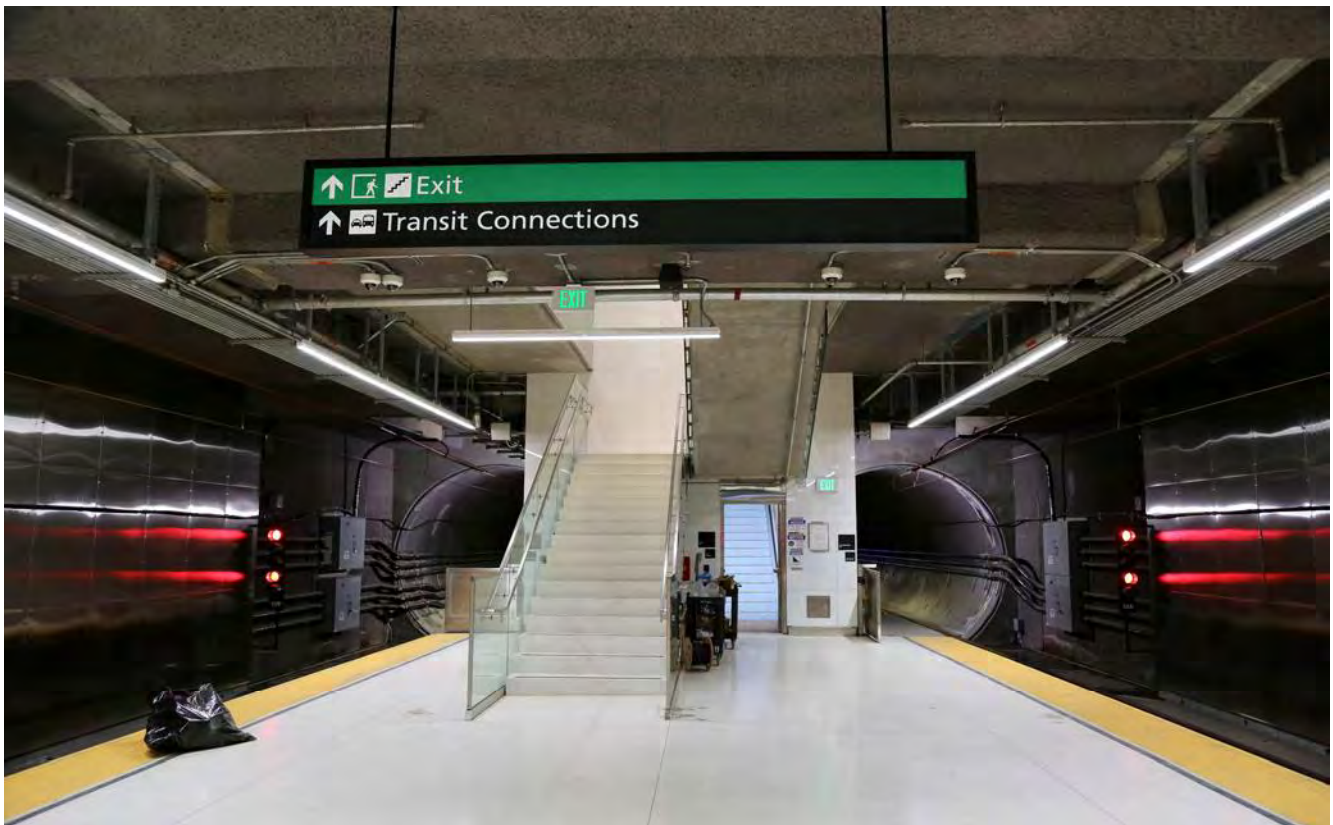
UMS escalators leading to Platform Level



UMS view of Northbound Tunnel looking South



YBM Station Agent Booth and decorative art



Stairs to Platform Level with installed traffic lights



Ticket booths on Concourse Level



Surface level elevators and glass art



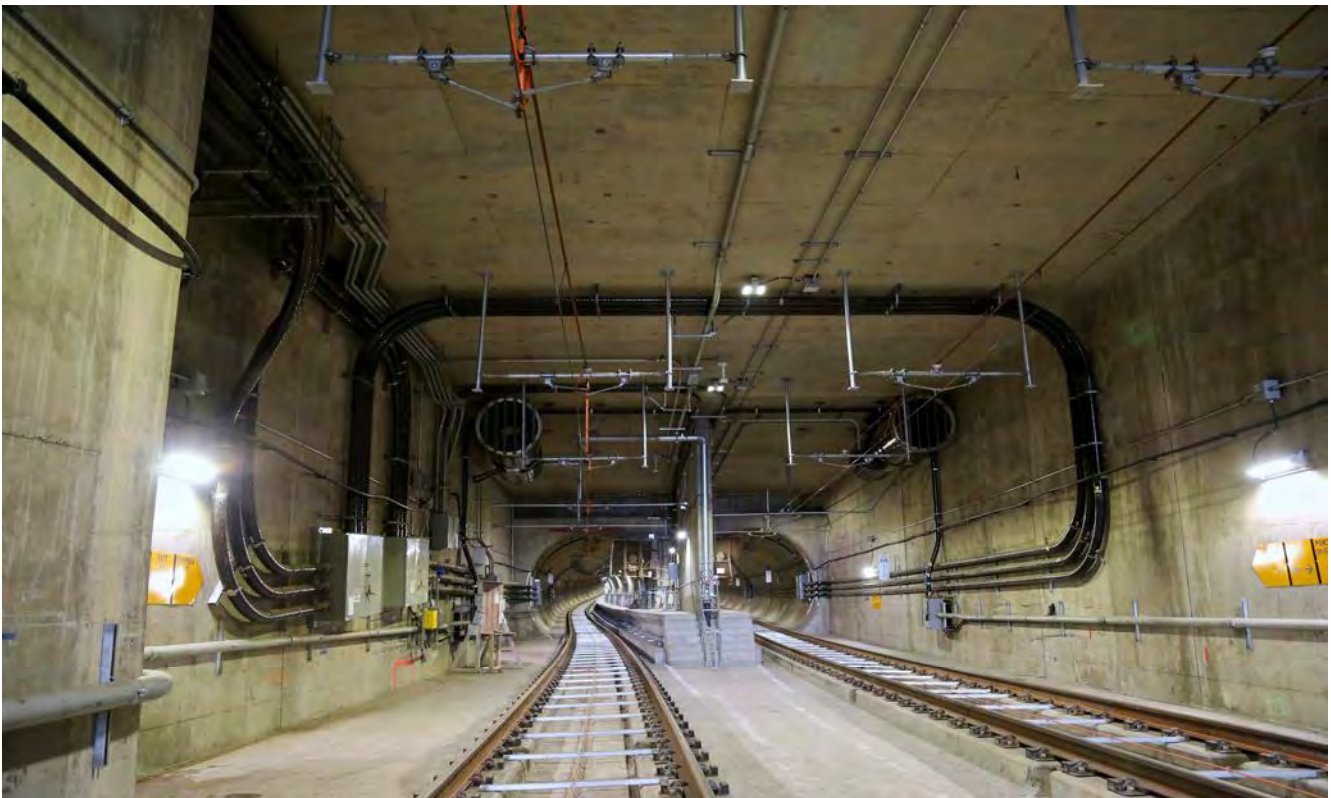
STS Platform on 4th Street



Surface traffic signal installation



View of electrical cabinet wiring for traffic signals



View of the portal entrance into the tunnel

Appendix A

DETAIL COST REPORTS

*June 2022 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 2023.

1. PROJECT COST

The revised Cost Estimate (CCE) for the Central Subway Project is \$1.911 billion in year of expenditure dollars (\$YOE). The project continues to work with our funding partners to address the current funding issues. Currently, the project estimates the Estimate at Completion (EAC) to be \$1.931 B or \$353M above the original budget of \$1.578B. These revised estimates have been shared with our board and funding partners.

Total net incurred costs for the project are \$1,910.63 million. The cost to date figure reflects expenditures through FAMIS 786 Report (\$1,910.03 million) plus the utilities joint trench Form B Reimbursement payment (\$12.51 million), invoices currently being processed (\$18.37 million) and estimates of outstanding pay requests credits of (\$30.25 million). The project is working with Finance and Grants to secure and book all of the remaining funds to the program.

The current funding level to date has already been fully met which includes excess federal funds consisting of FTA 5309 Capital Investment Grant of \$23,121,562 appropriated in October 2021. The original total project budget of \$1.578 billion has already completed its original funding of the program in July 2020. The total revised project budget is currently \$1.900 billion, \$9 million above the original \$1.891 billion of the project budget due to extra funds received that will be included in contingency.

| CONTRACT | PP NO | PP PERIOD TO | PROG PYMT AMOUNT |
|----------|-------|--------------|------------------|
| CS155.1* | 70 | 6/30/2016 | \$ 24,327.00 |
| CS155.1* | 71 | 9/30/2016 | \$ 65,000.00 |
| CS155.1* | 72 | 12/30/2016 | \$ 50,000.00 |
| CS155.1* | 73 | 3/31/2017 | \$ 35,282.00 |
| CS155.2 | 146 | 4/30/2022 | \$ 201,234.03 |
| CS155.2 | 147 | 5/31/2022 | \$ 141,224.94 |
| CS155.2* | 148 | 6/30/2022 | \$ 141,224.94 |
| CS155.3 | 143 | 2/28/2022 | \$ 145,151.62 |
| CS155.3 | 144 | retention | \$ - |
| CS155.3 | 145 | 3/31/2022 | \$ 197,899.84 |
| CS155.3 | 146 | 4/30/2022 | \$ 183,421.60 |

| CONTRACT | PP NO | PP PERIOD TO | PROG PYMT AMOUNT |
|-----------------|-------|--------------|--------------------|
| CS155.3 | 147 | 5/31/2022 | \$ 132,134.13 |
| CS155.3* | 148 | 6/30/2022 | \$ 132,134.13 |
| CN1300 | 102 | 4/30/2022 | \$ 4,845,000.00 |
| CN1300 | 103 | 5/31/2022 | \$ 4,773,909.21 |
| CN1300 | 104 | 6/30/2022 | \$ 2,595,842.14 |
| CS149 | 158 | 1/31/2022 | \$ 942,950.16 |
| CS149 | 159 | 2/28/2022 | \$ 961,784.02 |
| CS149 | 160 | 3/31/2022 | \$ 1,180,112.08 |
| CS149 | 161 | 4/30/2022 | \$ 989,457.64 |
| CS149 | 162 | 5/31/2022 | \$ 1,080,133.13 |
| CS149* | 163 | 6/30/2022 | \$ 1,080,133.13 |
| other accruals* | | 6/30/2022 | \$ (31,774,911.54) |

* Estimated Amount **\$ (11,876,555.80)**

2. CONTINGENCY ALLOCATIONS AND USAGE

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”.

In this reporting period, CN1300 Station did not process any contract modifications. Refer to Report 7.5 for approved contract modifications and potential changes.

3. BUDGET TRANSFERS

An alignment of budgets occurred in the various SCC categories to reflect current budgets: \$7,203,947 to decrease SCC 090 category and \$2,841,907 to decrease SCC 080.05 to 080.08 categories; \$6,405,924 to increase SCC 080.03 and 08.04 categories and \$940,000 to SCC 040 category. Refer to Report 7.7 Column C for budget transfers.

4. 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 A2: UTILITIES JOINT TRENCH FORM B DETAILS | [A] Mar 2015 BUDGET | [B] EXPENDED TO DATE | Associated Cost Account |
|---|---------------------------|----------------------------|---|
| 1.3.491.07.040.02 - FORM B - CN1250 UTILITY REIMBURSEMENT | (2,275,419) | 2,463,325 | 1.3.081.07.040.02 - 1UTL:SITWORK: UTILITIES & RELOC |
| 1.3.491.08.040.02 - FORM B - CN1251 UTILITY REIMBURSEMENT | (7,618,412) | 3,608,217 | 1.3.082.08.040.02 - 2UTL:SITWORK:UTILITIES&RELOCATE |
| 1.3.491.02.040.02 - FORM B - CN1252 UTILITY REIMBURSEMENT | (254,050) | 3,975,656 | 1.3.083.02.040.02 - TUNN:Sitework:Utilities & Relocate |
| 1.3.491.04.040.02 - FORM B - CTS: CN1300 UTILITY REIMBURSEMENT | (451,703) | 443,046 | 1.3.085.04.040.02 - CTS.1254: SITE UTILITIES, UTILITY RELOCA |
| 1.3.491.09.040.02 - FORM B - STS: CN1300 UTILITY REIMBURSEMENT | (1,000,000) | 1,053,691 | |
| 1.3.491.03.040.02 - FORM B - UMS: CN1300 UTILITY REIMBURSEMENT | (528,370) | 467,600 | 1.3.084.03.040.02 - UMS.1253: SITE UTILITIES, UTILITY RELOCA |
| 1.3.491.05.040.02 - FORM B - YBM: CN1300 UTILITY REIMBURSEMENT | (100,000) | 495,879 | 1.3.086.05.040.02 - YBM.1255: SITE UTILITIES, UTILITY RELOCA |
| TOTAL | (12,227,954) | 12,507,414 | |

5. EARNED VALUE (EV) ANALYSIS

In June 2022 Report, the Preliminary Earned Value Analysis reports is based on the SFMTA December Schedule Update. The Planned Value, Earned Value, Actual Cost, Percent Complete and resulting indexes as follows:

Preliminary June Earned Value

| | |
|-----------------------------------|-----------------|
| Overall Budgeted Cost: | \$1,900,275,322 |
| Planned Value: | \$1,593,491,019 |
| Earned Value: | \$1,511,452,289 |
| Actual Cost: | \$1,911,060,842 |
| Schedule Performance Index (SPI): | 0.95 |
| Cost Performance Index (CPI): | 0.79 |
| Percent Complete: | 94.9% |

SFMTA, EV Chart
June 30, 2022 Update

| Activity ID | Activity Name | Start | Finish | Performance % Complete | Budgeted Total Cost | Planned Value Cost (PV) | Earned Value Cost (EV) | Actual Total Cost (AC) | CPI | SPI |
|-------------------------------|---|-------------|-------------|------------------------|---------------------|-------------------------|------------------------|------------------------|------|------|
| CENTRAL SUBWAY PROJECT | | | | | | | | | | |
| | Preliminary Engineering Phase | 03-Jun-03 A | 01-Oct-24 | 94.86% | \$1,900,275,321.85 | \$1,393,491,018.89 | \$1,511,452,288.57 | \$1,911,060,842.01 | 0.79 | 0.95 |
| | Final Design | 08-Jan-10 A | 17-Jun-13 A | 100% | \$46,542,061.34 | \$46,542,061.02 | \$46,542,061.02 | \$46,542,060.53 | 1.00 | 1.00 |
| | Light Rail Vehicles | 15-Apr-13 A | 26-Aug-22 | 8.25% | \$12,000,000.00 | \$115,075,987.06 | \$115,075,987.06 | \$114,034,067.22 | 1.01 | 1.00 |
| | Real Estate | 01-Aug-08 A | 15-May-15 A | 100% | \$32,140,417.71 | \$37,405,895.00 | \$37,405,895.00 | \$30,627,810.54 | 1.22 | 1.00 |
| | Construction Phase | 03-Jan-10 A | 01-Mar-24 | 96.44% | \$1,670,593,426.70 | \$1,358,561,966.32 | \$1,310,251,213.91 | \$1,707,927,656.99 | 0.77 | 0.96 |
| | Construction Support and Costs | 03-Jan-10 A | 01-Mar-24 | 100.05% | \$259,589,090.00 | \$199,862,849.06 | \$199,957,734.52 | \$273,423,694.87 | 0.73 | 1.00 |
| | Construction Utility Contract #1 - MOS & Portal CN-1250 | 04-Jan-10 A | 23-May-11 A | 100% | \$11,968,150.00 | \$11,968,150.00 | \$11,968,150.00 | \$11,968,150.00 | 1.00 | 1.00 |
| | Construction Utility Contract #2 - UIMS CN-1251 | 12-Jan-11 A | 15-Oct-12 A | 100% | \$20,669,081.47 | \$20,794,582.00 | \$20,794,582.00 | \$20,669,081.47 | 1.01 | 1.00 |
| | Construction Tunnels CN-1262 | 08-Jun-11 A | 27-Jun-22 | 93.05% | \$233,511,253.03 | \$251,069,047.23 | \$233,608,974.28 | \$233,511,253.34 | 1.00 | 0.93 |
| | Construction STS P-1256 ATCS | 20-May-14 A | 23-Aug-22 | 96.91% | \$18,036,709.00 | \$18,036,709.00 | \$17,479,432.98 | \$10,808,080.96 | 1.62 | 0.97 |
| | Construction STS P-XXXX Radio | 27-Aug-19 A | 27-Jun-22 | 0.8% | \$4,809,852.50 | \$4,841,950.49 | \$38,735.60 | \$32,098.00 | 1.21 | 0.01 |
| | Construction CN-1300 | 03-Jun-13 A | 19-Oct-22 | 97% | \$1,122,009,290.70 | \$851,988,678.54 | \$826,403,604.52 | \$1,157,515,298.36 | 0.71 | 0.97 |
| | Unallocated Contingency | 27-Jun-22 | 25-Oct-22 | 0% | \$23,923,429.00 | \$9,519,456.49 | \$0.00 | \$0.00 | 0.00 | 0.00 |
| | Project Management | 26-Oct-22 | 01-Oct-24 | 0% | \$0.00 | \$0.00 | \$0.00 | \$0.00 | 0.00 | 0.00 |

Earned Value Analysis and Definitions

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:

| Cost Element Group | Planned Value (Primavera) | Earned Value (Primavera) | Actual Cost (SFMTA Cost Accounting (SAP)) |
|----------------------------|--|--|--|
| Prelim. Engineering | Expenditure Plan Level of Effort (LOE) | Equals to Planned Value (LOE) | Time Keeping; Vendor Accruals and Invoices |
| Final Design | Expenditure Plan Level of Effort (LOE) | Equals to Planned Value (LOE) | Time Keeping; Vendor Accruals and Invoices |
| Procurement | Planned Delivery Date | Actual Delivery Date | Time Keeping; Vendor Accruals and Invoices |
| Real Estate | Expenditure Plan Level of Effort (LOE) | Equals to Planned Value (LOE) | Time Keeping; Vendor/ Material Accruals and Invoices |
| Construction | Schedule of Work | % Complete* x Budget at Completion (BAC) | Vendor Accruals and Invoices |
| Sub-Total | Performance Measurement Baseline (PMB) | Total Earned Value | Total Actual Cost |
| Below the Line | + Contingency | | |
| Total | Approved Budget | | |

6. 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.

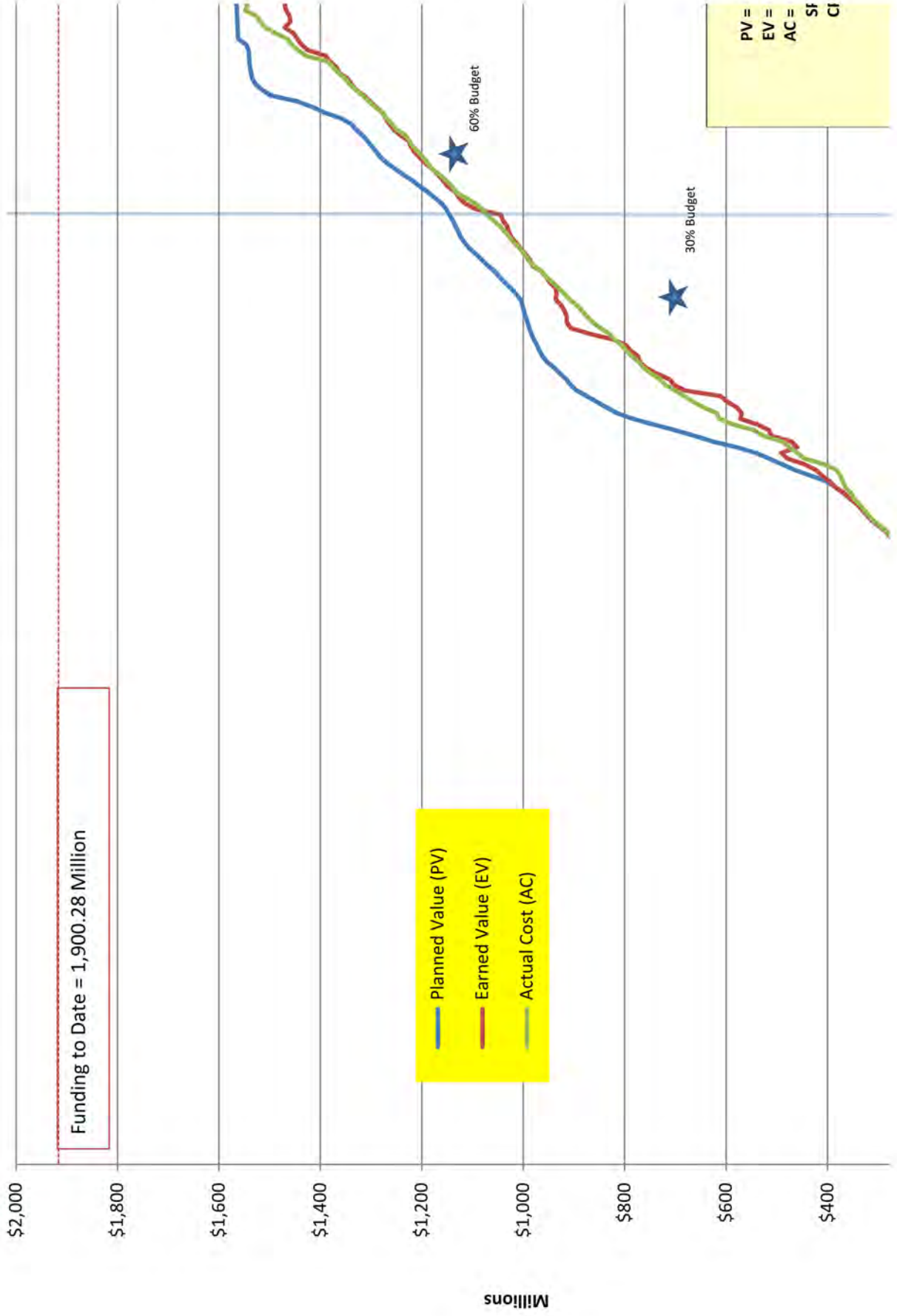
| Funding Available Table | | |
|--------------------------------|----------------------------------|------------------------------------|
| | Funding | |
| | Committed Funding Sources | Total Awarded Funds to Date |
| Federal | | |
| Sect. 5309-NS | \$942,200 | \$965,321 |
| Sect. 5307-OBAG | \$15,980 | \$15,980 |
| CMAQ | \$41,025 | \$41,025 |
| Federal Subtotal | \$999,205 | \$1,022,326 |
| State | | |
| TCRP | \$14,000 | \$14,000 |
| State RIP | \$12,498 | \$12,498 |
| Prop. 1B (I-Bond) | \$308,601 | \$312,236 |
| PTIMSE | | |
| Prop. 1A (HSR-Bond) | \$61,308 | \$61,308 |
| State Subtotal | \$396,407 | \$400,042 |
| Local | | |
| LCTOP | \$4,000 | \$4,000 |
| Operating | \$4,970 | \$311,424 |
| MTA | \$0 | \$475 |
| Prop. B Pop Baseline | \$26,985 | \$20,125 |
| Prop. K | \$143,542 | \$138,692 |
| TSF Transit | \$3,191 | \$3,191 |
| Local Subtotal | \$182,688 | \$477,907 |
| CPT 544 Total | \$1,578,300 | \$1,900,275 |

7. 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

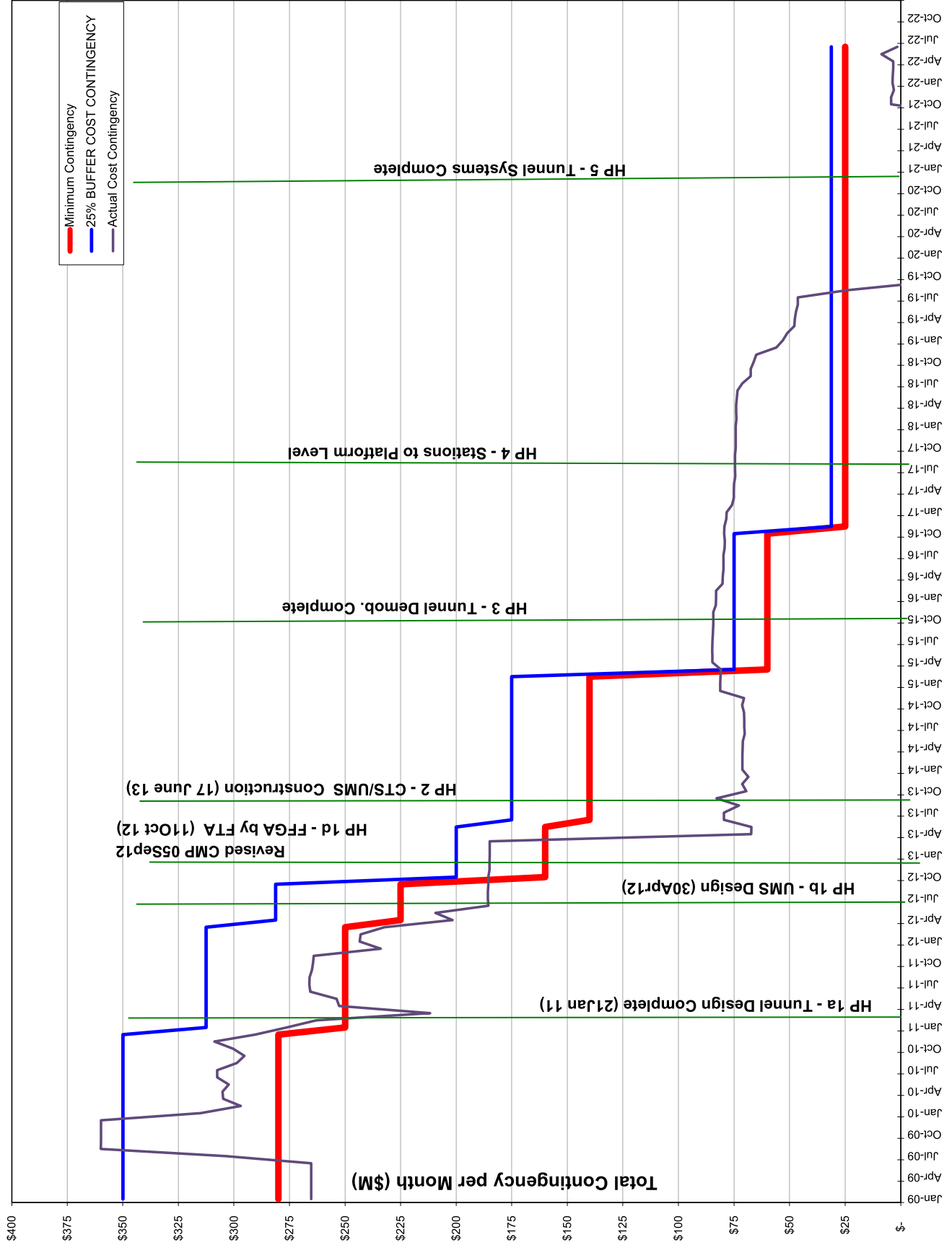
| A. Central Subway Project | | | | | | Cost Report |
|--|---|------------------------|-----------------|--|-----------|-------------|
| Project | Name | Amount | PM | Funding Source | Reporting | Notes |
| 1 | CPT544 Central Subway Project | \$1,601,008,106 | J. Fungghi | 62% Fed, 30% State, 8% Local | yes | 1 |
| Total: | | \$1,601,008,106 | | | | |
| B. Related SFMTA Capital Improvement Projects | | | | | | |
| Project | Name | Amount | PM | Funding Source | Reporting | |
| 2 | CPT690 TBM Retrieval Shaft Relocation | \$9,700,000 | Fungghi/Magary | MTA Operating Funds | no | 2 |
| 3 | CPT718 Chinatown Metro Plaza | \$6,980,000 | J. Fungghi | Transbay Redevelopment | no | 3 |
| 4 | CPT665 Central Subway Project - Goodwill | \$2,367,750 | K. Magary | I-Bond Interest | no | 4 |
| 5 | CPT705 MOH - Broadway/Sansome | \$8,000,000 | K. Magary | MTA Operating Funds | no | 5 |
| Total: | | \$27,047,750 | | | | |
| C. Central Subway Project - Project Offset Credits | | | | | | |
| | From | Amount | Index | Notes | Reporting | |
| 1 | 2009-2016 Utility Co. - Form B Reimbursement | \$12,227,954 | -- | Construction contracts | yes | 6 |
| 2 | 2017-2019 PG&E - Power Feed Reimbursement | \$7,624,540 | -- | Not yet bill PG&E | yes | 7 |
| 3 | 6/26/2013 BART Elevator | \$90,000 | 68CPT544135B | Not yet rec'd BART Funds | yes | 8 |
| 4 | 11/6/2013 Tutor Perini - CAD Files | \$2,500 | 68CPT5441236 | Deposit to Design Index | yes | 9 |
| 5 | 1/27/2014 SFPUC - Sewer Main | \$2,925,296 | 68W251 | Certified in Contract 1300 | yes | 10 |
| 6 | 8/27/2014 SFMTA Traffic Effectiveness Project funded | \$694,651 | 68W324/686D42 | Contract 1252 CMod #40 | yes | 11 |
| 7 | 9/27/2014 SFPUC - 24" Water Main | \$328,860 | 68CPT544135A | Contract 1252 CMod #41 | yes | 12 |
| 8 | 2/15/2015 Chinatown Plaza Construction Estimate | \$75,000 | 68CPT7181341 | Contract 1300 CMod #6 | yes | 13 |
| 9 | 3/27/2015 SFPUC - 24" Water Main Additional Work Support for North Beach Restoration, OCS and | \$112,102 | 68W409 | Contract 1252 CMod #48 | yes | 14 |
| 10 | 3/15/2016 Streetlighting | \$155,468 | 68T7373342D2/D3 | Contract 1252 CMod #51 | yes | 15 |
| 11 | 6/27/2016 DPW - MOU for Water Line above YBM Station | \$438,218 | 68W592 | Contract 1300 CMod #20 | yes | 16 |
| 12 | 12/9/2016 SFPUC - 8" water line at the intersection of Fourth and Jessie Street | \$21,020 | 68W456 | Contract 1252 CMod #49 partial (\$2,102) and #60 | yes | 17 |
| 13 | 1/15/2020 CS-Chinatown Metro Plaza - CN1300 | \$9,360,183 | 68CPT7181341 | Contract 1300 CMod #123 partial | yes | 17a |
| Total: | | \$34,055,792 | | | | |

Earned Value Cash Flow Curve



Cost Contingency Drawdown

Report Period: June 2022
7.3 CONTINGENCY DRAWDOWN CURVE



| COST ELEMENT | CONTRACT COST | | | | CONTINGENCY | | | | BUDGET | | VARIANCE | Cost Report Notes |
|--|---|------------------|------------------------|-------------------|------------------------------|--|----------------------------------|--|---|--|--|-------------------|
| | ORIGINAL CONTRACT VALUE / SUPPLEMENTAL BUDGET | APPROVED CHANGES | CURRENT CONTRACT VALUE | POTENTIAL CHANGES | ESTIMATE AT COMPLETION (EAC) | ORIGINAL CONTRACTING / SUPPLEMENTAL CONTINGENCY (Include CN 1250 & CN1251) | CONTINGENCY ADJUSTMENT TRANSFERS | REVISED AUTHORIZED CONTINGENCY (Include CN1250 & CN1251) | REMAINING CONTINGENCY AFTER APPROVED CHANGES DEDUCTED | REMAINING CONTINGENCY AFTER POTENTIAL CHANGES DEDUCTED | ORIGINAL CONTRACT VALUE + REVISED AUTHORIZED CONTINGENCY | |
| | a | b | c | d | e | f | g | h | i | j | k | l |
| SCC 10-50 CONSTRUCTION CONTRACT PACKAGES | | | | | | | | | | | | |
| 1250 UTILITY RELOCATION PACKAGE #1 Contract 1260 Department of Technology | 9,273,939 | 2,694,211 | 11,968,150 | | 11,968,150 | 1,953,377 | 740,834 | 2,694,211 | | | 11,968,150 | 18 |
| | 166,756 | | 166,756 | | 166,756 | | | | | | 166,756 | |
| 1251 UTILITY RELOCATION PACKAGE #2 Contract 1251 Department of Technology | 16,832,550 | 3,836,531 | 20,669,081 | | 20,669,081 | 5,367,297 | (1,530,766) | 3,836,531 | | | 20,669,081 | 19 |
| | 75,615 | | 75,615 | | 75,615 | | | | | | 75,615 | |
| 1252 GUIDEWAY TUNNEL | 233,584,015 | (72,762) | 233,511,253 | | 233,511,253 | 23,658,464 | (23,731,226) | (72,763) | | | 233,511,253 | 20 |
| 1300 STATIONS | 839,676,400 | 301,287,290 | 1,140,963,690 | 26,952,403 | 1,167,916,093 | 20,000,000 | 286,026,490 | 294,987,194 | (6,300,097) | (33,252,499) | 1,134,663,594 | 21 |
| 1253 UNION SQUARE/MARKET ST STATION [UMS] | 294,030,590 | 17,512,856 | 311,543,446 | 20,582 | 311,564,028 | 5,000,000 | 15,000,000 | 20,000,000 | 2,487,144 | 2,466,562 | 314,030,590 | |
| 1254 CHINA TOWN STATION [CTS] | 247,567,810 | 156,329,506 | 403,896,316 | 20,070,555 | 423,966,871 | 5,000,000 | 139,679,388 | 144,679,388 | (11,649,118) | (31,719,673) | 392,247,198 | 22 |
| 1255 YERBA BUENA/ MOSCONE STATION [YBMJ] | 158,089,000 | 4,889,959 | 162,978,959 | 64,877 | 163,043,836 | 5,000,000 | 10,000,000 | 15,000,000 | 10,110,041 | 10,045,164 | 173,089,000 | |
| 1256 SURFACE TRACKWORK & SYSTEMS [STS] | 139,989,000 | 122,555,969 | 262,544,969 | 6,796,389 | 269,341,358 | 5,000,000 | 121,347,102 | 115,307,806 | (7,248,163) | (14,044,553) | 255,296,806 | |
| OTHER | 40,863,508 | 36,034,071 | 76,897,579 | | 76,897,579 | 2,056,645 | 19,641,175 | 40,276,995 | 4,244,924 | 4,244,924 | 81,142,503 | 23 |
| SCC 10 - 50 Construction Sub-total | 1,140,472,783 | 343,778,342 | 1,484,252,125 | 26,952,403 | 1,511,204,527 | 53,035,782 | 281,146,507 | 341,724,168 | (2,095,172) | (29,007,575) | 1,482,196,951 | 24 |
| SCC 60-80 SOFT COSTS PACKAGES | | | | | | | | | | | | |
| 60 ROW, LAND, EXISTING IMPROVEMENTS | 36,511,799 | (4,265,478) | 32,246,321 | | 32,246,321 | 1,000,000 | (1,000,000) | 0 | 0 | 0 | 32,246,321 | 25 |
| 70 VEHICLES | 24,108,712 | (7,308,712) | 16,800,000 | | 16,800,000 | 2,276,941 | (7,076,941) | (4,800,000) | (4,800,000) | (4,800,000) | 12,000,000 | 26 |
| 80 PROFESSIONAL SERVICES | 310,518,041 | 60,519,905 | 371,037,946 | | 371,037,946 | 18,221,079 | (16,862,657) | 1,358,422 | 1,358,422 | 372,396,368 | 1,358,422 | 26a |
| SCC 60 - 80 Construction Sub-total | 371,138,552 | 48,945,715 | 420,084,267 | 0 | 420,084,267 | 21,498,020 | (24,939,598) | (3,441,578) | (3,441,578) | (3,441,578) | 416,642,689 | 27 |
| SCC 90 UNALLOCATED CONTINGENCY | | | | | | 3,845,945 | (276,033,847) | (272,187,902) | 1,435,682 | 1,435,682 | 1,435,682 | 27 |
| TOTAL | 1,511,611,335 | 392,725,057 | 1,904,336,392 | 26,952,403 | 1,931,288,795 | 78,379,747 | (19,826,938) | 66,094,688 | (321,063) | (321,063) | 1,900,275,322 | 28 |
| | | | | | | | | | | | 1,931,288,795 | 29 |
| | | | | | | | | | | | 31,013,473 | 30 |
| | | | | | | | | | | | 1,900,275,322 | 28 |
| | | | | | | | | | | | 1,931,288,795 | 29 |
| | | | | | | | | | | | 31,013,473 | 30 |

Note #17 - Adjusted Contract 1252 Guideway Tunnel contingency "column g" to reflect construction contract modifications #20, #40, #41, #48, #51 and #60 were funded by other funding sources.

