



Finance & Audit Committee

CENTRAL VALLEY STATUS REPORT

February 2021 Report (data through December 2020)

Executive Summary

Overall - Report projections will be updated with Revised Baseline Schedules (RBS) and 2020 Business Plan finalization.

Cumulative Invoicing to Fulfill American Recovery and Reinvestment Act (ARRA) Grant ([Page 13](#)):

- Total CP Cumulative Actual Invoice – \$3,101.4M compared to Total CP Cumulative Forecasted Invoice – \$3,133.9M.
- Total Estimated Cumulative Contract Value to Fulfill ARRA – \$5,722.7M.

Construction Packages (CPs) Invoicing ([Pages 12 through 14](#)).

- The December Total Invoice is \$51.6M, compared to the Forecasted Invoice of \$81M. The primary reasons for the lower expenditures are:
 - Construction Package 1:
 - Kinder Morgan pipeline relocation design, at Herndon Avenue, delayed due to UPRR approvals. As of report date: UPRR approvals received, acquisition of long lead items underway, and construction start scheduled for March 2021.
 - Road 27 bridge delayed due to BNSF work plan approval. BNSF approval received and work currently proceeding. Deck completed and lower three tendons replaced in January.
 - Jensen Trench delayed due to the PG&E gas line relocation. Final design submitted to PG&E in late December with an anticipated approval in early February 2021.
 - Construction Package 2-3:
 - Hanford Viaduct substructure is substantially complete. Directive letter issued to Design-Builder (DB) to construct superstructure.
 - ROW negotiation requiring more time than expected at various locations, such as Tule River Viaduct (resolution reached in January).
 - Change orders having been negotiated at lower amounts.
 - Construction Package 4
 - No Issues.
- Total CP Cumulative Actual Invoice – \$3,101.4M compared to Total CP Cumulative Forecasted Invoice – \$3,133.9M. Total Cumulative Current Contract Amount – \$4,987.1M. Expensed to date – 62.2%. Total Executed Change Orders this period – \$21M.

CP Design

- Expected completion of all CPs major design April 2021.
 - CP 1: 37 of 40 total design packages cleared for construction and three in progress. Expected completion April 2021.
 - CP 2-3: 91 of 106 total design packages cleared for construction and 15 in progress. Expected completion April 2021.
 - CP 4: 14 of 14 total design packages cleared for construction.

CP Construction Labor ([Page 15](#)):

- Total Monthly Average – 1,148 daily-workers. A decrease of 26 (1,174) daily workers this period. 5th consecutive month with daily workers above 1,000.
- Daily Average Contracted CP Employees Quarantined for COVID-19 – 37. **An increase of 30 workers from November – CP 1 state oversight office severely impacted.**
- Contractors continued with construction while following safety protocols and guidelines from the Centers for Disease Control and Prevention (CDC) and Occupational Safety and Health Administration (OSHA).

CP Construction/Underway ([Page 16](#)):

- Guideway – 79 miles constructed/underway compared to 119 miles total. No increase from the previous period.
 - CP 2-3: Seven miles are cleared for embankment construction and will be ready for construction to proceed once weather conditions improve, or ROW process/Environmental permitting is finalized:

- Cole Slough to Dutch John Cut approximately one mile. Expected April 2021.
- Lansing to SR-43 Curved Bridge approximately one mile. Expected March 2021.
- Avenue 88 to Deer Creek Viaduct approximately two miles. Expected June 2021.
- Deer Creek to Avenue 56 approximately one mile. Expected April 2021.
- Avenue 56 to Avenue 24 approximately two miles. Expected April 2021.
- Structures – 56 constructed/underway compared to 93 structures total. One increase of structures from previous period.
 - CP 1: Two structures behind plan:
 - Central Avenue: PG&E electric relocation delayed due to design and railroad approval. Estimated start date is April 2021.
 - Shaw Avenue: PG&E electric relocation delayed due to design 6-month shelf life re-evaluation, awaiting PG&E approval. Estimated start date is late February 2021.
 - CP 2-3: Two structures behind plan:
 - Currently planning early start on two other structures to achieve target for total structures in progress.
 - Deer Creek Viaduct and Avenue 136 are delayed due to ROW negotiations. Expected start is April 2021 and June 2021, respectively.
 - CP 4: One structure behind plan:
 - Poso Avenue delayed by PG&E relocation. PG&E relocation scheduled in early February 2021.
- Utility Relocations Status - Relocated: 523 (25%); In Progress: 506 (25%); Scheduled: 112 (5%); Not Started: 918 (45%); Total: 2,059. Eighteen started in December reporting period .

Small Business (SB) Enterprise ([Page 17](#)):

- Due to processing and confirmation of Contractor submitted data, Small Business (SB) Enterprise Values are as of November 2020.
- Small Business Enterprise Awarded Contracts: 435 at a total contract value of \$974.5M (increase of \$6.2M this period, no new contracts).
- Small Business Goal (30%) at CP contract completion: \$1.4B.
- \$491.2M total Small Business expenditures, 17.8% of the total CPs expenditures.
- SB Goal as of report (30% of CP expenditures): \$826.5M.
- November 2020 SB expenditures: \$491.2M, up by \$16.1M this period.

CP Real Property/Right-of-Way ([Pages 18 through 21](#)):

- Parcels Delivered to Design-Builder (DB) – 45 parcels delivered in December.
- 43 delinquent parcels (10 in October, 5 in November, and 28 in December).
 - CP 1: Three parcels missed in December - Two parcels at Avenue 8; forecast mid-February. One parcel at Belmont; work proceeding with an Encroachment Permit.
 - CP 2-3: Twenty-nine parcels - three in October (two at Nebraska and one at Tule River), four in November (one at Tule River and three at Avenue 56), and 22 parcels missed in December (six at Orange and Avenue 120, four at Excelsior, two at Avenue 68, one at Avenue 56, Houston, Fowler, and Elkhorn).
 - The DB is performing out-of-sequence work to mitigate construction schedule impacts at Tule River. Delinquent parcels at other locations are delaying PG&E power distribution and Harlan Stevens Ditch relocations. Transmission relocation expected next allowable window (Fall 2021). Irrigation relocation expected end of February 2021.
 - CP 4: 11 parcels - Seven in October at Garces Highway; executed permission-to-enter agreements allow Environmental work to progress while concluding acquisition negotiations. One parcel missed in November at Poso Avenue not currently impacting schedule. Three parcels missed in December - two at Poso Avenue and one at Kimberlina Avenue. DB performing out-of-sequence work to mitigate.
- The current conditionally accepted RBS dates will adjust upon finalization of the RBS.
- Total Acquired Parcels (some pending delivery) – 40 parcels.

- Total Parcels Delivered to Date – 1,771 parcels compared to an Estimated Total Parcels Needed – 2,290 parcels.
- Construction Package 1-4 – Nine parcels added (six Authority owned with no acquisition required) and 23 removed due to design optimization, resulted in a net decrease of 14 parcels.
- Railroad Parcels Delivered to Design-Builder – Zero parcels. Zero delinquent parcels.
- Total Railroad Parcels Delivered to Date – 106 parcels compared to an Estimated Total Railroad Parcels Needed – 169 parcels.
- Land Right Conveyances (Tier I, Prior to Construction) Received Approval – 47 Land Right Conveyances.
- One delinquent land conveyance this period.
 - CP 4: One land conveyance at Scofield Avenue.
- To date, the Authority received approval on 518 land right conveyances (Tier 1, Prior to Construction).

Third-Party Agreements ([Page 22 and 23](#)):

- Ten remaining key agreements with no delinquent agreements. In the past year, finalized 45 agreements. Thirty-four of those agreements were critical to supporting construction.

Project Development (Environmental Clearance) Schedule – Record of Decision (ROD) ([Pages 57 through 59](#)):

- The Fresno to Bakersfield Locally Generated Alternative ROD was approved in October 2019.
- The Central Valley Wye Notice of Determination (NOD) and the ROD were approved in September 2020.
- The Authority published four Draft EIR/EIS documents in Calendar Year 2020 including: Bakersfield to Palmdale, San Jose to Merced, Burbank to Los Angeles, and San Francisco to San Jose.
- San Francisco to San Jose - Responding to public comments and preparing a Revised Draft EIR/Supplemental Draft EIS for circulation in May 2020.
- San Jose to Merced - Administrative Revised Draft EIR/Supplemental Draft EIS circulation to Cooperating Agencies completed December 18, 2020. The regional team is incorporating the comments into the RDEIR/SDEIS, scheduled for 45-day public review in March 2021.
- Bakersfield to Palmdale - Administrative Final EIR/EIS comments received from Agency's review and will begin addressing comments to produce Final EIR/EIS. A focused recirculation is planned to incorporate the US FWS's determination on the Monarch butterfly and biological analysis on the Monarch butterfly and mountain lion resulting in an additional two-month delay to ROD.
- Palmdale to Burbank - Preparing to circulate Administrative Draft EIR/EIS to Cooperating and Responsible Agencies in mid-January 2021.
- Burbank to Los Angeles - Will circulate Administrative Final EIR/EIS to Cooperating Agencies in mid-January 2021.
- Los Angeles to Anaheim - Working steadily to integrate BNSF facilities east of Fullerton into the Los Angeles to Anaheim EIR/EIS to meet ARRA December 2022 deadline. Planning to start assembling Administrative Draft EIR/EIS in mid-January 2021.

Construction Package 1

Invoicing ([Pages 24 through 26](#)):

- Actual Invoice – \$16.3M compared to Forecasted Invoice – \$25.2M.
 - Kinder Morgan pipeline relocation design, at Herndon Avenue, delayed due to UPRR approvals. As of this date: UPRR approvals received, acquisition of long lead items underway, and construction start scheduled for March 2021. Road 27 bridge delayed due to BNSF work plan approval. BNSF approval received and work currently proceeding. Jensen Trench delayed due to the PG&E gas line relocation. Final design submitted to PG&E in late December with an anticipated approval in early February 2021.
- Current Revised Baseline Substantial Completion Forecast Date – December 30, 2022.
- Current Contract Amount – \$2,262.1M compared to Cumulative Total Invoice \$1,409.9M, 62.3% expensed to date.

Change Orders ([Pages 27](#)):

- Executed Change Orders – None.

Risk Contingency ([Page 28](#)):

- Original Contract Contingency – \$1,237M with Remaining Contract Contingency – \$373M.

CP Design

- 37 of 40 total design packages cleared for construction and three in progress. Design expected to be complete April 2021.

Construction Labor ([Page 29](#)):

- Total Monthly Average – 249 daily workers. A decrease of 44 (293) daily workers from the previous month.

Construction/Underway ([Page 30](#)):

- Guideway – 13 miles constructed/underway compared to a total of 13 miles needed. No increase this period.
- Structures – 22 constructed/underway compared to a total of 24 planned. No increase from the previous month.
 - Two structures behind plan:
 - Central Avenue: PG&E Electric Relocation delayed due to design and railroad approval - estimated start date is March 2021.
 - Shaw Avenue: PG&E Electric Relocation delayed due to design 6-month shelf life re-evaluation - estimated start date is late February 2021.

Small Business Enterprise ([Page 31](#)):

- Small Business Enterprise Awarded Contracts as of report: 137 at a total contract value of \$515.8M (increase of \$1.3M from October 2020 and no new contracts this period).
- Small Business Goal (30%) at CP contract completion: \$678.6M. Small Business Goal as of report (30% of CP expenditures): \$367.7M.
- November 2020 total Small Business expenditures as of report: \$290.2M, increase of \$9.5M from October 2020, at 23.7% of total paid to CP as of report.

Real Property/Right-of-Way ([Pages 32 through 34](#)):

- Parcels Delivered to Design-Builder (DB) – 21 parcels.
- Three parcels missed in December. Two parcels at Avenue 8; forecast mid-February. One parcel at Belmont; work proceeding with an Encroachment Permit.
- Total Parcels Delivered to Date – 876 parcels compared to an Estimated Total Parcels Needed – 1,048 parcels.
- Railroad Parcels Delivered to Design-Builder – No delinquent parcels.
- Total Railroad Parcels Delivered to Date – 53 parcels compared to an Estimated Total Railroad Parcels Needed – 83 parcels.
- Land Right Conveyances (Tier I, Required Prior to Construction) Approved to Date – 286 Land Right Conveyances and zero delinquent land conveyances.

Revised Baseline Schedules:

- The Authority is currently evaluating the RBS and as such, the recent projections are being analyzed under the conditional acceptance of CP 1's forecast.

CP 1 Construction Progress Summary

Category	Status Update
General	<ul style="list-style-type: none"> • Design: 37 of 40 total design packages cleared for construction and three in progress. Design expected to be complete April 2021. • AT&T infrastructure from Herndon Avenue to Herndon Canal substantially complete. AT&T acceptance expected January 2021. • Kinder Morgan contractor and material procurement for Herndon relocation in progress. Relocation tentative start date is March 2021. • Fresno Metropolitan Flood Control District (FMFCD) relocations in progress at Herndon Avenue. • Secured Caltrans Encroachment Permit for sewer, water, and storm drain relocations at Herndon Avenue. • UPRR Downtown Shoofly in progress. • Mono Street Shoofly Crossing Panels and Signals installed. • Continued gas relocations at Downtown Fresno. • Started Critical path fiber optic relocations in Downtown Fresno. <ul style="list-style-type: none"> - Westside shoofly design approved as noted by UPRR. - Golden State Boulevard (North): Sewer, Water and Storm Drain system are in progress. - Carnegie – Deep water main relocation completed. - Fresno Irrigation District Proof of Land of Ownership approved and held North Central Canal Number 26 pre-construction meeting. - Guideway - MSE walls between Avenue 9 and Avenue 15 in progress. - Progressing Sweeper Package to 90% design progression. • Utility Relocations Status: <ul style="list-style-type: none"> - Relocated: 216 (18%); In Progress: 456 (38%); Scheduled: 7 (1%); Not Started: 521 (43%); Total: 1,202. • Secured one UPRR Railroad crossing application and six work plan approvals in December. The railroad submittals assisted in achieving critical path work within the downtown area. Ten-day notice letters were issued to UPRR in December for construction commencement of four utility relocations. • Manpower: The daily-worker monthly average of 126 in December 2019 increased to 249 in December 2020.
Structures	<ul style="list-style-type: none"> • Continue Stage 2 of the Herndon Canal at Golden State Blvd. • Central Canal Box Culvert work ongoing. • Pier protection under American Avenue completed. • San Joaquin River Viaduct work is substantially complete. • Golden State Boulevard Viaduct: Ongoing Superstructure work. • Downtown Fresno Viaduct: Ongoing Superstructure work.
Guideway	<ul style="list-style-type: none"> • Intrusion Protection Barrier (IPB): Work is ongoing adjacent to Cottonwood Creek. • Avenue 9 to Avenue 15: Progress continues with the importing and compacting of subgrade. • Guideway Design progression continues for 2.5 miles Caltrans section between Ashlan Avenue. • Thirteen miles of Guideway are cleared and in construction. • Mobilized to SR-99 on ramp with clearing and grubbing completed and started subgrade work. • Reco panel fabrication in progress for retained fill section south of Downtown Fresno Viaduct.

Construction Package 2-3

Invoicing ([Pages 35 through 37](#)):

- Actual Invoice – \$18.9M compared to Forecasted Invoice – \$41.3M. Invoicing down mainly due to:
 - The Hanford Viaduct substructure is substantially complete. Labor can begin on superstructure upon cost dispute resolution.
 - ROW negotiation requiring more time than expected at various locations, such as Tule River Viaduct (resolution reached in January).
 - Change orders having been negotiated at lower amounts.
- Current Revised Baseline Substantial Completion Forecast Date – December 18, 2022.
- Current Contract Amount – \$2,101.5M compared to Cumulative Total Invoice \$1,292.2M, 61.5% expensed to date.

Change Orders ([Page 38](#)):

- Executed Change Orders this period – 16 for a total of \$8.9M.

Risk Contingency ([Page 39](#)):

- Original Contract Contingency – \$1,085M with Remaining Contract Contingency – \$275M.

CP Design

- 91 of 106 total design packages cleared for construction and 15 in progress. Design expected to be complete April 2021.

Construction Labor ([Page 40](#)):

- Total Monthly Average – 671 daily workers. A decrease of 32 (703) daily workers from the previous month.

Construction/Underway ([Page 41](#)):

- Guideway – 46 miles constructed/underway compared to a total of 53 miles needed. No increase from the previous month.
 - Seven miles are cleared for embankment construction and will be ready for construction to proceed once weather conditions improve, or ROW process/Environmental permitting is finalized:
 - Cole Slough to Dutch John Cut approximately one mile. Expected April 2021.
 - Lansing to SR-43 Curved Bridge approximately one mile. Expected March 2021.
 - Avenue 88 to Deer Creek Viaduct approximately two miles. Expected June 2021.
 - Deer Creek to Avenue 56 approximately one mile. Expected April 2021.
 - Avenue 56 to Avenue 24 approximately two miles. Expected April 2021.
- Structures – 25 constructed/underway compared to a total of 27 planned. An increase of one structure this period.
 - Current planning early start on two other structures to achieve target for total structures in progress.
 - Deer Creek Viaduct and Avenue 136 are delayed due to ROW negotiations. Expected start is April 2021 and June 2021, respectively.

Small Business Enterprise ([Page 42](#)):

- Small Business Enterprise Awarded Contracts as of report: 202 at a total contract value: \$371.7M (increase of \$3.3M from October 2020 and no new contracts this period).
- Small Business Goal (30%) at CP contract completion: \$622.7M. Small Business Goal as of report (30% of CP expenditures): \$351.2M.
- November 2020 total Small Business expenditures as of report: \$146M, increase of \$4.5M from October 2020, at 12.5% of total paid to CP as of report.

Real Property/Right-of-Way ([Pages 43 through 45](#)):

- Parcels Delivered to Design-Builder (DB) – 22 parcels.
- 29 delinquent parcels: three in October (Two at Nebraska and one at Tule River), four in November (one at Tule River and three at Avenue 56), and 22 parcels missed in December (six at Orange, four at Excelsior, one at Avenue 56, two at Avenue 68, six at Avenue 120, one at Houston, one at Fowler, and one at Elkhorn). The DB is performing out-of-sequence work to mitigate construction schedule impacts at Tule River. Delinquent parcels at other locations are

delaying PG&E power distribution and Harlan Stevens Ditch relocations. Transmission relocation expected next allowable window (Fall 2021). Irrigation relocation expected end of February 2021.

- Total Parcels Delivered to Date – 720 parcels compared to Estimated Total Parcels Needed – 998 parcels.
- Railroad Parcels Delivered to Design-Builder – Zero and zero delinquent parcels.
- Total Railroad Parcels Delivered to Date – 26 parcels compared to Estimated Total Railroad Parcels Needed – 57 parcels.
- Land Right Conveyances (Tier I, Required Prior to Construction) Approved to Date – 203 Land Right Conveyances and zero delinquent land conveyances.

Revised Baseline Schedules:

- The Authority is currently evaluating the RBS and as such, the recent projections are being analyzed under the conditional acceptance of CP 2-3's forecast.

CP 2-3 Construction Progress Summary

Category	Status Update
General	<ul style="list-style-type: none"> • Design: 91 out of 106 design packages have been approved. • Three new RFC design packages approved with comments. • Twelve GBRC packages approved. • 3 out of 4 Viaduct RFC Design packages are now Approved with Comments. • Utility Relocations Status: <ul style="list-style-type: none"> - Relocated: 278 (40%); In Progress: 37 (5%); Scheduled: 66 (10%); Not Started: 313 (45%); Total: 694. • Environmental Clearance: <ul style="list-style-type: none"> - 42 of 52 required Master Streambed Alteration Agreement (MSAA) sub-notifications approved. - Two 408 Permits are in process – revised trestle plans were submitted to Central Valley Flood Protection Board (CVFPB) and USACE for Cole Slough and Dutch John Cut. BNSF Relocation and Construction Agreements (Package A and B) have been executed and provided to the DB Contractor. These agreements now allow the start of construction on several utility relocations and Type II bridge structures. • Manpower: The daily-worker monthly average of 282 in December 2019 more than doubled to 671 in December 2020.
Structures	<ul style="list-style-type: none"> • Construction work under way on 25 structures <ul style="list-style-type: none"> - Twelve Type 1 Structures under construction - Thirteen Type 2 Structures under construction • Six Structures, Peach Avenue, 9th Avenue, Kent Avenue, Kansas Avenue, Excelsior Avenue and Avenue 88 are substantially complete. • Hanford Viaduct: Type 1 bridge (longest Viaduct in the program) substructure substantially complete. • Caltrans Early Work Approvals: <ul style="list-style-type: none"> - SR-43 Tied Arch – Foundations Package approved and under construction. - SR-43 Tule River – Foundations Package approved and under construction. - SR-43 Curved Bridge – Caltrans approved the detour plans and permit issued on July 15, 2020.
Guideway	<ul style="list-style-type: none"> • Construction work on 46 miles of HST embankment in currently underway.

Construction Package 4

Invoicing ([Pages 46 through 48](#)):

- Actual Invoice – \$16.4M compared to Forecasted Invoice – \$14.3M.
 - North Kern Water Storage District (NKWSD): Canal re-alignment delayed. Final agreement negotiations underway.
- Current Revised Baseline Substantial Completion Forecast Date – December 15, 2021.
- Current Contract Amount – \$623.5M compared to Cumulative Total Invoice \$399.4M, 64.1% expensed to date.

Change Orders ([Page 49](#)):

- Executed Change Orders this period – Two for a total of \$12.0M.

Risk Contingency ([Page 50](#)):

- Original Contract Contingency – \$340M with Remaining Contract Contingency – \$137M.

CP Design

- 14 of 14 total design packages cleared for construction.

Construction Labor ([Page 51](#)):

- Total Monthly Average – 229 daily workers. An increase of 50 (179) daily workers from the previous month.

Construction/Underway ([Page 52](#)):

- Guideway – 20.3 miles constructed/underway compared to a total of 20.3 miles planned. No increase from the previous month.
- Structures – Nine constructed/underway compared to a total of 10 planned. No increase from the previous month.
 - One structure behind plan – Poso Avenue delayed by PG&E relocation. TPG&E relocation scheduled in early February.

Small Business Enterprise ([Page 53](#)):

- Due to processing and confirmation of Contractor submitted data, Small Business Enterprise Values are as of November 2020.
- Small Business Enterprise Awarded Contracts as of report: 96 at a total contract value of \$86.9M (increase of \$1.6M from October 2020 and no new contracts this period).
- Small Business Goal (30%) at CP contract completion: \$185.4M. Small Business Goal as of report (30% of CP expenditures): \$107.5M.
- November 2020 total Small Business expenditures as of report: \$54.9M, increase of \$2M from October 2020, at 15.3% of total paid to CP as of report.

Real Property/Right-of-Way ([Pages 54 through 56](#)):

- Parcels Delivered to Design-Builder (DB) – Two parcels.
- 11 delinquent parcels: seven parcels missed in October at Garces Highway; agreements are executed on these seven parcels to perform Environmental work while actively working to conclude acquisition negotiations. One parcel missed in November at Poso. Three parcels missed in December two at Poso and one at Kimberlina. The DB is performing out of sequence work to mitigate the construction schedule.
- Total Parcels Delivered to Date – 175 parcels compared to the Estimated Total Parcels Needed – 244 parcels.
- Railroad Parcels Delivered to Design-Builder – Zero and zero delinquent parcels.
- Total Railroad Parcels Delivered to Date – 27 parcels compared to Estimated Total Railroad Parcels Needed – 29 parcels.
- Land Right Conveyances (Tier I, Required Prior to Construction) Received Approval to Date – 29 Land Right Conveyances and one delinquent land conveyance at Scofield Avenue.

Revised Baseline Schedules:

- The Authority is currently evaluating the RBS and as such, the recent projections are being analyzed under the conditional acceptance of CP 4's forecast.

CP 4 Construction Progress Summary

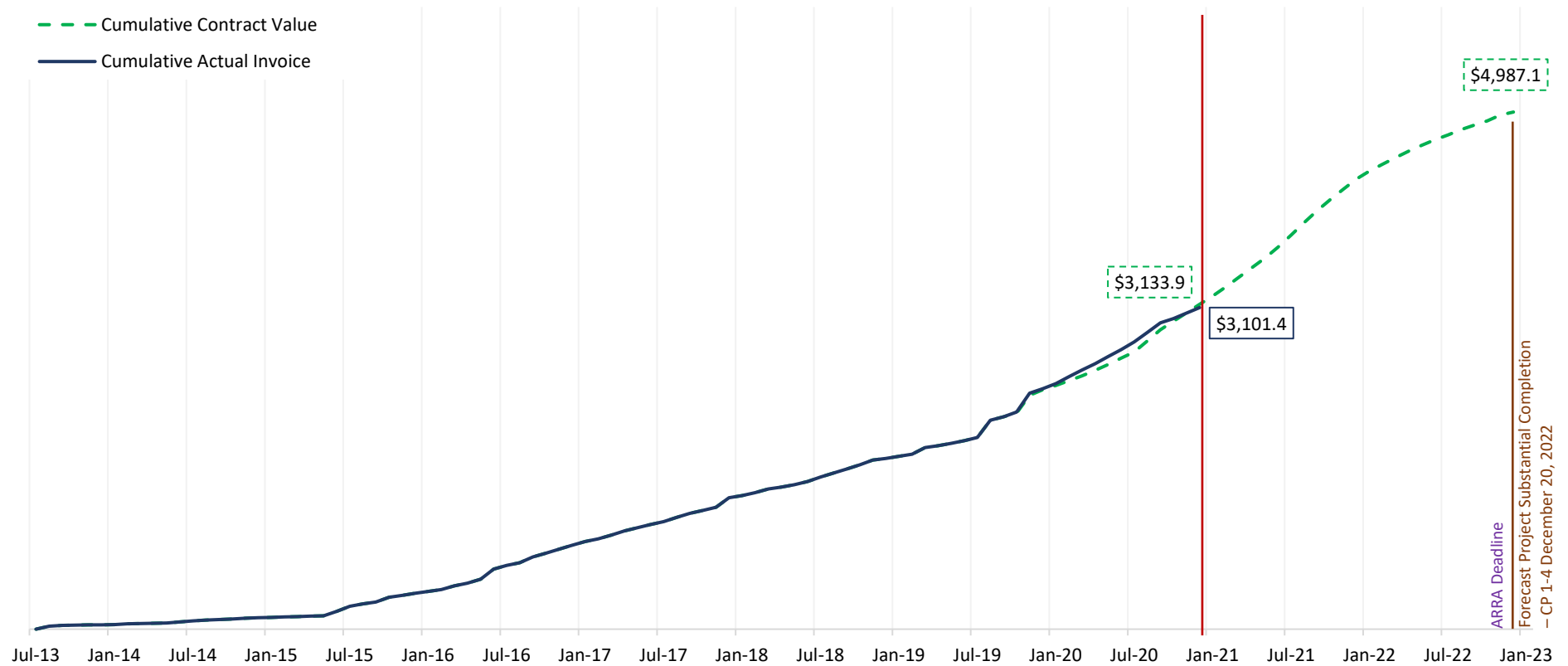
Category	Status Update
General	<ul style="list-style-type: none"> • Design of the structures are complete, and RFCs have been issued. • Utility Relocations Status: <ul style="list-style-type: none"> - Relocated: 29 (18%); In Progress: 13 (8%); Scheduled: 39 (24%); Not Started: 84 (51%); Total: 165. • Manpower: The daily-worker monthly average of 105 in December 2019 increased to 229 in December 2020.
Structures	<ul style="list-style-type: none"> • Completed drilled shafts at Peterson Road Underpass and started excavation for footings. • Continued work at Wasco Viaduct superstructure. • Continued work on Garces Highway Underpass backwalls and derailment walls. • Continued work on Pond Road Underpass interior walls. • Continued work on Kimberlina Underpass abutments. • Continued work on Merced Road Overpass Mechanically Stabilized Earth (MSE) walls. • Started work on McCombs Avenue Overpass drilled shafts.
Guideway	<ul style="list-style-type: none"> • Continued work on the Wildlife Box Culvert crossings at Kimberlina Avenue and Poplar Avenue. • Continued work on Box Culverts between Elmo Highway and Sherwood and between Poso Creek and Taussig. • Continued with work on MSE retaining walls. • Continued work on drainage system north of Poso Avenue. • Started placing subgrade between Kimberlina Avenue and Poplar Avenue.

Infrastructure Delivery Overview – 119-mile Central Valley Segment Construction Packages 1-4 (CP 1-4)

CP 1-4 – Earned Value

The chart below shows historical expenditures from the award of the first construction package through December 31, 2020. The planned values are based on the Proposed Revised Baseline Schedules developed for all the construction packages as of December 2020. The completion value (\$4.99B) is based on the current contract values of the construction packages and does not include SR-99. This value does not include change orders that are yet to be executed. It is anticipated that the total current contractual value of \$4.98B will be expended by end of December 2022.

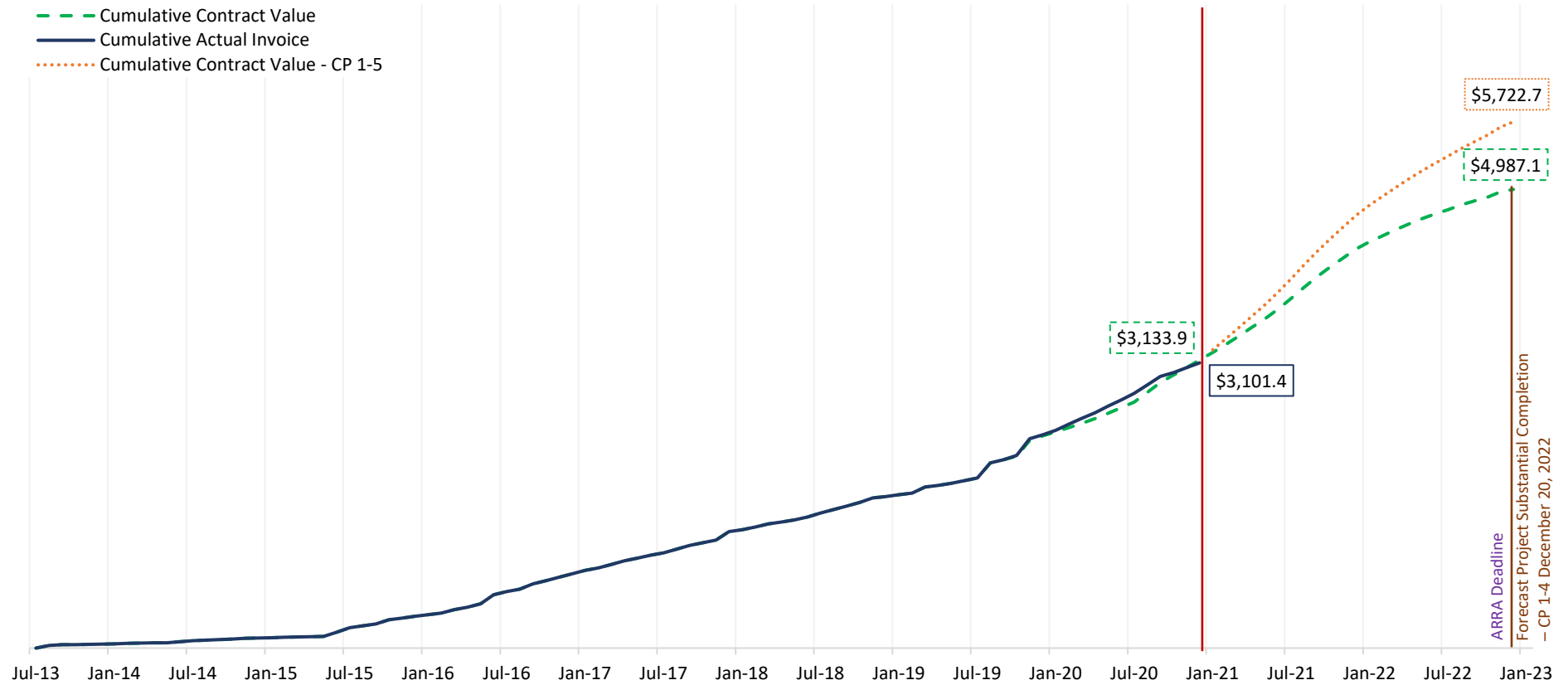
CP 1-4 – Planned vs. Actual Expenditures from Contract Award Through Contract Completion - \$ Millions



Notes:

1. Projection has been updated based on the Revised Baseline Schedules (RBSs).

Remaining Expenditures to Achieve ARRA (DB + CP 5) - \$ Millions



Remaining DB and Track Work Baseline Items:

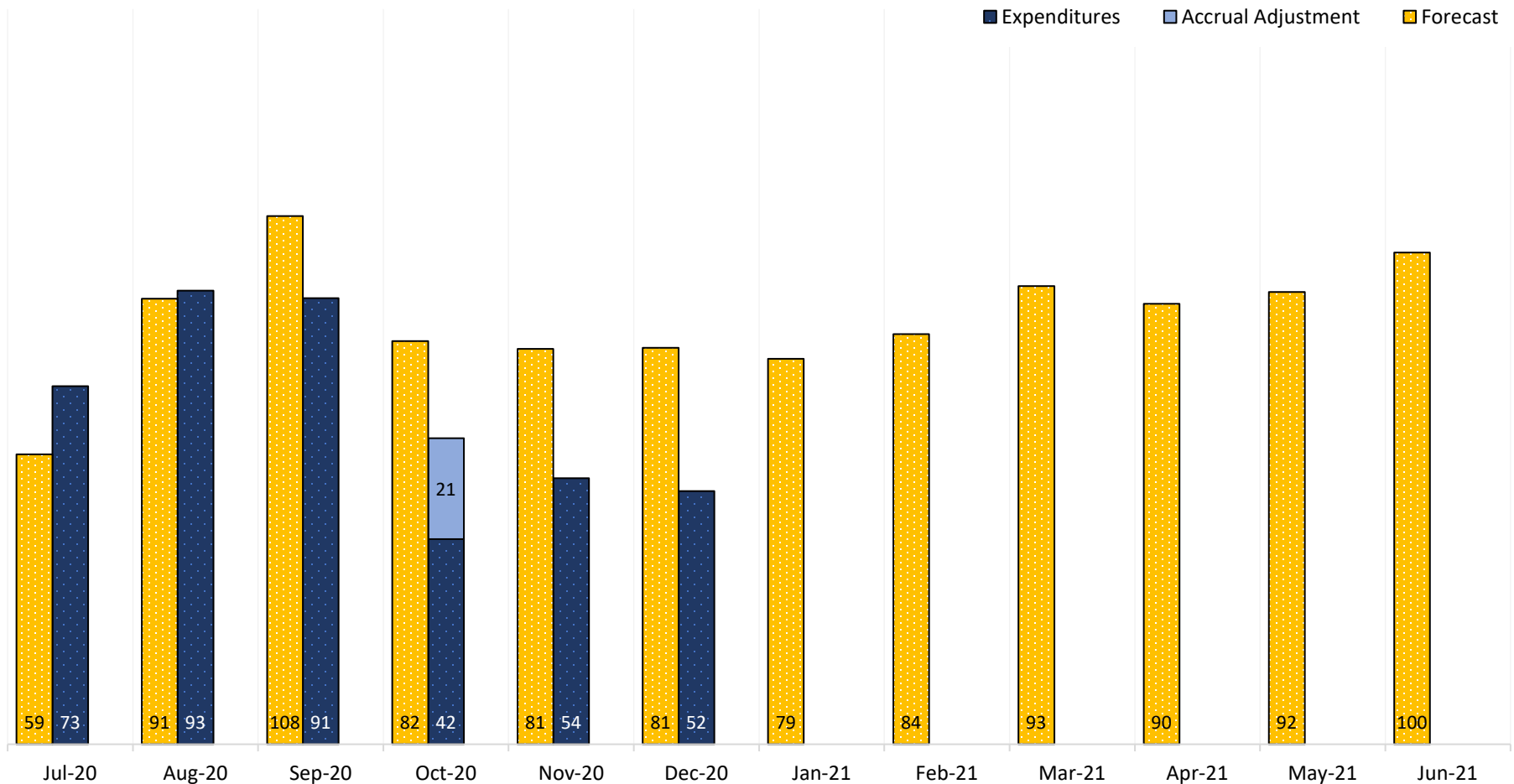
- Intrusion Protection Barriers and other railroad related works.
- North Extension (Avenue 17 to 19 in Madera County).
- Third-Party related work (e.g., Additional PG&E and AT&T work).
- Track Works (Needed for ARRA fulfillment).
- Miscellaneous Works Modifications (e.g., Utility Relocation, Environmental Mitigation, Cast in Place Walls).
- Cumulative Planned – Current Contract Value (dotted green line) is based on the current contract values for CP 1-4. This will be updated once the Revised Baseline Schedules (RBSs) are finalized.

Notes:

1. The Cumulative Contract Value - CP 1-5 (DB only) curve has been adjusted to reflect only the ARRA scope required to complete the 119-mile infrastructure by December 31, 2022. For the Track & Systems contract, this adjustment includes only the estimated cost to place plain-line track. The December CVSR will provide a reconciliation with the ARRA scope included in the Capital Outlay Report.
2. The December 2022 Cumulative Plan forecast projection increased from \$4,966.2M to \$4,987.1M due to \$21M in December 2020 Change Order executions.