Total Project Budget
Estimate At Completion
Variance

Contract Modification/Trend Log - Contract 1300 Stations

| Awarded NTE Amount | 839,676,400 | | | | \$1,140,963,690 |
|--------------------------------------|-------------|------------|----------|-----------|-------------------|
| Substantial Completion | Spring 2021 | | | | Spring 2021 |
| Potential Changes | UMS | CTS | YBM | STS | COST REPORT NOTES |
| | 20,582 | 20,070,555 | 64,877 | 6,796,389 | 31 |
| Change Order - Pending | | | | | |
| CTS COR 2554 Plaza Lvl Fireproofed | | 786 | | | |
| CTS PCC 1025 SU13A Grout Protection | | 537 | | | |
| CTS PCC 863 Stair Nosing | | 413 | | | |
| Job Readiness - CTS | | (195,000) | | (70,000) | |
| Job Readiness - STS | | | | | |
| Job Readiness - UMS | (195,000) | | (70,000) | | |
| Job Readiness - YBM | | | | | |
| STS COR 2129 Confirm Revised Routin | | | | 1,350 | |
| STS COR 2266 Escalator Ultra violet | | | | 0 | |
| STS PCC 1019 OCS Revisions at CTS | | | | 2,757 | |
| STS PCC 1020 ATCS Cable Mod at Lenn | | | | 901 | |
| STS PCC 1046 SCADA HMI Laptop OCC | | | | 1,003 | |
| STS PCC 974 OCS Modifications CTS | | | | 7,160 | |
| UMS PCC 1028 Fusible Disconnect Swi | 6,399 | | | | |
| YBM PCC 1000 Esc 1 & 2 Cladding Fla | | | 5,704 | | |
| YBM PCC 1017 Rmv-Rlct Wire & Conduit | | | 624 | | |
| YBM PCC 1045 LEO Operators | | | 843 | | |
| YBM PCC 824 Station Signage Revise | | | 12,134 | | |
| YBM PCC 916 Revisions to IV302 | | | 17,062 | | |
| YBM PCC 970 Non-compliance Rectific | | | 21,430 | | |
| Change Order Request (COR) | | | | | |
| COR 2656 UMS YBM ground test requir | | | | | |
| CTS COR 1042 SFWD Delay | | | | | 53 |
| CTS COR 1966 Add'l Revision to Elev | | | | | 119 |
| CTS COR 2165 Rebar at Stair 7 Slab | | | | | 223 |
| CTS COR 2166 Layer of Rebar to CC-A | | | | | 454 |
| CTS COR 2330 Move Concrete Wall | | | | | 381 |
| CTS COR 2350 Landscape Des. Issues | | | | | 1,077 |
| CTS COR 2354 GFRC-1 Panel Det | | | | | 1,897 |
| CTS COR 2363 Reloc. Switch Bank | | | | | 5,718 |
| CTS COR 2385 Elev Rough Opening | | | | | 736 |
| CTS COR 2398 GFRC Soffit | | | | | 1,242 |
| CTS COR 2423 DBI Relocating Signs | | | | | 742 |
| CTS COR 2433 H Beam Angle Rev | | | | | 1,643 |
| CTS COR 2446 Chgs to Glass at Coil | | | | | 3,497 |
| CTS COR 2447 EXP Joint Cover | | | | | 1,895 |
| CTS COR 2449 Circuit Breaker Change | | | | | 1,441 |
| CTS COR 2453 Rail Mod Due to Damper | | | | | 1,179 |
| CTS COR 2461 Vent Shaft Drainage | | | | | 2,570 |
| CTS COR 2466 CTS Power for UPS Batt | | | | | 1,659 |
| CTS COR 2477 Stair Glass & Framing | | | | | 4,008 |
| CTS COR 2495 Demountable GFRC | | | | | 1,029 |
| CTS COR 2499 PSC Added Esc Barrier | | | | | 88 |
| CTS COR 2520 Beam Conflict Stair 6 | | | | | 692 |
| CTS COR 2530 GFRC Panels Over Doors | | | | | 2,399 |

Contract Modification/Trend Log - Contract 1300 Stations

Awarded NTE Amount 839,676,400 **STS** **YBM** **CTS** **UIMS** **Spring 2021** **Spring 2021** **COST REPORT NOTES**
Substantial Completion \$1,140,963,690

| | UIMS | CTS | YBM | STS | COST REPORT NOTES |
|--------------------------------------|---------|-------|-------|-------|-------------------|
| CTS COR 2558 power for door operato | | 804 | | | |
| CTS COR 2567 GFRC plate details | | 1,607 | | | |
| CTS COR 2575 Rolling Gate Add Hardw | | 167 | | | |
| CTS COR 2594 Parapet Wall at Plaza | | 8,427 | | | |
| CTS COR 2606 anti static floor | | 534 | | | |
| CTS COR 2611 location of switches | | 1,001 | | | |
| CTS COR 2615 relocation of crmu wall | | 2,200 | | | |
| CTS COR 2622 added bathroom accesso | | 371 | | | |
| CTS COR 2624 V-rail at crosscut cav | | 1,250 | | | |
| CTS COR 2651 Install LEO Door Opera | | 89 | | | |
| CTS COR 2661 area of refuge confic | | 5,123 | | | |
| CTS COR 2665 changes tele enc | | 308 | | | |
| CTS COR 2688 HSS support GL C | | 1,658 | | | |
| GEN COR 1686 T&M Delay Impacts | | | | | |
| STS COR 1676 Pavement Renovation De | 149,020 | | | 20 | |
| STS COR 2002 All Stations Keying Sc | | | | 214 | |
| STS COR 2362 Doors Project Delay Im | | | | 5,711 | |
| STS COR 2383 Signal Power Wiring De | | | | 235 | |
| STS COR 2390 Termination Details fo | | | | 765 | |
| STS COR 2434 Facilitate Routing of | | | | 2,542 | |
| STS COR 2441 SCADA PLC Cabinet Powe | | | | 1,048 | |
| STS COR 2452 Revise Radio Mount due | | | | 784 | |
| STS COR 2493 Elevator Cabs CCTV Cab | | | | 2,196 | |
| STS COR 2517 CAT XQ425 Generator wi | | | | 689 | |
| STS COR 2533 Excavation Permit to P | | | | 189 | |
| STS COR 2543 Groundwater Intrusion | | | | 2,220 | |
| STS COR 2601 Plumbing and Fire Perm | | | | 207 | |
| STS COR 2620 TCP for the Installati | | | | 1,173 | |
| STS COR 428 Sewer Roof Repair Detai | | | | 986 | |
| STS COR 487 Re inspection of 4th an | | | | 2,948 | |
| UMS COR 2467 RPSC Change Door Stops | 271 | | | | |
| UMS COR 2475 Acc Ctrl @ Door CN34B | 370 | | | | |
| UMS COR 2500 Bart Powell New Elev E | 442 | | | | |
| UMS COR 2566 revis sdwk pave grade | 802 | | | | |
| UMS COR 2610 Elv Relocatoh of Existi | 36,355 | | | | |
| YBM COR 2375 Access control for eme | | | 6,009 | | |
| YBM COR 2399 Beam and Door Conflict | | | 701 | | |
| YBM COR 2425 Surface Level Exterior | | | 580 | | |
| YBM COR 2474 Revisions at Elevators | | | 5,133 | | |
| YBM COR 2480 Metal panel cut-outs a | | | 1,876 | | |
| YBM COR 2496 Elevator 3 & 4 Hoistwa | | | 860 | | |
| YBM COR 2633 Water Intrusion | | | 864 | | |
| Negotiation | | | | | |
| COR 2659 CTS fire air horn strobe | | 21 | | | |
| CTS 2602 Station Agent Booth Cab Do | | 493 | | | |
| CTS COR 1810 Aluminum Roll Up Door | | 0 | | | |
| CTS COR 1827 PA Mounting Detail | | 0 | | | |

Contract Modification/Trend Log - Contract 1300 Stations

Awarded NTE Amount 839,676,400 **UMS** Spring 2021 **CTS** **YBM** **STS** **COST REPORT NOTES**
Substantial Completion \$1,140,963,690 Spring 2021

| | UMS | CTS | YBM | STS | COST REPORT NOTES |
|--------------------------------------|-----|------------|-----|-------|-------------------|
| CTS COR 1898 Concrete Wall Rebar to | | 0 | | | |
| CTS COR 1924 Main Power Grating | | 0 | | | |
| CTS COR 2416 Rev Floor Mounting | | 1,078 | | | |
| CTS COR 2484 Reloc.&Instll Sprinkler | | 99 | | | |
| CTS COR 2487 Recess in Conc. Wall | | 230 | | | |
| CTS COR 2516 Provide Specs Terrazzo | | 707 | | | |
| CTS COR 2525 Provide OH Elect DD EI | | 842 | | | |
| CTS COR 2532 Provide SPEC & DES Det | | 553 | | | |
| CTS COR 2538 PSC Provide REV Mounti | | 164 | | | |
| CTS COR 2555 Power to Radio Cabinet | | 39 | | | |
| CTS COR 2560 conflict with sprinkle | | 2,249 | | | |
| CTS COR 2574 Finish on Concrete Wal | | 247 | | | |
| CTS COR 2576 additional finish requ | | 205 | | | |
| CTS COR 2577 thin paver at doors | | 565 | | | |
| CTS COR 2582 GFRC Closure Trim at C | | 73 | | | |
| CTS COR 2584 Painting GSM Coping | | 206 | | | |
| CTS COR 2588 Stair 7 Handrail Termi | | 371 | | | |
| CTS COR 2591 stair 6 col. beam, sla | | 4,274 | | | |
| CTS COR 2595 added ss closure | | 13 | | | |
| CTS COR 2596 wayfinding signage cha | | 735 | | | |
| CTS COR 2598 Wood Trim Artwork Para | | 69 | | | |
| CTS COR 2604 cmoke door adj | | 94 | | | |
| CTS COR 2605 sub 10 14 00 07 rev | | 229 | | | |
| CTS COR 2611 location of switches | | 226 | | | |
| CTS COR 2618 surface finish boxes | | 224 | | | |
| CTS COR 2638 specs fm fire cabinet | | 114 | | | |
| CTS COR 2639 parapet GSM coping | | 141 | | | |
| CTS COR 2641 Stair 6 CMU Wall Suppo | | 1,112 | | | |
| CTS COR 2645 TPO roof membrane sht | | 2,475 | | | |
| CTS COR 2649 utility trough ceiling | | 876 | | | |
| CTS COR 2650 revised electrical for | | 1,079 | | | |
| CTS COR 2661 area of refuge conflic | | 28 | | | |
| CTS COR 2664 surface F3 fixture | | 19,991,620 | | | |
| CTS DSC | | 0 | | | |
| CTS PCC 548 Spot Acceleration 2.15 | | 0 | | | |
| CTS PCC 593 Station Benches Change | | 905 | | | |
| CTS PCC 924 Access for Pipes at CMU | | 497 | | | |
| CTS PCC 932 Power to Rails | | 19,650 | | | |
| CTS PCC 934 Re-groutable Hose Inje | | 11,005 | | | |
| CTS PCC 943 Reactivate 12" AWSS | | 1,431 | | | |
| CTS PCC 960 Cement Board for Terraz | | 3,482 | | | |
| CTS PCC 966 Neg Grnd Disconnect Swi | | 13,220 | | | |
| CTS PCC 973 Prtctv Fiberglass Pipe | | 42,207 | | | |
| CTS PCC 989 Elevator-Escalator Room | | 919 | | | |
| CTS PCC 993 12' Vehicular Lane | | | | | |
| STS COR 2549 DSC NOD Miss 2" Sleev | | | | 35 | |
| STS COR 2557 Changes to End of Plat | | | | 1,601 | |

Contract Modification/Trend Log - Contract 1300 Stations

Awarded NTE Amount 839,676,400 **UMS** **CTS** **YBM** **STS** **COST REPORT NOTES**
Substantial Completion Spring 2021 Spring 2021 \$1,140,963,690

| | UMS | CTS | YBM | STS | COST REPORT NOTES |
|---------------------------------------|-------|--------|-------|-----------|-------------------|
| STS COR 2583 CTS Stair Interface, N | | | | 1,362 | |
| STS COR 2586 & Direction to Tie In | | | | 256 | |
| STS COR 2658 portal gate in conflic | | | | 130 | |
| STS DSC | | | | 6,795,920 | |
| STS PCC 1003 Traction Power K-6 Tie | | | | 2,009 | |
| STS PCC 1039 OCS Support Rev SB UMS | | | | 1,041 | |
| STS PCC 1044 Additional UTP Extend | | | | 182 | |
| STS PCC 504 Traffic Control Require | | | 1,292 | | |
| STS PCC 790 4th Street Portal Gate | | | | 3,604 | |
| STS PCC 803 Add COVID Monitoring | | | | 4,306 | |
| STS PCC 807 Cross Passage Door Fram | | | | 1,520 | |
| STS PCC 921 OCS Dead End Revisions | | | | 2,060 | |
| STS PCC 942 location of Directional | | | | 0 | |
| STS PCC 957 ATCS RLB Support Mod | | | | 762 | |
| STS PCC 980 Spot Acceleration | | | | 12,788 | |
| UMS COR 2032 Mountaining Dtl Light | 741 | | | | |
| UMS COR 2297 Steel Ch @ Joint | 187 | | | | |
| UMS COR 2512 Confirm Removal/Abando | 1,322 | | | | |
| UMS COR 2559 Sprinkler under Plat | 1,127 | | | | |
| UMS COR 2627 sub 10 14 00-005 | 0 | | | | |
| UMS COR 2663 powell ele tile change | 370 | | | | |
| UMS PCC 1006 Bird Netting Placement | 3,857 | | | | |
| UMS PCC 1027 Relocate S Pltfm CCTV | 9,915 | | | | |
| UMS PCC 1037 Glass Guardrail & Prec | 180 | | | | |
| UMS PCC 1038 Install Limit Switch | 2,886 | | | | |
| UMS PCC 802 Dit BART Faregate | (287) | | | | |
| YBM COR 390 Chip Mezzanine Headwall | | | 1,800 | | |
| YBM PCC 1010 Missing UPS Wiring | | | 1,748 | | |
| YBM PCC 1016 Guardrail Esc Michn Rm | | | 591 | | |
| YBM PCC 1030 Resolution of Elec Con | | | 2,736 | | |
| YBM PCC 1054 Additional Water Mitig | | | 302 | | |
| YBM PCC 1056 CCTV Camera Relocation | | | 640 | | |
| YBM PCC 748 Added FSDs in Sector 3 | | | 3,188 | | |
| YBM PCC 770 Revised Wall Panels | | | 2,875 | | |
| YBM PCC 889 Replace Transformer T-1 | | | 4,620 | | |
| YBM PCC 910 Water Remediation | | | 302 | | |
| YBM PCC 939 Finishes for Gaps at Es | | | 0 | | |
| YBM PCC 994 Esc Mac Rm Sliding Door | | | 983 | | |
| Proposed Contract Change (PCC) | | | | | |
| CTS PCC 1002 T.Arais Artwork Scp Ch | | 12,207 | | | |
| CTS PCC 1015 Removal of Hand&Gurad | | 96 | | | |
| CTS PCC 1024 X3 Fixture Rev Location | | 14 | | | |
| CTS PCC 1026 TPS East Wall Leak | | 6,247 | | | |
| CTS PCC 1035 Rev1 Details of Subgrit | | 9,527 | | | |
| CTS PCC 486Rev 1 Structural Slab Cha | | 1,143 | | | |
| CTS PCC 548 Spot Acceleration | | 60,000 | | | |
| CTS PCC 728Rev 1 Rev to Restroom Plz | | 313 | | | |

Contract Modification/Trend Log - Contract 1300 Stations

Awarded NTE Amount 839,676,400 Spring 2021 UMS **STS** **YBM** **CTS** **STC** **Spring 2021** **COST REPORT NOTES**
Substantial Completion \$1,140,963,690

| | UMS | CTS | YBM | STS | COST REPORT NOTES |
|--------------------------------------|-------------------|--------------------|------------------|--------------------|-------------------|
| CTS PCC 937 Switchgear Anchor in TP | | 150 | | | |
| CTS PCC 946 Cavern Grout Equivalent | | 5,225 | | | |
| CTS PCC 971 Sidewalk Blockout for S | | 150 | | | |
| CTS PCC 987 Provide Branch Selector | | 0 | | | |
| CTS PCC 992 Protection for Cables | | 388 | | | |
| CTS PCC628 Police Officer at Powell | | 4,500 | | | |
| CTS PCC746 GFRC Framing Support | | 217 | | | |
| STS PCC 1021 Tunnel Leak Repair | | | | 27 | |
| STS PCC 1023 Traffic Barrier Remova | | | | 733 | |
| STS PCC 618 Mod Swoosh Arm P1 P2 | | | | 282 | |
| STS PCC 725 ATS for CP5 Sump Pump | | | | 965 | |
| STS PCC 831 ATCS Equip Transport | | | | 1,496 | |
| STS PCC 938 Electrical Cabinet Revi | | | | 14 | |
| STS PCC 958 Asbestos Testing Abate | | | | 300 | |
| STS PCC 978 Delete Tiles & Barriers | | | | (101) | |
| UMS PCC 1004 EOP Gate Clearance | 460 | | | | |
| UMS PCC 1034R1 Instl Rm vb Guardrail | 324 | | | | |
| UMS PCC 930 Pwr for Gap Breaker Rm | 240 | | | | |
| UMS PCC 941 EV Fan Damper Guardrail | 600 | | | | |
| YBM PCC 1032 Eye Wash Sta Relocatio | | | 678 | | |
| YBM PCC 817 Revise Spindle Length | | | 300 | | |
| YBM PCC 933 Lighting Revisions in M | | | 3,000 | | |
| YBM PCC 949 Dtls for Esc Cladding | | | 814 | | |
| YBM PCC 982 Protection for Neg Rtm | | | 254 | | |
| Approved | 17,512,856 | 156,328,506 | 4,889,959 | 122,555,969 | |
| Contract Modification | | | | | |
| CMod # 14 YBM COR 036, 078 | | | 58,526 | | |
| CMod #017 CTS CORs 001 053 & 069 | | 54,322 | | | |
| CMod #018 CTS PCC 012 | | 60,248 | | | |
| CMod #021 STS CORs 48/52/114/233/252 | | | | 18,221 | |
| CMod #025 - Various CORs | | | | | |
| CMod #026 YBM COR 072 | | | | | |
| CMod #027 UMS PCC 092 | 0 | | | | |
| CMod #028 CTS PCC 017.1 | | 97,743 | | | |
| CMod #029 STS PCC 009.1 | | | | | |
| CMod #033 CTS Various CORs | | 56,422 | | | |
| CMod #034 CTS Various CORs | | 19,334 | | | |
| CMod #035 STS PCC 077 | | | | | |
| CMod #037 CTS Various CORs | | 8,886 | | | |
| CMod #038 STS Various CORs | | | | | |
| CMod #039 UMS Various CORs | | | | | |
| CMod #040 YBM Analytical Soil Test | 23,271 | | | | |
| CMod #049 STS DSC CORs | | | 3,655 | | |
| CMod #050 STS DSC CORs | | | | | |
| CMod #053 STS DSC CORs | | | | | |
| CMod #081 Various DSC CORs & PCCs | | | | | |
| CMod #082 YBM COR 385 | | | 57,886 | | |
| | | | 21,170 | | |

Contract Modification/Trend Log - Contract 1300 Stations

Awarded NTE Amount **839,676,400** **\$1,140,963,690**
Substantial Completion **Spring 2021** **Spring 2021**

| | UMS | CTS | YBM | STS | COST REPORT NOTES |
|--------------------------------------|---------|------------|-----------|-------------|-------------------|
| CMod #083 YBM Various Changes | | | 27,270 | | |
| CMod #084 YBM Various Changes | | | 12,156 | | |
| CMod #085 YBM COR 086 Existing AT&T | | | 156,831 | | |
| CMod #086 YBM COR 1106 | | | 1,897 | | |
| CMod #1 BART Elevator Option 1 @ Pow | 90,000 | | 64,287 | | |
| CMod #10 YBM PCC 042 | 48,149 | | 22,423 | | |
| CMod #100 UMS PCC 102 Fire & Life | | | | 125,412 | |
| CMod #101 YBM COR 75 Slurry Wall | | | | | |
| CMod #102 STS PCC 410 ATCS Ext Cable | 221,766 | 1,621,173 | | | |
| CMod #103 UMS PCC 345 Lead Paint | | | | | |
| CMod #104 CTS Soil CMod Suppl CMOD19 | 732,979 | 970,131 | | | |
| CMod #105 UMS Schedule Recovery | | | | | |
| CMod #106 CTS COR 1080 Acceleration | | | 1,500,787 | | |
| CMod #107 YBM PCC 446 COR 1425 | | | | 50,400 | |
| CMod #108 STS Various Changes | 12,997 | | 33,471 | | |
| CMod #109 YBM 109 Various CORs | 118,911 | | | | |
| CMod #11 UMS PCC 002 | | | | | |
| CMod #110 UMS COR 251 770 779 781 | | | | | |
| CMod #111 STS PCC 457 Traffic Signal | | | | 38,012 | |
| CMod #112 UMS Various Changes | 337,401 | | | | |
| CMod #113 STS Various Changes | | | | 103,369 | |
| CMod #114 YBM Various CORs | | | 99,028 | | |
| CMod #115 CTS Various Force Accounts | | 25,026 | | | |
| CMod #116 UMS COR 034/CCC 004 Type B | 627,081 | | | | |
| CMod #117 YBM Various PCCs | | | 111,027 | | |
| CMod #118 YBM Various PCCs & CORs | | | 421,616 | | |
| CMod #12 STS Traffic Control | | | | | |
| CMod #123 CTS PCC 050 Chinatown Plaz | | 9,360,183 | | | |
| CMod #124 STS Delete ARS | | | | 1,032,302 | |
| CMod #125 Omnibus | | | | (4,876,785) | |
| CMod #126 YBM Door Hardware PCC 318 | | | 1,648,534 | | |
| CMod #127 STS Office Lease | | | | 18,995,027 | |
| CMod #128 STS Radio System Revisions | | 57,707 | | | |
| CMod #13 CTS COR 006 | | | | | |
| CMod #130 ATCS | | | | | |
| CMod #131 PCC 569 EVAC Fire Alarm | | | | 1,845,604 | |
| CMod #133 CTS Frontier Temper Claims | | 10,382,106 | | 1,666,735 | |
| CMod #136 Fire Alarm | | | | | |
| CMod #15 YBM COR 196 | 8,261 | | 3,178 | | |
| CMod #16 UMS COR 184 | | | | | |
| CMod #19 CTS COR 007, 026 | | 2,274,225 | | | |
| CMod #20 YBM PCC 047 and 45 | 16,198 | | 364,562 | | |
| CMod #22 UMS PCC 045, 046 | 63,838 | | | | |
| CMod #23 UMS PCC 058 | | | | | |
| CMod #3 CTS Work Safety Ard Power Po | | 25,956 | | | |
| CMod #30 YBM Various CORs | | | 334,165 | | |
| CMod #31 UMS COR 595 | 53,701 | | | | |

Contract Modification/Trend Log - Contract 1300 Stations

| Awarded NTE Amount | 839,676,400 | UMS | CTS | YBM | STS | \$1,140,963,690 |
|---------------------------------------|-------------|-----|-----------|-------------|--------|-------------------|
| Substantial Completion | Spring 2021 | | | | | Spring 2021 |
| | | | | | | COST REPORT NOTES |
| CMod #32 YBM Various PCCs | | | | 92,934 | | |
| CMod #36 YBM Conflict with Waterline | | | | 14,484 | | |
| CMod #4 CTS-Force Account Change Or | | | 130,000 | | | |
| CMod #41 YBM Class 2 Conta. Material | | | | 40,250 | | |
| CMod #42 UMS Addl. Service Conduits | 36,873 | | | | | |
| CMod #43 UMS D85 Structural Pile | 65,188 | | | | | |
| CMod #44 UMS Grade 50 Steel | 572,884 | | | | | |
| CMod #46 YBM/CTS/UMS S.walk Hatches | | | | 35,489 | | |
| CMod #47 UMS Roof Deck Schedule | 76,124 | | | | | |
| CMod #48 UMS Undgrmd. Storage Tanks | 97,817 | | | | | |
| CMod #5 YBM Deletion of Comp Groutin | | | | (1,833,869) | | |
| CMod #51 YBM Various CORs and PCCs | | | | 24,875 | | |
| CMod #52 YBM Undgrmd. Storage Tanks | | | | 167,393 | | |
| CMod #54 UMS USG Underpinning | 732,157 | | | | | |
| CMod #55 YBM Archeological Discovery | | | | 102,734 | | |
| CMod #56 YBM Contaminated Material | | | | 106,923 | | |
| CMod #57 STS Crossover Materials | | | | | 21,245 | |
| CMod #58 STS DSC CORs | | | 66,592 | | 90,081 | |
| CMod #59 CTS DSC CORs | | | 75,000 | | | |
| CMod #6 CTS Plaza Constr Supt Servi | | | | | | |
| CMod #60 UMS USG Two Fuel Tanks | 61,312 | | | | | |
| CMod #61 YBM Various CORs | | | | 207,181 | | |
| CMod #62 UMS Wales and Waterproofing | 277,714 | | | | | |
| CMod #63 CTS DSC CORs | | | 38,025 | | | |
| CMod #64 STS DSC CORs and SFWD | | | | | 52,570 | |
| CMod #65 UMS Various CORs and PCCs | 10,320 | | | | 66,949 | |
| CMod #66 STS Sewer Notching | 23,290 | | | | | |
| CMod #67 UMS Solar/Low-e Coating | | | | | 59,555 | |
| CMod #68 STS Various CORs | 49,682 | | | | | |
| CMod #69 UMS Various CORs | | | | 178,079 | | |
| CMod #70 YBM Various CORs | | | | | | |
| CMod #71 UMS Haz and Asbestos Abate | 81,907 | | | | | |
| CMod #72 YBM COR 249. 566 | | | | 74,694 | | |
| CMod #74 UMS PCC 39 12" Wtrlin Reloc | 336,236 | | | | | |
| CMod #75 UMS COR 060 New 8" Wtr Line | 58,672 | | | | | |
| CMod #76 YBM COR 806 Gardrill credits | | | | (9,611) | | |
| CMod #77 STS Various Changes | | | | | | |
| CMod #78 STS Various DSC CORs | | | | | | |
| CMod #79 STS PCC 014 Traffic Signal | | | | | | |
| CMod #80 STS Add'l Work to DSCs CORs | | | | | | |
| CMod #87 CTS Var Slurry Wall Changes | | | 3,596,000 | | | |
| CMod #88 STS Various COR Misc Work | | | | | | |
| CMod #89 YBM CORs 390,485 & 848 | | | | 85,095 | | |
| CMod #9 YBM COR 10,15,16,18,20,25 | | | | 126,663 | | |
| CMod #90 CTS DRB Reimbursement | | | 1,296,364 | | | |
| CMod #91 YBM PCC 069 | | | | 84,537 | | |
| CMod #92 CTS PCC 233 & 26 | | | 1,126,478 | | | |

Contract Modification/Trend Log - Contract 1300 Stations

| Awarded NTE Amount | 839,676,400 | YMS | CTS | YBM | STS | COST REPORT NOTES |
|--|-------------------|--------------------|------------------|--------------------|--------------|-------------------|
| Substantial Completion | Spring 2021 | | | | (18,036,709) | Spring 2021 |
| Cmod #93 STS Coordinate of ATCS Work | | | | | | |
| Cmod #94 UMS Various Changes | 46,057 | | | | | |
| CMod #95 UMS Bart Elev Opt 2 Add Cost | 400,000 | | | | | |
| Cmod #96 UMS Comp Grout Quantities | 775,000 | | | | | |
| CMod #97 STS COR 322 Tunnel Cleaning | | | | 163,113 | 399,000 | |
| CMod #98 YBM PCC 76 AWSS SSFM | 996,584 | | | | 96,516 | |
| CMod #99 UMS Various Changes | | | | | 108,053 | |
| CMod 073 - PCC 066 PB | | | | | | |
| CMOD 24 STS PCC 23 | | | | | | |
| Cmod#119: UMS: Various Changes PCC 110, 124, 127 190, 191, 247, and 429 | 131,687 | | | | | |
| Cmod#120: UMS: PCC 122R1 - UMS 1 1/2 inch Drain Piping Grout Details - Dowel Support | 560,280 | | | | | |
| Cmod#121: YBM: Various Changes COR 825, 1359, 1610 and PCC 320R1 | | | | 142,904 | | |
| CMod#132 STS - CCC 105 Impacts of DSCs and Design Changes to Valverde | | | | | 11,800,000 | |
| Cmod#134: STS - Omnibus 1 Settlement | 13,000,000 | | | | 29,848,737 | |
| Cmod#135: UMS - Layne Claims | | | | | | |
| Cmod#137: CTS - Global Settlement | | | 93,600,000 | | | |
| Cmod#138: STS - Omnibus 2 Settlement | | | | | | |
| Cmod#139: STS - PCC 1064 -SFMTA Systems Testing Support | | | | | 53,000,000 | |
| CMOD#140: STS - PCC 1101 Further SFMTA Systems Testing Support | | | | | 250,000 | |
| CMOD#141 UMS - Deletion of Elevator at Existing Powell Street Station | | | | | 250,000 | |
| Cmod#142: STS - PCC 1111 Additional SFMTA Systems Testing Support | | | | | 250,000 | |
| CMod#7 STS FACOs 016, 017 &COR 009 | | | | | 80,170 | |
| CMod#8 STS PCC 006 ATT MH, PB&Trench | 0 | | | | 225,208 | |
| Cmod#884 UMS - Automobile Bus Acceleration - dummy | | | | | | |
| Cmod#885: CTS - Communications - dummy | | | 146,584 | | | |
| Cmod#886: YBM - Communications - dummy | | | | 0 | | |
| Cmod#889: STS - Automobile Bus Acceleration -dummy | | | | | | |
| CTS CMod #122 Schedule Delay Costs | | | 31,240,000 | | | |
| STS CMod 045 PCC 008 Tunnel Lowering | | | | | | 107,285 |
| Grand Total | 17,533,438 | 176,399,061 | 4,954,836 | 129,352,358 | | |

7.6 BUDGET REVISIONS: REPORT SORTED BY CONSTRUCTION PACKAGES & SOFT COSTS

| | | May 2022 | | | | June 2022 | | | | Report Period: June 2022 |
|-------------------------|--|----------------------|--------------------------------|---|----------------------|---------------------------------|--|---|-------------------|--------------------------|
| Group by Contract & SCC | CATEGORY ITEM | May 2022 Base | May 2022 Allocated Contingency | May 2022 Base + Allocated Contingency (YOE) | June 2022 Base | June 2022 Allocated Contingency | June 2022 Base + Allocated Contingency (YOE) | BUDGET TRANSFERS [June 2022] vs. [May 2022] | Cost Report Notes | |
| 10-50 | CONSTRUCTION CONTRACT PACKAGES | 1,482,289,566 | (21,773,262) | 1,465,358,254 | 1,490,771,445 | (21,773,262) | 1,468,998,183 | 0 | | |
| 1250 | UTILITY RELOCATION PACKAGE #1 | 12,134,906 | | 12,134,906 | 12,134,906 | | 12,134,906 | 0 | | |
| | Contract 1250 Form B Credit | (2,275,419) | | (2,275,419) | (2,275,419) | | (2,275,419) | 0 | | |
| 1251 | UTILITY RELOCATION PACKAGE #2 | 20,744,696 | | 20,744,696 | 20,744,696 | | 20,744,696 | 0 | | |
| | Contract 1251 Form B Credit | (7,618,412) | | (7,618,412) | (7,618,412) | | (7,618,412) | 0 | | |
| 1252 | GUIDEWAY TUNNEL | 233,511,253 | 0 | 233,511,253 | 233,511,253 | 0 | 233,511,253 | 0 | 32 | |
| | Contract 1252 Form B Credit | (254,050) | | (254,050) | (254,050) | | (254,050) | 0 | | |
| 1300 | CN1300 STATIONS TOTAL | 1,144,942,553 | (22,933,262) | 1,122,009,291 | 1,144,942,553 | (22,933,262) | 1,122,009,291 | 0 | 33 | |
| 1253: UMS | UNION SQUARE/MARKET STREET STATION [UMS] | 314,774,927 | (744,337) | 314,030,590 | 314,774,927 | (744,337) | 314,030,590 | 0 | | |
| | UMS 1253 Form B Credit | (528,370) | | (528,370) | (528,370) | | (528,370) | 0 | | |
| 1254: CTS | CHINA TOWN STATION [CTS] | 405,393,698 | (13,146,500) | 392,247,198 | 405,393,698 | (13,146,500) | 392,247,198 | 0 | | |
| | CTS 1254 Form B Credit | (451,703) | | (451,703) | (451,703) | | (451,703) | 0 | | |
| 1255: YBIM | YERBA BUENA/ MOSCONE STATION [YBIM] | 162,978,959 | 10,110,042 | 173,089,001 | 162,978,959 | 10,110,042 | 173,089,001 | 0 | | |
| | YBIM 1255 Form B Credit | (100,000) | | (100,000) | (100,000) | | (100,000) | 0 | | |
| 1256: STS | SURFACE TRACKWORK & SYSTEMS [STS] | 261,794,969 | (19,152,467) | 242,642,502 | 261,794,969 | (19,152,467) | 242,642,502 | 0 | | |
| | STS 1256 SFPUC SEWER MAIN CREDIT | (2,925,296) | | (2,925,296) | (2,925,296) | | (2,925,296) | 0 | | |
| | STS 1256 Form B Credit | (1,000,000) | | (1,000,000) | (1,000,000) | | (1,000,000) | 0 | | |
| OTHER | OTHER CONSTRUCTION TOTAL | 90,951,358 | 1,160,000 | 92,111,358 | 94,591,287 | 1,160,000 | 95,751,287 | 3,639,929 | | |
| 40.06 | PUBLIC ART PROGRAM | 8,175,555 | 1,160,000 | 9,335,555 | 8,175,555 | 1,160,000 | 9,335,555 | 0 | | |
| 40.08 | CN1300 JOB READINESS PROGRAM - OUTREACH | 1,060,000 | | 1,060,000 | 1,060,000 | | 1,060,000 | 0 | 33 | |
| 40.02 | MISC. CONSTR CONTRACT WK (TRACTION POWER FOR 1251) | 258,202 | | 258,202 | 258,202 | | 258,202 | 0 | | |
| 40.01 | CONTRACT 1300 SOIL PROCESS | 500,000 | | 500,000 | 500,000 | | 500,000 | 0 | 34 | |
| 50.01 | THALES T&S ATCS | 487,972 | | 487,972 | 487,972 | | 487,972 | 0 | | |
| 50.01 | CN1266-2 Advanced Train Control System (ATCS) - Implementation | 26,547,226 | | 26,547,226 | 26,547,226 | | 26,547,226 | 0 | 34a | |
| 50.01 | CN1266-1 Advanced Train Control System (ATCS) - Equipment | 3,425,424 | | 3,425,424 | 3,425,424 | | 3,425,424 | 0 | 34a | |
| 50.06 | MTA FARE COLLECTION EQUIPMENT | 5,400,000 | | 5,400,000 | 5,400,000 | | 5,400,000 | 0 | | |
| 50.06 | BART FARE COLLECTION EQUIPMENT | 700,000 | | 700,000 | 700,000 | | 700,000 | 0 | | |

7.6 BUDGET REVISIONS: REPORT SORTED BY CONSTRUCTION PACKAGES & SOFT COSTS

| | | May 2022 | | | | June 2022 | | | | Report Period: June 2022 |
|-------------------------|--|---------------|--------------------------------|---|----------------|---------------------------------|--|---|-------------------|--------------------------|
| Group by Contract & SCC | CATEGORY ITEM | May 2022 Base | May 2022 Allocated Contingency | May 2022 Base + Allocated Contingency (YOE) | June 2022 Base | June 2022 Allocated Contingency | June 2022 Base + Allocated Contingency (YOE) | BUDGET TRANSFERS [June 2022] vs. [May 2022] | Cost Report Notes | |
| 40.02 | JOB ORDER CONTRACTS (JOCS) - CONSTRUCTION | 117,255 | | 117,255 | 117,255 | | 117,255 | 0 | | |
| 40.08 | AON RISK INSURANCE | 26,778,757 | | 26,778,757 | 26,778,757 | | 26,778,757 | 0 | 34b | |
| 40.02 | PUBLIC AGENCIES UTILITY COORDINATION | 3,713,215 | | 3,713,215 | 3,713,215 | | 3,713,215 | 0 | | |
| 40.08 | DEPARTMENT OF PARKING AND TRAFFIC (DPT) | 1,200,000 | | 1,200,000 | 2,140,000 | | 2,140,000 | 940,000 | | |
| 50.03 | UNION SQUARE/ MARKET STREET STATION POWER FEED | 2,959,826 | | 2,959,826 | 2,959,826 | | 2,959,826 | 0 | | |
| 50.03 | UNION SQUARE/ MARKET STREET STATIONS PERMANENT POWER | (2,350,000) | | (2,350,000) | (2,350,000) | | (2,350,000) | 0 | | |
| 50.03 | CHINATOWN STATION POWER FEED | 2,959,826 | | 2,959,826 | 2,959,826 | | 2,959,826 | 0 | | |
| 50.03 | CHINATOWN STATION PERMANENT POWER | (2,350,000) | | (2,350,000) | (2,350,000) | | (2,350,000) | 0 | | |
| 50.03 | YERBA BUENA/ MOSCONE STATION [YBM] POWER FEED | 3,125,222 | | 3,125,222 | 3,125,222 | | 3,125,222 | 0 | | |
| 50.03 | YERBA BUENA/ MOSCONE STATION [YBM] PERMANENT POWER | (2,368,540) | | (2,368,540) | (2,368,540) | | (2,368,540) | 0 | | |
| 50.03 | SURFACE STATION POWER FEED | 11,839 | | 11,839 | 11,839 | | 11,839 | 0 | | |
| 50.04 | COMMUNICATION CONNECTION COSTS | 5,757,629 | | 5,757,629 | 5,757,629 | | 5,757,629 | 0 | | |
| 50.05 | CSP Radio Design | 641,950 | | 641,950 | 641,950 | | 641,950 | 0 | 34c | |
| 50.05 | CSP Radio Cable | 377,788 | | 377,788 | 377,788 | | 377,788 | 0 | 34c | |
| 50.05 | CSP Radio Design Procurement | 3,822,212 | | 3,822,212 | 5,041,683 | | 5,041,683 | 1,219,471 | 34c | |
| 50.05 | CAD/AVL | 0 | | 0 | 1,480,458 | | 1,480,458 | 1,480,458 | 34c | |
| 60 | ROW, LAND, EXISTING IMPROVEMENTS | 32,246,321 | 0 | 32,246,321 | 32,246,321 | 0 | 32,246,321 | 0 | | |
| 60.01 | PURCHASE OR LEASE OF REAL ESTATE | 30,065,810 | 0 | 30,065,810 | 30,065,810 | 0 | 30,065,810 | 0 | 35 | |
| 60.02 | RELOCATION OF EXISTING HOUSEHOLDS | 2,180,511 | | 2,180,511 | 2,180,511 | | 2,180,511 | 0 | | |
| 70 | VEHICLES | 12,000,000 | 0 | 12,000,000 | 12,000,000 | 0 | 12,000,000 | 0 | | |
| 70.01 | LIGHT RAIL | 12,000,000 | 0 | 12,000,000 | 12,000,000 | 0 | 12,000,000 | 0 | 36 | |
| 80 | PROFESSIONAL SERVICES | 380,672,696 | 1,358,422 | 382,031,118 | 394,236,714 | 1,358,422 | 385,595,136 | 3,564,017 | | |
| 80.01 | PRELIMINARY ENGINEERING | 46,202,674 | | 46,202,674 | 46,202,674 | | 46,202,674 | 0 | | |
| 80.02 | FINAL DESIGN | 61,318,331 | | 61,318,331 | 61,318,331 | | 61,318,331 | 0 | | |
| 80.03 | PROJECT MANAGEMENT FOR DESIGN & CONSTRUCTION | 119,979,469 | 0 | 119,979,469 | 120,479,469 | 0 | 120,479,469 | 500,000 | 36a | |

7.6 BUDGET REVISIONS: REPORT SORTED BY CONSTRUCTION PACKAGES & SOFT COSTS

| Report Period: June 2022 | | | | | | | | | | |
|--------------------------|---|---------------|--------------------------------|---|----------------|---------------------------------|--|---|-----|-------------------|
| Group by Contract & SCC | CATEGORY ITEM | May 2022 | | | | June 2022 | | | | Cost Report Notes |
| | | May 2022 Base | May 2022 Allocated Contingency | May 2022 Base + Allocated Contingency (YOE) | June 2022 Base | June 2022 Allocated Contingency | June 2022 Base + Allocated Contingency (YOE) | June 2022 BUDGET TRANSFERS [June 2022] vs. [May 2022] | | |
| 80.04 | CONSTRUCTION ADMINISTRATION & MANAGEMENT | 128,718,892 | 0 | 128,718,892 | 134,624,817 | 0 | 134,624,817 | 5,905,924 | 36a | |
| 80.05 | INSURANCES | 6,800,000 | | 6,800,000 | 6,800,000 | | 6,800,000 | 0 | | |
| 80.06 | LEGAL: PERMITS, REVIEW FEES BY OTHER AGENCIES | 9,778,323 | | 9,778,323 | 9,878,323 | | 9,878,323 | 100,000 | | |
| 80.07 | SURVEYS, TESTING, INVESTIGATION, INSPECTION | 933,100 | | 933,100 | 933,100 | | 933,100 | 0 | | |
| 80.08 | START-UP | 6,941,907 | 1,358,422 | 8,300,329 | 4,000,000 | 1,358,422 | 5,358,422 | (2,941,907) | 37 | |
| 90 | ALL SCC CATEGORIES 10 TO 80 | 1,907,208,583 | (20,414,840) | 1,891,635,694 | 1,919,254,480 | (20,414,840) | 1,898,839,640 | (7,203,946) | 38 | |
| | UNALLOCATED CONTINGENCIES | | | 8,639,628 | | | 1,435,682 | | | |
| | TOTAL PROJECT COST 10 TO 100 | | | 1,900,275,322 | | | 1,900,275,322 | | | |
| | TOTAL CONTINGENCY | | | | | | | | | |
| | CONTINGENCY MINIMUM | | | | | | | | | |
| | BELOW OR ABOVE MINIMUM | | | | | | | | | |

| COST STATUS BY CATEGORY | SCC CODES | Sum of Supplemental 2013 Budget | BUDGET May 2022 | BUDGET TRANSFERS | BUDGET June 2022 | Sum of June 2022 | Remaining Budget (Column H-Column I) | June 2022 EAC | June 2022 Contingency | Cost Report Notes |
|--|---------------------|---------------------------------|----------------------|--------------------|----------------------|----------------------|--------------------------------------|----------------------|-----------------------|-------------------|
| | | A | B | C | D | E | F | G | H | |
| GUIDEWAY & TRACK ELEMENTS | SCC 010 | 282,227,872 | 284,261,448 | - | 284,261,448 | 284,261,448 | - | 284,261,448 | | 39 |
| STATIONS, STOPS, TERMINALS, INTERMODAL | SCC 020 | 573,099,645 | 542,142,665 | - | 542,142,665 | 555,502,545 | (13,359,879) | 564,890,154 | | 39 |
| SITENETWORK & SPECIAL CONDITIONS | SCC 040 | 235,514,097 | 507,149,098 | 940,000 | 508,089,098 | 539,924,341 | (31,835,244) | 529,554,169 | | 39 |
| SYSTEMS | SCC 050 | 90,774,397 | 131,805,043 | - | 134,504,972 | 114,907,322 | 19,597,650 | 119,299,989 | | 39 |
| ROW, LAND, EXISTING IMPROVEMENTS | SCC 060 | 37,511,799 | 32,246,321 | - | 32,246,321 | 30,733,716 | 1,512,605 | 32,246,321 | | |
| VEHICLES | SCC 070 | 26,385,653 | 12,000,000 | - | 12,000,000 | 11,929,247 | 70,753 | 16,800,000 | | |
| PRELIM ENGINEERING | SCC 080.01 | 46,202,673 | 46,202,674 | - | 46,202,674 | 46,202,675 | (1) | 46,202,674 | | |
| FINAL DESIGN | SCC 080.02 | 61,137,604 | 61,318,331 | - | 61,318,331 | 61,282,422 | 35,909 | 61,318,331 | | |
| PM FOR DESIGN & CONSTRUCTION | SCC 080.03 - 080.04 | 197,146,664 | 248,698,361 | 6,405,924 | 255,104,285 | 250,999,894 | 4,104,391 | 255,104,285 | | 39 |
| OTHER PROF SRVCS | SCC 080.05 - 080.08 | 24,416,118 | 25,811,752 | (2,841,907) | 22,969,845 | 15,317,233 | 7,652,612 | 21,611,423 | | |
| UNALLOC CONTINGENCY | SCC 090 | 3,883,480 | 8,639,628 | (7,203,947) | 1,435,682 | - | 1,435,682 | - | | 39 |
| Grand Total | | 1,578,300,000 | 1,900,275,322 | (2,699,929) | 1,900,275,322 | 1,911,060,842 | (10,785,521) | 1,931,288,795 | - | |

| SCC DESCRIPTION | June 2022 BUDGET | June 2022 CTD |
|--|----------------------|----------------------|
| 010 - GUIDEWAY & TRACK ELEMENTS | 284,261,448 | 284,261,448 |
| 020 - STATIONS, STOPS, TERMINALS, INTERMODAL | 542,142,665 | 555,502,545 |
| 040 - SITEWORK & SPECIAL CONDITIONS | 508,089,098 | 539,924,341 |
| 050 - SYSTEMS | 134,504,972 | 114,907,322 |
| 060 - ROW, LAND, EXISTING IMPROVEMENTS | 32,246,321 | 30,733,716 |
| 070 - VEHICLES (number) | 12,000,000 | 11,929,247 |
| 080 - PROFESSIONAL SERVICES (applies to Cats. 10-50) | 385,595,136 | 373,802,224 |
| 090 - UNALLOCATED CONTINGENCY | 1,435,682 | 0 |
| Grand Total | 1,900,275,322 | 1,911,060,842 |

| SCC DESCRIPTION | June 2022 BUDGET | June 2022 CTD |
|--|----------------------|----------------------|
| 010.02-Guideway: At grade semi-exclusive (allows cross-traffic) | 2,860,000 | 2,860,000 |
| 010.06-Guideway: Underground cut & cover | 69,816,407 | 69,816,407 |
| 010.07-Guideway: Underground tunnel | 200,374,315 | 200,374,315 |
| 010.09-Track: Direct fixation | 6,761,089 | 6,761,089 |
| 010.12-Track: Special (switches, turnouts) | 4,449,637 | 4,449,637 |
| 020.01-At-grade station, stop, shelter, mall, terminal, platform | 7,602,857 | 7,577,857 |
| 020.02-Aerial station, stop, shelter, mall, terminal, platform | (19,152,467) | 0 |
| 020.03-Underground station, stop, shelter, mall, terminal, platform | 522,020,200 | 525,612,795 |
| 020.04-OTHER STATIONS, LANDING, TERMINALS: INTERMODAL, FERRY, TROLLEY, ETC | 9,360,183 | 0 |
| 020.07-Elevators, escalators | 22,311,892 | 22,311,892 |
| 040.01-Demolition, Clearing, Earthwork | 12,754,615 | 12,502,015 |
| 040.02-Site Utilities, Utility Relocation | 68,753,443 | 80,480,434 |
| 040.03-Haz. mat'l, contam'd soil removal/mitigation, ground water treatments | 9,423,125 | 9,423,125 |
| 040.04-Environmental mitigation, e.g. wetlands, historic/archeologic, parks | 1,122,899 | 1,122,899 |
| 040.05-Site structures including retaining walls, sound walls | 2,706,431 | 2,706,431 |
| 040.06-Pedestrian / bike access and accommodation, landscaping | 9,790,995 | 5,626,482 |
| 040.07-Automobile, bus, van accessways including roads, parking lots | 6,579,099 | 34,689,669 |
| 040.08-Temporary Facilities and other indirect costs during construction | 396,958,492 | 393,373,287 |
| 050.01-Train control and signals | 40,227,304 | 33,319,160 |
| 050.02-Traffic signals and crossing protection | 12,804,956 | 12,877,456 |
| 050.03-Traction power supply: substations | 21,465,073 | 23,351,599 |
| 050.04-Traction power distribution: catenary and third rail | 12,441,113 | 6,691,647 |
| 050.05-Communications | 38,851,940 | 35,244,509 |
| 050.06-Fare collection system and equipment | 6,100,000 | 841,265 |
| 050.07-Central Control | 2,614,586 | 2,581,686 |
| 060.01-Purchase or lease of real estate | 30,065,810 | 28,309,314 |
| 060.02-Relocation of existing households and businesses | 2,180,511 | 2,424,402 |
| 070.01-Light Rail | 12,000,000 | 11,929,247 |
| 080.01-Preliminary Engineering | 46,202,674 | 46,202,675 |
| 080.02-Final Design | 61,318,331 | 61,282,422 |
| 080.03-Project Management for Design and Construction | 93,819,372 | 90,946,482 |
| 080.04-Construction Administration & Management | 161,284,913 | 160,053,412 |
| 080.05-Professional Liability and other Non-Construction Insurance | 6,800,000 | 6,340,196 |
| 080.06-Legal; Permits; Review Fees by other agencies, cities, etc. | 9,878,323 | 7,078,356 |
| 080.07-Surveys, Testing, Investigation, Inspection | 933,100 | 908,184 |
| 080.08-Start up | 5,358,422 | 990,497 |
| 090.00-Unallocated Contingency | 1,435,682 | 0 |
| Grand Total | 1,900,275,322 | 1,911,060,842 |

| [A] Cost Account Description | [B] June 2022 Budget (YOE) | ACTUAL COSTS | | | | | [G] VARIANCE (B - F) | COST REPORT NOTES |
|---|----------------------------|-----------------------|-------------------------|---------------------|--------------------|------------------|----------------------|-------------------|
| | | [C] PRIOR MONTH Total | [D] PRIOR MONTH Monthly | [E] CURRENT Monthly | [F] CURRENT Total | | | |
| TOTAL PRELIMINARY ENGINEERING | 46,542,061 | 46,542,061 | 0 | 0 | 46,542,061 | 0 | 40 | |
| 11 - SFMTA PROJECT MANAGEMENT | 8,800,164 | 8,253,957 | 0 | 0 | 8,253,957 | 546,208 | 41 | |
| 12 - SFMTA ENGINEERING SERVICES | 11,425,594 | 11,425,594 | 0 | 0 | 11,425,594 | 0 | 42 | |
| 16 - DEPARTMENT OF PARKING AND TRAFFIC (DPT) | 921,906 | 802,883 | 0 | 0 | 802,883 | 119,023 | | |
| 21 - ARTS COMMISSION | 1,500,570 | 1,500,570 | 0 | 0 | 1,500,570 | 0 | 43 | |
| 22 - FIRE DEPARTMENT | 33,825 | 35,343 | 0 | 0 | 35,343 | (1,518) | | |
| 23 - CITY ATTORNEY'S OFFICE | 1,234,754 | 1,234,754 | 0 | 0 | 1,234,754 | 0 | | |
| 24 - RISK MANAGEMENT | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 26 - PLANNING | 99,604 | 99,604 | 0 | 0 | 99,604 | 0 | | |
| 27 - DEPARTMENT OF PUBLIC HEALTH (DPH) | 4,420 | 4,420 | 0 | 0 | 4,420 | 0 | | |
| 29 - CITY AUDITOR | 336,735 | 336,735 | 0 | 0 | 336,735 | 0 | 44 | |
| 32 - DPW - IDC ENGINEERING (HYDRAULIC) | 3,336,432 | 3,336,432 | 0 | 0 | 3,336,432 | 0 | | |
| 34 - DPW - IDC CONSTRUCTION (CAPITAL) | 17,462 | 17,462 | 0 | 0 | 17,462 | 0 | | |
| 36 - DPW - BSM INFRASTRUCTURE (MAPPING) | 76,549 | 76,549 | 0 | 0 | 76,549 | 0 | | |
| 39 - DPW - PCS SITE ASSESSMENT & REMEDIATION (SAR) | 13,993 | 13,993 | 0 | 0 | 13,993 | 0 | | |
| 51 - 821 HOWARD STREET | 1,005,653 | 1,005,653 | 0 | 0 | 1,005,653 | 0 | | |
| 55 - 651 BRANNAN | 2,294,910 | 2,294,910 | 0 | 0 | 2,294,910 | 0 | 45 | |
| 63 - CENTRAL SUBWAY PARTNERSHIP - AECOM-EPC JV CONTRACT 149 | 26,793,234 | 26,793,234 | 0 | 0 | 26,793,234 | 0 | 46 | |
| 66 - ANIL VERMA | 395,204 | 395,204 | 0 | 0 | 395,204 | 0 | 47 | |
| 67 - HILL INTERNATIONAL CONTRACT 156 | 6,716,294 | 6,716,294 | 0 | 0 | 6,716,294 | 0 | 48 | |
| 68 - ARTHUR GALLAGER & CO. CS 164 | 6,340,196 | 6,340,196 | 0 | 0 | 6,340,196 | 459,804 | | |
| 71 - TUNNEL/UTILITIES - CONTRACT # CONTRACT 155-1 | 5,469,336 | 5,469,336 | 0 | 0 | 5,469,336 | 0 | 49 | |
| 72 - STATIONS - CONTRACT # CONTRACT 155-2 | 26,220,609 | 26,220,609 | 0 | 0 | 26,220,609 | 0 | 50 | |
| 73 - SYSTEMS/INTEGRATION - CONTRACT 155-3 | 11,432,312 | 11,432,312 | 0 | 0 | 11,432,312 | 0 | 51 | |
| 331 - BAY AREA RAPID TRANSIT (BART) | 146,427 | 146,427 | 0 | 0 | 146,427 | 0 | | |
| 332 - SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY (SFCTA) | 0 | 81,597 | 0 | 0 | 81,597 | (81,597) | | |
| TOTAL FINAL DESIGN | 115,075,988 | 114,034,067 | 0 | 0 | 114,034,067 | 1,041,921 | | |
| 11 - SFMTA PROJECT MANAGEMENT | 22,250,000 | 21,887,393 | 217,274 | 151,458 | 22,038,850 | 211,150 | | |
| 1.3.011.01.080.03 - CM:SFMTA LABOR-PROJECT MANAGEMENT | 22,250,000 | 21,887,393 | 217,274 | 151,458 | 22,038,850 | 211,150 | | |
| 12 - SFMTA ENGINEERING SERVICES | 4,007,164 | 3,804,681 | 57,627 | 39,824 | 3,844,505 | 162,659 | | |
| 1.3.012.02.080.04 - CM: SFMTA LABOR-ENGINEERING CONTRACT 1252 | 123,582 | 57,648 | 0 | 0 | 57,648 | 65,934 | | |
| 1.3.012.06.080.04 - CM: SFMTA LABOR-ENGINEERING CONTRACT 1300 | 3,883,582 | 3,747,033 | 57,627 | 39,824 | 3,786,857 | 96,725 | | |
| 13 - SFMTA CONSTRUCTION MANAGEMENT | 30,052,275 | 29,539,016 | 415,231 | 285,576 | 29,824,592 | 227,683 | | |
| 1.3.013.01.080.04 - CM:SFMTA LABOR-CONSTR. MANAGEM | 30,052,275 | 29,539,016 | 415,231 | 285,576 | 29,824,592 | 227,683 | | |
| 16 - DEPARTMENT OF PARKING AND TRAFFIC (DPT) | 4,231,585 | 3,009,082 | 66,191 | 10,641 | 3,019,722 | 1,211,863 | | |
| 1.3.016.01.080.04 - DPT CONTRACT 1300 SUPPORT UMS | 200,000 | 407,864 | 0 | 0 | 407,864 | (207,864) | | |
| 1.3.016.01.080.04 - DPT CONTRACT 1300 SUPPORT CTS | 200,000 | 235,760 | 41,453 | 408 | 236,168 | (36,168) | | |
| 1.3.016.01.080.04 - DPT CONTRACT 1300 SUPPORT YBM | 250,000 | 228,550 | 0 | 0 | 228,550 | 21,450 | | |
| 1.3.016.01.080.04 - DPT CONTRACT 1300 SUPPORT STS | 672,048 | 430,586 | 24,737 | 10,233 | 440,819 | 231,229 | | |
| 1.3.016.02.040.08 - DPT: FIELD OPS TUNNEL [B84] | 0 | 1,464 | 0 | 0 | 1,464 | (1,464) | | |
| 1.3.016.02.040.08 - DPT: FIELD OPS TUNNEL [B86] | 0 | 204,261 | 0 | 0 | 204,261 | (204,261) | | |
| 1.3.016.06.040.02 - DPT:DPT TRAFFIC SHOP CONTRACT 1300 | 1,200,000 | 0 | 0 | 0 | 0 | 1,200,000 | | |
| 1.3.016.08.040.08 - DPT:PCOS:2UTL [68A] | 400,728 | 400,728 | 0 | 0 | 400,728 | 0 | | |
| 1.3.016.08.040.08 - DPT:SSD CN:2UTL | 0 | 108,020 | 0 | 0 | 108,020 | (108,020) | | |
| 1.3.016.08.080.04 - DPT:SSD [1326] | 252,536 | 252,536 | 0 | 0 | 252,536 | 0 | | |
| 1.3.016.08.080.04 - DPT:SSD [13BN] | 23,302 | 23,302 | 0 | 0 | 23,302 | 0 | | |
| 1.3.016.08.080.04 - DPT:SSD [13CN] | 963 | 963 | 0 | 0 | 963 | 0 | | |
| 1.3.016.08.080.04 - DPT:SSD [B85] | 92,008 | 92,008 | 0 | 0 | 92,008 | 0 | | |

| [A] Cost Account Description | [B] June 2022 Budget (YOE) | ACTUAL COSTS | | | | | [G] VARIANCE (B - F) | COST REPORT NOTES |
|--|----------------------------|-----------------------|-------------------------|---------------------|-------------------|---|----------------------|-------------------|
| | | [C] PRIOR MONTH Total | [D] PRIOR MONTH Monthly | [E] CURRENT Monthly | [F] CURRENT Total | | | |
| 1.3.016.03.040.08 - PCOS:1300/UMS [68CPT544132W.CPT544132Z] | 355,000 | 163,411 | 0 | 0 | 163,411 | 0 | 191,589 | |
| 1.3.016.04.040.08 - PCOS:1300/CTS [68CPT544132X.CPT544132Y] | 55,000 | 0 | 0 | 0 | 0 | 0 | 55,000 | |
| 1.3.016.05.040.08 - PCOS:1300/YBM [68CPT544132Y.CPT544132Z] | 220,000 | 207,537 | 0 | 0 | 207,537 | 0 | 12,463 | |
| 1.3.016.09.040.08 - PCOS:1300/STS [68CPT544132Z.CPT544132Z] | 310,000 | 252,092 | 0 | 0 | 252,092 | 0 | 57,908 | |
| 17 - MOTIVE POWER | 2,195 | 0 | 0 | 0 | 0 | 0 | 2,195 | |
| 1.3.017.07.040.02 - PWR:SFMTA-MOTIVE POWER-UTL.REL | 2,195 | 0 | 0 | 0 | 0 | 0 | 2,195 | |
| 18 - SFMTA OPERATIONS | 400,000 | 153,852 | 0 | 0 | 153,852 | 0 | 244,148 | |
| 1.3.018.04.040.02 - OPS:SUPPORT TO CONTRACT 1300/CTS | 100,000 | 67,354 | 0 | 0 | 67,354 | 0 | 32,646 | |
| 1.3.018.06.080.07 - OPS:SUPPORT TO CONTRACT 1300 - UMS O/L | 50,255 | 73,817 | 0 | 0 | 73,817 | 0 | (23,561) | |
| 1.3.018.06.080.07 - OPS:SUPPORT TO CONTRACT 1300/UMS | 249,745 | 14,681 | 0 | 0 | 14,681 | 0 | 235,063 | |
| 19 - OTHER SFMTA | 1,000,000 | 945,836 | 0 | 0 | 945,836 | 0 | 54,164 | |
| 1.3.019.07.080.07 - OTH:MTA SFMTA-SURVEY; TSTG [6840] | 1,800 | 1,720 | 0 | 0 | 1,720 | 0 | 80 | |
| 1.3.019.08.040.08 - OTH:MTA 1251 MATERIALS | 150,000 | 126,149 | 0 | 0 | 126,149 | 0 | 23,851 | |
| 1.3.019.08.080.07 - OTH:MTA OPERATION SUPPORT DURI | 848,200 | 817,966 | 0 | 0 | 817,966 | 0 | 30,234 | |
| 21 - ARTS COMMISSION | 12,010,886 | 6,586,583 | 0 | 0 | 6,586,583 | 0 | 5,424,303 | |
| 1.3.021.01.040.06 - ARTS:CTYCO-ARTS COMMISSION CONSTRUCTION COSTS | 3,769,932 | 0 | 0 | 0 | 0 | 0 | 3,769,932 | |
| 1.3.021.01.080.03 - ARTS:CTYCO-ARTS COMMISSION [1227] | 1,719,387 | 388,167 | 0 | 0 | 388,167 | 0 | 1,331,220 | |
| 1.3.021.01.080.04 - ARTS:CTYCO-ARTS COMMISSION [PWE335MPFUNA.CPT5441227] | 21,000 | 12,465 | 0 | 0 | 12,465 | 0 | 8,535 | |
| 1.3.021.06.080.03 - ARTS:CTYCO-ARTS COMMISSION PM [285MC.132] | 834,264 | 999,377 | 0 | 0 | 999,377 | 0 | (165,113) | |
| 1.3.021.01.080.03 - ARTS:CTYCO-ARTS COMMISSION [PWA335MPFUNA.CPT5441327] | 10,149 | 11,093 | 0 | 0 | 11,093 | 0 | (944) | |
| 1.3.021.01.080.03 - ARTS:CTYCO-ARTS COMMISSION [PWE335MPFUNA.CPT5441327] | 4,439 | 4,439 | 0 | 0 | 4,439 | 0 | 0 | |
| 1.3.021.06.040.06 - ARTS:CTYCO-ARTS COMMISSION [68CPT5441327.CPT5441327] | 1,393,660 | 1,397,606 | 0 | 0 | 1,397,606 | 0 | (3,946) | |
| 1.3.021.06.040.06 - ARTS:CTYCO-ARTS COMMISSION [285MCPFUNA.CPT5441327] | 3,011,963 | 3,773,436 | 0 | 0 | 3,773,436 | 0 | (761,473) | |
| 1.3.021.01.080.03 - ARTS:CTYCO-ARTS COMMISSION [132] | 86,091 | 0 | 0 | 0 | 0 | 0 | 86,091 | |
| 1.3.021.97.040.06 - ARTS:COMMISSION ALLOC CO | 1,160,000 | 0 | 0 | 0 | 0 | 0 | 1,160,000 | |
| 23 - CITY ATTORNEY'S OFFICE | 3,837,500 | 3,592,456 | 0 | 0 | 3,592,456 | 0 | 245,044 | |
| 1.3.023.01.080.06 - ATTY:CN LEGAL-CITY ATTORNEY OF | 3,837,500 | 3,592,456 | 0 | 0 | 3,592,456 | 0 | 245,044 | |
| 25 - PUBLIC UTILITIES COMMISSION SEWER | (2,925,296) | 0 | 0 | 0 | 0 | 0 | (2,925,296) | |
| 1.3.025.09.040.02 - STS.1256: SITE UTILITIES: SFPUC SEWER MAIN | (2,925,296) | 0 | 0 | 0 | 0 | 0 | (2,925,296) | |
| 26 - PLANNING | 137,062 | 26,697 | 0 | 0 | 26,697 | 0 | 110,365 | |
| 1.3.026.01.080.06 - CM:CTYCO-PLANNING DEPARTMENT | 137,062 | 26,697 | 0 | 0 | 26,697 | 0 | 110,365 | |
| 28 - PUBLIC UTILITIES COMMISSION WATER | 4,242,012 | 5,437,085 | 0 | 0 | 5,437,085 | 0 | (1,195,073) | |
| 1.3.028.02.040.02 - CM:CTYCO-PUBLIC UTIL COMM. (PUC) | 0 | 4,745 | 0 | 0 | 4,745 | 0 | (4,745) | |
| 1.3.028.02.040.08 - PUC: FIELD OPERATIONS TUNNEL | 398,400 | 528,347 | 0 | 0 | 528,347 | 0 | (129,947) | |
| 1.3.028.02.080.04 - PUC:MTA CSP CN1252 [470465] | 105,000 | 91,587 | 0 | 0 | 91,587 | 0 | 13,413 | |
| 1.3.028.03.040.02 - PUC:CDD CONTRACT 1300/UMS SUPPORT | 606,354 | 852,013 | 0 | 0 | 852,013 | 0 | (245,659) | |
| 1.3.028.03.080.04 - PUC:CMB CONTRACT 1300/UMS INSPECTION | 230,000 | 48,770 | 0 | 0 | 48,770 | 0 | 181,230 | |
| 1.3.028.04.040.02 - PUC:CDD CONTRACT 1300/CTS SUPPORT | 271,755 | 245,688 | 0 | 0 | 245,688 | 0 | 26,067 | |
| 1.3.028.04.080.04 - PUC:CMB CONTRACT 1300/CTS INSPECTION | 115,000 | 97,695 | 0 | 0 | 97,695 | 0 | 17,305 | |
| 1.3.028.05.040.02 - PUC:CDD CONTRACT 1300/YBM SUPPORT | 450,282 | 860,157 | 0 | 0 | 860,157 | 0 | (409,875) | |
| 1.3.028.05.080.04 - PUC:CMB CONTRACT 1300/YBM INSPECTION | 184,000 | 155,783 | 0 | 0 | 155,783 | 0 | 28,217 | |
| 1.3.028.06.040.02 - PUC:CMB CONTRACT 1300/SFWD AWSS MATERIAL | 225,079 | 474,781 | 0 | 0 | 474,781 | 0 | (249,702) | |
| 1.3.028.07.040.02 - PUC:PUC CDD WATER CONNECTION CONTRACT 1250 | 248,035 | 291,501 | 0 | 0 | 291,501 | 0 | (43,466) | |
| 1.3.028.07.080.04 - PUC:PUC CDD WATER CONNECTION CONTRACT 1251 [3BB] | 74,468 | 113,844 | 0 | 0 | 113,844 | 0 | (39,376) | |
| 1.3.028.08.040.02 - PUC:PUC CDD WATER CONNECTION CONTRACT 1251 [445] | 0 | 92,579 | 0 | 0 | 92,579 | 0 | (92,579) | |
| 1.3.028.08.040.02 - PUC:PUC CDD WATER CONNECTION CONTRACT 1251 [445] | 340,310 | 318,130 | 0 | 0 | 318,130 | 0 | 22,180 | |
| 1.3.028.08.080.04 - PUC:PUC CDD WATER CONNECTION CONTRACT 1251 | 266,252 | 289,424 | 0 | 0 | 289,424 | 0 | (23,172) | |
| 1.3.028.09.040.02 - PUC:CMB CONTRACT 1300/STS SUPPORT | 520,077 | 507,749 | 0 | 0 | 507,749 | 0 | 12,328 | |
| 1.3.028.09.080.04 - PUC:CMB CONTRACT 1300/STS INSPECTION | 207,000 | 464,294 | 0 | 0 | 464,294 | 0 | (257,294) | |
| 32 - DPW - IDC ENGINEERING (HYDRAULIC) | 1,150,459 | 560,763 | 0 | 0 | 560,763 | 0 | 589,696 | |