CP 1-4 - Design-Build Planned vs. Actual Expenditures – Near Term

CP 1-4 – Monthly Expenditures (\$ Millions)

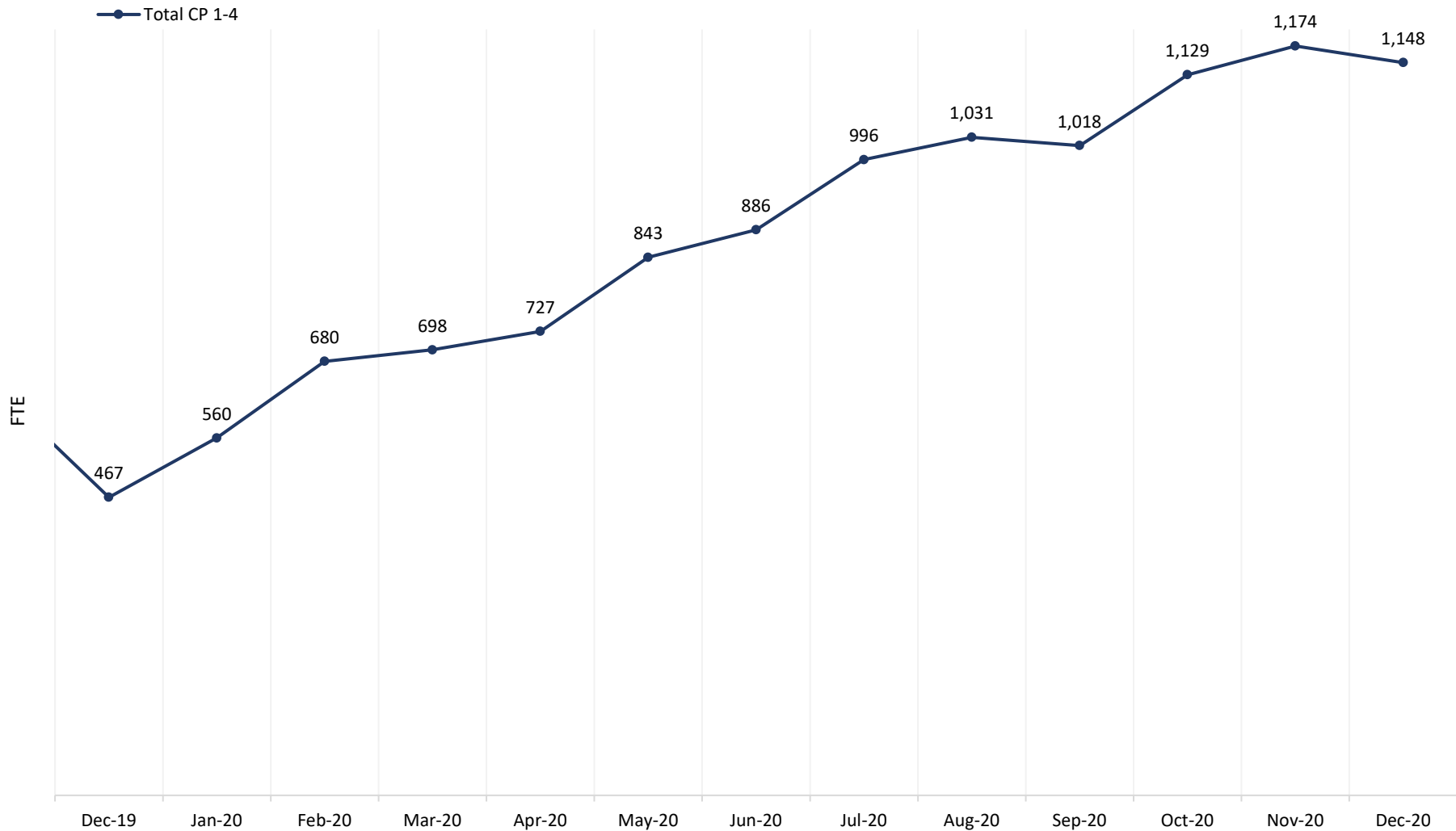


Notes:

1. All projections are being monitored against the conditional acceptance of CP 1-4’s Revised Baseline Schedule (RBS) as of December 2020.
2. The primary reasons for the lower expenditures are:
 - CP 1: Kinder Morgan pipeline relocation design, at Herndon Avenue, delayed due to UPRR approvals. This period: UPRR approvals received, acquisition of long lead items underway, and construction start scheduled for March 2021. Road 27 bridge delayed due to BNSF work plan approval. BNSF approval received and work currently proceeding. Jensen Trench delayed due to the PG&E gas line relocation. Final design submitted to PG&E in late December with an anticipated approval in early February 2021.
 - CP 2-3: Hanford Viaduct substructure is substantially complete. Labor can begin on superstructure upon cost dispute resolution. ROW negotiation requiring more time than expected at various locations, such as Tule River Viaduct (resolution reached in January). Change orders having been negotiated at lower amounts.
 - CP 4: North Kern Water Storage District (NKWSD): Canal re-alignment delayed. Final agreement negotiations underway.

CP 1-4 – Monthly Construction Workforce Total

CP 1-4 – Monthly Construction Workforce Total – Actual

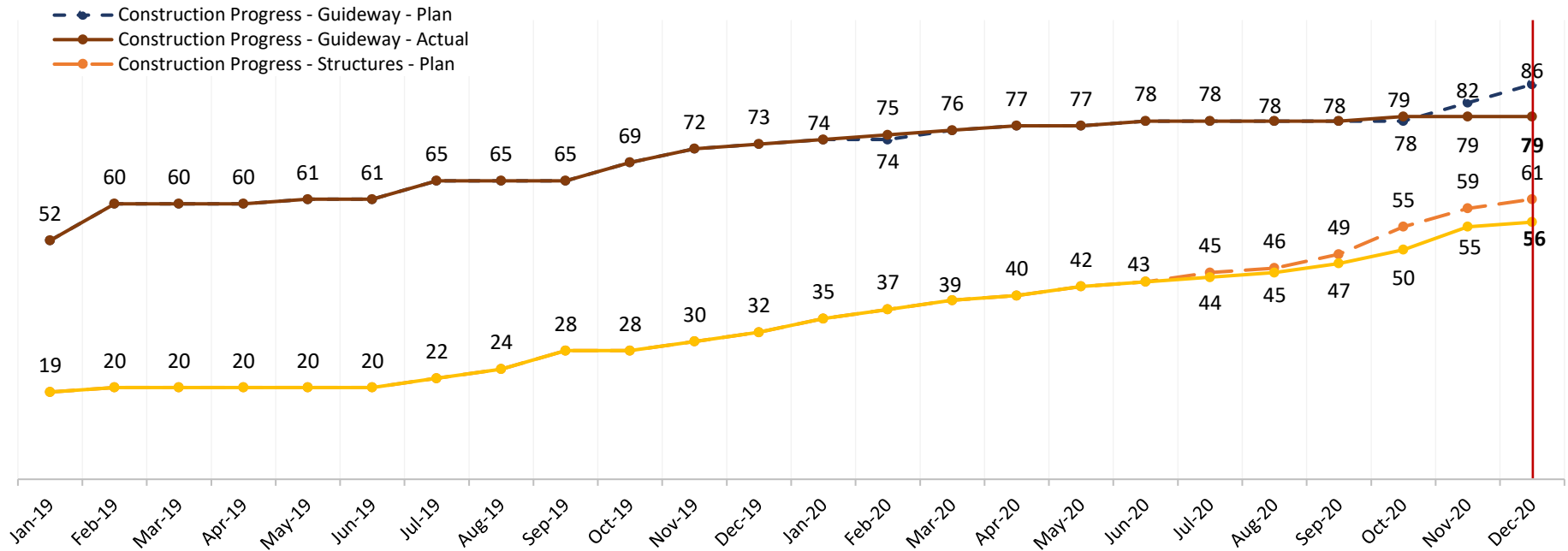


Notes:

1. The Construction Labor numbers (Full-Time Employees) are based on the weekly totals divided by the number of weeks within the working calendar month.
2. The December 2019 reporting number shows a sharp decrease due to the holiday week of December 23 through December 31.
3. The data from December 2019 to April 2020 was previously presented with data from each month's final week. The data has been updated to represent more accurately the overall total on a per working calendar month average status.

CP 1-4 – Structures and Guideway Progress – Planned vs. Actuals

CP 1-4 – Construction Progress to Completion – Planned vs. Actual



Monthly Construction Status – Under Construction vs. Completed

Construction	CP 1		CP 2-3		CP 4		Overall		TOTAL
	In Progress	Completed	In Progress	Completed	In Progress	Completed	In Progress	Completed	
Guideway	11	2	27	19	20.3	0	58.3	21	79.3
Structures	9	13	25	0	9	0	43	13	56

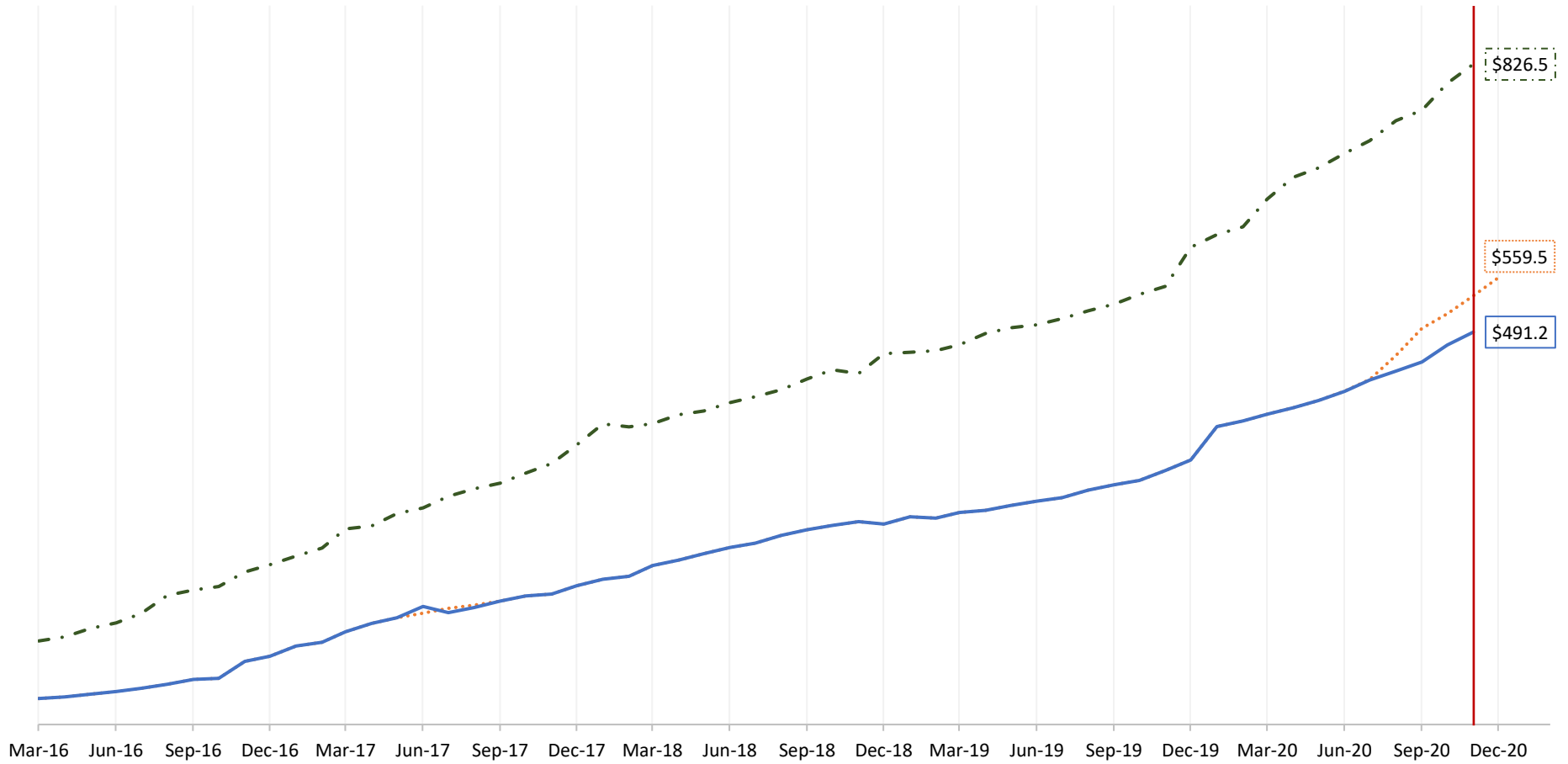
Notes:

- Total Structures: 93 each. Total Guideway: approximately 119 miles.
- The Forecasted Structures and Guideway are based on the Authority's conditional acceptance of CP 1-4's Revised Baseline Schedule (RBS) as of December 2020.
- CP 1: Two structures behind plan:
 - Central Avenue: PG&E Electric Relocation delayed due to design and railroad approval - estimated start date is March 2021.
 - Shaw Avenue: PG&E Electric Relocation delayed due to design 6-month shelf life re-evaluation - estimated start date is late February 2021.
- CP 2-3: Two structures behind plan:
 - Currently planning early start on two other structures to achieve target for total structures in progress. Deer Creek Viaduct and Avenue 136 are delayed due to ROW negotiations. Expected start is April 2021 and June 2021, respectively.
- CP 2-3: Seven miles behind plan:
 - Cole Slough to Dutch John Cut approximately one mile. Expected April 2021.
 - Lansing to SR-43 Curved Bridge approximately one mile. Expected March 2021
 - Avenue 88 to Deer Creek Viaduct approximately two miles. Expected June 2021.
 - Deer Creek to Avenue 56 approximately one mile. Expected April 2021.
 - Avenue 56 to Avenue 24 approximately two miles. Expected April 2021.

CP 1-4 – Small Business Enterprise

CP 1-4 Cumulative Values

..... Cumulative SBE Forecast — Cumulative SBE Actual - - - Current SBE Target



Notes:

1. Number of Small Business Enterprise Awarded Contracts: 435.
2. Value of overall Small Business Goal (30%): \$1.4B.
3. Value of Current Small Business Enterprise Awarded Contracts: \$974.5M (Increase of \$6.2M from October 2020).
4. Value of Small Business expended: \$491.2M.
5. Small Business Enterprise Utilization percentage based on Contractor Invoices Paid to Date: 17.8%.
6. Business Enterprise Utilization towards Value of overall Small Business Goal: 33%.
7. Due to processing and confirmation of Contractor submitted data, Small Business Enterprise Values are as of November 2020.

CP 1-4 – Right-of-Way (ROW) Summary

ROW established metrics to track the following:

- Acquisition Tracking.
 - Parcel: Property rights required from others and public lands (property rights required from public entities and/or multiple parties).
 - Railroad: Property rights and other agreements required from railroads.
- Land Right Conveyance Tracking.
 - Tier 1: Land Right Conveyances (critical); entities requiring transfer of title prior to construction (PG&E, Southern California Edison, Fresno Irrigation District, and the Fresno Metropolitan Flood Control District).
 - Tier 2: Land Right Conveyances (non-critical); entities where transfer of title occurs post construction.

CP 1-4 – ROW Parcel Acquisition Summary

Construction Package	Total Needed November 30, 2020	Total Needed COS ⁽¹⁾ Modifications ⁽²⁾	Total Needed December 31, 2020	Total Acquired November 30, 2020	Acquired December 31, 2020	Total Acquired December 31, 2020
	(A)	(B)	(C) = (A) + (B)	(D)	(E)	(F) = (D) + (E)
CP 1	1,058	-10	1,048	864	15	879
CP 2-3	1,002	-4	998	705	20	725
CP 4	244	0	244	174	3	177
Total	2,304	-14	2,290	1,743	38	1,781

Notes:

1. Certificate of Sufficiency (COS).
2. For CP 1, added six parcels (six Authority owned requiring no acquisition) and removed 16 parcels (design refinement). For CP 2-3, added three parcels identified during mapping and revised design and removed seven parcels no longer needed due to further design review. For CP 4, no changes.

CP 1-4 – ROW Acquired but Not Delivered to Design-Builder (DB)

Construction Package	Total Acquired ⁽¹⁾ December 31, 2020	Delivered to DB ⁽²⁾ December 31, 2020	Total Delivered to DB ⁽³⁾ December 31, 2020	Total Acquired, Remaining to Deliver to DB December 31, 2020
	(G) = (F)	(H)	(I)	(J) = (G) - (I)
CP 1	879	21	876	3
CP 2-3	725	22	720	5
CP 4	177	2	175	2
Total	1,781	45	1,771	10

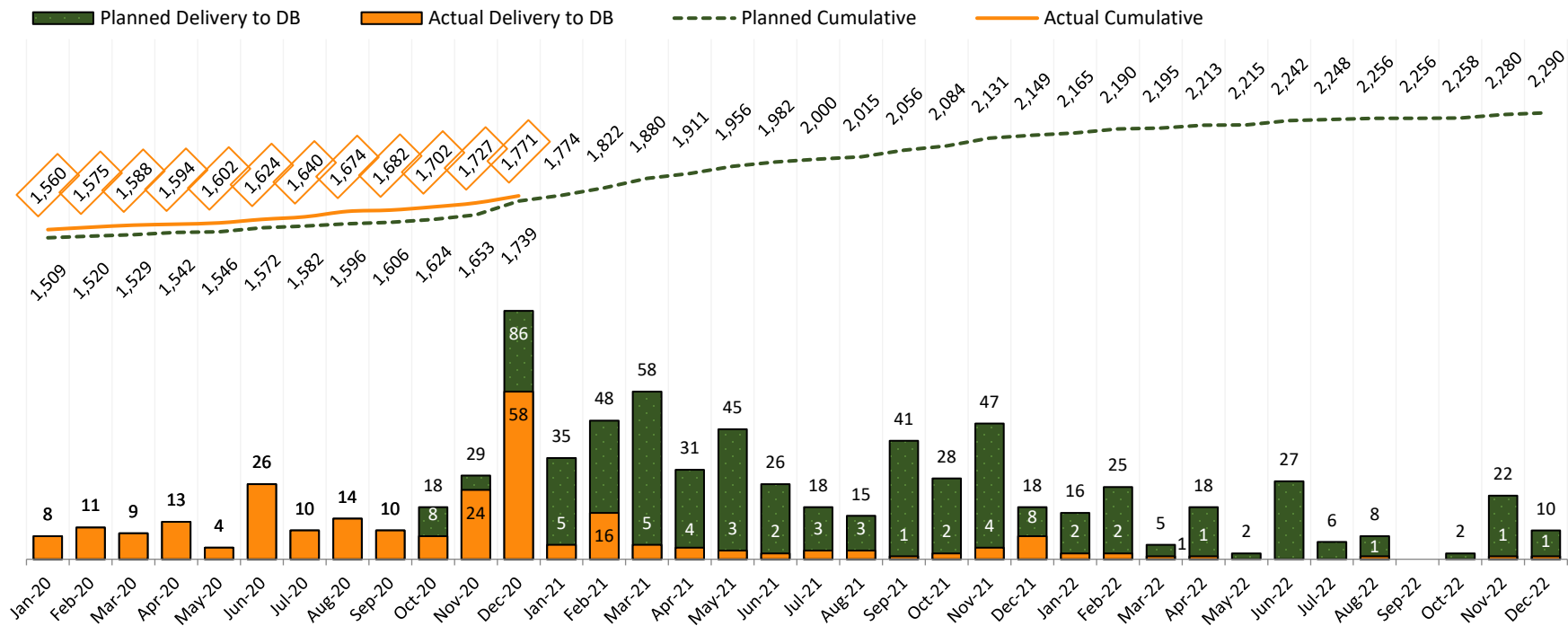
Notes:

1. Total Acquired is defined as parcels that are legally possessed by the Authority.
2. The 45 parcels delivered to the DB includes: one planned in October; 15 in December; 25 in 2021, and four in 2022.
3. Total Delivered to DB is defined as parcels certified for construction and delivered to the Design-Builder.