| [A] Cost Account Description | [B] June 2022 Budget (YOE) | ACTUAL COSTS | | | | | [G] VARIANCE (B - F) | COST REPORT NOTES |
|---|----------------------------|-----------------------|-------------------------|---------------------|-------------------|------------|----------------------|-------------------|
| | | [C] PRIOR MONTH Total | [D] PRIOR MONTH Monthly | [E] CURRENT Monthly | [F] CURRENT Total | | | |
| 1.3.032.01.080.04 - CM:DPW:1424J-BUREAU OF ENGINEERING (BOE) [AB12] | (285,405) | (285,405) | 0 | 0 | 0 | (285,405) | 0.00 | |
| 1.3.032.03.080.04 - DPW IDC HYDRAULIC CNI1300 UMS SUPPORT | 297,938 | 130,415 | 0 | 0 | 0 | 130,415 | 167,523 | |
| 1.3.032.04.080.04 - DPW IDC HYDRAULIC CNI1300 CTS SUPPORT | 295,639 | 22,125 | 0 | 0 | 0 | 22,125 | 273,514 | |
| 1.3.032.05.080.04 - DPW IDC HYDRAULIC CNI1300 YBM SUPPORT | 301,882 | 58,932 | 0 | 0 | 0 | 58,932 | 242,950 | |
| 1.3.032.06.080.04 - 1424J-BOE LABOR [PWEIX5MPFUNA.CPT544112B112] | 85,275 | 85,275 | 0 | 0 | 0 | 85,275 | 0 | 53 |
| 1.3.032.06.080.04-1424J-BOE LABOR [PWEIX5MPFUNA.CPT544112C112] | 109,658 | 109,658 | 0 | 0 | 0 | 109,658 | 0 | 54 |
| 1.3.032.06.080.04 - 1424J-BOE LABOR [PWEIX5MPFUNA.CPT544112D112] | 15,791 | 15,791 | 0 | 0 | 0 | 15,791 | 0 | 55 |
| 1.3.032.06.080.04 - 1424J-BOE LABOR [PWEIX5MPFUNA.CPT544112E112] | 11,193 | 11,193 | 0 | 0 | 0 | 11,193 | 0 | 56 |
| 1.3.032.06.080.04 - 1424J-BOE LABOR [PWEIX5MPFUNA.CPT544112F112] | 107,798 | 107,798 | 0 | 0 | 0 | 107,798 | 0 | 57 |
| 1.3.032.06.080.04 - 1424J-BOE LABOR [PWEIX5MPFUNA.CPT544112G112] | 21,690 | 47,917 | 0 | 0 | 0 | 47,917 | (26,227) | |
| 1.3.032.08.080.04 - DPW.HYRDDPW-BOE IDC ENG SVC DC | 9,000 | 0 | 0 | 0 | 0 | 0 | 9,000 | |
| 1.3.032.09.080.04 - DPW IDC HYDRAULIC CNI1300 STS SUPPOR | 180,000 | 257,065 | 0 | 0 | 0 | 257,065 | (77,065) | |
| 34 - DPW - IDC CONSTRUCTION (CAPITAL) | 6,703,969 | 6,345,071 | 0 | 0 | 0 | 6,345,071 | 358,898 | |
| 1.3.034.01.080.04 - DPW:BCM LABOR [2113] | 2,140,142 | 2,140,142 | 0 | 0 | 0 | 2,140,142 | 0 | |
| 1.3.034.02.080.04 - DPW:CONSTR:1252 CM [CD12] | 1,207,603 | 1,207,603 | 0 | 0 | 0 | 1,207,603 | 0 | |
| 1.3.034.02.080.04 - DPW:CONSTR:1252 CM [13AC12] | 138,397 | 138,397 | 0 | 0 | 0 | 138,397 | 0 | |
| 1.3.034.06.080.04 - DPW:SITE ASSESSMENT & REMEDIATION (SAR) [132112] | 506,858 | 506,858 | 0 | 0 | 0 | 506,858 | 0 | |
| 1.3.034.06.080.04 - DPW:CONSTR:1300 CM [13CP12] | 2,710,969 | 2,352,071 | 0 | 0 | 0 | 2,352,071 | 358,898 | |
| 36 - DPW - BSM INFRASTRUCTURE (MAPPING) | 465,562 | 158,741 | 0 | 0 | 0 | 158,741 | 306,821 | |
| 1.3.036.01.080.04 - DPW:MPPG:DPW-BUREAU OF ST USE | 367,129 | 32,680 | 0 | 0 | 0 | 32,680 | 334,449 | |
| 1.3.036.02.080.04 - DPW:MPPG:1300-DPW-BUREAU OF ST USE [13CG12] | 50,000 | 33,084 | 0 | 0 | 0 | 33,084 | 16,916 | |
| 1.3.036.02.080.06 - DPW:MPPG:DPW-BUREAU OF ST USE [13CF] | 48,433 | 92,977 | 0 | 0 | 0 | 92,977 | (44,544) | |
| 37 - DPW - PCS MATERIAL TESTING LABORATORY | 83,100 | 0 | 0 | 0 | 0 | 0 | 83,100 | |
| 1.3.037.01.080.07 - DPW.MTL.LABDPW-MATERIAL_TESTIN | 83,100 | 0 | 0 | 0 | 0 | 0 | 83,100 | |
| 39 - DPW - PCS SITE ASSESSMENT & REMEDIATION (SAR) | 613,853 | 438,455 | 0 | 0 | 0 | 438,455 | 175,398 | |
| 1.3.039.01.080.04 - DPW:SITE ASSESSMENT & REMEDIATION (SAR) [2213] | 92,459 | 92,459 | 0 | 0 | 0 | 92,459 | 0 | |
| 1.3.039.01.080.04 - DPW:SITE ASSESSMENT & REMEDIATION (SAR) [2250] | 78,400 | 78,400 | 0 | 0 | 0 | 78,400 | 0 | |
| 1.3.039.01.080.04 - DPW:SITE ASSESSMENT & REMEDIATION (SAR) [2257] | 151,515 | 151,515 | 0 | 0 | 0 | 151,515 | 0 | |
| 1.3.039.01.080.04 - DPW:SITE ASSESSMENT & REMEDIATION (SAR) [2313] | 24,343 | 24,343 | 0 | 0 | 0 | 24,343 | 0 | |
| 1.3.039.01.080.04 - DPW:SITE ASSESSMENT & REMEDIATION (SAR) [2313] | 58,757 | 10,109 | 0 | 0 | 0 | 10,109 | 48,648 | |
| 1.3.039.01.080.04 - DPW:SITE ASSESSMENT & REMEDIATION (SAR) [CE13] | 31,367 | 31,367 | 0 | 0 | 0 | 31,367 | 0 | |
| 1.3.039.01.080.04 - DPW:SITE ASSESSMENT & REMEDIATION (SAR) [CH13] | 100,000 | 8,621 | 0 | 0 | 0 | 8,621 | 91,379 | |
| 1.3.039.01.080.04 - DPW:SITE ASSESSMENT & REMEDIATION (SAR) | 17,000 | 0 | 0 | 0 | 0 | 0 | 17,000 | |
| 1.3.039.02.080.04 - DPW: SITE ASSESSMENT & REMEDIATION (SAR) - CNI252 [13CE11] | 18,632 | 16,880 | 0 | 0 | 0 | 16,880 | 1,753 | |
| 1.3.039.02.080.04 - DPW: SITE ASSESSMENT & REMEDIATION (SAR) - CNI1300 [13CH11] | 41,379 | 24,761 | 0 | 0 | 0 | 24,761 | 16,618 | |
| 46 - MACY'S WEST - SFPUC SEWER WORK | 258,202 | 258,202 | 0 | 0 | 0 | 258,202 | 0 | |
| 1.3.046.08.040.02 - MCY.SWRC. CONTRACT - MACY'S-SEW | 258,202 | 258,202 | 0 | 0 | 0 | 258,202 | 0 | |
| 51 - 821 HOWARD STREET | 770,843 | 777,340 | 11,350 | 142 | 142 | 777,482 | (6,639) | |
| 1.3.051.01.080.03 - ODC.HWRD:ODCs - 821 HOWARD STR | 696,753 | 724,302 | 11,255 | 0 | 0 | 724,302 | (27,549) | |
| 1.3.051.02.080.04 - ODC.HWRD:ODCs - TUNNEL CONTRACT 1252 | 10,000 | 1,056 | 0 | 0 | 0 | 1,056 | 8,944 | |
| 1.3.051.06.080.04 - ODC.HWRD:ODCs - STATION CONTRACT 1300 | 55,000 | 30,283 | 114 | 142 | 142 | 30,425 | 24,575 | |
| 1.3.051.06.080.04 - ODC.HWRD:W/MTA INST WTR SVC @ STS&YBM TRAILER | 9,090 | 21,700 | 0 | 0 | 0 | 21,700 | (12,610) | |
| 55 - 651 BRANNAN | 10,348 | 10,348 | 0 | 0 | 0 | 10,348 | 0 | |
| 1.3.055.01.080.03 - CM:ODCs - 651 BRANNAN STREET | 10,348 | 10,348 | 0 | 0 | 0 | 10,348 | 0 | 59 |
| 63 - CENTRAL SUBWAY PARTNERSHIP - AECOM-EPC JV CONTRACT 149 | 93,453,567 | 93,600,879 | 1,401,709 | (496) | (496) | 93,600,383 | (146,816) | |
| 1.3.063.01.080.03 - CM:PM:AECOM.CS149 OM-EPC JV CS149-PM | 5,017,804 | 5,017,804 | 0 | 0 | 0 | 5,017,804 | 0 | 60 |
| 1.3.063.01.080.04 - CM:AECOM.CS149OM-EPC JV CS-149 [3B] | 1,969,213 | 1,969,213 | 0 | 0 | 0 | 1,969,213 | (0) | |
| 1.3.063.01.080.04 - CM:AECOM.CS149OM-EPC JV CS-149 [3E] | 6,386,250 | 6,386,250 | 0 | 0 | 0 | 6,386,250 | (0) | |
| 1.3.063.01.080.03 - CM:AECOM.CS149OM-EPC JV CS-149 [3E][PM] | 1,596,563 | 1,596,563 | 0 | 0 | 0 | 1,596,563 | 0 | |
| 1.3.063.01.080.04 - CM:AECOM.CS149OM-EPC JV CS-149 [3F] | 4,101,465 | 4,101,466 | 0 | 0 | 0 | 4,101,466 | (0) | |

| [A] Cost Account Description | [B] June 2022 Budget (YOE) | ACTUAL COSTS | | | | | [G] VARIANCE (B - F) | COST REPORT NOTES |
|---|----------------------------|-----------------------|-------------------------|---------------------|-------------------|------------|----------------------|-------------------|
| | | [C] PRIOR MONTH Total | [D] PRIOR MONTH Monthly | [E] CURRENT Monthly | [F] CURRENT Total | | | |
| 1.3.063.01.080.03 - CM:AECOM.CS1490M-EPC JV CS-149 [3F][PM] | 1,025,366 | 1,025,366 | 0 | 0 | 0 | 1,025,366 | 0 | |
| 1.3.063.01.080.04 - CM:AECOM.CS1490M-EPC JV CS-149 [3G] | 5,167,381 | 5,167,381 | 0 | 0 | 0 | 5,167,381 | (0) | |
| 1.3.063.01.080.03 - CM:AECOM.CS1490M-EPC JV CS-149 [3G][PM] | 1,291,845 | 1,291,845 | 0 | 0 | 0 | 1,291,845 | (0) | |
| 1.3.063.01.080.04 - CM:AECOM.CS1490M-EPC JV CS-149 [3H] | 4,380,849 | 4,380,849 | 0 | 0 | 0 | 4,380,849 | (0) | |
| 1.3.063.01.080.03 - CM:AECOM.CS1490M-EPC JV CS-149 [3H][PM] | 1,095,212 | 1,095,212 | 0 | 0 | 0 | 1,095,212 | (0) | |
| 1.3.063.01.080.04 - CM:AECOM.CS1490M-EPC JV CS-149 [3i] | 7,249,943 | 7,249,943 | 0 | 0 | 0 | 7,249,943 | 1,666,969 | |
| 1.3.063.01.080.03 - CM:AECOM.CS1490M-EPC JV CS-149 [3i][PM] | 2,590,785 | 2,590,785 | 0 | 0 | 0 | 2,590,785 | 1,195,041 | |
| 1.3.063.01.080.04 - CM:AECOM.CS1490M-EPC JV CS-149 [3j] | 7,000,000 | 7,000,000 | 0 | 0 | 0 | 7,000,000 | 918,599 | |
| 1.3.063.01.080.03 - CM:AECOM.CS1490M-EPC JV CS-149 [3j][PM] | 2,000,000 | 2,000,000 | 0 | 0 | 0 | 2,000,000 | 479,650 | |
| 1.3.063.01.080.04 - CM:AECOM.CS1490M-EPC JV CS-149 [3m] | 10,070,497 | 10,070,497 | 0 | 0 | 0 | 10,070,497 | 27,681 | |
| 1.3.063.01.080.03 - CM:AECOM.CS1490M-EPC JV CS-149 [3m][PM] | 2,517,624 | 2,517,624 | 0 | 0 | 0 | 2,517,624 | 6,920 | |
| 1.3.063.01.080.04 - CM:AECOM.CS1490M-EPC JV CS-149 [3n] | 9,589,600 | 9,589,600 | 981,682 | 0 | (196,866) | 13,816,582 | (4,226,982) | |
| 1.3.063.01.080.03 - CM:AECOM.CS1490M-EPC JV CS-149 [3n][PM] | 2,397,400 | 2,397,400 | 245,420 | 0 | (49,217) | 3,454,145 | (1,056,745) | |
| 1.3.063.01.080.04 - CM:AECOM.CS1490M-EPC JV CS-149 [9B] | 11,042 | 11,042 | 0 | 0 | 0 | 11,042 | 0 | |
| 1.3.063.01.080.04 - CM:AECOM.CS1490M-EPC JV CS-149 [9D] | 515,694 | 515,694 | 0 | 0 | 0 | 515,694 | (0) | |
| 1.3.063.01.080.04 - CM:AECOM.CS1490M-EPC JV CS-149 [9E] | 523,943 | 523,943 | 0 | 0 | 0 | 523,943 | 0 | |
| 1.3.063.01.080.04 - CM:AECOM.CS1490M-EPC JV CS-149 [9F] | 461,196 | 461,196 | 0 | 0 | 0 | 461,196 | 0 | |
| 1.3.063.01.080.04 - CM:AECOM.CS1490M-EPC JV CS-149 [9G] | 501,912 | 501,912 | 0 | 0 | 0 | 501,912 | 0 | |
| 1.3.063.01.080.04 - CM:AECOM.CS1490M-EPC JV CS-149 [9H] | 1,219,093 | 1,219,093 | 0 | 0 | 0 | 1,219,093 | (0) | |
| 1.3.063.01.080.04 - CM:AECOM.CS1490M-EPC JV CS-149 [9I] | 2,974,444 | 2,974,444 | 0 | 0 | 0 | 2,974,444 | 3,039,000 | |
| 1.3.063.01.080.04 - CM:AECOM.CS1490M-EPC JV CS-149 [9J] | 3,000,000 | 3,000,000 | 0 | 0 | 0 | 3,000,000 | 2,275,598 | |
| 1.3.063.01.080.04 - CM:AECOM.CS1490M-EPC JV CS-149 [9m] | 1,500,000 | 1,500,000 | 0 | 0 | 0 | 1,500,000 | 1,455,059 | |
| 1.3.063.01.080.04 - CM:AECOM.CS1490M-EPC JV CS-149 [9n] | 1,718,500 | 1,718,500 | 174,607 | 0 | 245,587 | 1,581,236 | 137,264 | |
| 1.3.063.97.080.03 - AECOM.CS149-ALLOCAT-CONTING | 5,579,945 | 5,579,945 | 0 | 0 | 0 | 5,579,945 | 0 | |
| 64 - CNI300 JOB READINESS PROGRAM | 1,060,000 | 1,060,000 | 0 | 0 | 0 | 956,145 | 103,855 | 61 |
| 1.3.064.06.040.08 - CNI300 JOB READINESS PROGRAM | 1,060,000 | 1,060,000 | 0 | 0 | 0 | 956,145 | 103,855 | |
| 67 - HILL INTERNATIONAL CONTRACT 156 | 3,031,391 | 3,031,391 | 0 | 0 | 0 | 2,848,817 | 182,574 | |
| 1.3.067.01.080.03 - HILL.CS156:HILL INTL. CS-156 [1336] | 920,426 | 920,426 | 0 | 0 | 0 | 920,426 | 0 | |
| 1.3.067.01.080.03 - HILL.CS156:HILL INTL. CS-156 [1337] | 533,148 | 533,148 | 0 | 0 | 0 | 533,148 | 0 | |
| 1.3.067.01.080.03 - HILL.CS156:HILL INTL. [1350] | 127,261 | 127,261 | 0 | 0 | 0 | 127,261 | 0 | |
| 1.3.067.01.080.03 - HILL INTERNATIONAL CS156 AWP 2016 [68CPT5441340.CPT5441340] | 883,631 | 883,631 | 0 | 0 | 0 | 883,631 | (0) | |
| 1.3.067.01.080.03 - HILL INTERNATIONAL CS156 AWP 2017 [68CPT5441346.CPT5441346] | 566,925 | 566,925 | 0 | 0 | 0 | 384,352 | 182,573 | |
| 69 - BAYLAND SOIL PROCESS CONTRACT 175 | 500,000 | 500,000 | 0 | 0 | 0 | 255,144 | 244,856 | 62 |
| 1.3.069.06.040.01 - BAYLAND.CS175:BAYLAND SOIL PROCESS [133K] | 500,000 | 500,000 | 0 | 0 | 0 | 255,144 | 244,856 | |
| 71 - TUNNEL/UTILITIES - CONTRACT # CONTRACT 155-1 | 2,158,846 | 2,158,846 | 0 | 0 | 0 | 2,215,889 | (57,043) | |
| 1.3.071.01.080.04 - CM: CS155.1 DESIGN SUPPORT DURING CM [1232] | 0 | (87,201) | 0 | 0 | 0 | (87,201) | 87,201 | 63 |
| 1.3.071.02.080.04 - CM: CS155.1 DESIGN SUPPORT DURING CM [1332] | 2,158,846 | 2,303,091 | 0 | 0 | 0 | 2,303,091 | (144,245) | |
| 72 - STATIONS - CONTRACT # CONTRACT 155-2 | 26,297,290 | 26,410,282 | 310,785 | 0 | (449,285) | 25,960,998 | 336,292 | |
| 1.3.072.01.080.04 - CM: CS155.2 DESIGN SUPPORT DURING CM [1233] | 51,351 | 65,601 | 0 | 0 | 0 | 65,601 | (14,250) | 64 |
| 1.3.072.01.080.04 - CM: CS155.2 DESIGN SUPPORT DURING CM [1333] | 26,245,939 | 26,344,681 | 310,785 | 0 | (449,285) | 25,895,397 | 350,542 | |
| 73 - SYSTEMS/INTEGRATION - CONTRACT 155-3 | 7,988,979 | 10,195,777 | 274,440 | 0 | -286,934 | 9,908,843 | (1,919,864) | |
| 1.3.073.01.080.04 - CM: CS155.3 DESIGN SUPPORT DURING CM [1236] | 90,000 | 89,791 | 0 | 0 | 0 | 89,791 | 209 | |
| 1.3.073.01.080.04 - CM: CS155.3 DESIGN SUPPORT DURING CM [1334] | 7,898,979 | 10,105,986 | 274,440 | 0 | (286,934) | 9,819,052 | (1,920,073) | |
| 81 - UTILITIES RELOCATION #1 (PORTAL & MOS) - CONTRACT 1250 | 11,968,150 | 11,968,150 | 0 | 0 | 0 | 11,968,150 | 0 | |
| 1.3.081.07.040.01 - URI.CONTRACT 1250-SITEWORK: DEMOLIT | 167,458 | 167,458 | 0 | 0 | 0 | 167,458 | 0 | |
| 1.3.081.07.040.02 - URI.CONTRACT 1250-SITEWORK: UTILITI | 10,099,341 | 10,099,341 | 0 | 0 | 0 | 10,099,341 | 0 | |
| 1.3.081.07.040.03 - URI.CONTRACT 1250-SITEWORK:HAZMAT | 453,321 | 453,321 | 0 | 0 | 0 | 453,321 | 0 | |
| 1.3.081.07.040.08 - URI.CONTRACT 1250-SITEWORK:TEMPORAR | 1,248,030 | 1,248,030 | 0 | 0 | 0 | 1,248,030 | 0 | |
| 82 - UTILITIES RELOCATION #2 (UMS) - CONTRACT 1251 | 20,669,081 | 20,669,081 | 0 | 0 | 0 | 20,669,081 | (0) | 65 |

| [A] Cost Account Description | ACTUAL COSTS | | | | | | COST REPORT NOTES |
|---|----------------------------|-----------------------|-------------------------|---------------------|----------------------|----------------------|-------------------|
| | [B] June 2022 Budget (YOE) | [C] PRIOR MONTH Total | [D] PRIOR MONTH Monthly | [E] CURRENT Monthly | [F] CURRENT Total | [G] VARIANCE (B - F) | |
| 1.3.082.08.040.01 - UR2.CONTRACT 1251-SITWORK: DEMOLIT | 752,240 | 752,240 | 0 | 0 | 752,240 | 0 | |
| 1.3.082.08.040.02 - UR2.CONTRACT 1251-SITWORK:UTILITI | 10,202,543 | 10,202,543 | 0 | 0 | 10,202,543 | (0) | |
| 1.3.082.08.040.03 - UR2.CONTRACT 1251-SITWORK:HAZMAT | 172,712 | 172,712 | 0 | 0 | 172,712 | 0 | |
| 1.3.082.08.040.05 - UR2.CONTRACT 1251-SITWORK:STRUCTU | 2,706,431 | 2,706,431 | 0 | 0 | 2,706,431 | 0 | |
| 1.3.082.08.040.06 - UR2.CONTRACT 1251-SITWORK:PEDESTRA | 319,317 | 319,317 | 0 | 0 | 319,317 | 0 | |
| 1.3.082.08.040.07 - UR2.CONTRACT 1251-SITWORK:AUTO/BUS | 190,362 | 190,362 | 0 | 0 | 190,362 | 0 | |
| 1.3.082.08.040.08 - UR2.CONTRACT 1251-SITWORK:TEMP FAC | 6,325,476 | 6,325,476 | 0 | 0 | 6,325,476 | 0 | |
| GUIDEWAY TUNNELS TOTAL | 233,511,253 | 233,511,253 | 0 | 0 | 233,511,253 | 0 | |
| 83 - GUIDEWAY TUNNELS - CONTRACT # 1252 BASE | 233,584,015 | 233,584,015 | 0 | 0 | 233,584,015 | 0 | 66 |
| 1.3.083.02.010.06 - CONTRACT 1252:GUIDEWAY:UNDERGRND CUT | 60,446,425 | 60,446,425 | 0 | 0 | 60,446,425 | 0 | |
| 1.3.083.02.010.07 - CONTRACT 1252:GUIDEWAY:UNDERGROUND | 105,423,090 | 105,423,090 | 0 | 0 | 105,423,090 | 0 | |
| 1.3.083.02.020.03 - CONTRACT 1252: STATIONS: UNDERGROUND | 21,685,000 | 21,685,000 | 0 | 0 | 21,685,000 | 0 | |
| 1.3.083.02.040.01 - CONTRACT 1252:SITWORK:DEMO CLEARING | 2,440,000 | 2,440,000 | 0 | 0 | 2,440,000 | 0 | |
| 1.3.083.02.040.02 - CONTRACT 1252:SITWORK:UTILITIES & RE | 10,895,000 | 10,895,000 | 0 | 0 | 10,895,000 | 0 | |
| 1.3.083.02.040.03 - CONTRACT 1252:SITWORK:HAZMAT&MITIGAT | 200,000 | 200,000 | 0 | 0 | 200,000 | 0 | |
| 1.3.083.02.040.04 - CONTRACT 1252:SITWORK:ENVIRON. MITIG | 300,000 | 300,000 | 0 | 0 | 300,000 | 0 | |
| 1.3.083.02.040.06 - CONTRACT 1252:SITWORK:PED/BIKE ACCES | 50,000 | 50,000 | 0 | 0 | 50,000 | 0 | |
| 1.3.083.02.040.07 - CONTRACT 1252:SITWORK:AUTO/BUS ACCES | 1,345,000 | 1,345,000 | 0 | 0 | 1,345,000 | 0 | |
| 1.3.083.02.040.08 - CONTRACT 1252:SITWORK:TEMP FACILITIE | 30,799,500 | 30,799,500 | 0 | 0 | 30,799,500 | 0 | |
| 83 - GUIDEWAY TUNNELS - CONTRACT # 1252 CMODs | (72,762) | (72,762) | 0 | 0 | (72,762) | 0 | 67 |
| 1.3.083.83.010.06 - CONTRACT 1252: CONTRACT MOD | 112,251 | 112,251 | 0 | 0 | 112,251 | 0 | |
| 1.3.083.83.010.07 - CONTRACT 1252: CONTRACT MOD | 1,810,094 | 1,810,094 | 0 | 0 | 1,810,094 | 0 | |
| 1.3.083.83.020.03 - CONTRACT 1252: CONTRACT MOD | 1,004,156 | 1,004,156 | 0 | 0 | 1,004,156 | 0 | |
| 1.3.083.83.040.02 - CONTRACT 1252: CONTRACT MOD | 1,035,588 | 1,035,588 | 0 | 0 | 1,035,588 | (0) | |
| 1.3.083.83.040.03 - CONTRACT 1252: CONTRACT MOD | 453,475 | 453,475 | 0 | 0 | 453,475 | 0 | |
| 1.3.083.83.040.08 - CONTRACT 1252: CONTRACT MOD | (4,488,326) | (4,488,326) | 0 | 0 | (4,488,326) | 0 | |
| 1.3.083.93.010.07 - CONTRACT 1252: TUNNEL ALLOC CONTING | 0 | 0 | 0 | 0 | 0 | 0 | 68 |
| CONTRACT 1300 - STATIONS, TRACKWORK AND SYSTEMS TOTAL | 1,122,009,291 | 1,154,919,456 | 4,773,899 | 2,595,842 | 1,157,515,298 | -35,506,007 | 69 |
| 84 - UNION SQUARE/MARKET STREET STATION (UMS) - WORK PACKAGE 1253 | 294,030,590 | 293,769,945 | 5,794 | 1,500 | 293,771,445 | 259,145 | 21 |
| 1.3.084.03.020.03 - UMS.1253: UNDERGROUND STATION | 253,081,452 | 253,039,253 | 5,794 | 1,500 | 253,040,753 | 40,699 | |
| 1.3.084.03.020.07 - UMS.1253: ELEVATORS ESCALATOR | 9,465,694 | 9,465,694 | 0 | 0 | 9,465,694 | 0 | |
| 1.3.084.03.040.01 - UMS.1253: DEMOLITION CLEARING | 6,071,588 | 6,071,588 | 0 | 0 | 6,071,588 | 0 | |
| 1.3.084.03.040.02 - UMS.1253: SITE UTILITIES UTIL | 4,360,395 | 4,360,395 | 0 | 0 | 4,360,395 | 0 | |
| 1.3.084.03.040.03 - UMS.1253: HAZARDOUS MATERIALS | 550,000 | 550,000 | 0 | 0 | 550,000 | 0 | |
| 1.3.084.03.040.04 - UMS.1253: ENVIRONMENTAL MITIGA | 244,500 | 244,500 | 0 | 0 | 244,500 | 0 | |
| 1.3.084.03.040.06 - UMS.1253: PEDESTRIAN/BIKE | 18,969 | 18,969 | 0 | 0 | 18,969 | 0 | |
| 1.3.084.03.040.07 - UMS.1253: AUTOMOBILE BUS ACCE | 1,158,410 | 1,158,410 | 0 | 0 | 1,158,410 | 0 | |
| 1.3.084.03.040.08 - UMS.1253: TEMPORARY FACILITIES | 11,139,701 | 10,890,155 | 0 | 0 | 10,890,155 | 249,546 | |
| 1.3.084.03.050.02 - UMS.1253: TRAFFIC SIGNALS AND | 4,773,076 | 4,773,076 | 0 | 0 | 4,773,076 | 0 | |
| 1.3.084.03.050.03 - UMS.1253: TRACTION POWER SUPPL | 1,815,534 | 1,815,534 | 0 | 0 | 1,815,534 | 0 | |
| 1.3.084.03.050.04 - UMS.1253: TRACTION POWER DISTR | 216,957 | 216,957 | 0 | 0 | 216,957 | 0 | |
| 1.3.084.03.050.05 - UMS.1253: COMMUNICATIONS | 1,134,314 | 1,165,414 | 0 | 0 | 1,165,414 | (31,100) | |
| 84 - UNION SQUARE/MARKET STREET STATION (UMS) CMODs | 20,744,337 | 17,512,856 | (3,231,481) | 0 | 17,512,856 | 3,231,481 | |
| 1.3.084.84.020.03 - CMOD:UMS.1253: UNDERGROUND STATION | 1,832,330 | 1,832,330 | 0 | 0 | 1,832,330 | 0 | |
| 1.3.084.84.020.07 - CMOD:UMS.1253: ELEVATORS, ESCALATORS | 490,000 | 490,000 | 0 | 0 | 490,000 | 0 | |
| 1.3.084.84.040.01 - CMOD:UMS.1253: DEMOLITION CLEARING | 944,987 | 944,987 | 0 | 0 | 944,987 | 0 | |
| 1.3.084.84.040.02 - CMOD:UMS.1253: SITE UTILITIES UTIL | 3,270,038 | 3,270,038 | 0 | 0 | 3,270,038 | 0 | |
| 1.3.084.84.040.03 - CMOD:UMS.1253: HAZARDOUS MATERIALS | 349,730 | 349,730 | 0 | 0 | 349,730 | 0 | |
| 1.3.084.84.040.07 - CMOD:UMS.1253: AUTOMOBILE BUS ACCE | 0 | 0 | 0 | 0 | 0 | 0 | 69a |
| 1.3.084.84.040.08 - CMOD:UMS.1253: TEMPORARY FACILITIES | 13,809,103 | 10,577,622 | (3,231,481) | 0 | 10,577,622 | 3,231,481 | |
| 1.3.084.84.050.05 - CMOD:UMS.1253: COMMUNICATIONS | 48,149 | 48,149 | 0 | 0 | 48,149 | 0 | |