CP 1-4 – ROW Summary

Construction Package	Total Needed Parcels December 31, 2020	Total Parcels Delivered to Date December 31, 2020	Remaining Parcels to be Delivered December 31, 2020
CP 1	1,048	876	172
CP 2-3	998	720	278
CP 4	244	175	69
Total	2,290	1,771	519

CP 1-4 – Parcel Delivery to DB Summary



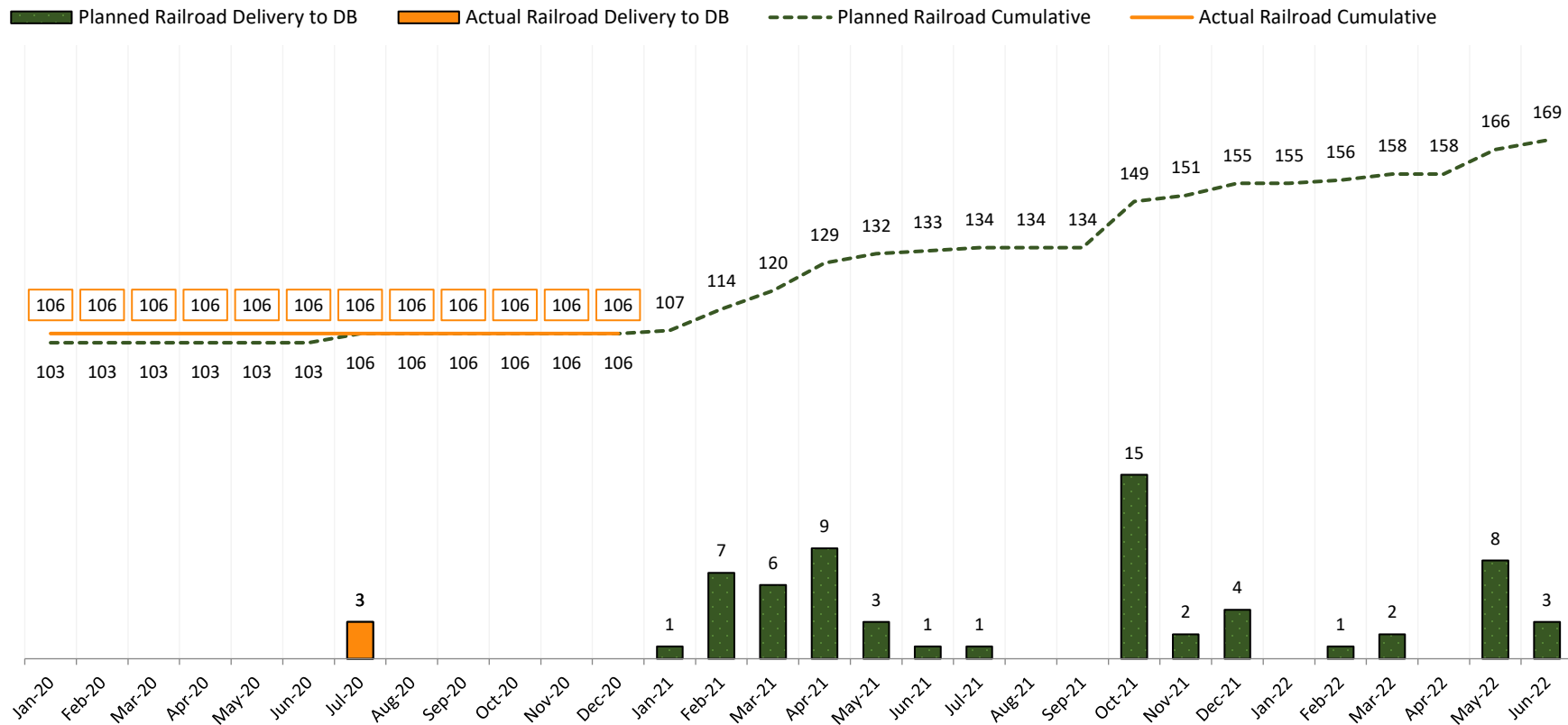
Notes:

1. This reflects the current Revised Baseline Schedules (RBSs) for CP 1, CP 2-3, and CP 4.
2. The current conditionally accepted RBS dates will adjust upon finalization of the RBS.
3. Actual cumulative line for December 2020 reflects delivered parcels that are forecasted in future months.
4. 43 delinquent parcels (10 in October; 5 in November; and 28 in December). CP 1: Three parcels missed in December 2020. Two parcels at Avenue 8; forecast mid-February 2021. One parcel at Belmont; work proceeding with an Encroachment Permit. CP 2-3: 29 parcels: three in October (two at Nebraska and one at Tule River), four in November (one at Tule River and three at Avenue 56), and 22 parcels missed in December (six at Orange and Avenue 120, four at Excelsior, two at Avenue 68, one at Avenue 56, Houston, Fowler, and Elkhorn). The DB is performing out-of-sequence work to mitigate construction schedule impacts at Tule River. Delinquent parcels at other locations are delaying PG&E power distribution and Harlan Stevens Ditch relocations. Transmission relocation expected next allowable window (Fall 2021). Irrigation relocation expected end of February 2021. CP 4: 11 parcels: Seven in October at Garces Highway; executed permission-to-enter agreements allow Environmental work to progress while concluding acquisition negotiations. One parcel missed in November at Poso not currently impacting schedule. Three parcels missed in December: two at Poso and one at Kimberlina. DB performing out-of-sequence work to mitigate.

CP 1-4 – ROW Railroad Summary

Construction Package	Total Needed Railroad Parcels December 31, 2020	Total Railroad Parcels Delivered to Date December 31, 2020	Remaining Railroad Parcels to be Delivered December 31, 2020
CP 1	83	53	30
CP 2-3	57	26	31
CP 4	29	27	2
Total	169	106	63

CP 1-4 – Railroad Parcel Delivery to DB Summary



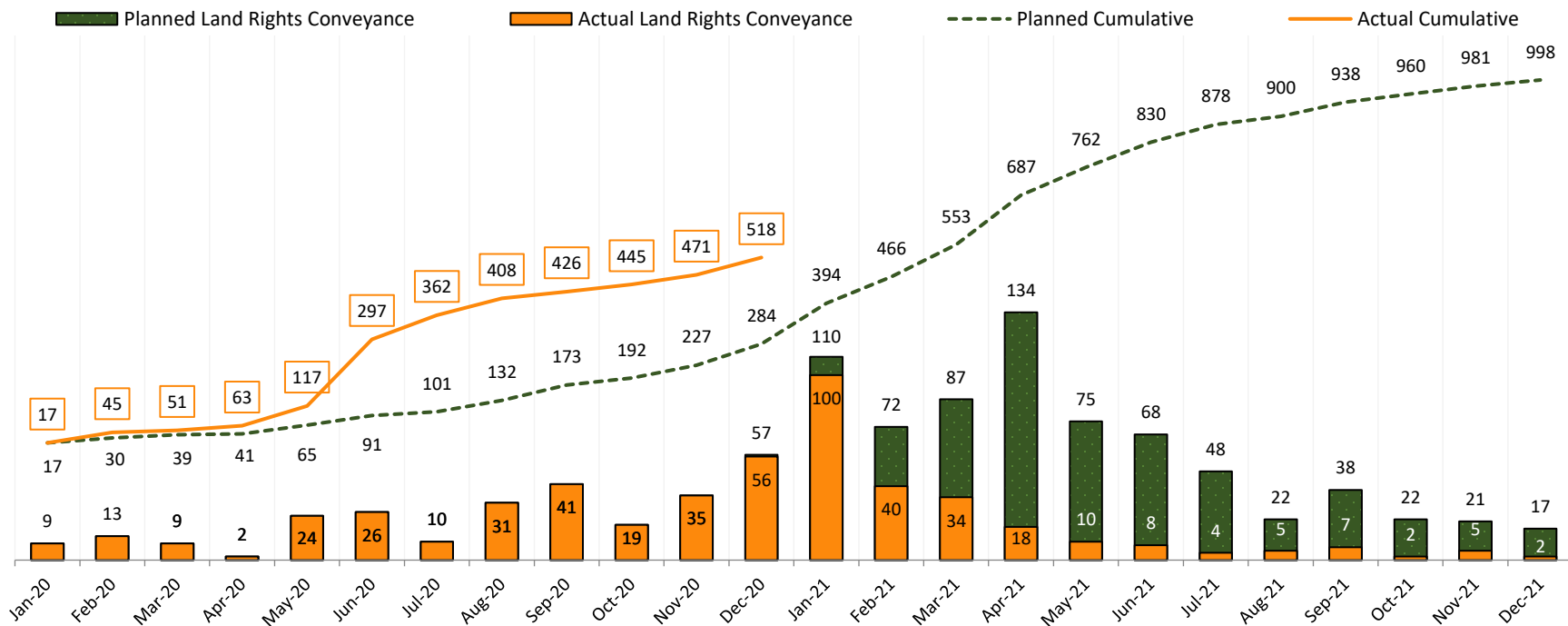
Notes:

1. This reflects the current Railroad Revised Baseline Schedules (RBSs) for CP 1, CP 2-3, and CP 4.
2. Planned Railroad Delivery to DB parcels may be adjusted periodically based on continued refinement of the RBS.

CP 1-4 – Tier 1 Land Right Conveyances Required Prior to Construction (PG&E, SCE, FID, FMFCD) Summary

Construction Package	Total Needed Land Right Conveyances December 31, 2020	Total Land Right Conveyances Approved ⁽⁵⁾ to Date November 30, 2020	Total Land Right Conveyances Approved December 31, 2020	Remaining Land Right Conveyances to be Approved December 31, 2020
CP 1	426	279	7	140
CP 2-3	470	165	38	267
CP 4	102	27	2	73
Total	998	471	47	480

CP 1-4 – Tier 1 Land Right Conveyances Required Prior to Construction (PG&E, SCE, FID, FMFCD) Summary



Notes:

1. This projection has been revised based on the Revised Baseline Schedules (RBSs).
2. The current conditionally accepted RBS dates will adjust upon finalization of the RBS.
3. Actual Cumulative for December 2020 includes completed land right conveyances that are forecasted in future months.
4. Planned land right conveyances were adjusted from last month's report due to continued refinement of the RBS.
5. The term "Approved" is defined as land right conveyances with Director of Real Property for signature, PG&E for signature, or recorded.
6. One delinquent land conveyance (December). CP 4: One land conveyance at Scofield Avenue.

119-Mile Central Valley Segment – Third-Party Agreements

CP 1-4 – Look Ahead - Estimated Completion Timeline for Critical Third-Party Agreements

Entity	Project Section	Result of Resolution	Previous Estimated Completion	Current Estimated Completion
Madera Valley Water Company (MVWC)	CP 1	Obtain MVWC’s cooperation and capture essential terms working together to relocate MVWC facilities. Additional revisions required to protect the Authority’s interests.	Jul-20	Feb-21
County of Kings	CP 2-3	Covers transfer of ROW between Authority and County. Grants immediate right of possession to Authority and use of existing ROW for construction. Agreement language finalized, but County requested new format for exhibit maps, so maps are being updated by Authority Right-of-Way Engineering (ROWE). ROWE anticipates completing exhibits by end of January 2021.	Sep-20	Mar-21
City of Wasco	CP 4	Covers transfer of ROW between Authority and City. Grants immediate right of possession to Authority and use of existing ROW for construction. City of Wasco halted negotiations due to dispute on additional financial Farmworker Housing support.	Jul-20	On Hold
City of Wasco	CP 4	Defines ownership and maintenance of grade separations between Authority and City in perpetuity. City of Wasco halted negotiations due to dispute on additional financial Farmworker Housing support.	Jul-20	On Hold
Semitropic Water Storage District	CP 4	Design and construction of facilities. Semitropic counsel still finalizing provisions with the Authority’s Legal Office. The Authority provided further revisions pursuant to Semitropic’s requests during December 17, 2020 meeting.	Jul-20	Mar-21
Semitropic Water Storage District	CP 4	CCUA ⁽¹⁾ template allows prompt execution of land conveyances. Semitropic and the Authority’s CP 4 team still working out final revisions and exhibits. The Authority provided further revisions pursuant to Semitropic’s requests during December 17, 2020 meeting.	Jul-20	Mar-21
Semitropic Water Storage District	CP 4	JUA ⁽²⁾ template allows prompt execution of land conveyances. Semitropic and the Authority’s CP 4 team still working out final revisions and exhibits. The Authority provided further revisions pursuant to Semitropic’s requests during December 17, 2020 meeting.	Jul-20	Mar-21
North Kern Water Storage District (NKWSD)	CP 4	Utility Agreement amendments for construction of facilities.	N/A	Mar-21

North Kern Water Storage District	CP 4	Master Agreement amendment and memorandum to revise terms of original agreement and memorialize new obligations.	N/A	Mar-21
North Kern Water Storage District	CP 4	Settlement Agreement to resolve any remaining disputed issues between NKWSD and the Authority.	N/A	Mar-21

Notes:

1. Consent to Common Use Agreement (CCUA) - CCUAs recognize/perpetuate a facility owner's existing rights where a facility is either protected in place in an area that is now within the Authority's ROW, or relocated to a new position within the Authority's ROW, but also still within the facility owner's existing ROW (for example, an open canal is converted to a box culvert under the Authority corridor). CCUAs also establish the facility owner's and Authority's respective rights and obligations for occupying, maintaining, and accessing the joint use area.
2. Joint Use Agreement (JUA) - JUAs identify and convey replacement easement rights to facility owners when their utility facility relocates to a position within the Authority's ROW and outside or partly outside of the facility owner's existing ROW. JUAs also establish the facility owner's and Authority's respective rights and obligations for occupying, maintaining, and accessing the joint use area.

CONSTRUCTION PACKAGE 1 (CP 1) OVERVIEW

CP 1 – Design-Build Contract Summary

Milestones

Milestone	Date
RFQ Date:	11/15/2011
SOQ Date:	12/19/2011
RFP Date:	03/22/2012
Proposal:	01/18/2013
Bid Open Date:	04/13/2013
Award Date:	08/16/2013
NTP 1 Date:	10/15/2013
NTP 2 Date:	11/22/2013
NTP 3 Date:	07/11/2014
Original Completion Date:	03/31/2018
Current Contract Completion Date:	11/02/2021
Current Forecast Substantial Completion Date⁽²⁾:	12/31/2022

Contract Value

Description	Amount
Fixed Bid Price:	\$969,988,000.00
Provisional Sums:	\$53,000,000.00
Original Contract Price:	\$1,022,988,000.00
Executed Change Orders:	\$1,239,127,467.45
Current Contract Amount:	\$2,262,115,467.45
Approved Invoices to Date ⁽¹⁾ :	\$1,409,863,392.16
Remaining Contract Balance:	\$852,252,075.29

Contract Time Status

Description	Duration ⁽³⁾
Original Contract Days:	1,628
Extension of Time Awarded:	1,312
Current Forecast Contract Days:	2,940
Work Days Spent (thru 11/30/2020):	2,634

Expended to Date

Description	Percentage
Time:	89.6%
Dollars:	62.3%

Growth Percentage

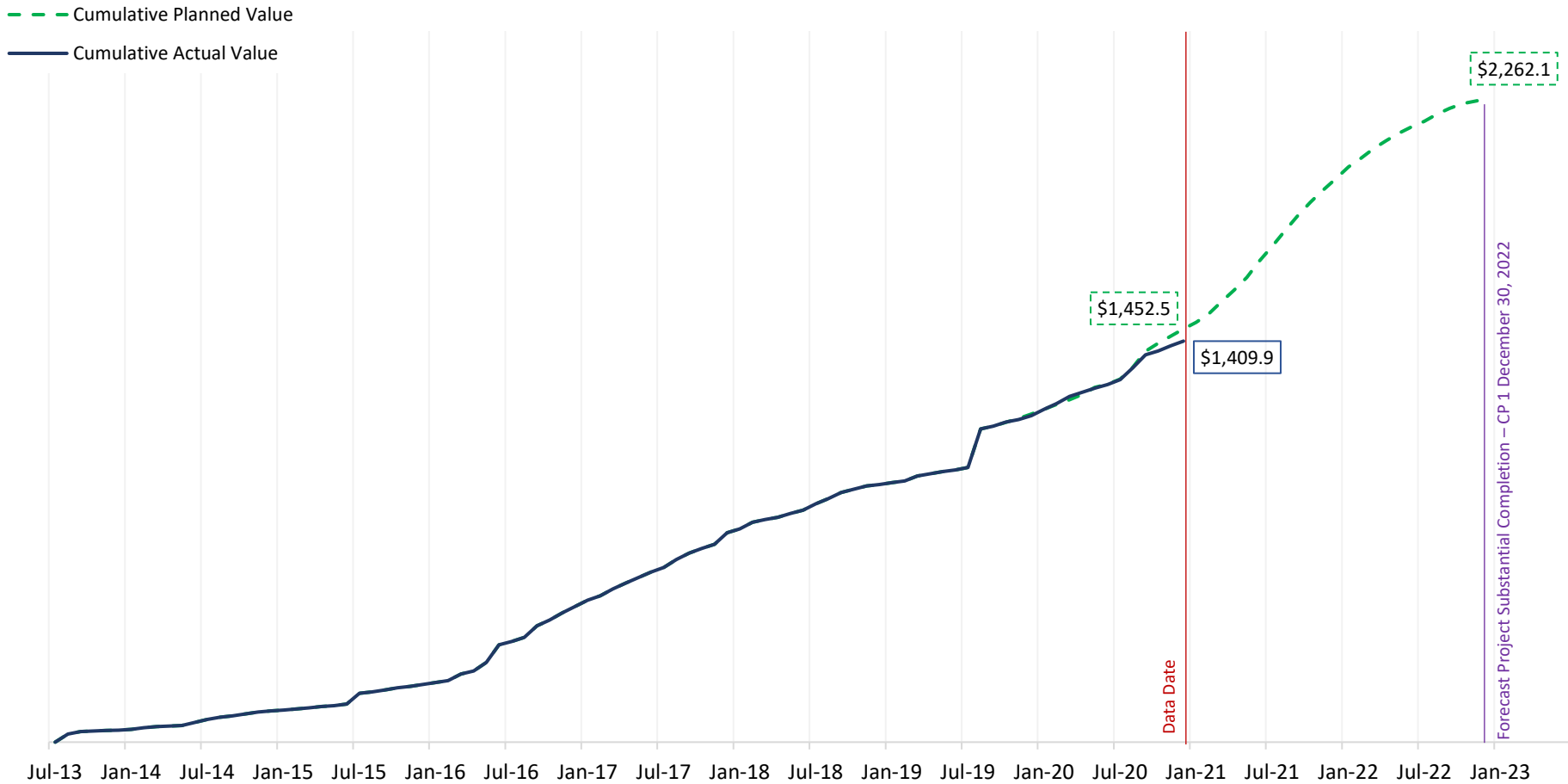
Description	Percentage
Time:	80.6%
Dollars:	121.1%

Notes:

1. Includes actuals through December 2020 and estimate for January 2021.
2. Current RBS Substantial Completion Forecast Date (Pending executed change order letter issuance) – December 30, 2022.
3. Calendar Days.