| [A] Cost Account Description | [B] June 2022 Budget (YOE) | ACTUAL COSTS | | | | | [F] CURRENT Total | [G] VARIANCE (B - F) | COST REPORT NOTES |
|--|----------------------------|-----------------------|-------------------------|---------------------|-------------------|----------------------|-------------------|----------------------|-------------------|
| | | [C] PRIOR MONTH Total | [D] PRIOR MONTH Monthly | [E] CURRENT Monthly | [F] CURRENT Total | [G] VARIANCE (B - F) | | | |
| 1.3.084.94.020.03 - UMS.1253: AC: ALLOC CONTING | (744,337) | 0 | 0 | 0 | 0 | 0 | (744,337) | 41 | |
| 85 - CHINATOWN STATION (CTS) - WORK PACKAGE 1254 | 247,567,810 | 246,767,756 | 14,828 | 20,054 | 246,787,810 | 780,000 | | | |
| 1.3.085.04.010.07 - CTS.1254: GUIDEWAY: UNDERGROUND TUNNEL | 76,417,579 | 76,417,579 | 0 | 0 | 76,417,579 | 0 | | | |
| 1.3.085.04.020.03 - CTS.1254: UNDERGROUND STATION | 133,001,053 | 132,132,435 | 14,827 | 16,118 | 132,148,553 | 852,500 | | | |
| 1.3.085.04.020.07 - CTS.1254: ELEVATORS ESCALATOR | 6,812,856 | 6,812,856 | 0 | 0 | 6,812,856 | 0 | | | |
| 1.3.085.04.040.01 - CTS.1254: DEMOLITION CLEARING | 400,000 | 400,000 | 0 | 0 | 400,000 | 0 | | | |
| 1.3.085.04.040.02 - CTS.1254: SITE UTILITIES UTIL | 6,001,718 | 6,001,718 | 0 | 0 | 6,001,718 | 0 | | | |
| 1.3.085.04.040.03 - CTS.1254: HAZARDOUS MATERIALS | 350,000 | 350,000 | 0 | 0 | 350,000 | 0 | | | |
| 1.3.085.04.040.04 - CTS.1254: ENVIRONMENTAL MITIGA | 325,665 | 325,665 | 0 | 0 | 325,665 | 0 | | | |
| 1.3.085.04.040.06 - CTS.1254: PEDESTRIAN/BIKE | 15,000 | 15,000 | 0 | 0 | 15,000 | 0 | | | |
| 1.3.085.04.040.07 - CTS.1254: AUTOMOBILE BUS ACCE | 225,677 | 225,677 | 0 | 0 | 225,677 | 0 | | | |
| 1.3.085.04.050.08 - CTS.1254: TEMPORARY FACILITIES | 16,571,322 | 16,571,322 | 0 | 0 | 16,571,322 | 0 | | | |
| 1.3.085.04.050.02 - CTS.1254: TRAFFIC SIGNALS AND | 1,599,593 | 1,668,157 | 1 | 3,936 | 1,672,093 | (72,500) | | | |
| 1.3.085.04.050.03 - CTS.1254: TRACTION POWER SUPPL | 4,063,927 | 4,063,927 | 0 | 0 | 4,063,927 | 0 | | | |
| 1.3.085.04.050.04 - CTS.1254: TRACTION POWER DISTRIBUTION | 124,481 | 124,481 | 0 | 0 | 124,481 | 0 | | | |
| 1.3.085.04.050.05 - CTS.1254: COMMUNICATIONS | 1,658,938 | 1,658,938 | 0 | 0 | 1,658,938 | 0 | | | |
| 85 - CHINATOWN STATION (CTS) CMODs | 157,825,888 | 149,210,383 | 143,725 | 146,584 | 149,356,967 | 8,468,921 | | 71 | |
| 1.3.085.85.020.03 - CMOD:CTS.1254: UNDERGROUND STATION | 1,201,478 | 1,906,478 | 0 | 0 | 1,906,478 | (705,000) | | | |
| 1.3.085.85.020.04 - CMOD:CTS.1254: OTHER STATIONS, LANDING, TERMINALS: INTERMODAL, FERRY, TROLLEY, ETC | 9,360,183 | 0 | 0 | 0 | 0 | 9,360,183 | | | |
| 1.3.085.85.040.01 - CMOD:CTS.1254: POWER POLE | 155,956 | 148,212 | 0 | 0 | 148,212 | 7,744 | | | |
| 1.3.085.85.040.02 - CMOD:CTS.1254: SITE UTILITIES UTIL | 4,022,598 | 4,002,086 | 0 | 0 | 4,002,086 | 20,512 | | | |
| 1.3.085.85.040.03 - CMOD:CTS.1254: HAZARDOUS MATERIALS | 3,895,399 | 3,895,399 | 0 | 0 | 3,895,399 | 0 | | | |
| 1.3.085.85.040.08 - CMOD:CTS.1254: TEMPORARY FACILITIES | 137,546,308 | 137,188,093 | 0 | 0 | 137,188,093 | 358,215 | | | |
| 1.3.085.85.050.05 - CMOD:CTS.1254: COMMUNICATIONS | 1,643,966 | 2,070,116 | 143,725 | 146,584 | 2,216,699 | (572,734) | | 71a | |
| 1.3.085.95.020.03 - CTS.1254: AC: ALLOC CONTING | (13,146,500) | 0 | 0 | 0 | 0 | (13,146,500) | | 72 | |
| 86 - YERBA BUENA MOSCONE STATION (YBM) - WORK PACKAGE 1255 | 158,089,000 | 158,089,200 | 1 | 800 | 158,089,000 | 0 | | | |
| 1.3.086.05.020.03 - YBM.1255: UNDERGROUND STATION | 118,405,840 | 118,405,840 | 0 | 800 | 118,405,840 | 0 | | | |
| 1.3.086.05.020.07 - YBM.1255: ELEVATORS ESCALATOR | 5,333,287 | 5,333,287 | 0 | 0 | 5,333,287 | 0 | | | |
| 1.3.086.05.040.01 - YBM.1255: DEMOLITION CLEARING | 657,000 | 657,000 | 0 | 0 | 657,000 | 0 | | | |
| 1.3.086.05.040.02 - YBM.1255: SITE UTILITIES UTIL | 7,163,278 | 7,163,278 | 0 | 0 | 7,163,278 | 0 | | | |
| 1.3.086.05.040.03 - YBM.1255: HAZARDOUS MATERIALS | 2,629,439 | 2,629,439 | 0 | 0 | 2,629,439 | 0 | | 73 | |
| 1.3.086.05.040.04 - YBM.1255: ENVIRONMENTAL MITIGA | 100,000 | 100,000 | 0 | 0 | 100,000 | 0 | | | |
| 1.3.086.05.040.06 - YBM.1255: PEDESTRIAN/BIKE | 16,665 | 16,665 | 0 | 0 | 16,665 | 0 | | | |
| 1.3.086.05.040.07 - YBM.1255: AUTOMOBILE BUS ACCE | 1,542,725 | 1,542,725 | 0 | 0 | 1,542,725 | 0 | | | |
| 1.3.086.05.040.08 - YBM.1255: TEMPORARY FACILITIES | 15,564,753 | 15,564,753 | 0 | 0 | 15,564,753 | 0 | | | |
| 1.3.086.05.050.02 - YBM.1255: TRAFFIC SIGNALS AND | 1,726,492 | 1,726,492 | 0 | 0 | 1,726,492 | 0 | | | |
| 1.3.086.05.050.03 - YBM.1255: TRACTION POWER SUPPL | 3,708,425 | 3,708,425 | 0 | 0 | 3,708,425 | 0 | | | |
| 1.3.086.05.050.05 - YBM.1255: COMMUNICATIONS | 1,241,096 | 1,241,096 | 1 | 0 | 1,241,096 | 0 | | | |
| 86 - YERBA BUENA MOSCONE STATION (YBM) CMODs | 4,889,959 | 4,493,719 | 0 | 0 | 4,493,719 | 396,240 | | | |
| 1.3.086.86.020.03 - CMOD:YBM.1255: UNDERGROUND STATION | 466,470 | 466,470 | 0 | 0 | 466,470 | 0 | | | |
| 1.3.086.86.020.07 - CMOD:YBM.1255: ELEVATORS ESCALATOR | 210,055 | 210,055 | 0 | 0 | 210,055 | 0 | | | |
| 1.3.086.86.040.01 - CMOD:YBM.1255: DEMOLITION CLEARING | 266,386 | 266,386 | 0 | 0 | 266,386 | 0 | | 73 | |
| 1.3.086.86.040.02 - CMOD:YBM.1255: SITE UTILITIES UTIL | 3,570,282 | 3,174,042 | 0 | 0 | 3,174,042 | 396,240 | | | |
| 1.3.086.86.040.03 - CMOD:YBM.1255: HAZARDOUS MATERIALS | 150,828 | 150,828 | 0 | 0 | 150,828 | 0 | | | |
| 1.3.086.86.040.04 - CMOD:YBM.1255: ENVIRONMENTAL MITIGA | 102,734 | 102,734 | 0 | 0 | 102,734 | 0 | | | |
| 1.3.086.86.040.06 - CMOD:YBM.1255: PEDESTRIAN/BIKE | 35,489 | 35,489 | 0 | 0 | 35,489 | 0 | | | |
| 1.3.086.86.040.08 - CMOD:YBM.1255: TEMPORARY FACILITIES | 87,715 | 87,715 | 0 | 0 | 87,715 | 0 | | | |
| 1.3.086.86.050.05 - CMOD:YBM.1255: COMMUNICATIONS | 0 | 0 | 0 | 0 | 0 | 0 | | 73a | |
| 1.3.086.96.020.03 - YBM.1255: AC: ALLOC CONTING | 10,110,042 | 0 | 0 | 0 | 0 | 10,110,042 | | 74 | |
| 87 - SURFACE TRACKWORK AND SYSTEMS - WORK PACKAGE 1256 | 139,989,000 | 137,172,758 | 601,063 | 158,476 | 137,331,234 | 2,657,766 | | | |

| [A] Cost Account Description | [B] June 2022 Budget (YOE) | ACTUAL COSTS | | | | | [F] CURRENT Total | [G] VARIANCE (B - F) | COST REPORT NOTES |
|--|----------------------------|-----------------------|-------------------------|---------------------|-------------------|--------------|-------------------|----------------------|-------------------|
| | | [C] PRIOR MONTH Total | [D] PRIOR MONTH Monthly | [E] CURRENT Monthly | [F] CURRENT Total | | | | |
| 1.3.087.09.010.02 - STS.1256: GUIDEWAY: AT-GRADE SEMI-EXCLUSIVE (ALLOWS CRO | 2,860,000 | 2,860,000 | 0 | 0 | 0 | 2,860,000 | 0 | | |
| 1.3.087.09.010.06 - STS.1256: GUIDEWAY: UNDERGROUND CUT & CVR | 9,257,731 | 9,257,731 | 0 | 0 | 0 | 9,257,731 | 0 | | |
| 1.3.087.09.010.07 - STS.1256: GUIDEWAY: UNDERGROUND | 16,723,552 | 16,723,552 | 51,000 | 0 | 0 | 16,723,552 | 0 | | |
| 1.3.087.09.010.09 - STS.1256: TRACK DIRECT FIXATION | 6,761,089 | 6,760,089 | 3,000 | 1,000 | 1,000 | 6,761,089 | 0 | | |
| 1.3.087.09.010.12 - STS.1256: TRACK: SPECIAL | 4,449,637 | 4,449,637 | 0 | 0 | 0 | 4,449,637 | 0 | | |
| 1.3.087.09.020.01 - STS.1256: AT-GRADE STATION | 7,602,857 | 7,506,657 | 79,000 | 71,200 | 71,200 | 7,577,857 | 25,000 | | |
| 1.3.087.09.040.02 - STS.1256: SITE UTILITIES, UTILITY RELOCA | 17,464,046 | 14,831,280 | 23,730 | 0 | 0 | 14,831,280 | 2,632,766 | | |
| 1.3.087.09.040.03 - STS.1256: HAZARDOUS MATERIALS | 200,000 | 200,000 | 0 | 0 | 0 | 200,000 | 0 | 73 | |
| 1.3.087.09.040.04 - STS.1256: ENVIRONMENTAL MITIGATION | 50,000 | 50,000 | 0 | 0 | 0 | 50,000 | 0 | 73 | |
| 1.3.087.09.040.07 - STS.1256: AUTOMOBILE BUS ACCE | 2,116,925 | 2,116,925 | 1 | 0 | 0 | 2,116,925 | 0 | | |
| 1.3.087.09.040.08 - STS.1256: TEMPORARY FACILITIES | 13,896,832 | 13,884,971 | 15,000 | 11,861 | 11,861 | 13,896,832 | 0 | | |
| 1.3.087.09.050.01 - STS.1256: TRAIN CONTROL AND SIGNALS | 27,543,451 | 27,576,351 | 0 | 29,415 | 29,415 | 27,576,351 | (32,900) | | |
| 1.3.087.09.050.02 - STS.1256: TRAFFIC SIGNALS AND | 4,463,368 | 4,433,953 | 365,912 | 0 | 0 | 4,463,368 | 0 | | |
| 1.3.087.09.050.03 - STS.1256: TRACTION POWER SUPPL | 9,889,014 | 9,886,014 | 0 | 3,000 | 3,000 | 9,889,014 | 0 | | |
| 1.3.087.09.050.04 - STS.1256: TRACTION POWER DISTRIBUTION | 6,099,675 | 6,057,675 | 7,000 | 42,000 | 42,000 | 6,099,675 | 0 | | |
| 1.3.087.09.050.05 - STS.1256: COMMUNICATIONS | 7,996,237 | 7,996,237 | 56,420 | 0 | 0 | 7,996,237 | 0 | | |
| 1.3.087.09.050.07 - STS.1256: CENTRAL CONTROL | 2,614,586 | 2,581,686 | 0 | 0 | 0 | 2,581,686 | 32,900 | | |
| 87 - SURFACE TRACKWORK AND SYSTEMS(STS) CMODs | 121,805,969 | 147,903,839 | 7,239,969 | 2,268,428 | 2,268,428 | 150,172,267 | (28,366,298) | | |
| 1.3.087.89.020.03 - CMOD:STS.1256: UNDERGROUND STATION | (4,876,785) | (4,876,785) | 0 | 0 | 0 | (4,876,785) | 0 | | |
| 1.3.087.89.040.01 - CMOD:STS.1256: DEMOLITION, CLEARING, EARTHWORK | 399,000 | 399,000 | 0 | 0 | 0 | 399,000 | 0 | | |
| 1.3.087.89.040.02 - CMOD:STS.1256: SITE UTILITIES, UTILITY RELOCA | 1,482,322 | 1,472,227 | (4,136) | 0 | 0 | 1,472,227 | 10,095 | | |
| 1.3.087.89.040.03 - CMOD:STS.1256: HAZARDOUS MATERIALS | 18,221 | 18,221 | 0 | 0 | 0 | 18,221 | 0 | | |
| 1.3.087.89.040.07 - CMOD:STS.1256: AUTOMOBILE BUS ACCE | 0 | 25,926,011 | 4,588,163 | 2,184,558 | 2,184,558 | 28,110,570 | (28,110,570) | 74a | |
| 1.3.087.89.040.08 - CMOD:STS.1256: TEMPORARY FACILITIES | 124,730,194 | 124,912,147 | 2,655,942 | 83,870 | 83,870 | 124,996,017 | (265,823) | | |
| 1.3.087.89.050.01 - CMOD:STS.1256: TRAIN CONTROL | (17,776,769) | -17,776,769 | 0 | 0 | 0 | -17,776,769 | 0 | | |
| 1.3.087.89.050.02 - CMOD:STS.1256: TRAFFIC SIGNALS AND | 242,427 | 242,427 | 0 | 0 | 0 | 242,427 | 0 | | |
| 1.3.087.89.050.05 - CMOD:STS.1256: COMMUNICATIONS | 17,587,360 | 17,587,360 | 0 | 0 | 0 | 17,587,360 | 0 | | |
| 1.3.087.99.020.01 - STS.1256: AC: ALLOC CONTING | (19,152,467) | (19,152,467) | 0 | 0 | 0 | (19,152,467) | 0 | | |
| 88 - STATIONS CONTRACT 1300 | 4,638,711 | 3,118,251 | 24,298 | 17,629 | 17,629 | 3,135,880 | 1,502,831 | | |
| 1.3.088.06.080.04 - CN1300 CONSTRUCTION TRAILER [68CPT5441316.CPT5441316] | 80,000 | 80,000 | 0 | 0 | 0 | 80,000 | 0 | | |
| 1.3.088.06.080.04 - DT-CN1300 COMMUNICATIONS INSTALL [68CPT5441317.CPT5441317] | 3,634,242 | 1,014,586 | 0 | 0 | 0 | 1,014,586 | 2,619,656 | | |
| 1.3.088.06.080.04 - MTA Communications - Business Liaison to support CN1300 CON[68CPT5 | 420,000 | 1,295,488 | 0 | 0 | 0 | 1,295,488 | (875,488) | | |
| 1.3.088.06.080.04 - IT-CN1300 Installation [68CPT5441319.CPT5441319] | 448,371 | 762,883 | 24,298 | 17,629 | 17,629 | 780,512 | (332,141) | | |
| 1.3.088.06.080.04 - CN1300 Installation Maintenance [68CPT5441320.CPT5441320] | 25,000 | 4,659 | 0 | 0 | 0 | 4,659 | 20,341 | | |
| 1.3.088.06.080.04 - DT Support - Stations [68CPT5441325.CPT5441325] | 31,098 | 40,635 | 0 | 0 | 0 | 40,635 | (9,537) | | |
| 141 - CONSTRUCTION ADMINISTRATION | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 1.3.141.97.080.04 - CONSTR.ADMIN:ALLOC CONTING | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 75a | |
| 142 - LEGAL/PERMITS | 2,014,204 | 2,014,204 | 0 | 0 | 0 | 2,014,204 | 0 | | |
| 1.3.142.01.080.06 - LGL.PRMITSF.LEGAL: PERMITS | 2,014,204 | 2,014,204 | 0 | 0 | 0 | 2,014,204 | 0 | | |
| 144 - STARTUP | 5,358,422 | 862,891 | 154,476 | 127,605 | 127,605 | 990,497 | 4,367,925 | | |
| 1.3.144.01.080.08 - STRT: STARTUP (SFMTA Transit) | 4,000,000 | 862,891 | 154,476 | 127,605 | 127,605 | 990,497 | 3,009,503 | | |
| 1.3.144.97.080.08 - STRTA: AC STARTUP ALLOC CONTIN | 1,358,422 | 0 | 0 | 0 | 0 | 0 | 1,358,422 | | |
| 151 - TEMPORARY LICENSE AGREEMENT | 17,000 | 17,000 | 0 | 0 | 0 | 17,000 | 0 | | |
| 1.3.151.01.080.06 - TEMP.LICPROVARY LICENSE AGREEME | 17,000 | 17,000 | 0 | 0 | 0 | 17,000 | 0 | | |
| 170 - COMMUNICATIONS CONNECTIONS | 13,299,508 | 2,899,593 | 0 | 431,022 | 431,022 | 3,330,614 | 9,968,894 | | |
| 1.3.170.01.050.04 - COMM.CONN:COMMUNICATION CONN | 5,757,629 | 0 | 0 | 0 | 0 | 0 | 5,757,629 | | |
| 1.3.170.01.050.05 - CSP Radio Design | 641,950 | 641,950 | 0 | 0 | 0 | 641,950 | 0 | | |
| 1.3.170.01.050.05 - CSP Radio Cable | 377,788 | 377,788 | 0 | 0 | 0 | 377,788 | 0 | | |
| 1.3.170.01.050.05 - CSP Radio Procurement | 5,041,683 | 1,920,000 | 0 | 0 | 0 | 1,920,000 | 3,121,683 | | |
| 1.3.170.01.050.05 - CAD/AVL | 1,480,458 | 0 | 0 | 431,022 | 431,022 | 431,022 | 1,049,436 | | |

| [A] Cost Account Description | [B] June 2022 Budget (YOE) | ACTUAL COSTS | | | | | [G] VARIANCE (B - F) | COST REPORT NOTES |
|--|----------------------------|-----------------------|-------------------------|---------------------|----------------------|---------------------|----------------------|-------------------|
| | | [C] PRIOR MONTH Total | [D] PRIOR MONTH Monthly | [E] CURRENT Monthly | [F] CURRENT Total | | | |
| 181 - AON RISK INSURANCE CS 163 | 26,803,757 | 26,792,944 | 0 | 0 | 26,792,944 | 10,813 | | |
| 1.3.181.01.040.08 - AON.CS163 AON RISK INS. | 26,778,757 | 26,767,944 | 0 | 0 | 26,767,944 | 10,813 | | |
| 1.3.181.01.080.03 - AON.CS171 AON RISK INS. STUDY | 25,000 | 25,000 | 0 | 0 | 25,000 | 0 | | |
| 191 - FARE COLLECTION CONTRACTOR | 5,400,000 | 366,130 | 0 | 0 | 366,130 | 5,033,871 | | |
| 1.3.191.01.050.06 - FARE CONSUL-FARE COLLECTION | 5,400,000 | 366,130 | 0 | 0 | 366,130 | 5,033,871 | | |
| 192 - THALES T&S CENTRAL CONTROL | 30,460,622 | 23,519,578 | 555,054 | 0 | 23,519,578 | 6,941,045 | | |
| 1.3.192.01.050.01 - THALES T&S ATCS | 487,972 | 107,190 | 1,011 | 0 | 107,190 | 380,782 | | |
| 1.3.192.01.050.01 - CN1266-2 Advanced Train Control System (ATCS) - Implementation | 26,547,226 | 20,295,756 | 554,043 | 0 | 20,295,756 | 6,251,470 | | |
| 1.3.192.01.050.01 - CN1266-1 Advanced Train Control System (ATCS) - Equipment | 3,425,424 | 3,116,632 | 0 | 0 | 3,116,632 | 308,792 | | |
| 202 - JOC2-022.0 | 63,938 | 0 | 0 | 0 | 0 | 63,938 | | |
| 1.3.202.01.040.02 - JOC2-022:15&22 POTHOLING UTILI LGHT ENDS | 63,938 | 0 | 0 | 0 | 0 | 63,938 | | |
| 203 - JOC2-029.0 | 53,317 | 0 | 0 | 0 | 0 | 53,317 | | |
| 1.3.203.07.040.02 - JOC0292-029: RELOCATE VAULTS-S | 53,317 | 0 | 0 | 0 | 0 | 53,317 | | |
| 302 - PG&E | 1,988,173 | 3,874,699 | 0 | 0 | 3,874,699 | (1,886,526) | | |
| 1.3.302.03.050.03 - PGE PERMANENT POWER UMS | (2,350,000) | 0 | 0 | 0 | 0 | (2,350,000) | | |
| 1.3.302.03.050.03 - PGE POWER FEED UMS | 2,959,826 | 1,305,477 | 0 | 0 | 1,305,477 | 1,654,349 | | |
| 1.3.302.04.050.03 - PGE PERMANENT POWER CTS | (2,350,000) | 0 | 0 | 0 | 0 | (2,350,000) | | |
| 1.3.302.04.050.03 - PGE POWER FEED CTS | 2,959,826 | 0 | 0 | 0 | 0 | 2,959,826 | | |
| 1.3.302.05.050.03 - PGE PERMANENT POWER YBM | (2,368,540) | 0 | 0 | 0 | 0 | (2,368,540) | | |
| 1.3.302.05.050.03 - PGE POWER FEED YBM | 3,125,222 | 2,569,222 | 0 | 0 | 2,569,222 | 556,000 | | |
| 1.3.302.09.050.03 - PGE POWER FEED STS | 11,839 | 0 | 0 | 0 | 0 | 11,839 | | |
| 331 - BAY AREA RAPID TRANSIT (BART) | 951,356 | 476,611 | 0 | 0 | 476,611 | 474,745 | | |
| 1.3.331.01.080.04 - CMSFMTA LABOR-ENG SVCS-IRP/BART/SF | 50,000 | 33,152 | 0 | 0 | 33,152 | 16,848 | | |
| 1.3.331.01.080.06 - CM: BAY AREA RAPID TRANSIT (BART) [122A] | 901,356 | 443,459 | 0 | 0 | 443,459 | 457,897 | | |
| 333 - AMERICAN PUBLIC TRANSP. ASSOCIATION (APTA) CS-APTA | 146,500 | 62,112 | 0 | 0 | 62,112 | 84,388 | | |
| 1.3.333.01.080.03 - APTA:APTA - IRP [2G] | 46,500 | 31,054 | 0 | 0 | 31,054 | 15,446 | | |
| 1.3.333.01.080.03 - APTA:APTA - IRP [2C] | 100,000 | 31,058 | 0 | 0 | 31,058 | 68,942 | | |
| 334 - BART FARE COLLECTION SYSTEM | 700,000 | 475,136 | 0 | 0 | 475,136 | 224,864 | | |
| 1.3.334.01.050.06 - BART:BART FARE COLLECTION EQP | 700,000 | 475,136 | 0 | 0 | 475,136 | 224,864 | | |
| 401 - ECONOMIC AND WORKFORCE DEVELOPMENT (EWD) | 17,600 | 17,600 | 0 | 0 | 17,600 | 0 | | |
| 1.3.401.01.080.04 - EWD: MAYORS OFFICE ECON DEV | 17,600 | 17,600 | 0 | 0 | 17,600 | 0 | | |
| 402 - DEPARTMENT OF TECHNOLOGY | 242,371 | 250,534 | 0 | 0 | 250,534 | (8,163) | | |
| 1.3.402.07.050.04 - DT:1UTL:COMM: CONNECTIONS | 166,756 | 179,179 | 0 | 0 | 179,179 | (12,423) | | |
| 1.3.402.08.050.04 - DT:2UTL:COMM:CONNECTIONS | 75,615 | 71,354 | 0 | 0 | 71,354 | 4,261 | | |
| 404 - DEPARTMENT OF BUILDING INSPECTION (DBI) | 1,204,081 | 1,204,081 | 0 | 0 | 1,204,081 | 0 | | |
| 1.3.404.01.080.06 - DPT OF BUILDING INSPECTION | 1,204,081 | 1,204,081 | 0 | 0 | 1,204,081 | 0 | | |
| 491 - FORM B - REIMBURSEMENT | (1,693,081,173) | (1,227,954) | 0 | 0 | (1,227,954) | (465,127) | | |
| 1.3.491.02.040.02 - FORMB - CONTRACT 1252 UTILITY REIMBUR | (254,050) | 0 | 0 | 0 | 0 | (254,050) | 76 | |
| 1.3.491.03.040.02 - FORMB - UMS:CONTRACT 1300 UTILITY REIMBURSEMENT | (528,370) | 0 | 0 | 0 | 0 | (528,370) | 77 | |
| 1.3.491.04.040.02 - FORMB - CTS:CONTRACT 1300 UTILITY REIMBURSEMENT | (451,703) | 0 | 0 | 0 | 0 | (451,703) | 78 | |
| 1.3.491.05.040.02 - FORMB - YBM:CONTRACT 1300 UTILITY REIMBURSEMENT | (100,000) | 0 | 0 | 0 | 0 | (100,000) | 79 | |
| 1.3.491.06.040.02 - FORMB - CONTRACT 1300 UTILITY REIMBUR | 0 | 0 | 0 | 0 | 0 | 0 | 80 | |
| 1.3.491.07.040.02 - FORMB - CONTRACT 1250 UTILITY REIMBUR | (2,275,419) | 0 | 0 | 0 | 0 | (2,275,419) | 81 | |
| 1.3.491.08.040.02 - FORMB - CONTRACT 1251 UTILITY REIMBUR | (7,618,412) | 0 | 0 | 0 | 0 | (7,618,412) | 82 | |
| 1.3.491.09.040.02 - FORMB - STS:CONTRACT 1300 UTILITY REIMBURSEMENT | (1,000,000) | 0 | 0 | 0 | 0 | (1,000,000) | 83 | |
| TOTAL CONSTRUCTION PHASE | 1,693,081,173 | 1,705,004,632 | 8,262,333 | 2,923,024 | 1,707,927,657 | (14,846,483) | | |
| 1.4.091.01.070.01 - LRVS: LIGHT RAIL VEHICLES RFP [34B] | 1,325,000 | 1,319,773 | 0 | 0 | 1,319,773 | 5,227 | | |
| 1.4.091.01.070.01 - LRVS: LIGHT RAIL VEHICLES PROJECT MGT [68E] | 828,009 | 828,009 | 0 | 0 | 828,009 | (0) | | |
| 1.4.091.01.070.01 - LRVS: LRV PROCUREMENT ODC | 25,000 | 0 | 0 | 0 | 0 | 25,000 | | |
| 1.4.091.01.070.01 - LRVS: LRV PROCUREMENT | 9,821,991 | 9,781,465 | 0 | 0 | 9,781,465 | 40,526 | | |

| [A] Cost Account Description | [B] June 2022 Budget (YOE) | ACTUAL COSTS | | | | [F] CURRENT Total | [G] VARIANCE (B - F) | COST REPORT NOTES |
|---|----------------------------|-----------------------|-------------------------|---------------------|----------------------|---------------------|----------------------|-------------------|
| | | [C] PRIOR MONTH Total | [D] PRIOR MONTH Monthly | [E] CURRENT Monthly | [F] CURRENT Total | | | |
| 1.4.091.97.070.01 - LRVA:AC: VEHICLES ALLOC CONTI | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 |
| TOTAL VEHICLES | 12,000,000 | 11,929,247 | 0 | 0 | 11,929,247 | 70,753 | | |
| 1.5.015.01.060.01 - RE: EASEMENT ACQUISIT | 400,000 | 322,939 | 0 | 0 | 322,939 | 77,061 | | |
| 1.5.015.01.060.01 - RE: REAL EST SITE ACQ | 15,955,138 | 14,224,616 | 0 | 0 | 14,224,616 | 1,730,522 | | |
| 1.5.015.01.060.01 - RE: REAL ESTATE | 766,272 | 766,272 | 0 | 0 | 766,272 | 0 | | |
| 1.5.015.01.060.01 - RE: REC & PARK MOU | 6,987,624 | 7,057,399 | 0 | 0 | 7,057,399 | (69,775) | | |
| 1.5.015.01.060.01 - RE:-DEPT OF TRANSPOR | 2,686,000 | 2,686,000 | 0 | 0 | 2,686,000 | 0 | | |
| 1.5.015.01.060.01 - RE:-LICENSES FEES | 400,000 | 381,311 | 0 | 0 | 381,311 | 18,689 | | |
| 1.5.023.01.060.01 - ATTY:REAL ES | 2,764,872 | 2,764,872 | 0 | 0 | 2,764,872 | 0 | | |
| 1.5.101.01.060.02 - RES.RELO: RELOCATION COST | 1,275,200 | 1,304,673 | 14,972 | 0 | 1,304,673 | (29,473) | | |
| 1.5.102.01.060.02 - COMM.RELO-RELOC COMMERCIAL | 905,311 | 1,119,729 | 0 | 0 | 1,119,729 | (214,418) | | |
| TOTAL ROW, LAND, EXISTING IMPROVEMENTS | 32,140,418 | 30,627,812 | 14,972 | 0 | 30,627,812 | 1,512,606 | | |
| 90 - CONTINGENCY | | 0 | 0 | 0 | 0 | 1,435,682 | | |
| 1.7.500.91.090.00 - UNALLOCATED CONTINGENCY | | | | | | 1,435,682 | | 84 |
| TOTAL ALLOCATED CONTINGENCY | | | | | | 1,435,682 | | 84 |
| TOTAL PROJECT COST | 1,900,275,322 | 1,908,137,818 | 8,277,305 | 2,923,024 | 1,911,060,842 | (10,785,521) | | |

7.1 Program Project Budget

| | |
|-----|--|
| 1 | 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. |
| 2 | 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. |
| 3 | 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. |
| 4 | 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. |
| 5 | CPT 705 is an SFMTA capital improvement between the Agency and community stakeholders outside of the Central Subway Project. |
| 6 | Utility company reimbursements (Form B) result in funds received for work carried out on behalf of utilities concurrent to CSP work to achieve efficiencies. |
| 7 | PG&E Power Feed reimbursement funds are the refunds from PG&E when completion of Stations construction and switch to permanent power. |
| 8 | BART Elevator funds are reimbursements for work carried out on behalf of BART to install BART Powell Street Station elevator. |
| 9 | The Tutor Perini - CAD Files funds are the result of payments by the contractor for project documentation not included in the contract. |
| 10 | SFPUC Sewer Main funds are reimbursements for work carried out on behalf of San Francisco PUC (includes 10% construction contingency). |
| 11 | Traffic Effectiveness Project funded Contract Modification #40 for Culvert, Street & Sidewalk Restoration in North Beach are reimbursements for work carried out in Contract 1252 on behalf of SFMTA SSD. |
| 12 | 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). |
| 13 | 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). |
| 14 | CN1300 Contract Modification #6 is funded by Chinatown Plaza (CPT 718) project. |
| 15 | 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. |
| 16 | Public Works' funds are for reimbursements for work carried out on behalf of Public Works MOU for Water Line above YBM Station. |
| 17 | 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. |
| 17a | 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. |

| 7.4 Contingency Management Trend Report | |
|---|--|
| 18 | In Oct 2014 Report, updated Contract 1250 contract cost to segregate contract amount and contract modification amount. Note that September 2013 Supplemental Authorized Contingency "column f" did not include completed contract. |
| 19 | In Oct 2014 Report, updated Contract 1251 contract cost to segregate contract amount and contract modification amount. Note that September 2013 Supplemental Authorized Contingency "column f" did not include completed contract. |
| 20 | Contract 1252 Original Contract Value "column a" and Original Contingency "column f" 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 & Sidewalk Restoration cost \$694,651 funded by Traffic Effectiveness Project (TEP), and CMod #41 for install 24" 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. |
| 21 | 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. |
| 22 | 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. |
| 23 | In December 2017 Report, \$1,060,000 Job Readiness Budget is shown as an approved change in Column "b". 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. |
| 24 | 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. |

| | |
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| 25 | <p>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 September 2020, re-programmed, re-aligned and re-adjusted the allocated STS contingency to increase by \$22,708,106 due to funding received.</p> |
| 26 | <p>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.</p> |
| 26a | <p>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.</p> |
| 27 | <p>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 increase SCC 50 Systems category regarding matters related to CSP Radio from program unallocated contingency.</p> |
| 28 | <p>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. In September 2020, the project budget increased from \$1.578 billion to \$1.601 billion due to additional funding. In October 2020, the project budget increased from \$1.601 billion to \$1.665 billion due to additional funding. In January 2021, the project budget increased from \$1.665 billion to \$1.691 billion due to additional funding. In February 2021, the project budget increased from \$1.691 billion to \$1.698 billion due to additional funding. In March 2021, the project budget increased from \$1.698 billion to \$1.806 billion due to additional funding. In April 2021, the project budget increased from \$1.806 billion to \$1.877 billion due to additional funding.</p> |
| 29 | <p>Estimate at Completion is shown at Column "e".</p> |
| 30 | <p>Estimate at Completion vs. Budget variance is shown at Column "k".</p> |
| <p>7.5 Contract Modification/Trend Log - Contract 1300 Stations</p> | |
| 31 | <p>Reported all trend cost for Contractor Change Order Requests and Proposed Contract Change and applied probability to forecasted trends. In April 2016 Report, reviewed probability formula and adjusted cost. In May 2017, updated probability formula and adjusted cost.</p> |

7.6 Budget Revisions: Report Sorted by Construction Packages

| | |
|-----|---|
| 32 | <p>In Dec 2014 Report, reduced CN1252 allocated contingency by \$28K to execute Contract Modification #46, see Report 7.5 Detail Contingency Usage Report. In August 2015 report, release \$15M CN1252 Tunnel assigned contingency to program unallocated contingency. In March 2016 report, five contract modifications certified totaling \$377,435 of which \$155,468 is using another source of funding. Released \$155,648 from CN1252 Tunnel assigned contingency to program unallocated contingency. In May 2016 Report, reduced CN1252 allocated contingency by \$186K to execute Contract Modification #54 and #55, see Report 7.5 Detail Contingency Usage Report. In October 2016 Report, increased CN1252 allocated contingency by \$319,658 to execute three contract modifications (#57, #58 and #59), see Report 7.5 Detail Contingency Usage Report. In March 2018 Report, increased CN1252 allocated contingency by \$131,715 to execute two contract modifications (#61 and #62), see Report 7.5 Detail Contingency Usage Report. In December 2018 Report, released CN1252 allocated contingency of \$966,431 to program unallocated contingency.</p> |
| 33 | <p>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.</p> |
| 34 | <p>In April 2015, initiated budget from program unallocated contingencies for CS-175 Bayland Soil Process contract, refer to Note 20.</p> |
| 34a | <p>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.</p> |
| 34b | <p>In December 2018, initiated budget from program unallocated contingencies for AON Risk Insurance, refer to Note 20.</p> |
| 35 | <p>In February 2017, released completed phase real estate assigned contingency \$5,265,478 to program unallocated contingency.</p> |
| 36 | <p>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. In January 2021, reduced the LRV budget by \$4.8M and moved to CN1300 STS contingency. The adjusted budget for LRV went from \$16.8M to \$12M.</p> |
| 36a | <p>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> |

| | |
|----|--|
| 37 | <p>In October 2016 report, 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.</p> |
| 38 | <p>In April 2015 report, 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 cmod 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. In August 2020, used \$5.25M of unprogrammed contingency to fund AECOM 2020 AWP \$4.5M and AECOM 2020 ODC \$750K. In October 2020, added \$20,265, 846 to unprogrammed contingency. In January 2021, moved \$200K from unprogrammed contingency to CN1300 STS contingency.</p> |

7.7 Budget Expenditures by SCC Codes

In March 2017, added new columns for "Supplemental 2013 Budget" and "Remaining Budget". In April, added new column for "Contingency". In May 2017, added new column for "Report Note". 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 & 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. In August 2020, used \$5.25M of unprogrammed contingency to create AECOM 2020 AWP \$4.5M and AECOM 2020 ODC \$750K. In October 2020, used \$32M of unprogrammed contingency to increase the contingencies for CN1300 CTS, YBM and STS station; increased AECOM 2020 AWP & ODC by \$6M; increased CS 155.2 by \$3,728,919 and added \$20,265,846 to unprogrammed contingency. In January 2021, received \$26M funding and increased the contingency for CN1300 STS station; lowered the LRV budget by \$4.8M and reduced the unprogrammed programmed contingency by \$200K and transferred the \$5M to increased the contingency for CN1300 STS. In February 2021, received \$6.6M funding and increased contingency for CN1300 STS station. In March 2021, received \$108,266,568 funding and increased budget for ATCS by \$1M, contingency for CN1300 CTS station by \$93,961,494, fully funded CSDG by \$3,556,243, fully funded HNTB by \$3,160,710, AECOM 2020 AWP by \$2,588,121 and AECOM 2021 AWP by \$3M and ODC by \$1M. In April 2021, received \$71,600,000 funding and increased budget for ATCS by \$8.5M, PM \$1M, CM \$1M, \$29.1M to CTS contingency and \$32M to STS contingency. In October 2021, the current funding level to date has already been fully met which includes excess federal funds consisting of FTA 5309 Capital Investment Grant of \$23,121,562. The total revised project budget is currently \$1.900 billion, \$9 million above the original \$1.891 billion of the project budget due to extra funds received that will be included in contingency.