CP 1 – Earned Value

CP 1 – Planned vs. Actual Expenditures from Contract Award Through Contract Completion (\$ Millions)

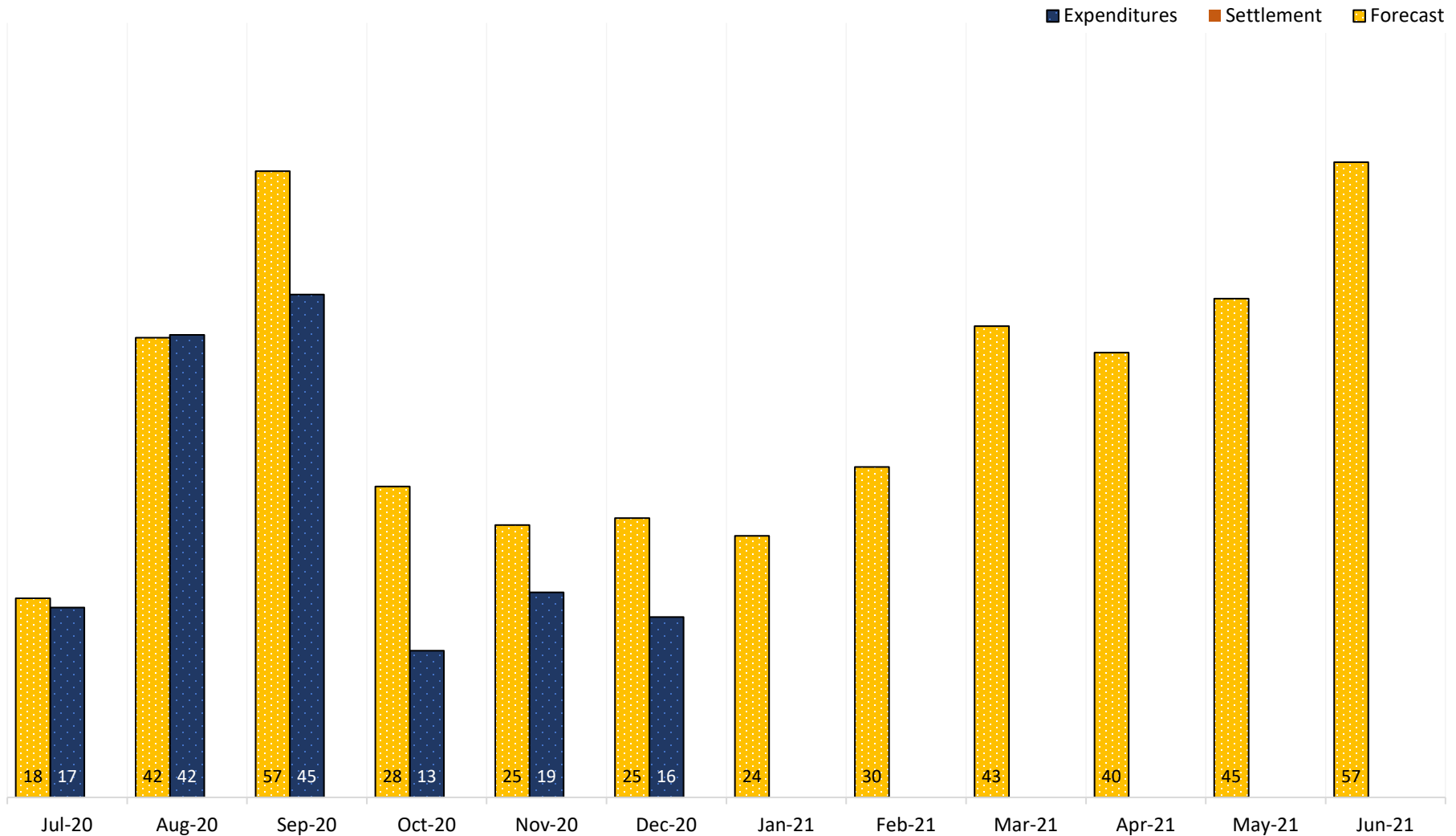


Notes:

1. The Current Contract Value at completion does not include unexecuted change orders, including IPB, Herndon, SR-99 section remaining works, and the North Extension Revision.
2. The Planned Value and Contract Substantial Completion Date (December 2022) are based on the Authority's conditional acceptance of CP 1's Revised Baseline Schedule (RBS). This is expected to be refined as future change orders are issued and finalized.

CP 1 – Design-Build Planned vs. Actual Expenditures – Near Term

CP 1 – Fiscal Year Expenditures (\$ Millions)



Notes:

1. Expenditures in the chart above are specific to the Design-Builder production and based on the PCM certified invoices and do not include accrual adjustments.
2. The projections are being monitored against the conditional acceptance of CP 1's Revised Baseline Schedule (RBS) as of December 2020.
3. Kinder Morgan pipeline relocation design at Herndon Avenue is delayed due to UPRR approvals. As of this date: UPRR approvals received, acquisition of long lead items underway, and construction start scheduled for March 2021. Road 27 bridge delayed due to BNSF work plan approval. BNSF approval received and work currently proceeding. Jensen Trench delayed due to the PG&E gas line relocation. Final design submitted to PG&E in late December 2020 with an anticipated approval in early February 2021.

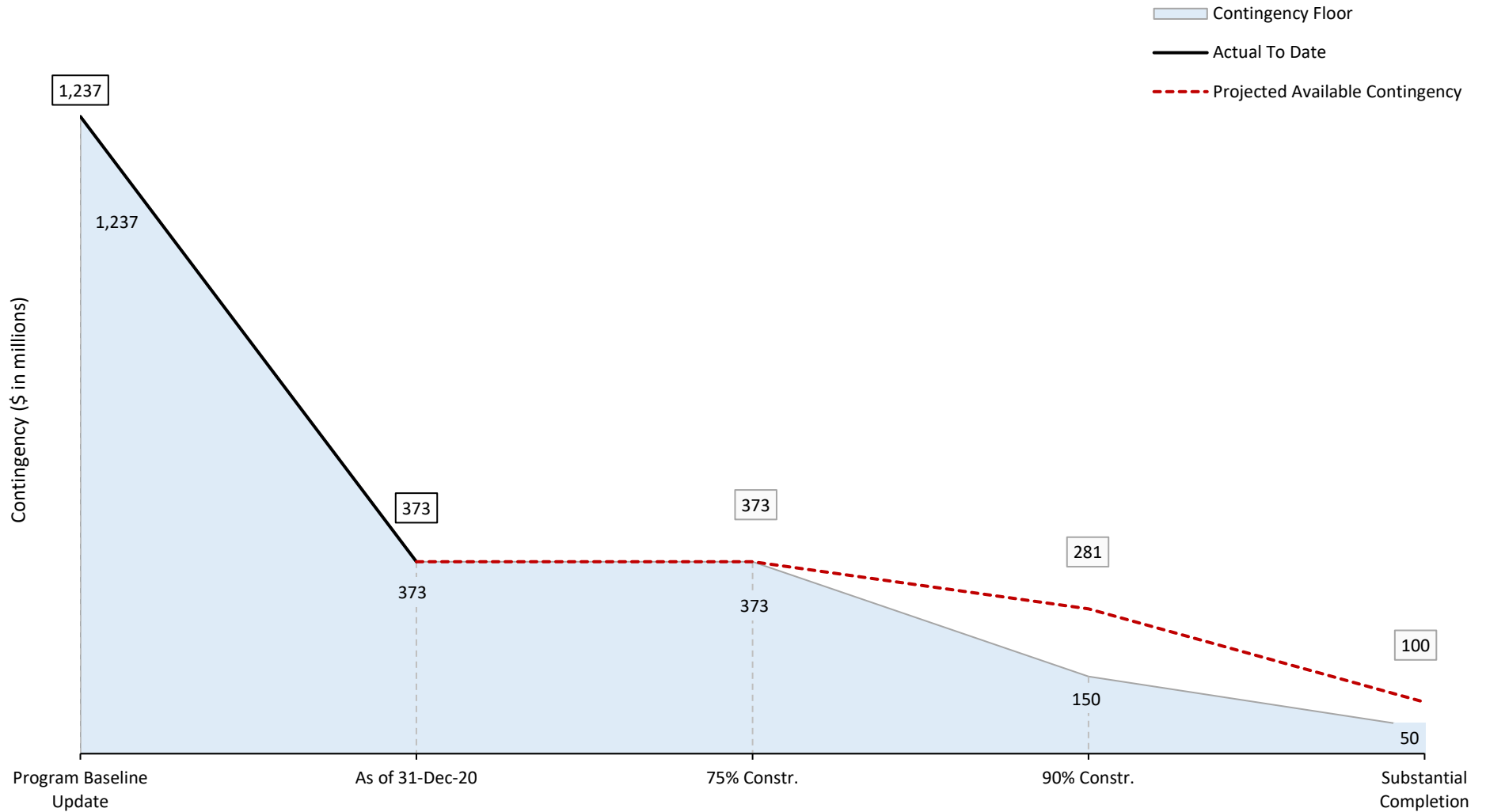
CP 1 – Executed Change Order Status

CP 1 – Executed Change Order Status

CO Number	Title	Change Status	Amount	Executed Date
	None to report this period			
	Total:		\$0.00	

CP 1 – Risk - Contingency Report

CP 1 – Risk - Contingency Report

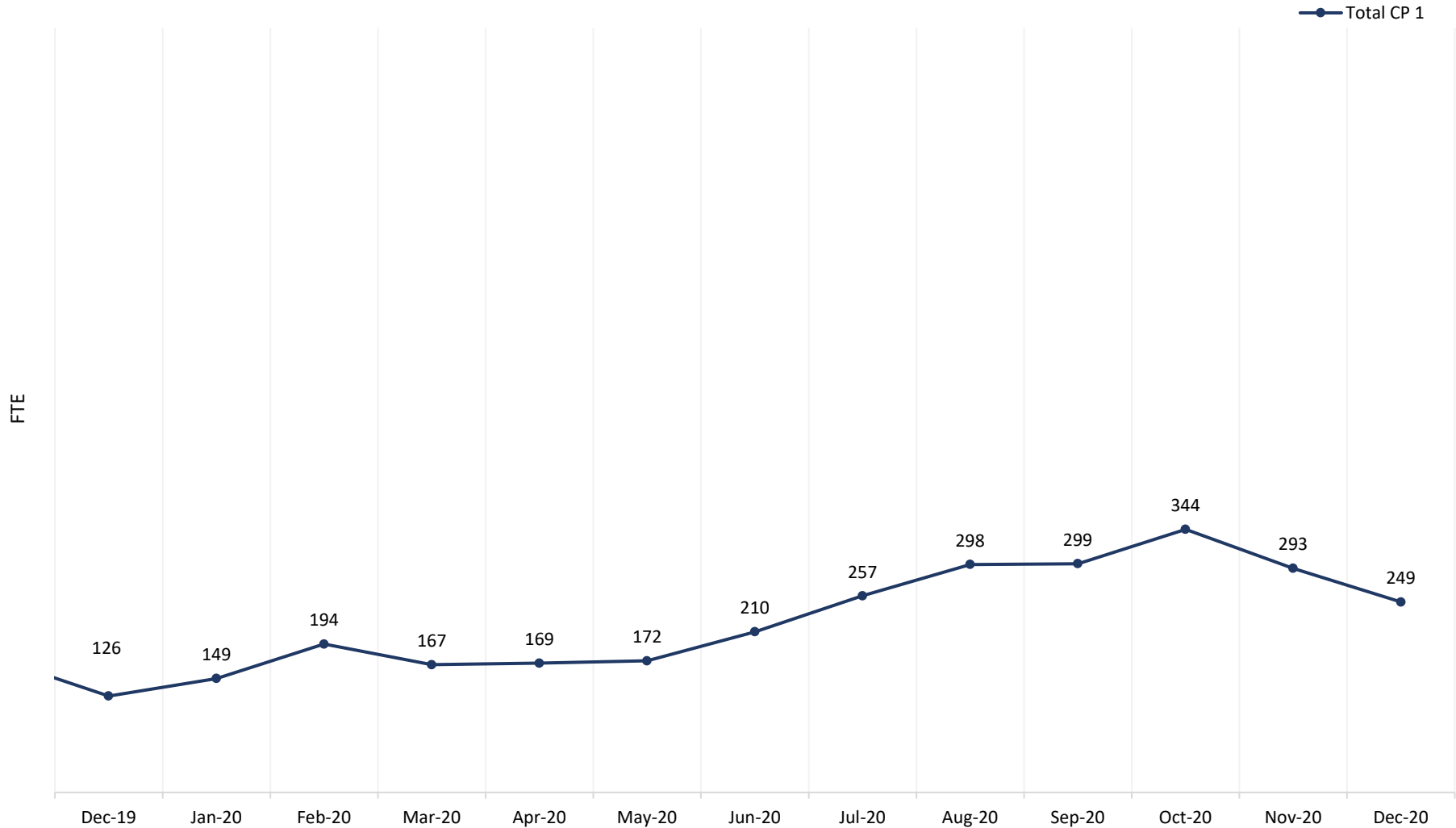


Notes:

1. The Program Baseline Update was presented to and accepted by the Board in May 2019. The adoption of the Program Baseline Update resulted in changes to contingency amounts. The contingency drawdown curve has been revised to reflect updated contingency amount for the entire CP 1 Project.
2. Contract through December 31, 2020.
3. Remaining contingency balance reflects executed change orders and BOC approved items.

CP 1 – Monthly Construction Workforce Total

CP 1 – Monthly Construction Workforce Total – Actual

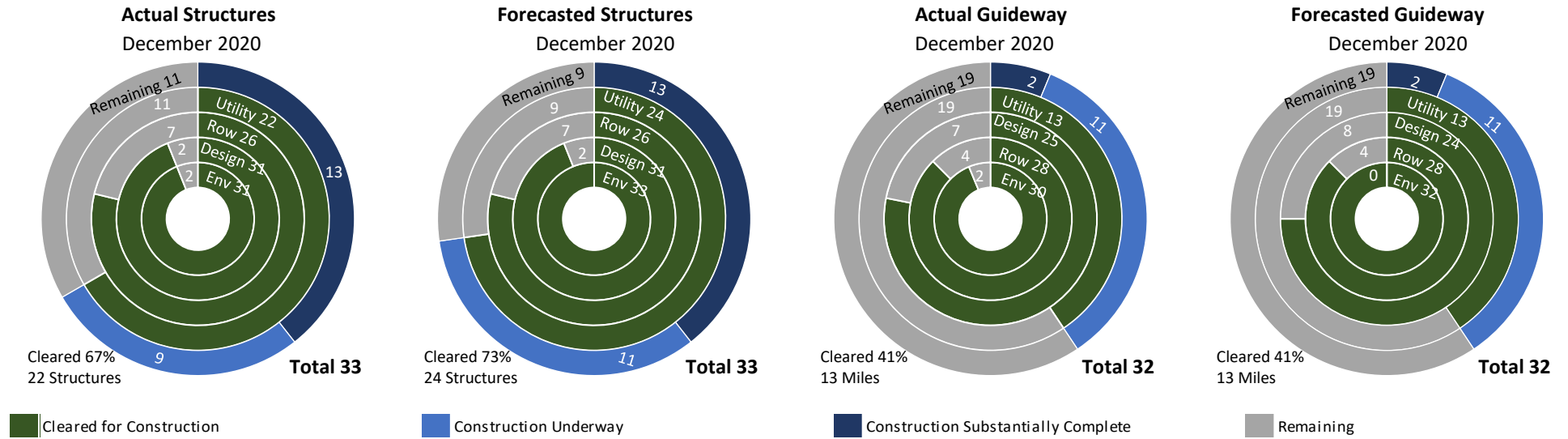


Notes:

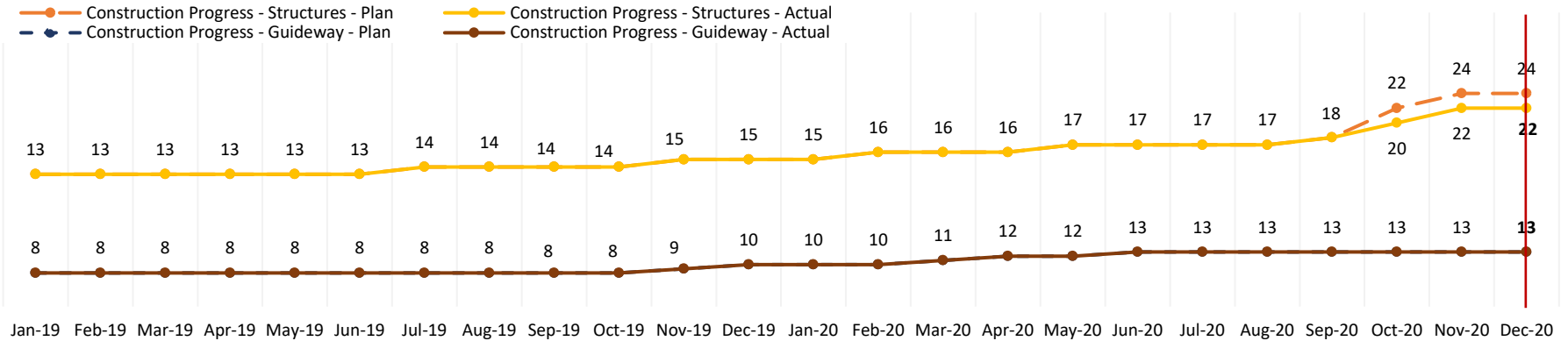
1. The Construction Labor numbers (Full-Time Employees) are based on the working calendar month.
2. The December 2019 reporting number shows a sharp decrease due to the holiday week of December 23 through December 31.
3. The data from December 2019 to April 2020 was previously presented with data from each month's final week. The data has been updated to represent more accurately the overall total on a per working calendar month average status.