7.9 Detail Monthly Expenditure Report

| | |
|--|---|
| Phase 1 Preliminary Engineering | |
| 40 | In February 2017, line item budget was adjusted to line-up expenditures. 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. |
| 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.CPT544112 cost is \$10,222,939 \$8,949,300 is reported in Cost Report Phase 1 PE and the balance of \$1,273,639 is reported in Phase 2 Design. 1.2.021.01.080.03 - FD:CTYCO-ARTS COMMISSION [357909ART001.CPT5441227]: FAMIS: \$1,425,167 Cost Report: \$1,425,167 cost is reported in Phase 2 Design, 1.2.021.01.080.03 Cost Transfer: Remaining cost is reported in Phase 3 Construction, 1.3.021.01.080.03 - ARTS:CTYCO-ARTS COMMISSION [357909ART001.CPT5441227] |
| 43 | |
| 44 | In December 2016 Report, Central Subway Project has re-activated CSA Audit Work Order to perform overhead audit for three consultant forms. |

| | |
|--|---|
| | 1.2.055.01.080.02 - FD:ODCs - 651 BRANNAN STREET [35CPT5441241.CPT5441241]: FAMIS: \$2,294,910 Cost Report: \$2,294,910 1.2.055.01.080.02 Cost Transfer: Future costs to be allocated to 1.3.055.01.080.02 - FD:ODCs - 651 BRANNAN STREET 45 [35CPT5441241.CPT5441241] |
| | 1.2.063.01.080.03 - 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 46 Cost Transfer: Future costs to 1.3.063.01.080.03 - AECOM.CS149 OM-EPC JV CS149-PM [68CPT544133D.CPT544133D] |
| | 47 AVA Cost \$395,204 is reported in Phase 2 Final Design 1.2.066.01.080.03 48 In January 2017 Report, remove variance amount of (\$920,555) that was incorrectly reported in August 2016. 1.2.071.01.080.02 - FD:FINAL DESIGN-DP1 [35CPT5441232.CPT5441232]: FAMIS: \$5,608,147 Cost Report: \$5,469,336 49 Cost Transfer: \$138,811 to 1.3.071.01.080.04 - FD:FINAL DESIGN-DP1 [35CPT5441232.CPT5441232] |
| | 1.2.072.01.080.02 - FD:FINAL DESIGN-DP2 [35CPT5441233.CPT5441233]: FAMIS: \$26,268,511 COST REPORT: \$26,220,609 50 COST TRANSFER: \$47,902 to 1.3.072.01.080.04 - FD:FINAL DESIGN-DP2 [35CPT5441233.CPT5441233] |
| | 1.2.073.01.080.02 - FD:FINAL DESIGN-DP3 [35CPT5441236.CPT5441236]: FAMIS: \$11,502,372 COST REPORT: \$11,432,312 51 COST TRANSFER: \$70,060 to 1.3.073.01.080.04 - CM: DP3 [35CPT5441236.CPT5441236] |
| | Phase 3 Construction Phase |
| | 1.3.021.01.080.03 - ARTS:CTYCO-ARTS COMMISSION [357909ART001.CPT5441227]: FAMIS: \$1,525,982 Cost Report: \$1,425,167 1.2.021.01.080.03 52 Cost Transfer: any future costs to 1.3.021.01.080.03 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. |
| | 53 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. |
| | 54 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. |
| | 55 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. |
| | 56 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. |

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|-----|---|
| 58 | In January 2017 Report, revised SCC Code from 1.2.032.02.080.02 - 1424J-BOE LABOR [PWE1X5MPFUNA.CPT544112G112] to 1.3.032.06.080.04 to correct incorrect SCC assignment for DPW support to construction phase. |
| | 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 |
| 59 | 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] |
| 60 | 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. |
| 61 | Used \$500K program contingency for CS-175 Bayland Soil Process contract. Refer to Report Notes #20. |
| 62 | 1.3.071.01.080.04 - FD:FINAL DESIGN-DP1 [35CPT5441232.CPT5441232]: FAMIS: \$5,608,147 Cost Report: \$5,469,336 Cost Transfer: \$138,811 to 1.3.071.01.080.04 - FD:FINAL DESIGN-DP1 [35CPT5441232.CPT5441232] |
| 63 | 1.3.072.01.080.04 - FD:FINAL DESIGN-DP2 [35CPT5441233.CPT5441233]: FAMIS: \$26,268,511 COST REPORT: \$26,220,609 |
| 64 | COST TRANSFER: \$47,902 to 1.3.072.01.080.04 - FD:FINAL DESIGN-DP2 [35CPT5441233.CPT5441233] Contract 1251 Final cost is \$20,794,582. |
| 65 | |
| 66 | In March 2016, July 2016 and October 2016, contract 1252 modifications budget and actuals have been realigned and adjusted to reflect actuals costs. |
| 67 | In March 2016, July 2016 and October 2016, contract 1252 modifications budget and actuals have been realigned and adjusted to reflect actuals costs. |
| 68 | 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. In September 2020, received \$22,708,106 from local funds and added to CN1300 Station budget thus resulted it in being increased |
| 69 | In August 2020, based on Tutor's PP#82, there was a total of \$5,371,820 of costs that was not associated with bid item or cmod. |
| 69a | Based on Tutor's spreadsheet, our CM team spread it across the four stations and attributed UMS with \$1,886,753 and having it sit in cost center 1.3.088.84.040.07. |
| 70 | Revised Contract 1300/UMS allocated contingency SCC code from 040.08 to 020.03. |
| 71 | In March 2016 Report, reduced Contract 1252 contingency by \$377,435 cost to reflect certification of five CMODS. |

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| 71a | In August 2020, based on Tutor's PP#82, there was a total of \$5,371,820 of costs that was not associated with bid item or cmod. Based on Tutor's spreadsheet, our CM team spread it across the four stations and attributed CTS with \$1,419,413 and having it sit in cost center 1.3.088.85.050.05. |
| 72 | Revised Contract 1300/CTS allocated contingency SCC code from 040.08 to 020.03. |
| 73 | Negative Current or Prior Monthly expenditure is due to replenish allowance expenses by approved Contract Modifications. |
| 73a | In August 2020, based on Tutor's PP#82, there was a total of \$5,371,820 of costs that was not associated with bid item or cmod. Based on Tutor's spreadsheet, our CM team spread it across the four stations and attributed YBM with \$1,090,286 and having it sit in cost center 1.3.088.86.050.05. |
| 74 | Revised Contract 1300/YBM allocated contingency SCC code from 040.08 to 020.03. |
| 74a | In August 2020, based on Tutor's PP#82, there was a total of \$5,371,820 of costs that was not associated with bid item or cmod. Based on Tutor's spreadsheet, our CM team spread it across the four stations and attributed STS with \$975,368 and having it sit in cost center 1.3.088.89.040.07. |
| 75 | Revised Contract 1300/STS allocated contingency SCC code from 040.08 to 020.01. |
| 75a | 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. |
| 76 | Revised Form B Reimbursements SCC code from 900.01 to 040.02 |
| 77 | Revised Form B Reimbursements SCC code from 900.01 to 040.02 |
| 78 | Revised Form B Reimbursements SCC code from 900.01 to 040.02 |
| 79 | Revised Form B Reimbursements SCC code from 900.01 to 040.02 |
| 80 | Revised Form B Reimbursements SCC code from 900.01 to 040.02 |
| 81 | Revised Form B Reimbursements SCC code from 900.01 to 040.02 |
| 82 | Revised Form B Reimbursements SCC code from 900.01 to 040.02 |
| 83 | Revised Form B Reimbursements SCC code from 900.01 to 040.02 |

| | |
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| 84 | <p>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 unprogrammed contingency. In August 2020, used \$5.25M of unprogrammed contingency to create AECOM 2020 AWP \$4.5M and AECOM 2020 ODC \$750K. In September 2020, received \$22,708,106 in funding from local funds and re-aligned the allocated contingency so that it would decrease from \$76M in Aug to \$53M in Sep. In October 2020, used \$32M of unprogrammed contingency to increase the contingencies for CN1300 CTS, YBM and STS station; increased AECOM 2020 AWP & ODC by \$6M; increased CS 155.2 by \$3,728,919 and added \$20,265,846 to unprogrammed contingency. In November 2020, used \$13,000,000 from unprogrammed contingency to increase STS station contingency; increased a 1266-2 atcs implementation budget by \$896,645 due to cmods 2 and 3; realigned the budgets for project management, construction management; added additional \$2M for CS 149 AWP and ODC; thus unprogrammed contingency was reduced by \$20,896,645. In October 2021, the current funding level to date has already been fully met which includes excess federal funds consisting of FTA 5309 Capital Investment Grant of \$23,121,562. The total revised project budget is currently \$1.900 billion, \$9 million above the original \$1.891 billion of the project budget due to extra funds received that will be included in contingency. In April 2022, added \$250K to PM, \$1.2M to CM, \$933,582 to Eng Svcs, \$1,565,719 to CAO (0106), \$8,987,000 to CS 149 2021 AWP and \$718,500 to ODC; \$1,539,296.2 to ATCS (0264) and \$89,705.35 to STS DPT CN1300. In June 2022, added \$1,480,458 for CAD/AVL, \$500K for PM, \$850k for CM, \$150K for Eng Svcs, \$100K for CAO, \$1,219,471 radio procurement, \$2,203,648 for DT communications, \$482,567 to re-align all stations DPT and PCO support costs; re-align budgets and adjust by subtracting 2,941,907 from SFMTA Transit and re-align and adjust by adding 3,149,709.52 to CSDG 155.2.</p> |
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Appendix B

DETAIL SCHEDULE REPORTS

SCHEDULE HIGHLIGHTS

The Master Project Schedule (MPS) below includes progress through June 2022. The June 2022 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 June 2022 Schedule Update.

The MPS shows a forecast Revenue Service Date of Fall 2022 based on a revised assessment of the overall schedule and the current project conditions related to work efficiency due to COVID and a fire event related to Startup and Testing activities. The revised Revenue Service Date of Fall 2022 has been shared with our funding partners and a revised request to extend the Full Funding Grant Agreement with the revised date has been submitted to Federal Transit Administration (FTA) for approval. The project continues to evaluate this date with potential impact from COVID restrictions. The schedule team is assessing the risk with these issues and identifying potential mitigation to reduce the risk to the overall schedule.

Currently we are experiencing day-to-day delays caused by TPC's electrical work in the tunnel and surface impacted by lack of resources. These issues have impacted TPC's Final Completion date, we have mitigated the delay by accelerating rail activation activities. TPC and SFMTA 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 in the tunnel and surface 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:

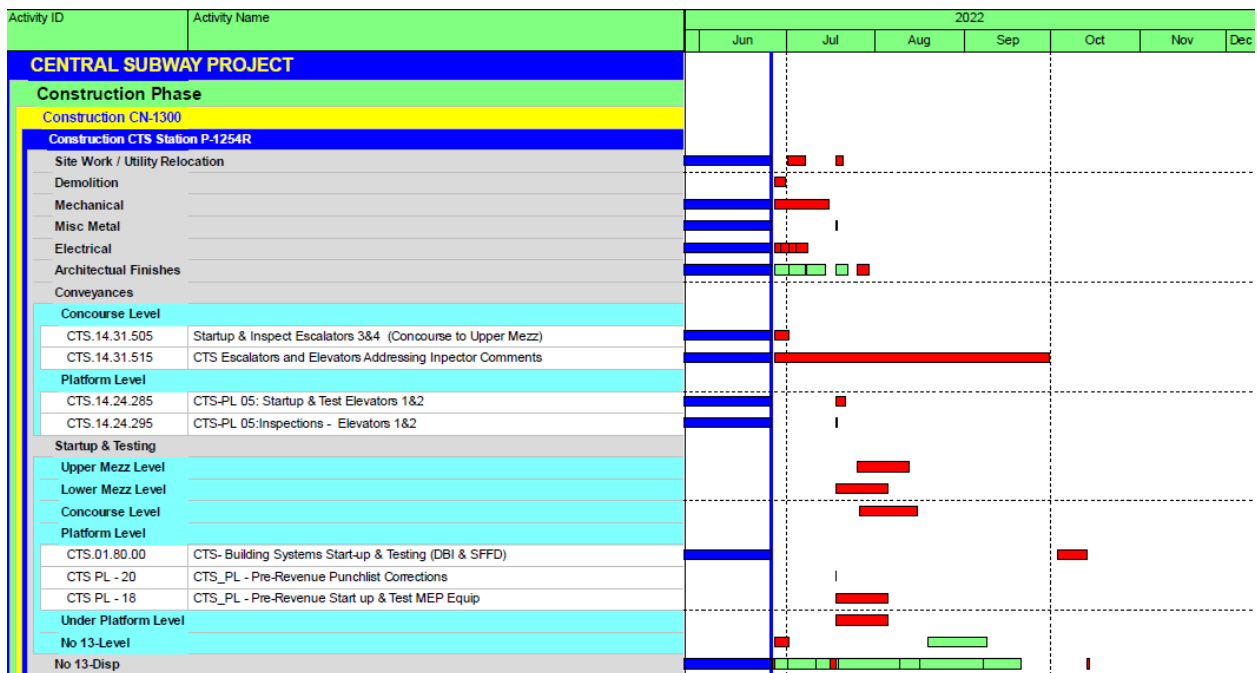
The Contractor, Tutor Perini Corporation's (TPC) baseline schedule is incorporated into the master program schedule. The preliminary SFMTA Contract 1300 June 2022 schedule is used within the March Report. The SFMTA Contract 1300 June 2022 schedule is based on the approved baseline schedule logic with 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 testing Elevators 1-4 (Elevator/Escalators)
- Continued testing Escalators 1-6 (Elevator/Escalators Inspection)
- Contractor continued closing out internal punch list items
- Continued street work (minor), ongoing monitoring and surveying (Contractor)

Work Package P-1254R (CTS) will perform the following work next month:

- Continued preparing Elevators 1, 2, 3 and 4 for State Inspection
- Continued preparing Escalators 1, 2, 3, 4, 5 and 6 for State Inspection
- Cubic to complete installation for ticket vending machines, fair gates
- Continued installing Art work, East wall at Crosscut Cavern Concourse level
- Contractor continue closing out internal punch list items
- Complete Security System Testing
- Complete Access Control System Testing
- Complete Fire Alarm System Testing
- Complete installing GFRC panels at Surface/Plaza level
- Continue street work (minor), ongoing monitoring and surveying



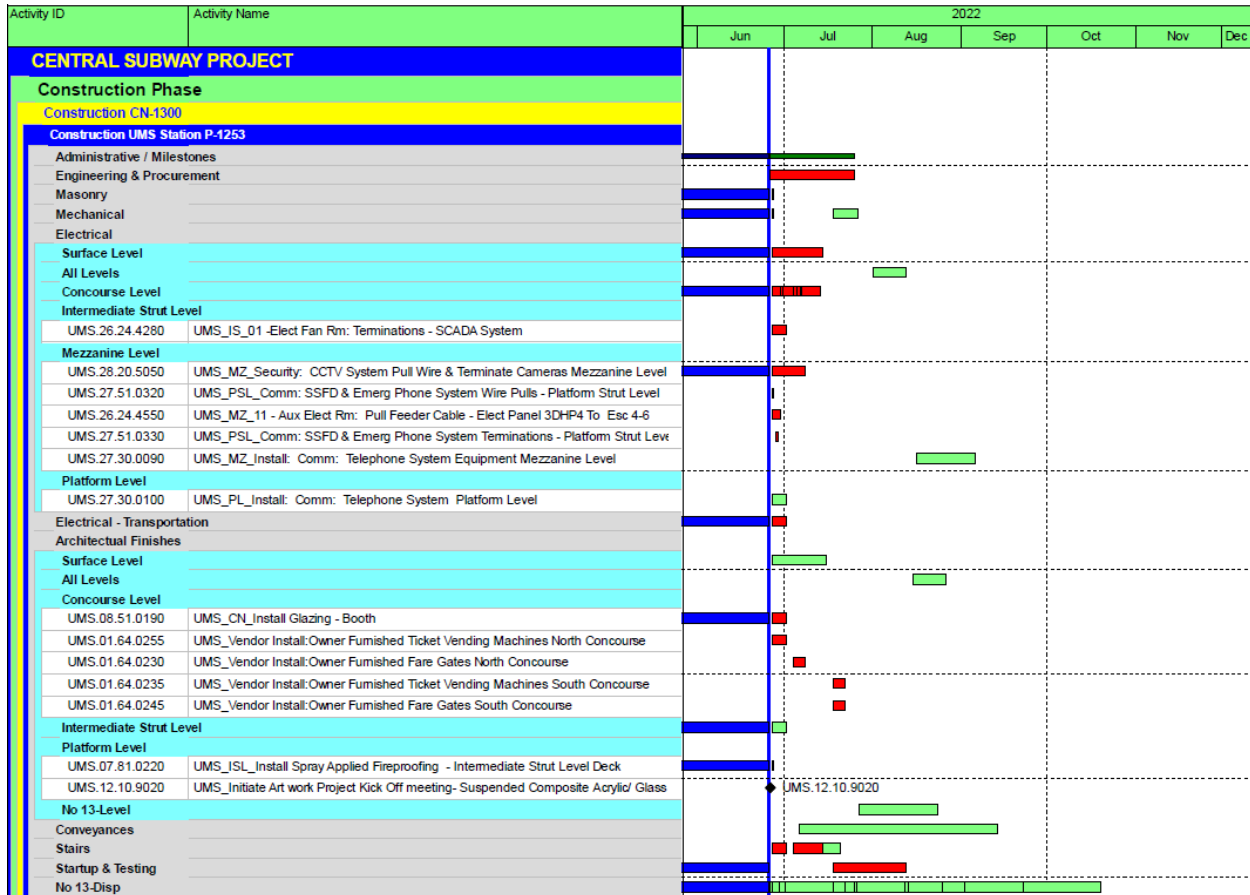
Work Package P-1253 (UMS) has performed the following work this month:

- Begin re-installation of curved metal ceiling panels on Platform level
- Begin fire wrapping conduits and pull boxes near southwest dampers on Intermediate strut level
- Begin integration of BMS into workstation on Mezzanine level station admin and engineers
- Begin installation of CAT-5 cable for liftnet in main communication room
- Begin installation of capping plates on Concourse level 42" CMU wall
- Begin installation of map cases on North Concourse and South Concourse Entrance
- De-watering under Platform level
- Begin installation of access door in Concourse level mechanical room
- Continued installation of faregates

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

- Waterproofing on Platform level
- Waterproofing on Intermediate Strut level
- Fixing conduits in Main Electrical Room
- Fixing conduits on platform level

- Installation of permanent locks from SFFD locksmith



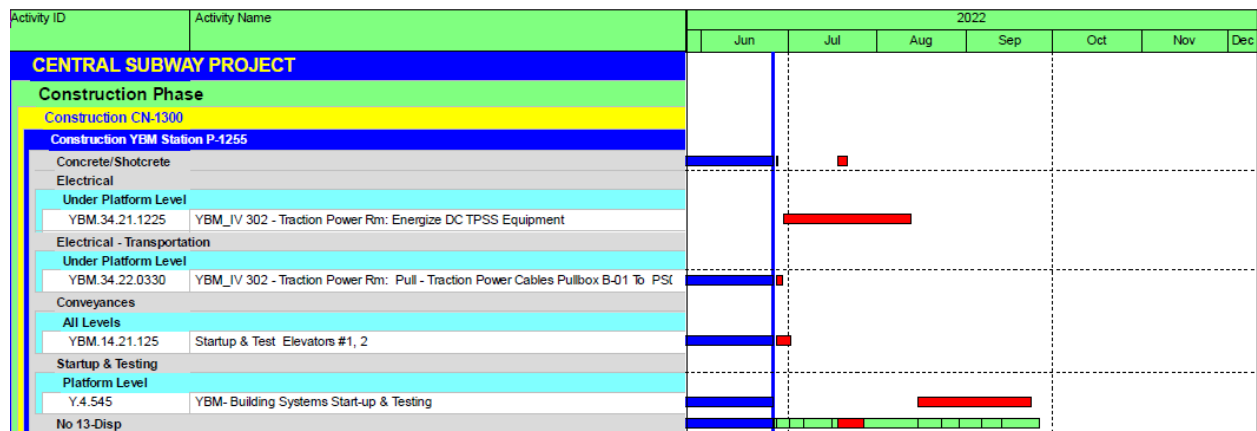
Work Package P-1255 (YBM) has performed the following work this month:

- Performed all pre work for SCADA testing
- Performed all for traction power equipment testing (change order work but still there is work to be done for cabinet fire incident at FO-22 and lightning arrestors)
- Completed applying anti-graffiti coat on art granite wall at Concourse level
- Installed MET phone inside emergency command post at Surface level
- Installed MET phone units on rack inside communication room at Concourse level.
- Completed performing functionality testing for 3 eye wash stations at YBM (Main electrical room, traction power room and Mezzanine)
- Completed performing performance testing for water pipe fixtures /enclosed wall hydrant at Surface, Mezzanine, Concourse, and Platform levels

- Closed some punch list items at all levels

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

- Complete installing signage
- Install the remaining 1 VTM at Concourse level
- Complete Traction Power SCADA Testing
- Complete terminating wire for blue light emergency phones
- Complete Daiken Testing of reworked systems
- Complete room pressure tests
- Complete installing emergency phones at all levels
- Complete installing MET phones at SFMTA room/Concourse level and Traction Power Room

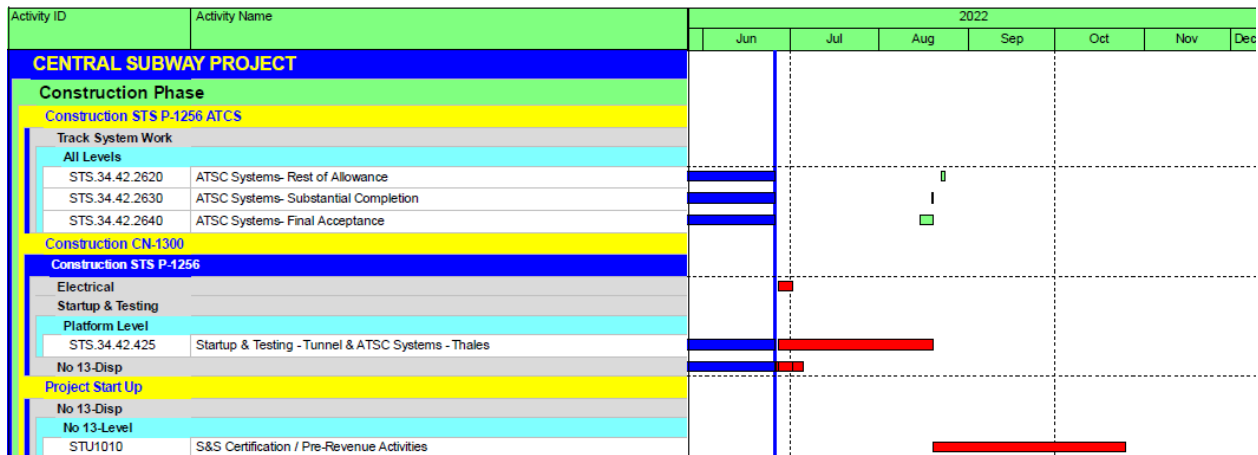


Work Package P-1256 (STS) has performed the following work this month:

- Continued 4th/Brannan platform construction
- Continued traffic signal installation
- Continued surface signaling installation and testing for 4th/King and Bluxome Crossover
- Continued trolley and light rail OCS installation on 4th Street
- Continued OCS, track and miscellaneous punch list work
- Continued ATCS and radio system testing

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

- Continue 4th/Brannan platform construction
- Complete surface signaling installation and testing for 4th/King and Bluxome Crossover
- Complete OCS installation on surface
- Continue surface signaling work on 4th St.
- Continue traffic signal work on
- Complete OCS, track and miscellaneous punch list work
- Continue ATCS and complete radio system testing
- Start water leak sealing in tunnels and cross passages



SCHEDULE REVISIONS

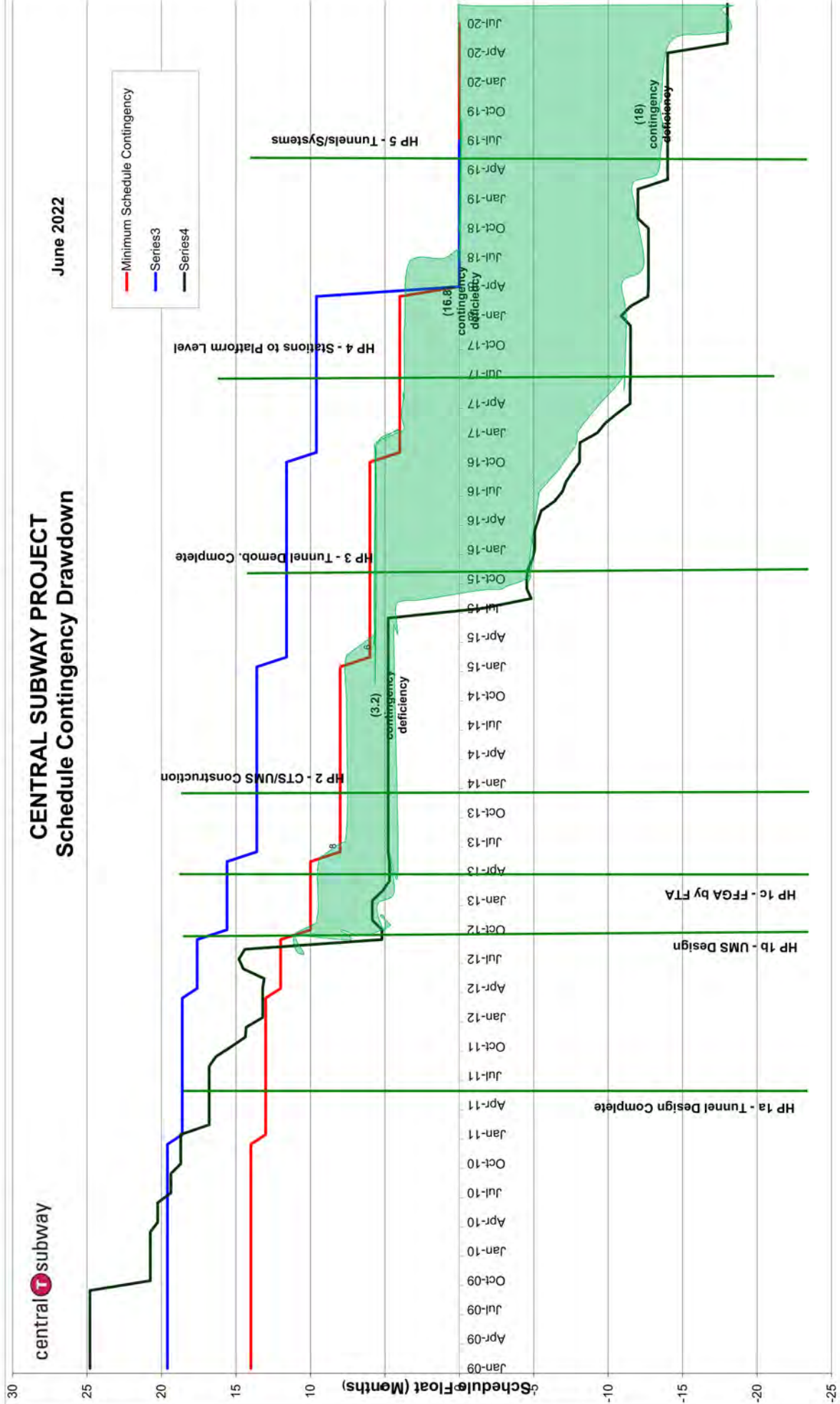
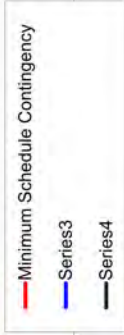
The SFMTA Contract 1300 June 2022 schedule update was added this period to the Central Subway Project Master Schedule.

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

June 2022



HP 1a - Tunnel Design Complete

HP 1b - UMS Design

HP 1c - FFQA by FTA

HP 2 - CTS/UMS Construction

HP 3 - Tunnel Demob. Complete

HP 4 - Stations to Platform Level

HP 5 - Tunnels/Systems

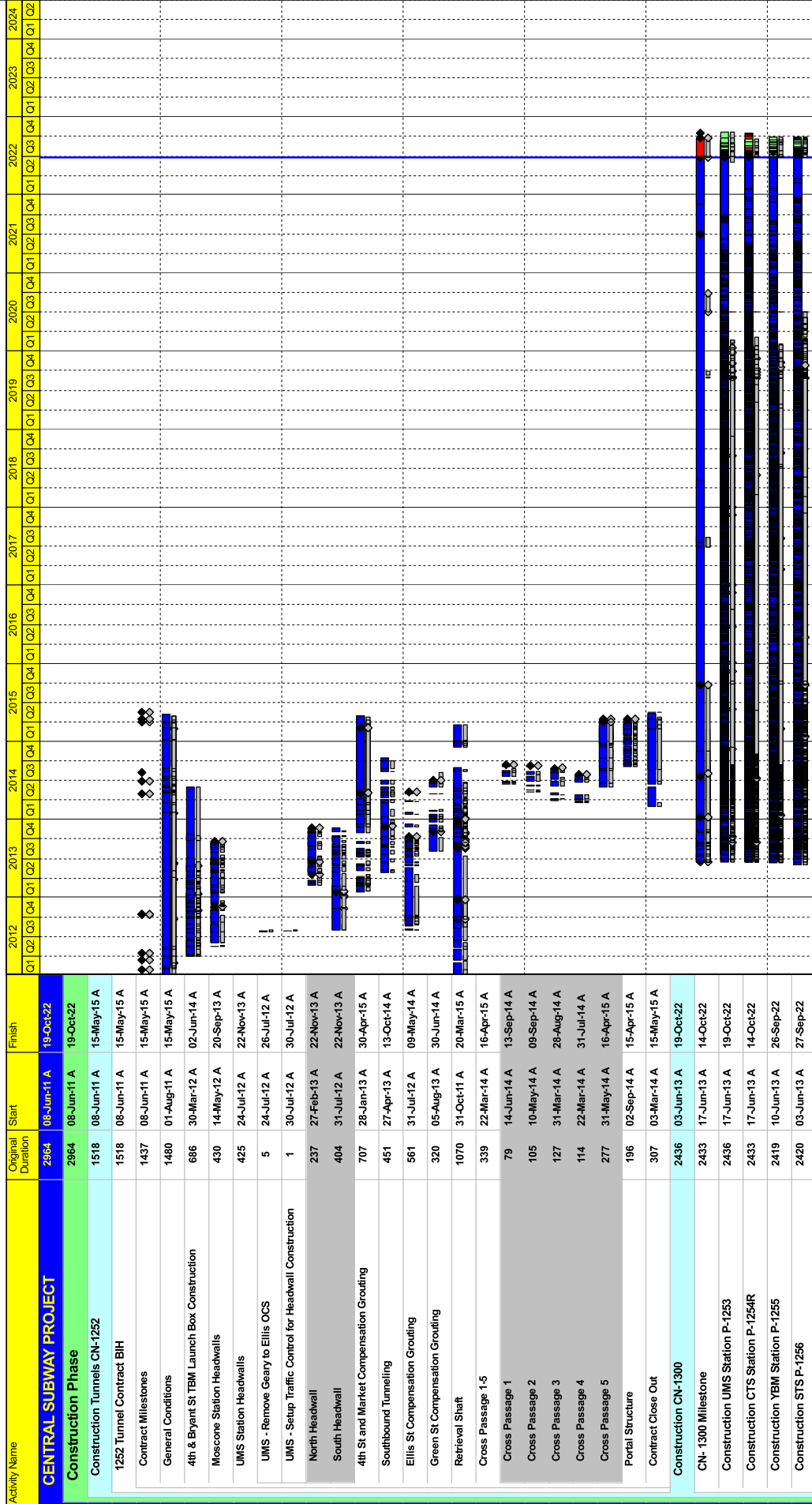
| Activity ID | Activity Name | Original Duration | Start | Finish | 2022 | | | | 2023 | | | | | | |
|--------------------------------------|---|-------------------|-------------|-------------|------|----|----|----|------|----|----|--|--|--|--|
| | | | | | Q2 | Q3 | Q4 | Q1 | Q2 | Q3 | Q4 | | | | |
| CENTRAL SUBWAY PROJECT | | | | | | | | | | | | | | | |
| Program Level Milestones | | | | | | | | | | | | | | | |
| PJ01000 | Central Subway Project Start | 5435 | 03-Jun-03 A | 01-Mar-24 | | | | | | | | | | | |
| MS0004A | Tunnel Excavation Complete - Project Milestone #4A | 0 | 03-Jun-03 A | 19-Nov-22 | | | | | | | | | | | |
| MS0019 | Baseline Finish Date: 12-26-2018 | 0 | | 05-Sep-14 A | | | | | | | | | | | |
| MS0009 | CSP Revenue Service Date | 0 | | 19-Nov-22* | | | | | | | | | | | |
| | | | | 19-Nov-22* | | | | | | | | | | | |
| Preliminary Engineering Phase | | | | | | | | | | | | | | | |
| | Final Design | 2661 | 03-Jun-03 A | 07-Jan-10 A | | | | | | | | | | | |
| | Light Rail Vehicles | 3421 | 08-Jan-10 A | 17-Jun-13 A | | | | | | | | | | | |
| | Real Estate | 3130 | 15-Apr-13 A | 26-Aug-22 | | | | | | | | | | | |
| | Construction Phase | 3693 | 01-Aug-08 A | 02-Jan-14 A | | | | | | | | | | | |
| | Construction Support and Costs | 4436 | 04-Jan-10 A | 01-Mar-24 | | | | | | | | | | | |
| | Construction Utility Contract #1 - MOS & Portal CN-1250 | 505 | 04-Jan-10 A | 23-May-11 A | | | | | | | | | | | |
| | Construction Utility Contract #2 - UMS CN-1251 | 643 | 12-Jan-11 A | 15-Oct-12 A | | | | | | | | | | | |
| | Construction Tunnels CN-1252 | 1518 | 08-Jun-11 A | 27-Jun-22 | | | | | | | | | | | |
| | Construction STS P-1256 ATCS | 1825 | 20-May-14 A | 23-Aug-22 | | | | | | | | | | | |
| | Construction STS P-XXXX Radio | 195 | 27-Aug-19 A | 27-Jun-22 | | | | | | | | | | | |
| | Construction CN-1300 | 2436 | 03-Jun-13 A | 19-Oct-22 | | | | | | | | | | | |
| | CN- 1300 Milestone | 2433 | 17-Jun-13 A | 14-Oct-22 | | | | | | | | | | | |
| | Construction UMS Station P-1253 | 2436 | 17-Jun-13 A | 19-Oct-22 | | | | | | | | | | | |
| | Construction CTS Station P-1254R | 2433 | 17-Jun-13 A | 14-Oct-22 | | | | | | | | | | | |
| | Construction YBM Station P-1255 | 2419 | 10-Jun-13 A | 26-Sep-22 | | | | | | | | | | | |
| | Construction STS P-1256 | 2420 | 03-Jun-13 A | 27-Sep-22 | | | | | | | | | | | |
| | Project Start Up | 91 | 19-Aug-22 | 19-Nov-22 | | | | | | | | | | | |
| | Unallocated Contingency | 105 | 27-Jun-22 | 18-Nov-22 | | | | | | | | | | | |



| Activity ID | Activity Name | Original Start Duration | Finish | Total Float | 2022 | | | | 2023 | |
|---|--|-------------------------|-------------|-------------|------|----|----|----|------|--|
| | | | | | Q2 | Q3 | Q4 | Q1 | Q2 | |
| Program Level Milestones | | | | | | | | | | |
| MS0019 | Baseline Finish Date: 12-26-2018 | 707 | 19-Nov-22 | 25-Oct-24 | 0 | | | | | |
| MS0009 | CSP Revenue Service Date | 0 | 19-Nov-22* | -901 | | | | | | ◆ Baseline Finish Date: 12-26-2018 ◆ CSP Revenue Service Date |
| MS0010 | Grant Closeout - CSP Complete | 0 | 19-Nov-22* | -901 | | | | | | |
| Construction STS P-1256 ATCS | | | | | | | | | | |
| STS.34.42.2630 | ATSC Systems- Substantial Completion | 5 | 20-Feb-20 A | 19-Aug-22 | -646 | | | | | |
| | | 5 | 20-Feb-20 A | 19-Aug-22 | -646 | | | | | ATSC Systems- Substantial Completion |
| CN- 1300 Milestone | | | | | | | | | | |
| STS1500 | CN 1300 Substantial Completion | 80 | 26-Jun-22 | 14-Oct-22 | -535 | | | | | |
| MS-20 | Final Completion - 1,790 Calendar Days (SP-4C) | 0 | 14-Oct-22* | -747 | | | | | | ◆ Final Completion - 1,790 Calendar Days (SP-4C) |
| Construction CTS Station P-1254R | | | | | | | | | | |
| CTS.01.80.00 | CTS- Building Systems Start-up & Testing (DBI & SFFD) | 369 | 01-Mar-21 A | 14-Oct-22 | -535 | | | | | |
| CTS.14.31.515 | CTS Escalators and Elevators Addressing Inspector Comments | 30 | 01-Mar-21 A | 13-Oct-22 | -534 | | | | | ■ CTS- Building Systems Start-up & Testing (DBI & SFFD) CTS Escalators and Elevators Addressing Inspector |
| CTS.01.45.00 f | CTS_Final Acceptance Inspection | 5 | 19-Jul-21 A | 30-Sep-22 | -534 | | | | | CTS_Final Acceptance Inspection |
| Construction STS P-1256 | | | | | | | | | | |
| STS.34.42.425 | Startup & Testing - Tunnel & ATSC Systems - Thales | 1 | 13-Oct-22 | 14-Oct-22 | -747 | | | | | |
| | | 47 | 15-Feb-21 A | 19-Aug-22 | -646 | | | | | Startup & Testing - Tunnel & ATSC Systems - Thales |
| Project Start Up | | | | | | | | | | |
| STU1010 | S&S Certification / Pre-Revenue Activities | 47 | 15-Feb-21 A | 19-Aug-22 | -646 | | | | | |
| BUF0018 | Muni Float | 91 | 19-Aug-22 | 19-Nov-22 | -901 | | | | | ■ S&S Certification / Pre-Revenue Activities Muni Float |
| Project Management | | | | | | | | | | |
| | | 65 | 19-Aug-22 | 18-Nov-22 | -628 | | | | | |
| | | 0 | 19-Nov-22 | 19-Nov-22 | -901 | | | | | |
| | | 505 | 21-Nov-22 | 25-Oct-24 | 0 | | | | | |

Required Revenue Service Date 26-Dec-18
Data Date 26-Jun-22

SFMTA Central Subway Project
Master Project Schedule
Longest Path - June 2022 Update



SFMTA Central Subway Project
 Master Project Schedule
 Contracts Summary Schedule- June 2022 Update

Required Revenue Service Date: 26-Dec-18
 Data Date: 26-Jun-22

| Activity ID | Activity Name | Original Start Duration | Finish | Total Float | 2022 | | | | 2023 | | | | 2024 | | |
|----------------------------------|---|-------------------------|------------|-------------|------|----|----|----|------|----|----|----|------|--|--|
| | | | | | Q2 | Q3 | Q4 | Q1 | Q2 | Q3 | Q4 | Q1 | Q2 | | |
| CENTRAL SUBWAY PROJECT | | | | | | | | | | | | | | | |
| Light Rail Vehicles | | | | | | | | | | | | | | | |
| No 13-Disp | | 3794 | 04-Jan-10A | 01-Mar-24 | 152 | | | | | | | | | | |
| Construction Support and Costs | | 1472 | 29-Aug-16A | 29-Jul-22 | -548 | | | | | | | | | | |
| Construction STS P-1256 ATCS | | 3794 | 04-Jan-10A | 01-Mar-24 | 152 | | | | | | | | | | |
| Construction CN-1300 | | 5314 | 04-Jan-10A | 01-Mar-24 | 214 | | | | | | | | | | |
| Construction CN-1300 | | 50 | 24-Feb-20A | 19-Aug-22 | 36 | | | | | | | | | | |
| Construction CN-1300 | | 2283 | 13-Jan-14A | 14-Oct-22 | 0 | | | | | | | | | | |
| No 13-Disp | | 90 | 26-Jun-22 | 23-Sep-22 | -847 | | | | | | | | | | |
| Construction UMS Station P-1253 | | 1001 | 29-Mar-18A | 12-Aug-22 | 45 | | | | | | | | | | |
| Mechanical | | 7 | 09-Nov-20A | 26-Jul-22 | 38 | | | | | | | | | | |
| Electrical | | 982 | 07-May-18A | 13-Jul-22 | -473 | | | | | | | | | | |
| Electrical - Transportation | | 958 | 29-Mar-18A | 01-Jul-22 | -480 | | | | | | | | | | |
| Mezzanine Level | | 5 | 29-Mar-18A | 01-Jul-22 | -480 | | | | | | | | | | |
| UMS.34.21.1465 | UMS_MZ07 - Gap Breaker Rm: Install Lighting & Power Panel LP1 | 5 | 29-Mar-18A | 01-Jul-22 | -480 | | | | | | | | | | |
| UMS.34.21.1415 | UMS_MZ07 - Gap Breaker Rm: Install Battery Station D01 | 5 | 27-Jun-22 | 01-Jul-22 | -480 | | | | | | | | | | |
| UMS.34.21.1385 | UMS_MZ07 - Gap Breaker Rm: Install - Annunciator Panel K01 | 5 | 27-Jun-22 | 01-Jul-22 | -480 | | | | | | | | | | |
| UMS.34.21.1375 | UMS_MZ07 - Gap Breaker Rm: Install - Supervisory Panel SV1 | 5 | 27-Jun-22 | 01-Jul-22 | -480 | | | | | | | | | | |
| Startup & Testing | | 40 | 07-Jun-21A | 12-Aug-22 | -490 | | | | | | | | | | |
| Platform Level | | 40 | 07-Jun-21A | 12-Aug-22 | -490 | | | | | | | | | | |
| UMS.01.80.9900 | UMS- Building Systems Start-up & Testing | 40 | 07-Jun-21A | 12-Aug-22 | -490 | | | | | | | | | | |
| No 13-Disp | | 738 | 08-May-19A | 25-Jul-22 | 59 | | | | | | | | | | |
| Construction CTS Station P-1254R | | 1754 | 26-Jan-16A | 14-Oct-22 | 0 | | | | | | | | | | |
| Site Work / Utility Relocation | | 702 | 16-Sep-19A | 20-Jul-22 | -473 | | | | | | | | | | |
| Mechanical | | 5 | 27-Jun-22 | 01-Jul-22 | -468 | | | | | | | | | | |
| Electrical | | 34 | 27-Feb-20A | 06-Jul-22 | -480 | | | | | | | | | | |
| Architectural Finishes | | 159 | 20-Dec-21A | 14-Jul-22 | 66 | | | | | | | | | | |
| Conveyances | | 26 | 19-Jul-21A | 30-Sep-22 | -529 | | | | | | | | | | |
| Concourse Level | | 5 | 19-Jul-21A | 30-Sep-22 | -529 | | | | | | | | | | |
| CTS.14.31.505 | Startup & Inspect Escalators 3&4 (Concourse to Upper Mezz) | 5 | 19-Jul-21A | 01-Jul-22 | -464 | | | | | | | | | | |
| CTS.14.31.515 | CTS Escalators and Elevators Addressing Inspector Comments | 5 | 19-Jul-21A | 30-Sep-22 | -534 | | | | | | | | | | |
| Platform Level | | 4 | 13-Sep-21A | 21-Jul-22 | -479 | | | | | | | | | | |
| CTS.14.24.285 | CTS-PL 05: Startup & Test Elevators 1&2 | 4 | 13-Sep-21A | 21-Jul-22 | -479 | | | | | | | | | | |
| CTS.14.24.295 | CTS-PL 05: Inspections - Elevators 1&2 | 1 | 20-Sep-21A | 18-Jul-22 | -479 | | | | | | | | | | |
| Startup & Testing | | 30 | 01-Mar-21A | 13-Oct-22 | -534 | | | | | | | | | | |
| Platform Level | | 30 | 01-Mar-21A | 13-Oct-22 | -534 | | | | | | | | | | |
| CTS.01.80.00 | CTS- Building Systems Start-up & Testing (DBI & SFFD) | 30 | 01-Mar-21A | 13-Oct-22 | -534 | | | | | | | | | | |
| No 13-Disp | | 1754 | 26-Jan-16A | 14-Oct-22 | 0 | | | | | | | | | | |
| Construction YBM Station P-1255 | | 2265 | 26-Nov-18A | 23-Sep-22 | 15 | | | | | | | | | | |
| Electrical | | 33 | 29-Jun-22 | 12-Aug-22 | -521 | | | | | | | | | | |
| Under Platform Level | | 33 | 29-Jun-22 | 12-Aug-22 | -521 | | | | | | | | | | |
| YBM.34.21.1225 | YBM_IV 302 - Traction Power Rm: Energize DC TPSS Equipment | 33 | 29-Jun-22 | 12-Aug-22 | -521 | | | | | | | | | | |
| Conveyances | | 5 | 13-Apr-20A | 01-Jul-22 | -491 | | | | | | | | | | |
| Startup & Testing | | 40 | 21-Dec-20A | 23-Sep-22 | -521 | | | | | | | | | | |
| Platform Level | | 40 | 21-Dec-20A | 23-Sep-22 | -521 | | | | | | | | | | |
| Y.4.545 | YBM- Building Systems Start-up & Testing | 2265 | 26-Nov-18A | 16-Sep-22 | 20 | | | | | | | | | | |
| No 13-Disp | | 1520 | 13-Jan-14A | 10-Sep-22 | 25 | | | | | | | | | | |
| Construction STS P-1256 | | 3 | 17-Jul-18A | 26-Jun-22 | 79 | | | | | | | | | | |
| Tunnel Concrete | | 1513 | 20-Apr-16A | 01-Sep-22 | 31 | | | | | | | | | | |
| Electrical | | | | | | | | | | | | | | | |

SFMTA Central Subway Project
Master Project Schedule
One Month Back & Remaining Work - June 2022 Update

Required Revenue Serve Date: 26-Dec-18
Data Date: 26-Jun-22

| Activity ID | Activity Name | Original Duration | Start | Finish | Total Float | 2022 | | | | 2023 | | | | 2024 | |
|----------------|--|-------------------|-------------|-----------|-------------|------|----|----|----|------|----|----|----|------|--|
| | | | | | | Q2 | Q3 | Q4 | Q1 | Q2 | Q3 | Q4 | Q1 | Q2 | |
| No 13-Level | | | | | | | | | | | | | | | |
| STS.34.42.2280 | STS_Install: Train Control - Train Control Conduit - & JB's NB Union Square to Chinatown | 1513 | 20-Apr-16 A | 01-Sep-22 | 31 | | | | | | | | | | |
| STS.34.42.2320 | STS_Install: Train Control - Train Control Conduit - & JB's SB Union Square to Chinatown | 14 | 20-Apr-16 A | 01-Jul-22 | 65 | | | | | | | | | | |
| STS.34.42.2310 | STS_Install: Train Control - Train Control Conduit - & JB's SB Union Square to Chinatown | 14 | 21-Apr-16 A | 08-Jul-22 | 66 | | | | | | | | | | |
| STS.34.41.1990 | STS_Demo/Salvage: Traffic Signals 4th St | 4 | 20-Mar-17 A | 27-Jun-22 | 51 | | | | | | | | | | |
| STS.34.41.2000 | STS_Install: Traffic Signals 4th St | 15 | 17-Apr-17 A | 25-Jul-22 | 43 | | | | | | | | | | |
| STS.34.41.2030 | STS_Pull & Terminate Traffic Signal Wiring 4th St | 15 | 24-Apr-17 A | 01-Aug-22 | 43 | | | | | | | | | | |
| STS.34.41.2040 | STS_Install: Traffic Signal Controllers 4th St | 16 | 24-Apr-17 A | 16-Aug-22 | 43 | | | | | | | | | | |
| STS.26.05.3510 | STS_Install: Lighting - 4th/Braman Station | 10 | 19-Feb-18 A | 29-Jul-22 | 55 | | | | | | | | | | |
| STS.34.42.2300 | STS_Install: Train Control - Train Control Conduit - & JB's SB Moscone to Union Square | 13 | 12-Mar-18 A | 29-Aug-22 | 66 | | | | | | | | | | |
| STS.34.42.0580 | STS_Install: Train Control - Train Control Cable Loop System SB Portal To Moscone | 6 | 07-Jan-19 A | 08-Jul-22 | 55 | | | | | | | | | | |
| STS.34.42.0520 | STS_Install: Train Control - NB Switch Machines @ Chinatown Crossover | 2 | 19-Aug-19 A | 28-Jun-22 | 76 | | | | | | | | | | |
| STS.34.42.1940 | STS_Install: Surface Signaling - TS Case No. 1 - 4th/King | 5 | 26-Feb-20 A | 01-Jul-22 | 75 | | | | | | | | | | |
| STS.34.42.1880 | STS_Install: Surface Signaling - Interlocking Signals & Poles 21/23 - 4th/King | 8 | 06-Jun-20 A | 06-Jul-22 | 72 | | | | | | | | | | |
| STS.20.71.525 | STS_Prepare/Submit: Sub-Systems Maintainability Demonstration - Surface Signalling Systems | 20 | 20-Sep-21 A | 11-Aug-22 | 34 | | | | | | | | | | |
| STS.34.23.2590 | STS_Install: OCS System - Install OCS Trolley Wire In 4th St - Bluxome To Townsend | 2 | 11-Oct-21 A | 28-Jun-22 | 70 | | | | | | | | | | |
| STS.34.23.2570 | STS_Install: OCS System - Install OCS Trolley Wire In 4th St - Freelon To Braman | 2 | 11-Oct-21 A | 30-Jun-22 | 70 | | | | | | | | | | |
| STS.34.23.2560 | STS_Install: OCS System - Install OCS Trolley Wire In 4th St - Welsh To Freelon | 2 | 11-Oct-21 A | 04-Jul-22 | 70 | | | | | | | | | | |
| STS.34.42.100 | STS_Transportation: Surface Signaling System - Testing & Startup | 30 | 21-Dec-21 A | 01-Sep-22 | 43 | | | | | | | | | | |
| STS.34.42.0690 | STS_Install: Train Control - Remote Feed Boxes- SB Portal to Moscone | 1 | 27-Jun-22 | 27-Jun-22 | 71 | | | | | | | | | | |
| STS.34.42.0490 | STS_Install: Train Control - Remote Feed Boxes- NB Portal to Moscone | 1 | 27-Jun-22 | 27-Jun-22 | 76 | | | | | | | | | | |
| STS.34.42.0510 | STS_Install: Train Control - ATSC Entry Point Signage - Portal | 1 | 27-Jun-22 | 27-Jun-22 | 76 | | | | | | | | | | |
| STS.34.42.0500 | STS_Install: Train Control - ATSC 5KVA UPS Battery Cabinet - Union Square Station Control Room | 2 | 27-Jun-22 | 28-Jun-22 | 74 | | | | | | | | | | |
| STS.34.42.2370 | STS_Install: Train Control - Train Control Pull ATSC Wire & Cable NB Portal To Moscone | 4 | 27-Jun-22 | 30-Jun-22 | 76 | | | | | | | | | | |
| STS.34.42.1060 | STS_Install: Train Control - Axle Counter Electronics Boxes/Track Heads SB Moscone to Union Square | 6 | 27-Jun-22 | 04-Jul-22 | 68 | | | | | | | | | | |
| STS.34.42.0480 | STS_Install: Train Control - Axle Counter Electronics Boxes/Track Heads NB Portal to Moscone | 6 | 27-Jun-22 | 04-Jul-22 | 62 | | | | | | | | | | |
| STS.34.42.390 | STS_Install: Transportation: ATCS Central Equipment - Lemnox OCC | 15 | 27-Jun-22 | 15-Jul-22 | 65 | | | | | | | | | | |
| STS.34.42.1070 | STS_Install: Train Control - Remote Feed Boxes/Track Heads SB Moscone to Union Square | 1 | 28-Jun-22 | 28-Jun-22 | 71 | | | | | | | | | | |
| STS.34.42.0710 | STS_Install: Train Control - SB ATSC Entry Point Signage - Portal | 1 | 28-Jun-22 | 28-Jun-22 | 75 | | | | | | | | | | |
| STS.34.42.0680 | STS_Install: Train Control - Remote Feed Boxes- NB Moscone to Union Square | 1 | 28-Jun-22 | 28-Jun-22 | 76 | | | | | | | | | | |
| STS.34.42.0900 | STS_Install: Train Control - ATSC Entry Point Signage - Moscone Station | 1 | 28-Jun-22 | 28-Jun-22 | 76 | | | | | | | | | | |
| STS.34.42.2330 | STS_Install: Train Control - Train Control Pull ATSC Wire & Cable SB Portal To Moscone | 4 | 28-Jun-22 | 01-Jul-22 | 62 | | | | | | | | | | |
| STS.34.42.1440 | STS_Install: Train Control - Remote Feed Boxes- SB Union Square to Chinatown | 1 | 28-Jun-22 | 29-Jun-22 | 77 | | | | | | | | | | |
| STS.34.42.1090 | STS_Install: Train Control - SB ATSC Entry Point Signage - Moscone | 1 | 29-Jun-22 | 29-Jun-22 | 75 | | | | | | | | | | |
| STS.34.42.1260 | STS_Install: Train Control - Remote Feed Boxes- NB Union Square to Chinatown | 1 | 29-Jun-22 | 29-Jun-22 | 76 | | | | | | | | | | |
| STS.34.42.1270 | STS_Install: Train Control - ATSC Entry Point Signage - Union Square Station | 1 | 29-Jun-22 | 29-Jun-22 | 74 | | | | | | | | | | |
| STS.34.42.0600 | STS_Install: Train Control - ATSC Communication Cable Termination Frame - Union Square Station | 6 | 29-Jun-22 | 04-Jul-22 | 74 | | | | | | | | | | |
| STS.34.42.0790 | STS_Install: Train Control - Train Control Signals - NB Moscone to Union Square | 6 | 29-Jun-22 | 06-Jul-22 | 63 | | | | | | | | | | |
| STS.34.42.1810 | STS_Install: Train Control - Remote Feed Boxes- SB Chinatown to North Limits | 1 | 29-Jun-22 | 30-Jun-22 | 77 | | | | | | | | | | |
| STS.34.42.1630 | STS_Install: Train Control - Remote Feed Boxes- NB Chinatown to North Limits | 1 | 30-Jun-22 | 30-Jun-22 | 76 | | | | | | | | | | |
| STS.34.42.1640 | STS_Install: Train Control - ATSC Entry Point Signage - Chinatown | 1 | 30-Jun-22 | 30-Jun-22 | 76 | | | | | | | | | | |
| STS.34.42.1460 | STS_Install: Train Control - SB ATSC Entry Point Signage - Union Square | 1 | 30-Jun-22 | 30-Jun-22 | 75 | | | | | | | | | | |
| STS.34.42.2820 | STS_Install: Train Control - SB ATSC Entry Point Signage - Chinatown | 1 | 01-Jul-22 | 01-Jul-22 | 76 | | | | | | | | | | |
| STS.34.42.2250 | STS_Install: Train Control - Train Control Conduit - & JB's NB Chinatown to North Limits | 5 | 04-Jul-22 | 09-Jul-22 | 70 | | | | | | | | | | |
| STS.34.42.2340 | STS_Install: Train Control - Train Control Pull ATSC Wire & Cable SB Moscone to Union Square | 13 | 04-Jul-22 | 20-Jul-22 | 62 | | | | | | | | | | |
| STS.34.42.1800 | STS_Install: Train Control - Axle Counter Electronics Boxes/Track Heads SB Union Square to Chinatown | 6 | 04-Jul-22 | 12-Jul-22 | 68 | | | | | | | | | | |

Required Revenue Service Date 26-Dec-18
Data Date: 26-Jun-22

SFMTA Central Subway Project
Master Project Schedule
One Month Back & Remaining Work - June 2022 Update

| Activity ID | Activity Name | Original Start Duration | Finish | Total Float | 2022 | | | | 2023 | | | | 2024 | | |
|--------------------------------|---|-------------------------|-----------|-------------|------|-------------|-----------|------|------|----|----|----|------|--|--|
| | | | | | Q2 | Q3 | Q4 | Q1 | Q2 | Q3 | Q4 | Q1 | Q2 | | |
| STS.34.42.870 | STS_Install: Train Control - Axle Counter Electronics Boxes/Track Heads- NB Moscone to Union Squ | 6 | 05-Jul-22 | 12-Jul-22 | 62 | | | | | | | | | | |
| STS.34.42.0980 | STS_Install: Train Control - Train Control Signals - SB Moscone to Union Square | 6 | 07-Jul-22 | 14-Jul-22 | 57 | | | | | | | | | | |
| STS.34.42.1170 | STS_Install: Train Control - Train Control Signals - NB Union Square to Chinatown | 6 | 07-Jul-22 | 14-Jul-22 | 63 | | | | | | | | | | |
| STS.34.42.0960 | STS_Install: Train Control - Train Control Cable Loop System SB Moscone to Union Square | 12 | 08-Jul-22 | 20-Jul-22 | 56 | | | | | | | | | | |
| STS.34.42.1700 | STS_Install: Train Control - Train Control Cable Loop System SB Union Square to Chinatown | 14 | 08-Jul-22 | 27-Jul-22 | 55 | | | | | | | | | | |
| STS.34.41.2120 | STS_Install: Traffic Signal Displays 4th St/King | 3 | 11-Jul-22 | 13-Jul-22 | 43 | | | | | | | | | | |
| STS.34.42.2290 | STS_Install: Train Control - Train Control Conduits - & JB's SB Chinatown to North Limits | 5 | 11-Jul-22 | 16-Jul-22 | 69 | | | | | | | | | | |
| STS.34.42.1430 | STS_Install: Train Control - Axle Counter Electronics Boxes/Track Heads SB Chinatown to North Limit | 1 | 12-Jul-22 | 13-Jul-22 | 68 | | | | | | | | | | |
| STS.34.42.1250 | STS_Install: Train Control - Axle Counter Electronics Boxes/Track Heads NB Union Square to Chinatt | 6 | 12-Jul-22 | 20-Jul-22 | 62 | | | | | | | | | | |
| STS.34.41.2100 | STS_Install: Traffic Signal Displays 4th St/Harrison | 3 | 14-Jul-22 | 19-Jul-22 | 43 | | | | | | | | | | |
| STS.34.42.1540 | STS_Install: Train Control - Train Control Signals - NB Chinatown to North Limits | 3 | 15-Jul-22 | 19-Jul-22 | 63 | | | | | | | | | | |
| STS.34.42.1720 | STS_Install: Train Control - Train Control Signals - SB Union Square to Chinatown | 6 | 15-Jul-22 | 22-Jul-22 | 57 | | | | | | | | | | |
| STS.10.41.100 | STS_Install: Display Cases Between Windscreens | 5 | 18-Jul-22 | 22-Jul-22 | 45 | | | | | | | | | | |
| STS.34.42.2020 | STS_Install: Train Control - ATSC Emergency Feed In Device - Moscone Station Control Room | 3 | 19-Jul-22 | 21-Jul-22 | 41 | | | | | | | | | | |
| STS.34.42.1620 | STS_Install: Train Control - Axle Counter Electronics Boxes/Track Heads NB Chinatown to North Limit | 1 | 20-Jul-22 | 21-Jul-22 | 62 | | | | | | | | | | |
| STS.34.42.2010 | STS_Install: Train Control - ATSC Feed In Device - Moscone Station Control Room | 3 | 22-Jul-22 | 26-Jul-22 | 41 | | | | | | | | | | |
| STS.34.42.2040 | STS_Install: Train Control - ATSC Power Panels - Moscone Station Control Room | 3 | 22-Jul-22 | 26-Jul-22 | 41 | | | | | | | | | | |
| STS.01.64.100 | STS_Install: Owner Next Bus Signs @ 4th/Bramnon Station | 5 | 22-Jul-22 | 28-Jul-22 | 41 | | | | | | | | | | |
| STS.34.42.39 c | STS_Fab/Deliver: Transportation: ATCS Central Equipment (34 42 39) | 10 | 22-Jul-22 | 31-Jul-22 | 56 | | | | | | | | | | |
| STS.20.71.635 | STS_Prepare/Submit: Sub-Systems Maintainability Demonstration - Facility SCADA Systems (FSS) | 20 | 23-Jul-22 | 11-Aug-22 | 64 | | | | | | | | | | |
| STS.20.71.515 | STS_Prepare/Submit: Sub-Systems Maintainability Demonstration - PCC SCADA Equipment | 40 | 23-Jul-22 | 31-Aug-22 | 44 | | | | | | | | | | |
| STS.34.42.1350 | STS_Install: Train Control - Train Control Signals - SB Chinatown to North Limits | 3 | 25-Jul-22 | 27-Jul-22 | 57 | | | | | | | | | | |
| STS.34.42.2120 | STS_Install: Train Control - ATSC Power Panels - Chinatown Station Control Room | 4 | 25-Jul-22 | 28-Jul-22 | 39 | | | | | | | | | | |
| STS.34.42.2030 | STS_Install: Train Control - ATSC Transformer - Moscone Station Control Room | 2 | 27-Jul-22 | 28-Jul-22 | 41 | | | | | | | | | | |
| STS.34.42.1330 | STS_Install: Train Control - Train Control Cable Loop System SB Chinatown to North Limits | 2 | 28-Jul-22 | 29-Jul-22 | 55 | | | | | | | | | | |
| STS.34.42.2110 | STS_Install: Train Control - ATSC Transformer - Chinatown Station Control Room | 2 | 29-Jul-22 | 01-Aug-22 | 39 | | | | | | | | | | |
| STS.34.42.2540 | STS_Install: Train Control - ATSC Wire Pulls & Terminations - Moscone Station Control Room | 15 | 29-Jul-22 | 18-Aug-22 | 41 | | | | | | | | | | |
| STS.34.42.400 | STS_Install: Transportation: ATCS Central Equipment - Transportation Mgmt Center (TMC) | 15 | 01-Aug-22 | 04-Aug-22 | 40 | | | | | | | | | | |
| STS.34.41.2130 | STS_Install: Traffic Signal Displays 5th St/Bramnon | 3 | 02-Aug-22 | 04-Aug-22 | 43 | | | | | | | | | | |
| STS.34.42.2520 | STS_Install: Train Control - ATSC Wire Pulls & Terminations - Chinatown Station Control Room | 15 | 02-Aug-22 | 22-Aug-22 | 39 | | | | | | | | | | |
| No 13-Disp | | | | | 1338 | 13-Jan-14 A | 10-Sep-22 | 25 | | | | | | | |
| Unallocated Contingency | | | | | 87 | 27-Jun-22 | 25-Oct-22 | -610 | | | | | | | |
| No 13-Disp | | | | | 87 | 27-Jun-22 | 25-Oct-22 | -610 | | | | | | | |

Required Revenue Service Date: 26-Dec-18
Data Date: 26-Jun-22

SFMTA Central Subway Project
Master Project Schedule
One Month Back & Remaining Work - June 2022 Update

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



Project Overview - continued

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.

| | T Third (Phase 1) | Central Subway (Phase 2 + Retrieval Shaft Relocation) | Total (Phase 1 + Phase 2 + Retrieval Shaft Relocation) | Percentage of Total |
|--------------|----------------------|---|--|------------------------|
| Federal | \$123.380 | \$983.225 | \$1,106.605 | 49.5% |
| State | \$160.700 | \$471.100 | \$631.800 | 28.2% |
| Local | \$364.380 | \$133.675 | \$498.055 | 22.3% |
| Total | \$648.460 | \$1,588.000 | \$2,236.460 | 100.0% |

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:

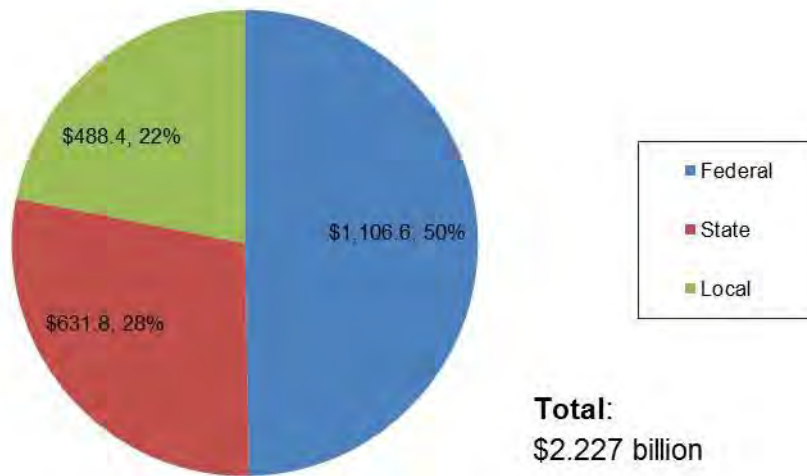
- Phase 1 + Phase 2 of the T Third Line federal, state and local funding percentages previous to the addition of the retrieval shaft relocation budget and funding in December 2013.