CP 1 – Construction Progress

CP 1 – Construction Progress



CP 1 – Construction Progress to Completion – Planned vs. Actual

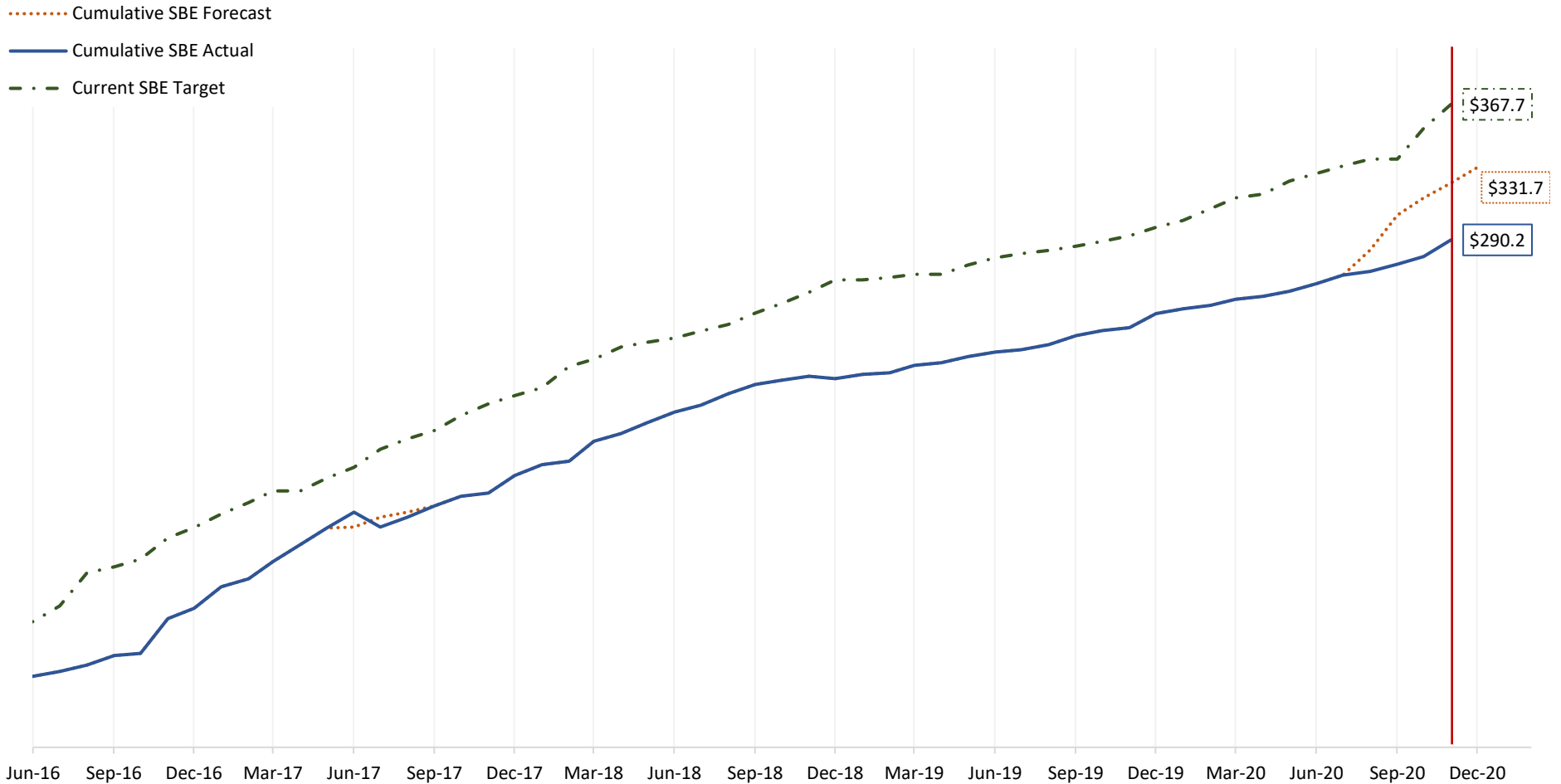


Notes:

- Total Structures: 33 structures.
- Total Guideway: 32 miles (this does not include SR-99 section) Guideway was added to the Caltrans contract resulting in a guideway total of approximately 32 miles.
- The Forecasted Structures and Guideway are based on the Authority's conditional acceptance of CP 1's Revised Baseline Schedule (RBS) as of December 2020.
- The Forecasted Structures and Guideway for December 2020 has been adjusted to the midpoint date.
- Two structures behind plan:
 - Central Avenue: PG&E Electric Relocation delayed due to design and railroad approval - estimated start date is March 2021.
 - Shaw Avenue: PG&E Electric Relocation delayed due to design 6-month shelf life re-evaluation - estimated start date is late February 2021.

CP 1 – Small Business Enterprise

TPZP CP-1 – Historical Progress Toward 30% SB Goal Based on Paid to Date Values (\$M)



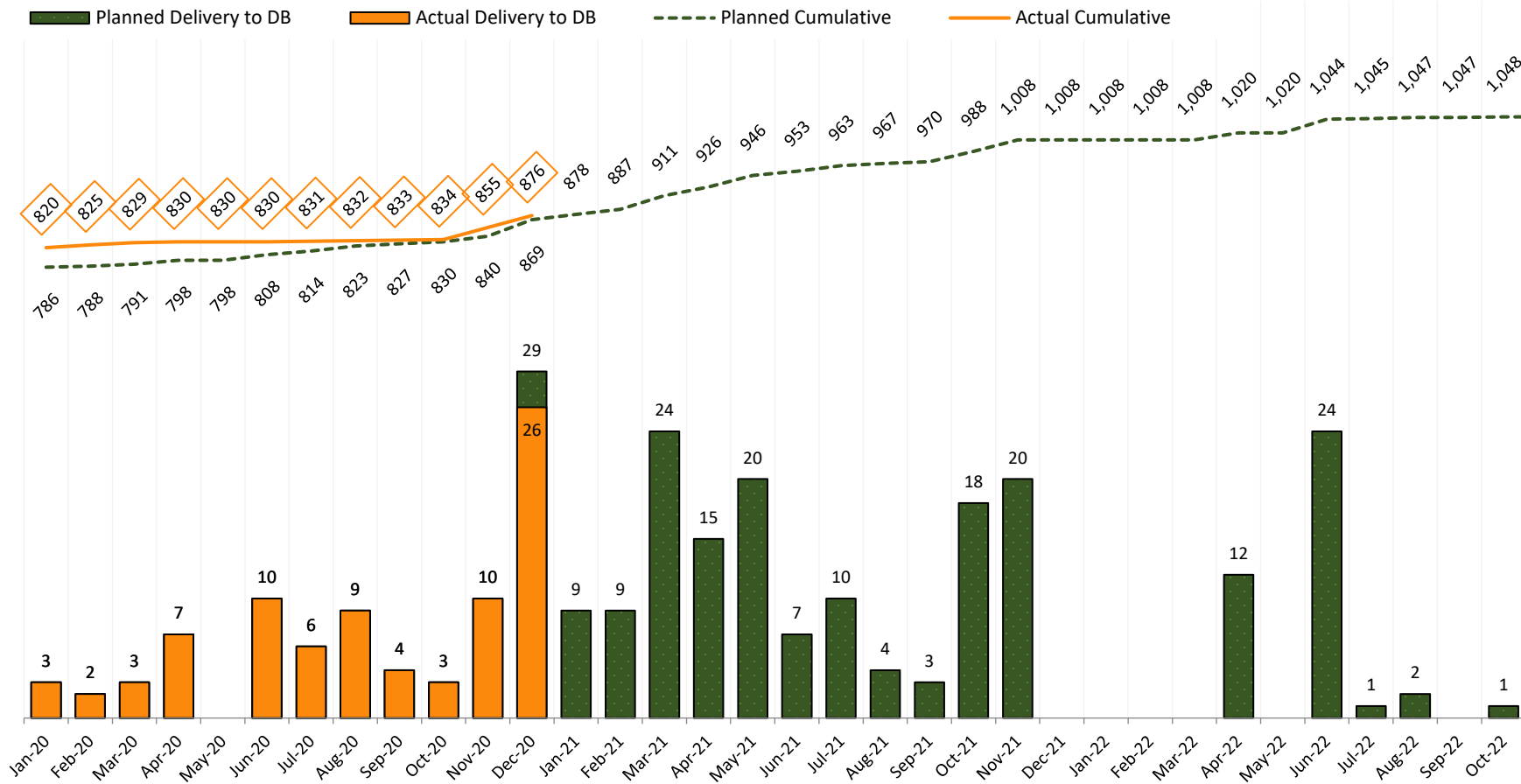
Notes:

1. Number of Small Business Enterprise Awarded Contracts: 137.
2. Value of overall Small Business Goal (30%): \$678.6M.
3. Value of Current Small Business Enterprise Awarded Contracts: \$515.8M (Increase of \$1.3M from October 2020).
4. Value of Small Business expended: \$290.2M.
5. 30% Goal Value for Small Business expended: \$367.7M.
6. Small Business Enterprise Utilization percentage based on Contractor Invoices Paid to Date: 23.7%.
7. Small Business Enterprise Utilization towards Value of overall Small Business Goal: 43%.
8. Due to processing and confirmation of Contractor submitted data, Small Business Enterprise Values are as of November 2020.

CP 1 – ROW Summary

Construction Package	Total Needed Parcels December 31, 2020	Total Parcels Delivered to Date December 31, 2020	Remaining Parcels to be Delivered December 31, 2020
CP 1	1,048	876	172

CP 1 – Parcel Delivery to DB Summary



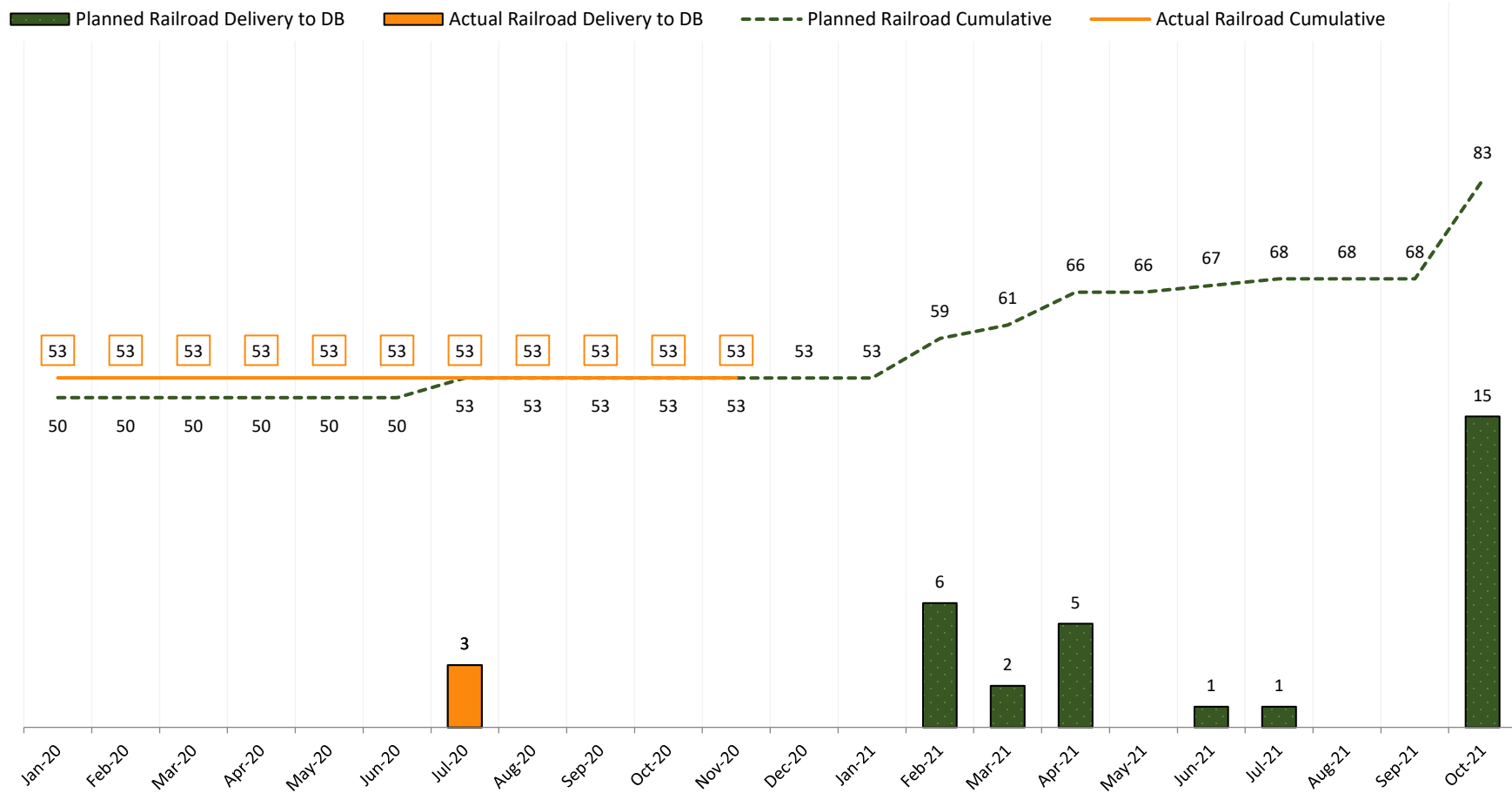
Notes:

1. This reflects the current Revised Baseline Schedules (RBSs) for CP 1.
2. The current conditionally accepted RBS dates will adjust upon finalization of the RBS.
3. Three parcels missed in December. Two parcels at Avenue 8; forecast mid-February. One parcel at Belmont; work proceeding with an Encroachment Permit.

CP 1 – ROW Railroad Summary

Construction Package	Total Needed Railroad Parcels December 31, 2020	Total Railroad Parcels Delivered to Date December 31, 2020	Remaining Railroad Parcels to be Delivered December 31, 2020
CP 1	83	53	30

CP 1 – Railroad Parcel Delivery to DB Summary



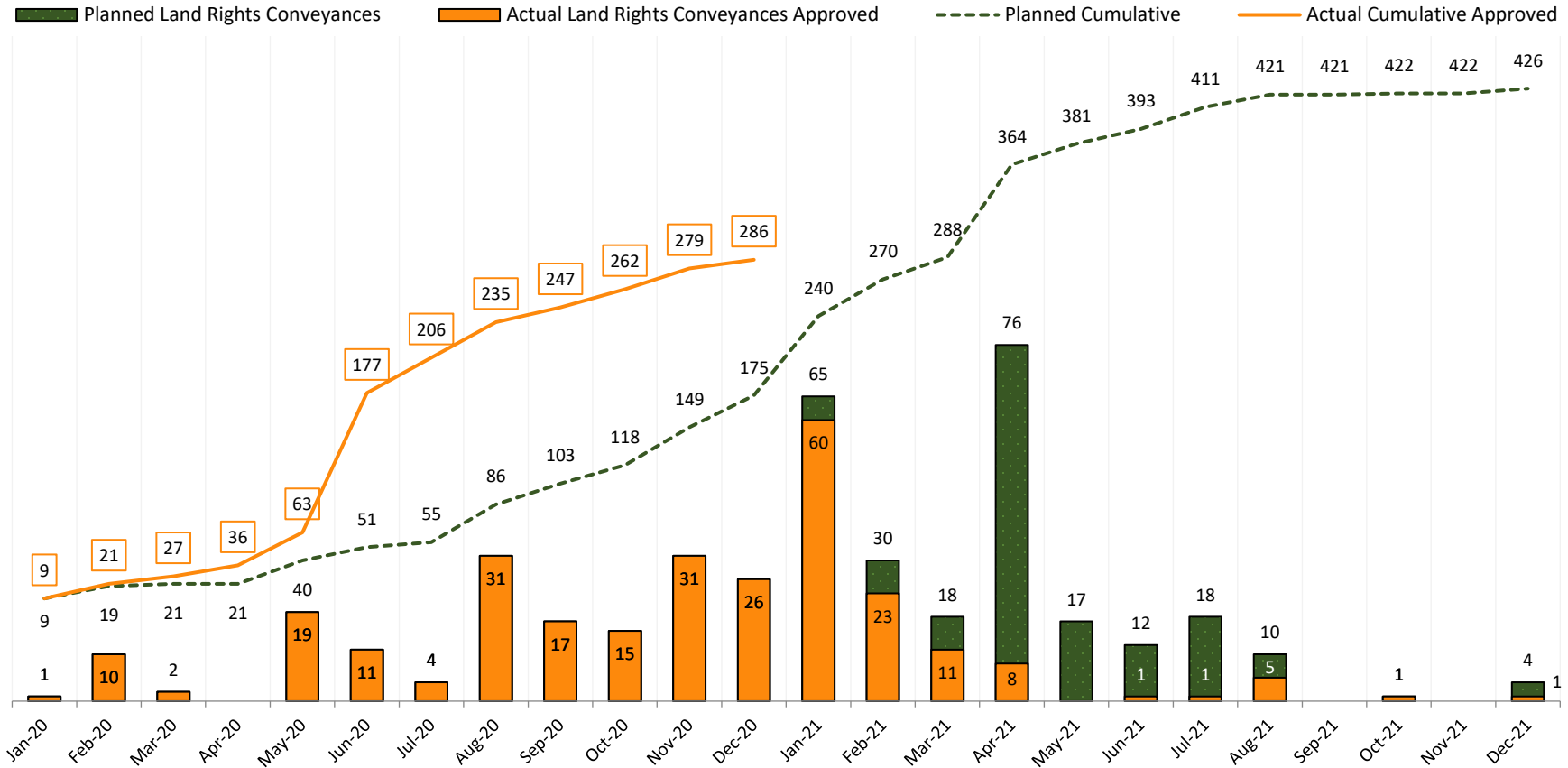
Notes:

1. This reflects the current Railroad Revised Baseline Schedules (RBSs) for CP 1.
2. Planned Railroad Delivery to DB parcels may be adjusted periodically based on continued refinement of the RBS.

CP 1 – Tier 1 Land Right Conveyances Required Prior to Construction (PG&E, SCE, FID, FMFCD) Summary

Construction Package	Total Needed Land Right Conveyances December 31, 2020	Total Land Right Conveyances Approved ⁽⁵⁾ to Date December 31, 2020	Remaining Land Right Conveyances to be Approved December 31, 2020
CP 1	426	286	140

CP 1 – Tier 1 Land Right Conveyances Required Prior to Construction (PG&E, SCE, FID, FMFCD) Summary



Notes:

1. This projection has been revised based on the Revised Baseline Schedules (RBSs).
2. The current conditionally accepted RBS dates will adjust upon finalization of the RBS.
3. Actual Cumulative for December 2020 includes completed land right conveyances that are forecasted in future months.
4. Planned land right conveyances were adjusted from last month's report due to continued refinement of the RBS.
5. The term "Approved" is defined as land right conveyances with Director of Real Property for signature, PG&E for signature, or recorded.

CONSTRUCTION PACKAGE 2-3 (CP 2-3) OVERVIEW

CP 2-3 – Design-Build Contract Summary

Milestones

Milestone	Date
RFQ Date:	10/09/2013
SOQ Date:	12/13/2013
RFP Date:	04/03/2014
Proposal:	10/30/2014
Bid Open Date:	12/11/2014
Award Date:	06/10/2015
LNTP Date:	06/12/2015
NTP Date:	07/25/2015
Original Completion Date:	08/19/2019
Current Contract Completion Date:	04/18/2022
Current Forecast Substantial Completion Date⁽²⁾:	12/18/2022

Contract Value

Description	Amount
Fixed Bid Price:	\$1,205,335,890.00
Provisional Sums:	\$160,000,000.00
Original Contract Price:	\$1,365,335,890.00
Executed Change Orders:	\$736,206,392.24
Current Contract Amount:	\$2,101,542,282.24
Approved Invoices to Date ⁽¹⁾ :	\$1,292,186,340.93
Remaining Contract Balance:	\$809,355,941.31

Contract Time Status

Description	Duration ⁽³⁾
Original Contract Days:	1,486
Extension of Time Awarded:	973
Current Forecast Contract Days:	2,459
Work Days Spent (thru 12/31/2020):	1,986

Expended to Date Percentage

Description	Percentage
Time:	71.7%
Dollars:	61.5%

Growth Percentage

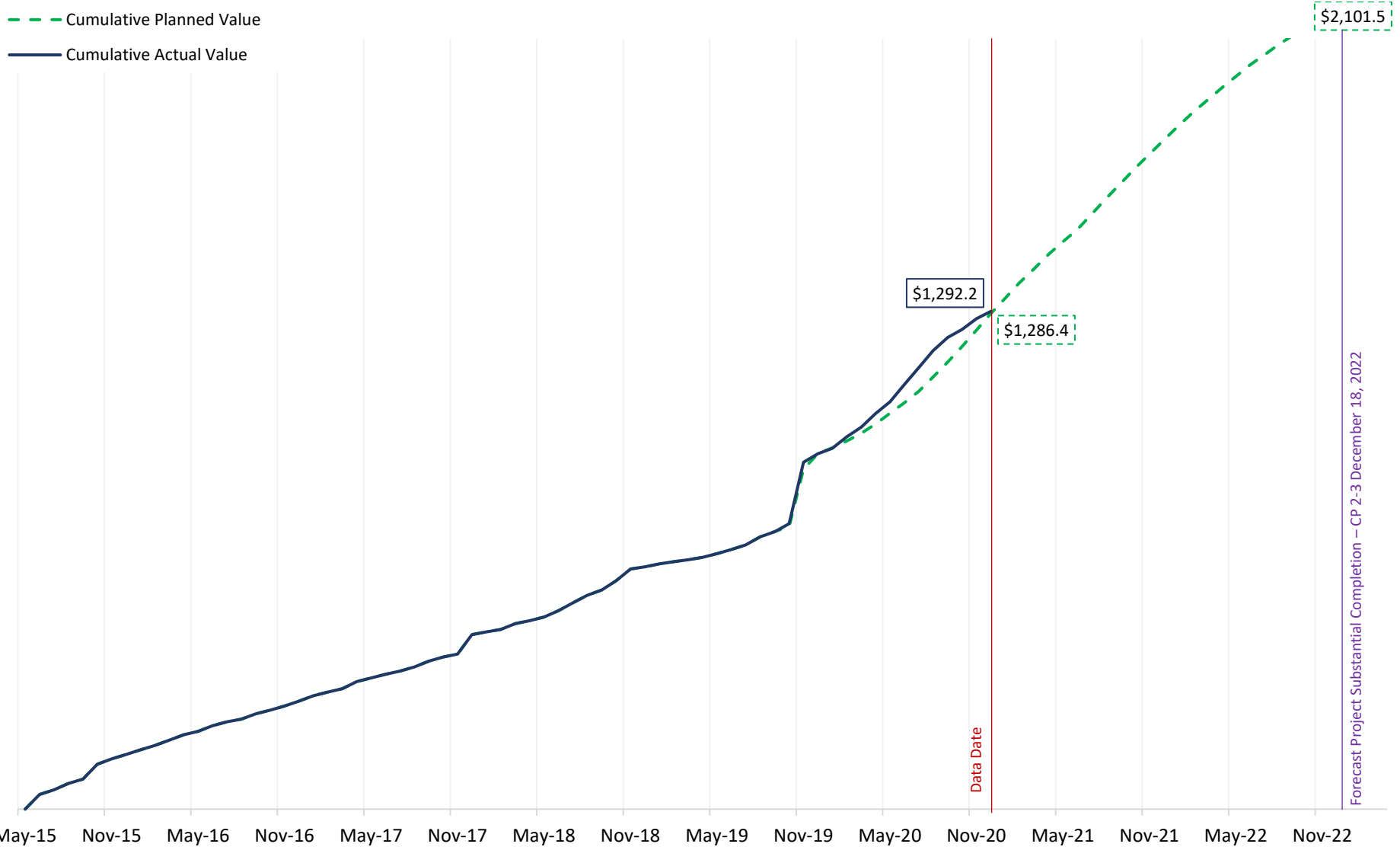
Description	Percentage
Time:	80.8%
Dollars:	53.9%

Notes:

1. Includes actuals through December 2020 and estimate for January 2021.
2. Current RBS Substantial Completion Forecast Date (Pending executed change order letter issuance) – December 18, 2022.
3. Calendar Days.

CP 2-3 – Earned Value

CP 2-3 – Planned vs. Actual Expenditures from Contract Award through Contract Completion (\$ Millions)

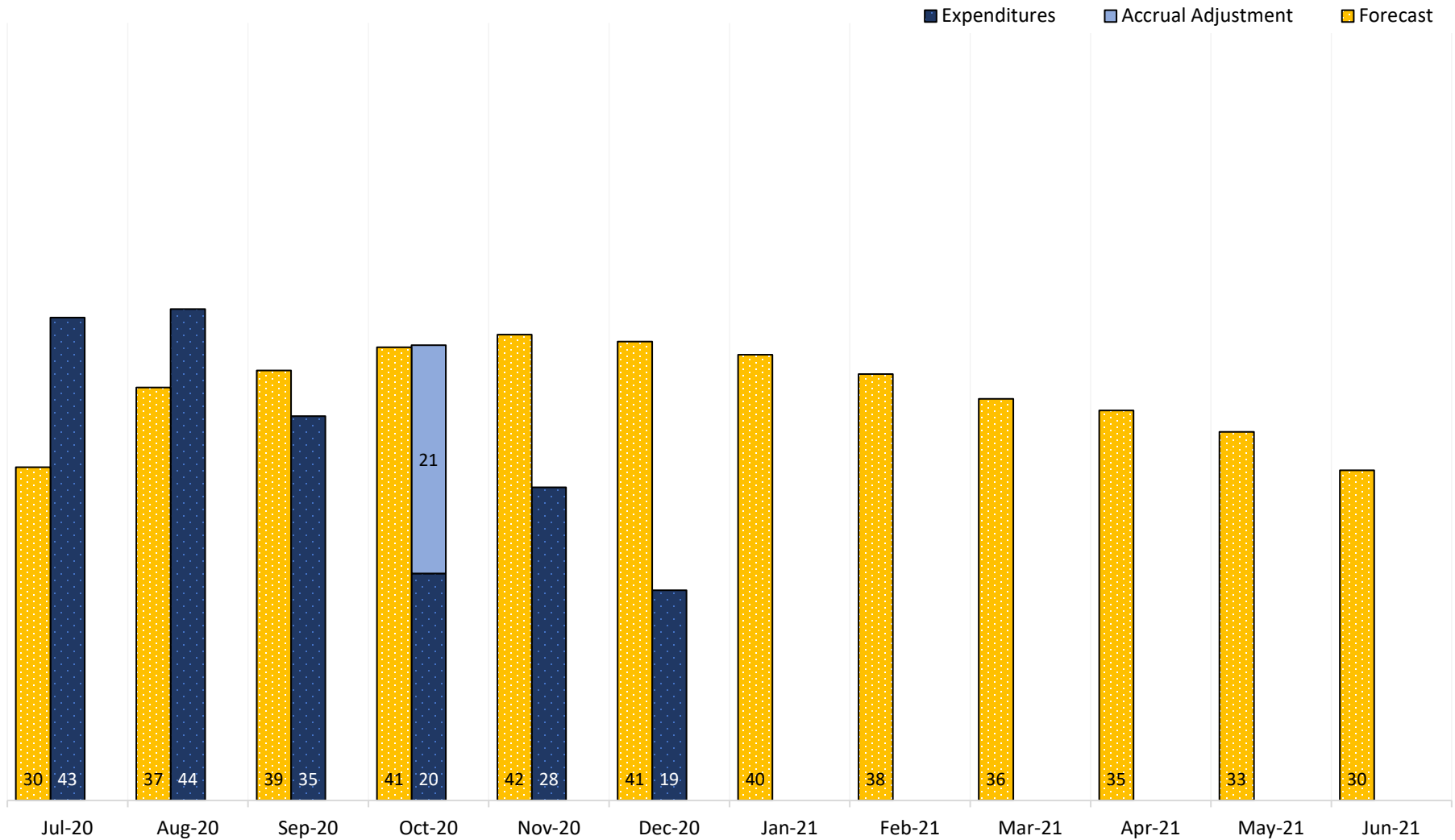


Notes:

1. The Planned Value and Contract Substantial Completion Date (December 2022) are based on the Authority's conditional acceptance of CP 2-3's Revised Baseline Schedule (RBS). This is expected to be refined as future change orders are issued and finalized.
2. The Current Contract Value does not include unexecuted change orders including Project 517, the latest TIA settlement, and IPB change orders.

CP 2-3 – Design-Build Planned vs. Actual Expenditures – Near Term

CP 2-3 – Fiscal Year Expenditures (\$ Millions)



Notes:

1. The projections are being monitored against the conditional acceptance of CP 2-3's Revised Baseline Schedule (RBS) as of December 2020.
2. Hanford Viaduct substructure is substantially complete. Labor can begin on superstructure upon cost dispute resolution. ROW negotiation requiring more time than expected at various locations, such as Tule River Viaduct (resolution reached in January). Change orders having been negotiated at lower amounts.

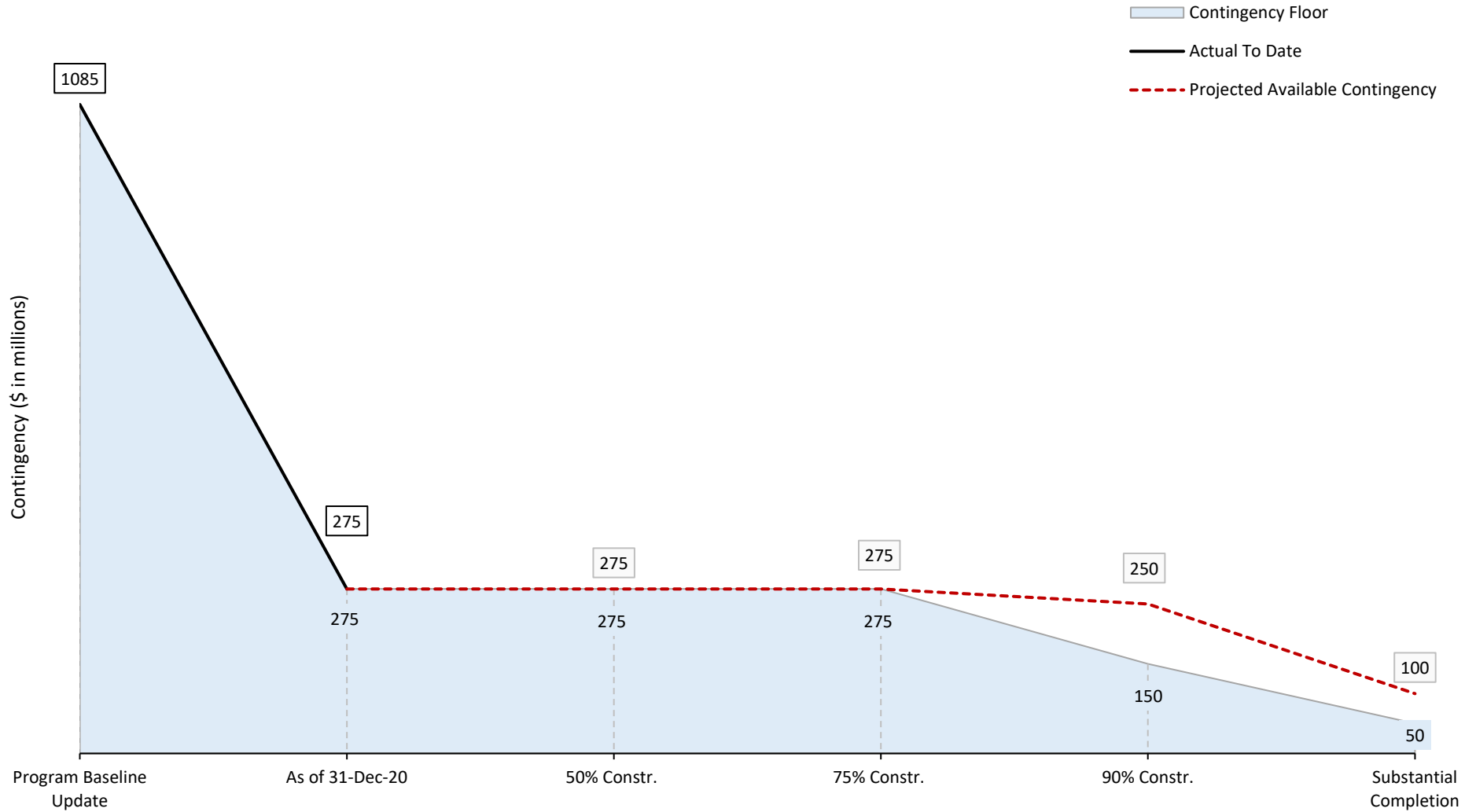
CP 2-3 – Executed Change Order Status

CP 2-3 – Executed Change Order Status

CO Number	Title	Change Status	Amount	Executed Date
00222	IPB Part 3_Additional Cost and Scope	Executed	\$1,235,242.00	15-Dec-20
00211	H & H Reports	Executed	\$262,569.00	15-Dec-20
00208	Dias_Stuber Property	Executed	\$57,799.00	15-Dec-20
00207	Irrigation Phased Construction Plans BNSF	Executed	\$51,035.00	15-Dec-20
00205	Tule River Design	Executed	\$145,659.00	15-Dec-20
00204	BNSF East Access Road	Executed	\$264,789.00	15-Dec-20
00185	AT&T Temporary Relocation at Elkhorn	Executed	\$150,996.00	15-Dec-20
00045.14	Escalation Costs - October 2020	Executed	\$914,233.00	15-Dec-20
00219	Additional GEDR Revisions-Group Delta	Executed	\$387,569.00	17-Dec-20
00221	Use of GBR-B for GEDR-GDRS	Executed	\$2,079,682.00	17-Dec-20
00199	Critical Velocity 3D Validation	Executed	\$755,453.00	18-Dec-20
00223	Additional Field Exploration Costs	Executed	\$2,297,312.00	18-Dec-20
0024.19	HazMat Asbestos Segment 3	Executed	\$76,084.00	21-Dec-20
00191	Wildlife Entrap Ramp Irrigation	Executed	\$40,908.00	21-Dec-20
00220	Impact Due to Design Hold at the 90%	Executed	\$149,272.00	21-Dec-20
00217	Track Packages_NDCs	Executed	\$76,518.00	21-Dec-20
Total:			\$8,945,120.00	

CP 2-3 – Risk - Contingency Report

CP 2-3 – Risk - Contingency Report

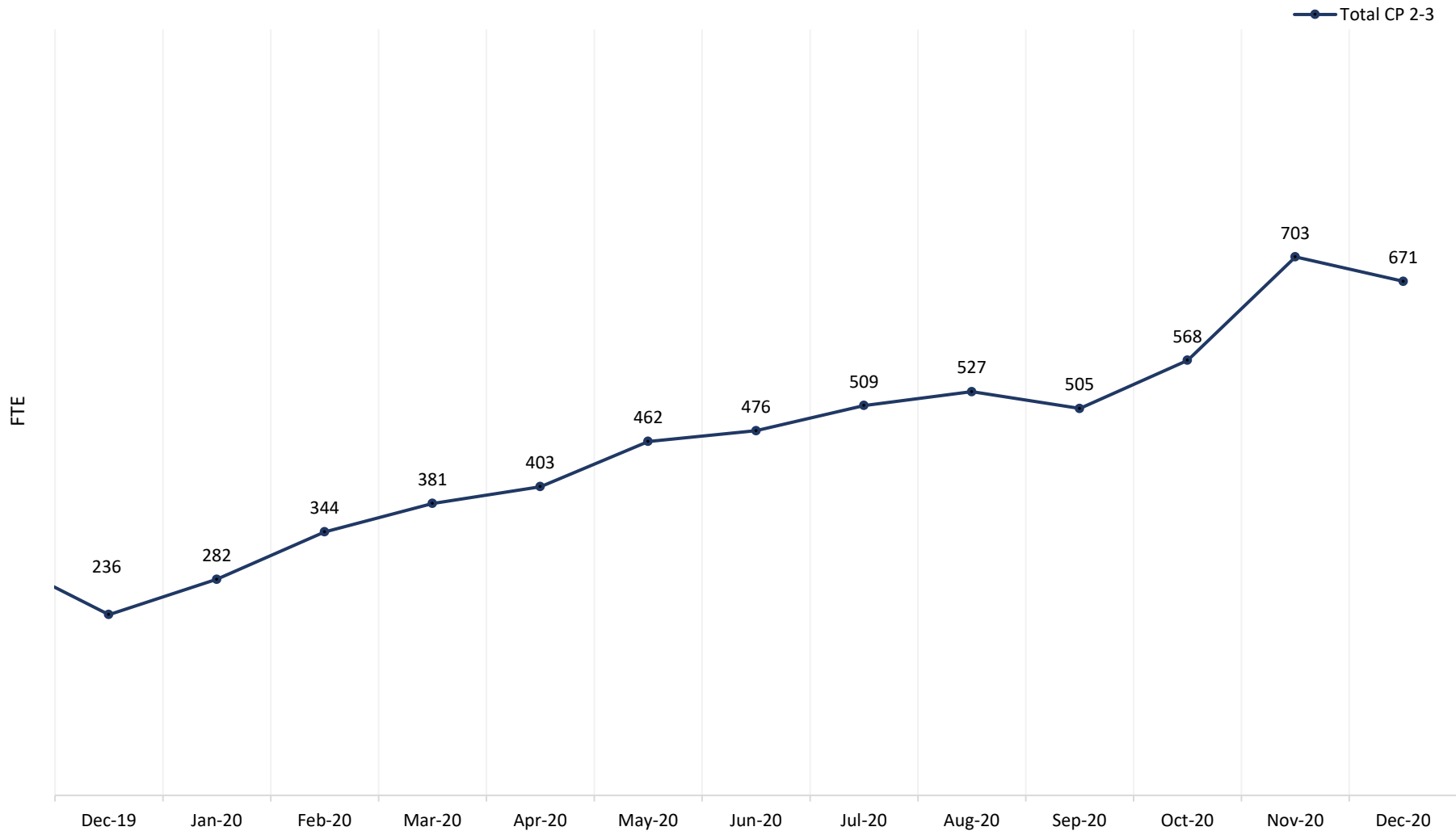


Notes:

1. The Program Baseline Update was presented to and accepted by the Board in May 2019. The adoption of the Program Baseline Update resulted in changes to contingency amounts. The contingency drawdown curve has been revised to reflect updated contingency amount for the entire CP 2-3 Project.
2. Contract through December 31, 2020.
3. Remaining contingency balance reflects executed change orders and BOC approved items.