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.

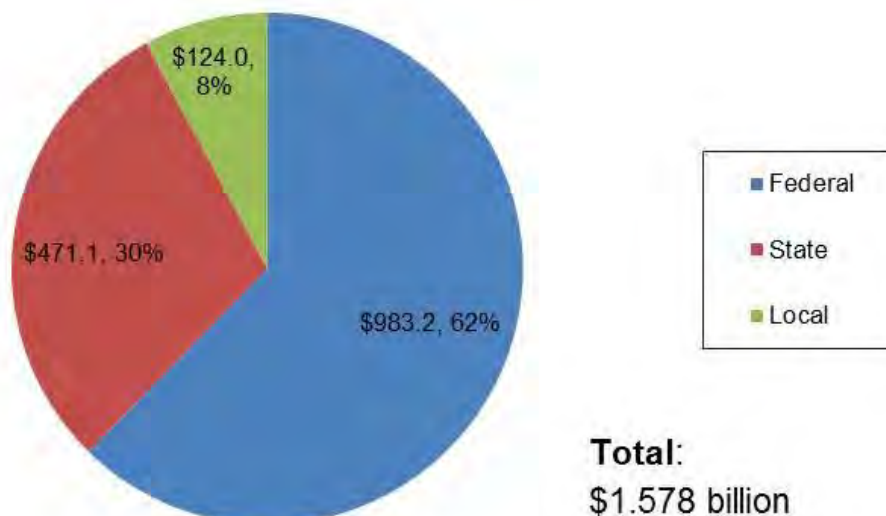
Third Street Light Rail Transit Project Funding

Phase 1 + Phase 2
(\$ in millions)



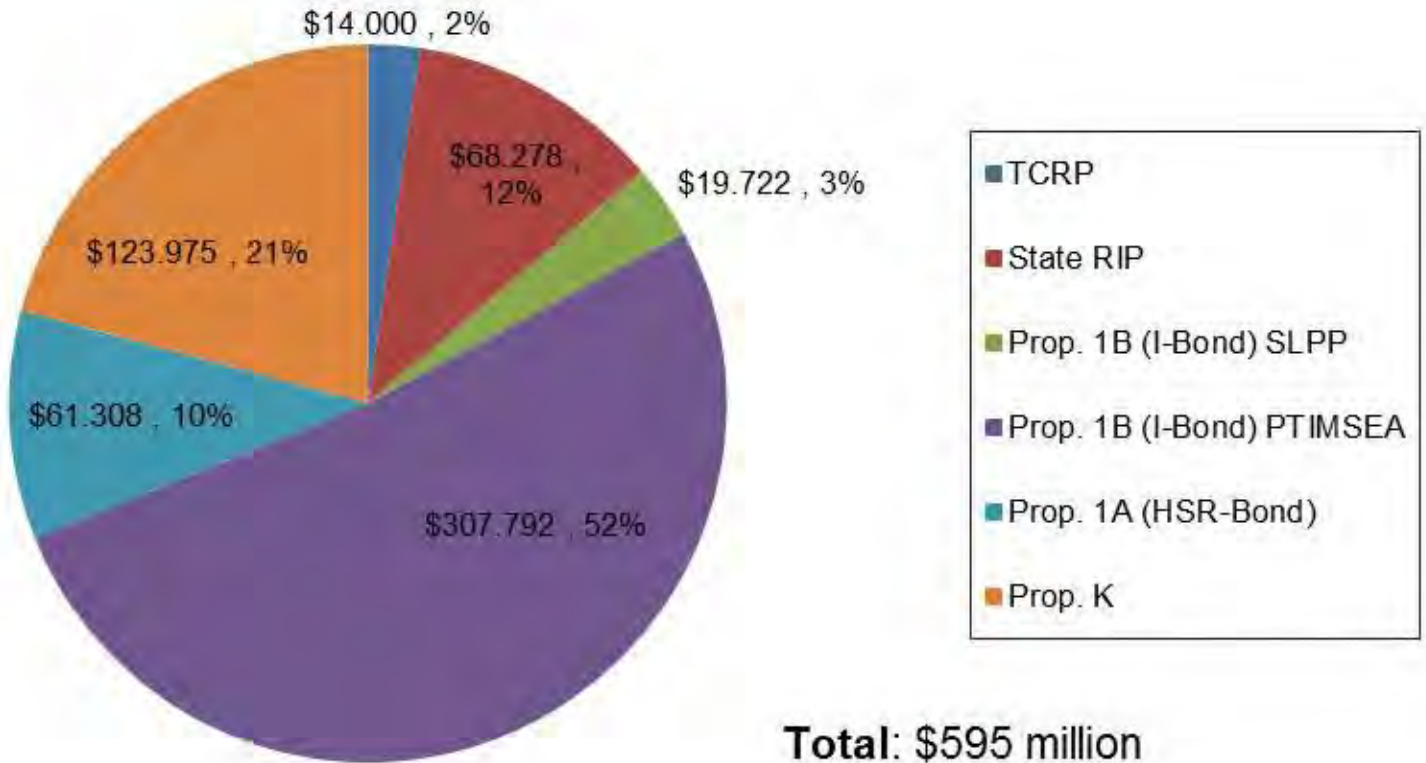
Central Subway Project Funding

Phase 2
(\$ in millions)



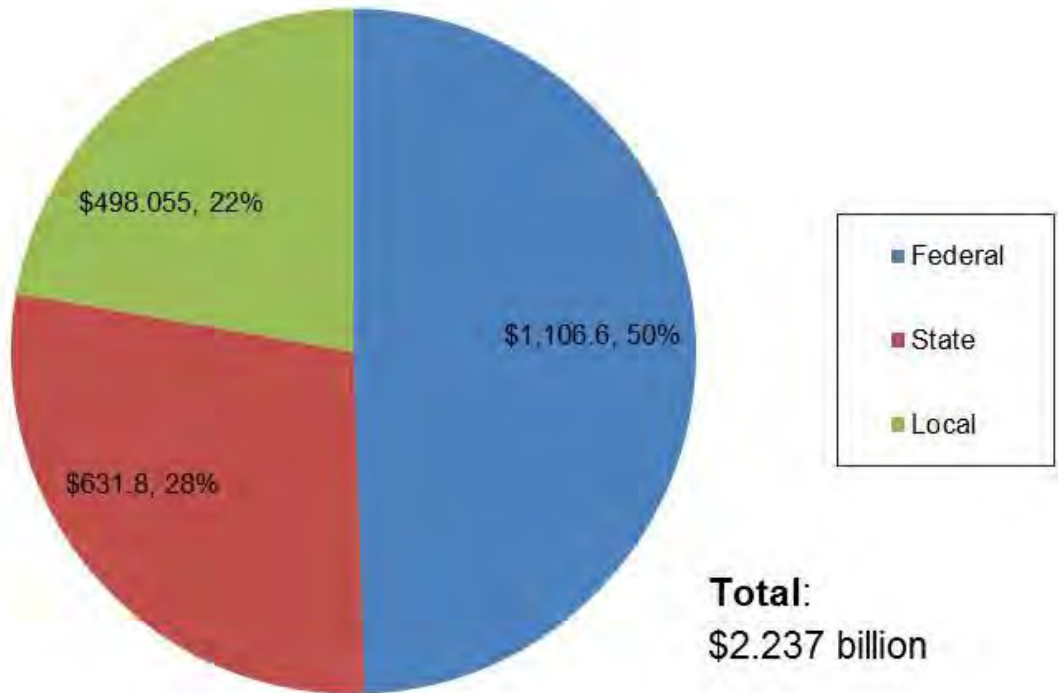
State and Local Funding

Phase 2
(\$ in millions)



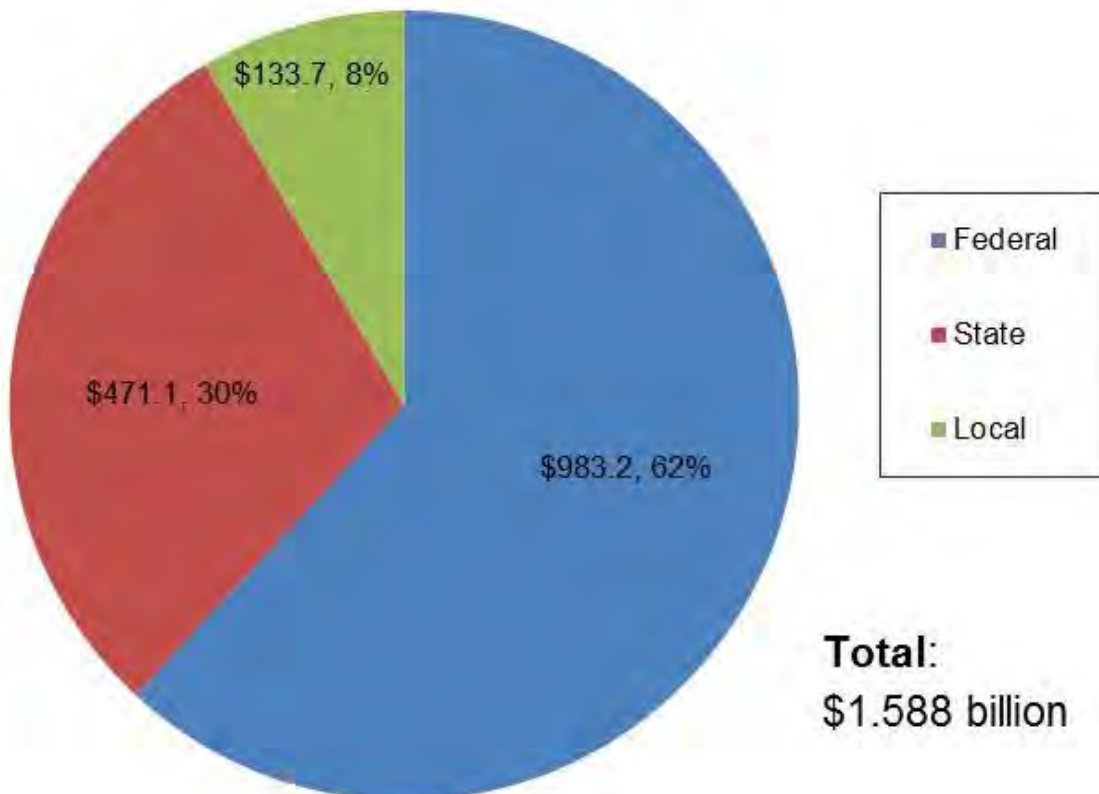
Third Street Light Rail Transit Project Funding

Phase 1 + Phase 2 + Retrieval Shaft Relocation
(\$ in millions)

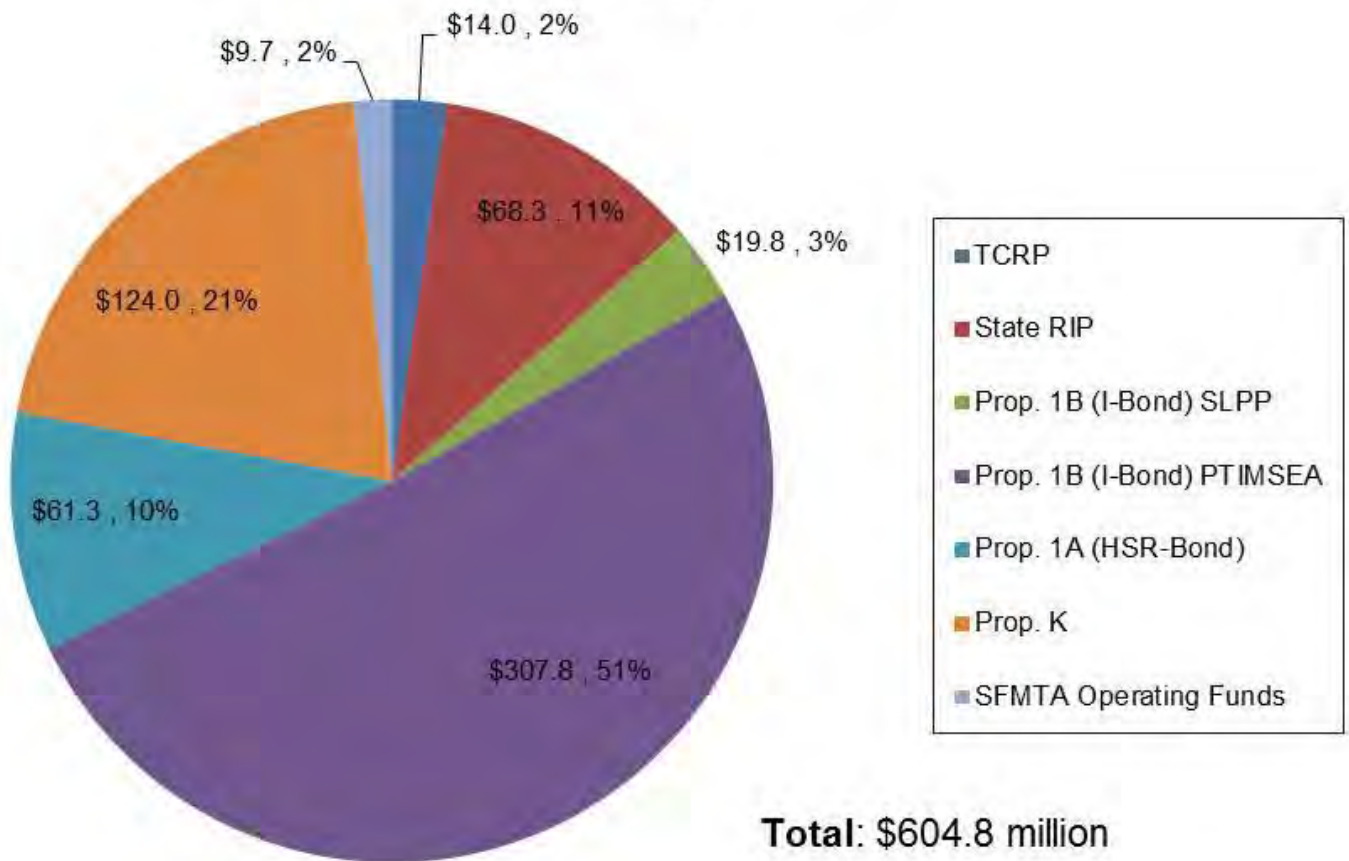


Central Subway Project Funding

Phase 2 + Retrieval Shaft Relocation
(\$ in millions)



State and Local Funding Phase 2 + Retrieval Shaft Relocation (\$ in millions)



Appendix D

COMPLETED CONTRACTS

Moscone Station and Portal Utility Relocation

Contract 1250

Contractor: Synergy Project Management, Inc.

Budget/Expenditures

| Category | Amount |
|---------------------------------|----------------------|
| Original Budget | \$11,227,316 |
| Expenditures Final | \$11,968,150 |
| Utility Reimbursements | (\$2,275,419) |
| Final Program Cost | \$9,692,731 |
| Budget Impact (Underrun) | (\$1,534,585) |

Contract Details

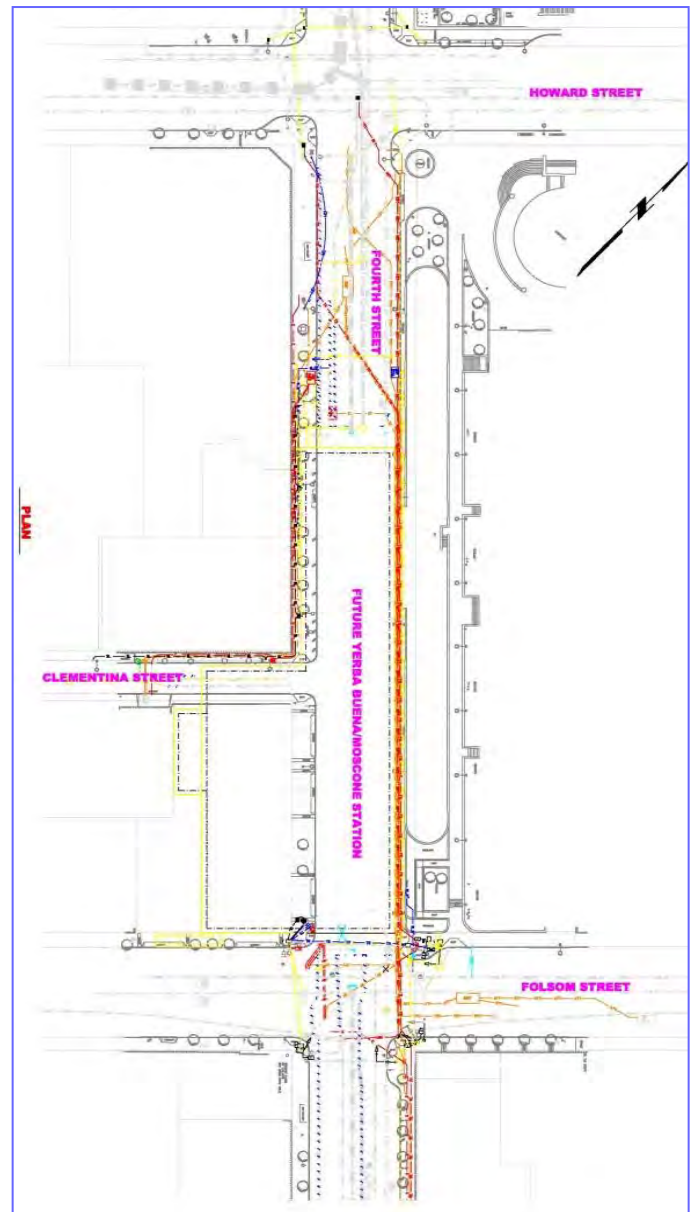
| | |
|--------------------------------|-------------------|
| Contract Awarded: | November 17, 2009 |
| Notice to Proceed: | January 4, 2010 |
| Substantial Completion: | June 23, 2011 |
| Contract Award Value: | \$ 9,273,939 |
| Modifications Final : | \$ 2,694,211 |
| Final Contract Value: | \$11,968,150 |

Status

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

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.



Union Square/Market Street Station Utility Relocation

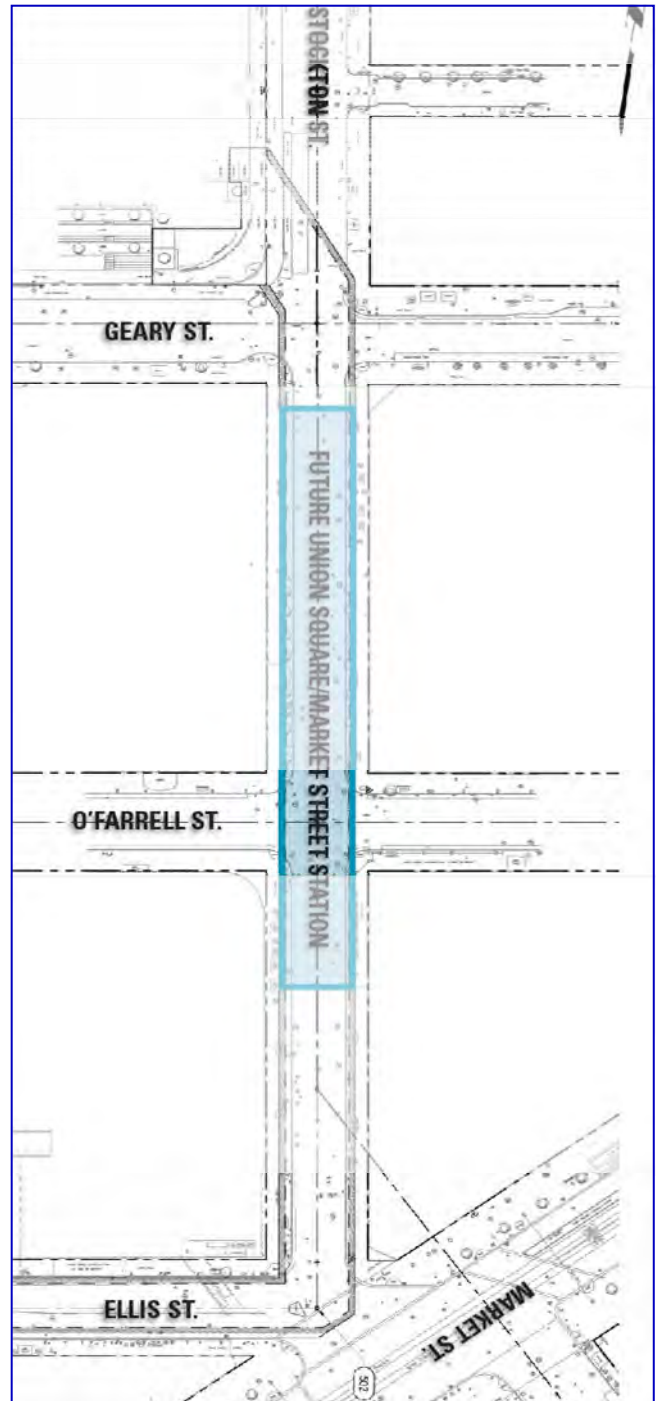
Contract 1251

Contractor: Synergy Project Management, Inc.

| Budget/Expenditures | |
|---------------------------------|--------------------|
| Category | Amount |
| Original Budget | \$22,199,847 |
| Expenditures Final | \$20,669,081 |
| Utility Reimbursements | (7,413,510) |
| Final Program Costs | \$13,176,169 |
| Budget Impact (Underrun) | (9,023,678) |

Description

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



| Contract Details | |
|-------------------------|------------------|
| Contract Awarded: | December 7, 2010 |
| Notice to Proceed: | January 12, 2011 |
| Substantial Completion: | August 16, 2012 |
| Contract Award Value: | \$16,832,550 |
| Modifications Final: | \$3,836,531 |
| Final Contract Value: | \$20,669,081 |

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

Central Subway Pagoda Palace Demolition

Contract 1277 Contractor: MH Construction

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

| Budget/Expenditures | |
|----------------------|-----------|
| Category | Amount |
| Current Budget | \$648,976 |
| Expenditures to Date | \$648,976 |

| 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 |



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

| Budget/Expenditures | |
|---------------------------|----------------------|
| Category | Amount |
| Current Budget | \$239,973,354 |
| Other Project Budget | \$5,150,000 |
| Other Offset Credits | \$1,312,101 |
| Expenditures Final | \$233,511,253 |

| Contract Details | |
|--------------------------------|-------------------------|
| Contract Awarded: | June 28, 2011 |
| Notice to Proceed 1: | January 27, 2012 |
| Notice to Proceed 2: | March 14, 2012 |
| Partial NTP 3: | April 12, 2012 |
| Notice to Proceed 3: | October 15, 2012 |
| Substantial Completion: | April 15, 2015 |
| Contract Award Value: | \$233,584,015 |
| Modifications to Date: | \$6,389,339 |
| Final Contract Value: | \$239,973,354 |



Appendix E

SBE PARTICIPATION

Quarterly Report

Current Report: April 2022 to June 2022

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 June 30, 2022.¹

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.

Appendix E - Monthly Progress Report - Reported Quarterly in 2022

CS Program SBE Summary Table for Professional Services and Construction Contracts

| Contract No. | Contractor | Services/Segment | A | B | C | D | E | F | G | |
|--|------------|--------------------|--|-------------------------|-------------------------------------|--------------------|--------------------------|----------------------------|--------------------------------|--------|
| | | | Contract Amount | SFMTA SBE Contract Goal | Contract Expenditure to Date (Est.) | SBE Actual to Date | SBE Contract \$s = A * B | SBE Amount to Date = C * D | Contractor's SBE Goal (in Bid) | |
| A Project Professional Services Contracts | | | <i>millions</i> | | | <i>millions</i> | | | | |
| 1 | 149 | CS Partnership | Project Management | \$127.58 | 30% | \$122.30 | 32.3% | \$38.27 | \$39.44 | 31.4% |
| 2 | 156 | Hill International | Project Controls Task 1 | \$17.11 | 26% | \$10.12 | 29.3% | \$4.45 | \$2.96 | 26.0% |
| 3 | 155-1 | PB Telemon | Tunnels Design | \$7.94 | 30% | \$7.90 | 30.2% | \$2.38 | \$2.39 | 31.6% |
| 4 | 155-2 | CS Design Group | Stations Design | \$54.78 | 30% | \$53.39 | 31.2% | \$16.43 | \$16.66 | 36.4% |
| 5 | 155-3 | HNTB, Inc.- B&C | Systems, Track & Surface Station Design | \$21.73 | 30% | \$21.73 | 26.0% | \$6.52 | \$5.65 | 30.0% |
| Subtotal Professional Services | | | | \$229.14 | | \$215.43 | | \$68.06 | \$67.10 | |
| B Project Construction Contracts | | | <i>millions</i> | | | <i>millions</i> | | | | |
| 1 | 1250 | Synergy Inc | Utility Relocation 1 | \$11.97 | 20% | \$11.97 | 97.2% | \$2.39 | \$11.63 | 96.4% |
| 2 | 1251 | Synergy Inc | Utility Relocation 2 | \$20.70 | 20% | \$20.70 | 87.4% | \$4.14 | \$18.10 | 94.9% |
| 3 | 1252 | BIH | Tunnels and Portal - in Construction | \$239.97 | 6% | 239.97 | 5.8% | \$14.40 | \$13.88 | 6.1% |
| 4 | 1277 | MH Construction | Pagoda Demolition | \$0.65 | 100% | \$0.65 | 100.0% | \$0.65 | \$0.65 | 100.0% |
| 5 | 1300 | Tutor-Perini | Stations/Track/Systems - in Construction | \$ 1,140.96 | 20% | \$1,167.40 | 17.4% | \$228.19 | \$203.38 | 25.5% |
| Subtotal Construction Contracts | | | | \$1,414.25 | | \$1,440.69 | | \$249.77 | \$247.63 | |
| Contract | Contractor | Services/Segment | Base Contract | SFMTA Goal | Expenditures | SBE Actual | = A * B | = C * D | Bid Goal | |
| | | | A | B | C | D | E | F | G | |

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>

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

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").

\$ 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 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 constructions 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 #104 June 2022, 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

As of: 6/30/2022

| | | |
|---------------------|---|---------------|
| Contract: | Project Management and Construction management | |
| Contract No. | CS-149 Central Subway Partnership* | |
| Status: | On-going | |
| | Base Contract Value | \$97,715,988 |
| | Approved Change Orders | -0- |
| | Current Contract Value | \$127,578,071 |
| | Expended to Date (est.) | 122,299,002 |
| | % Expended | 95.9% |
| | SBE SFMTA Goal | 30.0% |
| | SBE Participation | 32.3% |

| | | |
|---------------------|---|--------------|
| Contract: | Project Controls Cost and Schedule Support | |
| Contract No. | CS 156 Hill International Task 1* | |
| Status: | On-going | |
| | Base Contract Value | \$17,112,873 |
| | Approved Change Orders | -0- |
| | Current Contract Value | \$17,112,873 |
| | Expended to Date (est.) | \$10,115,598 |
| | % Expended | 59.1% |
| | SBE SFMTA Goal | 26.0% |
| | SBE Participation | 29.3% |

| | | |
|---------------------|---|-------------|
| Contract: | Design Package 1 for CNs 1250, 1251 and 1252 Tunnels | |
| Contract No. | CS-155-1 PB / Telemon* | |
| Status: | Design is completed. Construction support ongoing | |
| | Base Contract Value | \$5,795,000 |
| | Approved Change Orders (7) | \$2,145,159 |
| | Current Contract Value | \$7,940,159 |
| | Expended to Date (est.) | \$7,904,713 |
| | % Expended | 99.6% |
| | SBE SFMTA Goal | 30.0% |
| | SBE Participation | 30.2% |

| | | |
|---------------------|--|--------------|
| Contract: | Design Package 2 for 1253 UMS, 1254 CTS, 1255 YBM | |
| Contract No. | CS-155-2 Central Subway Design Group* | |
| Status: | Design is completed. Construction support ongoing | |
| | Base Contract Value | \$39,949,948 |
| | Approved Change Orders (6) | \$14,829,744 |
| | Current Contract Value | \$54,779,692 |
| | Expended to Date (est.) | 53,386,997 |
| | % Expended | 97.5% |
| | SBE SFMTA Goal | 30.0% |
| | SBE Participation | 31.2% |

| | | |
|---------------------|--|--------------|
| Contract: | DP 3 Systems, Track work, | |
| Contract No. | CS-155-3 HNTB-B&C* | |
| Status: | Design is completed. Construction support ongoing | |
| | Base Contract Value | 22,710,127 |
| | Approved Change Orders (9) | \$2,735,209 |
| | Current Contract Value | \$25,445,336 |
| | Expended to Date (est.) | 21,727,518 |
| | % Expended | 85.4% |
| | SBE SFMTA Goal | 30.0% |
| | SBE Participation | 26.0% |

* denotes accrual

Active and Completed Construction Contracts - SBE Participation Details

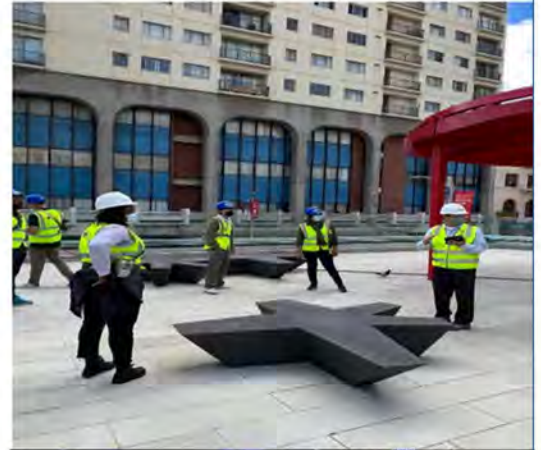
| Data as of: | | 6/30/2022 |
|---------------------|--|-----------------|
| Contract: | Synergy Inc Utility Relocation 1 YBM & Launch Box | |
| Contract No. | 1250 | |
| Status: | Contract is completed and closed out | |
| | Base Contract Value | \$9,273,939 |
| | Approved Change Orders | \$2,694,211 |
| | Final Contract Value | \$11,968,150 |
| | % Expended | 100% |
| | SBE SFMTA Goal | 20% |
| | SBE Participation To Date | 97.2% |
| Contract: | Synergy Inc Utility Relocation 2 UMS | |
| Contract No. | 1251 | |
| Status: | Contract is completed and closed out | |
| | Base Contract Value | \$16,832,550 |
| | Approved Change Orders | 3,836,531 |
| | Final Contract Value | \$20,699,081 |
| | % Expended | 100% |
| | SBE SFMTA Goal | 20.0% |
| | SBE Participation To Date | 87.4% |
| Contract: | Pagoda Palace Demolition / MH Construction | |
| Contract No. | 1277 | |
| Status: | Contract is completed and closed out | |
| | Base Contract Value | \$498,995 |
| | Approved Change Orders | \$149,981 |
| | Final Contract Value | \$648,976 |
| | % Expended | 100% |
| | SBE SFMTA Goal | 100% |
| | SBE Participation To Date | 100% |
| Contract: | Tunnels Barnard/Impregilo/Haley | |
| Contract No. | 1252 | |
| Status: | Contract is completed and closed out | |
| | Base Contract Value | \$233,584,015 |
| | Approved Change Orders | \$6,389,339 |
| | Current Contract Value | \$239,973,354 |
| | Expended to Date (est.) | \$239,973,354 |
| | % Expended | 100% |
| | SBE SFMTA Goal | 6.0% |
| | SBE Participation To Date | 5.8% |
| Contract: | Stations and Systems / Tutor Perini | |
| Contract No. | 1300 | |
| Status: | On-going | |
| | Base Contract Value | \$839,676,400 |
| | Approved Change Orders | \$301,287,290 |
| | Current Contract Value | \$1,140,963,690 |
| | Expended to Date (est.) | 1,167,402,746 |
| | % Expended | 97.0% |
| | SBE SFMTA Goal | 20.0% |
| | SBE Participation To Date | 17.4% |







Photos on the next page:

(top to bottom) June 2022: At Chinatown Station, view of tour with CALTRANS LCTOP funders. Concourse ticketing lights at Union Square Market Street Station. At Yerba Buena/Moscone Station, a view of the Platform Escalator testing kiosk. View of Platform rail at Surface, Track, and Systems Station.

central subway

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| | |
|---|---|
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