CP 2-3 – Monthly Construction Workforce Total

CP 2-3 – Monthly Construction Workforce Total – Actual

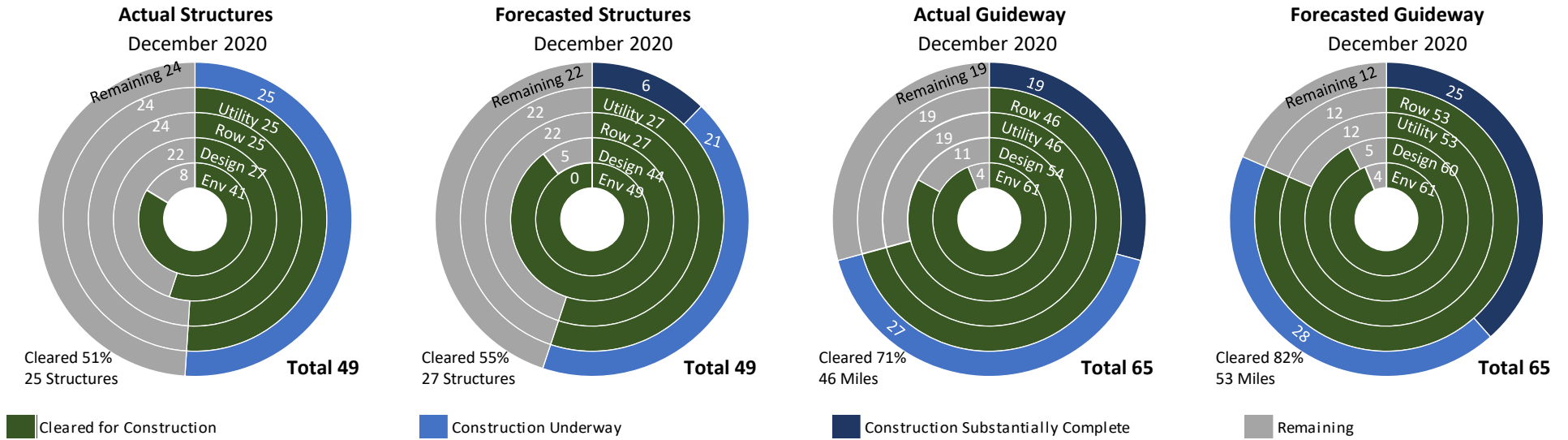


Notes:

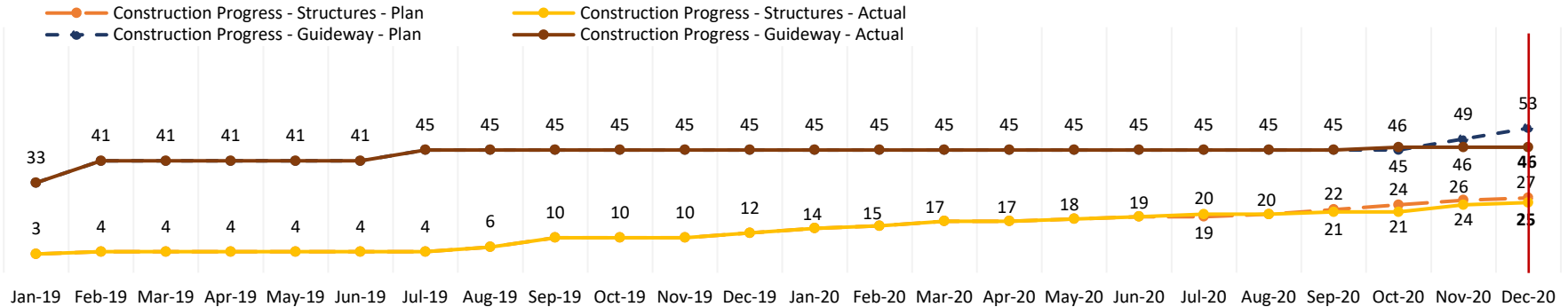
1. The Construction Labor numbers (Full-Time Employees) are based on the working calendar month.
2. The December 2019 reporting number shows a sharp decrease due to the holiday week of December 23 through December 31.
3. The data from December 2019 to April 2020 was previously presented with data from each month's final week. The data has been updated to represent more accurately the overall total on a per working calendar month average status.

CP 2-3 – Construction Progress

CP 2-3 – Construction Progress



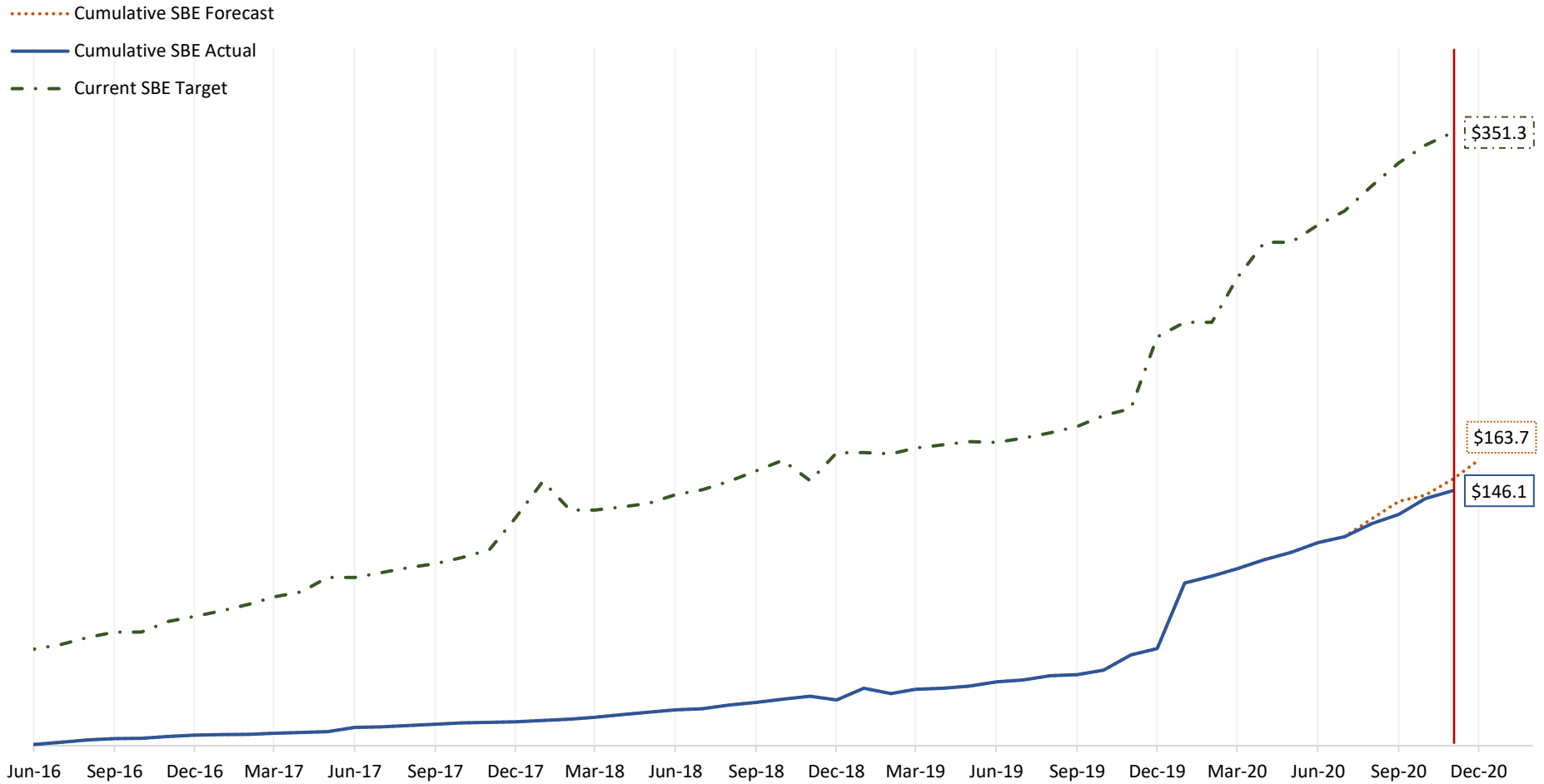
CP 2-3 – Construction Progress to Completion – Planned vs. Actual



- Notes:**
- Total Structures: 49 each. This count has been reduced from 50 due to combining the structures resulting from Project 517.
 - Total Guideway: 65 miles.
 - The Forecasted Structures and Guideway are based on the Authority's conditional acceptance of CP 2-3's Revised Baseline Schedule (RBS) as of December 2020.
 - Seven miles behind plan: Cleared for embankment construction and will be ready for construction to proceed once weather condition improve, or ROW process/Environmental permitting is finalized:
 - Cole Slough to Dutch John Cut approximately one mile. Expected April 2021.
 - Lansing to SR-43 Curved Bridge approximately one mile. Expected March 2021
 - Avenue 88 to Deer Creek Viaduct approximately two miles. Expected June 2021.
 - Deer Creek to Avenue 56 approximately one mile. Expected April 2021.
 - Avenue 56 to Avenue 24 approximately two miles. Expected April 2021.
 - Two structures behind plan:
 - Currently planning early start on two other structures to achieve target for total structures in progress. Deer Creek Viaduct and Avenue 136 are delayed due to ROW negotiations. Expected start is April 2021 and June 2021, respectively.

CP 2-3 – Small Business Enterprise

DFJV CP 2-3 – Historical Progress Toward 30% SB Goal Based on Paid to Date Values (\$M)



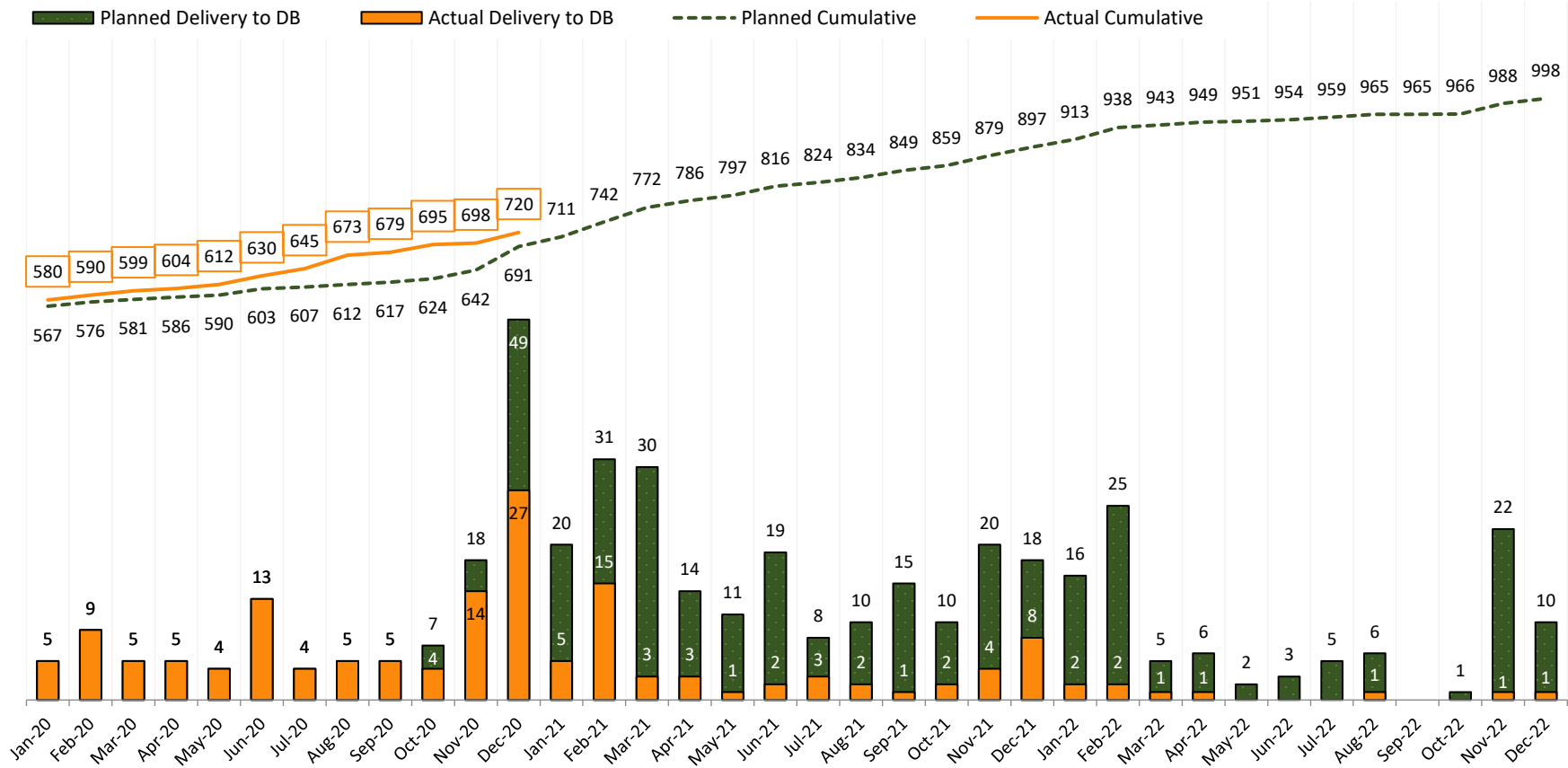
Notes:

1. Number of Small Business Enterprise Awarded Contracts: 202.
2. Value of overall SB Goal (30%): \$622.7M.
3. Value of Current Small Business Enterprise Awarded Contracts: \$371.7M (Increase of \$3.3M from October 2020).
4. Value of Small Business expended: \$146M (Increase of \$4.5M from October 2020).
5. 30% Goal Value for Small Business expended: \$351.3M.
6. Small Business Enterprise Utilization percentage based on Contractor Invoices Paid to Date: 12.5%.
7. Small Business Enterprise Utilization towards Value of overall Small Business Goal: 23.6%.
8. Due to processing and confirmation of Contractor submitted data, Small Business Enterprise Values are as of November 2020.

CP 2-3 – ROW Summary

Construction Package	Total Needed Parcels December 31, 2020	Total Parcels Delivered to Date December 31, 2020	Remaining Parcels to be Delivered December 31, 2020
CP 2-3	998	720	278

CP 2-3 – Parcel Delivery to DB Summary



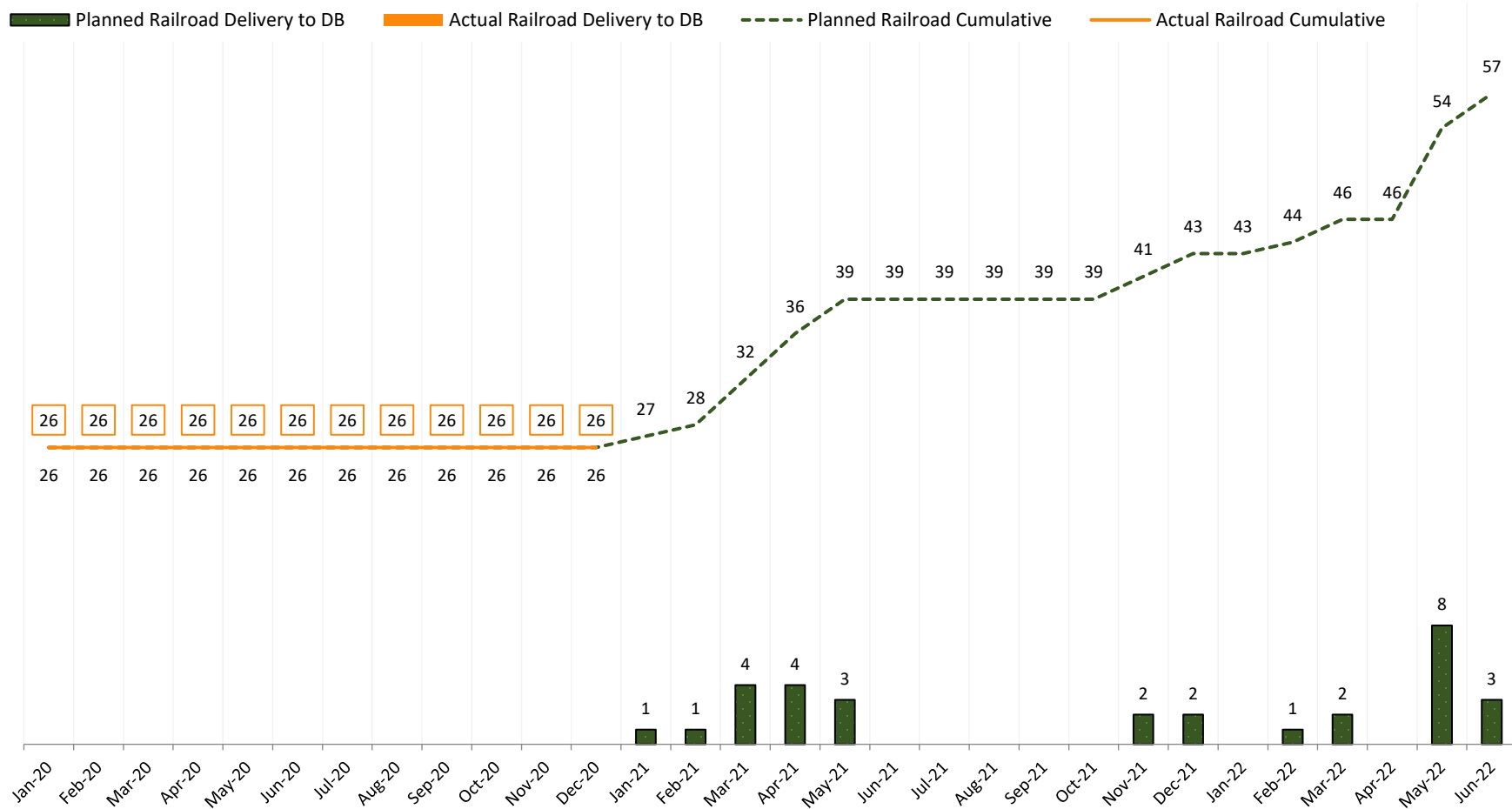
Notes:

1. This reflects the current Revised Baseline Schedules (RBSs) for CP 2-3.
2. The current conditionally accepted RBS dates will adjust upon finalization of the RBS.
3. Actual cumulative line for December 2020 reflects delivered parcels that are forecasted in future months.
4. 29 parcels delinquent: three in October (two at Nebraska and one at Tule River), and four in November (one at Tule River and three at Avenue 56), and 22 parcels missed in December (six at Orange, four at Excelsior, one at Avenue 56, two at Avenue 68, six at Avenue 120, one at Houston, one at Fowler, and one at Elkhorn). The DB is performing out-of-sequence work to mitigate construction schedule impacts at Tule River. Delinquent parcels at other locations are delaying PG&E power distribution and Harlan Stevens ditch relocations. Transmission relocation expected next allowable window (Fall 2021). Irrigation relocation expected end of February 2021.

CP 2-3 – ROW Railroad Summary

Construction Package	Total Needed Railroad Parcels December 31, 2020	Total Railroad Parcels Delivered to Date December 31, 2020	Remaining Railroad Parcels to be Delivered December 31, 2020
CP 2-3	57	26	31

CP 2-3 – Railroad Parcel Delivery to DB Summary



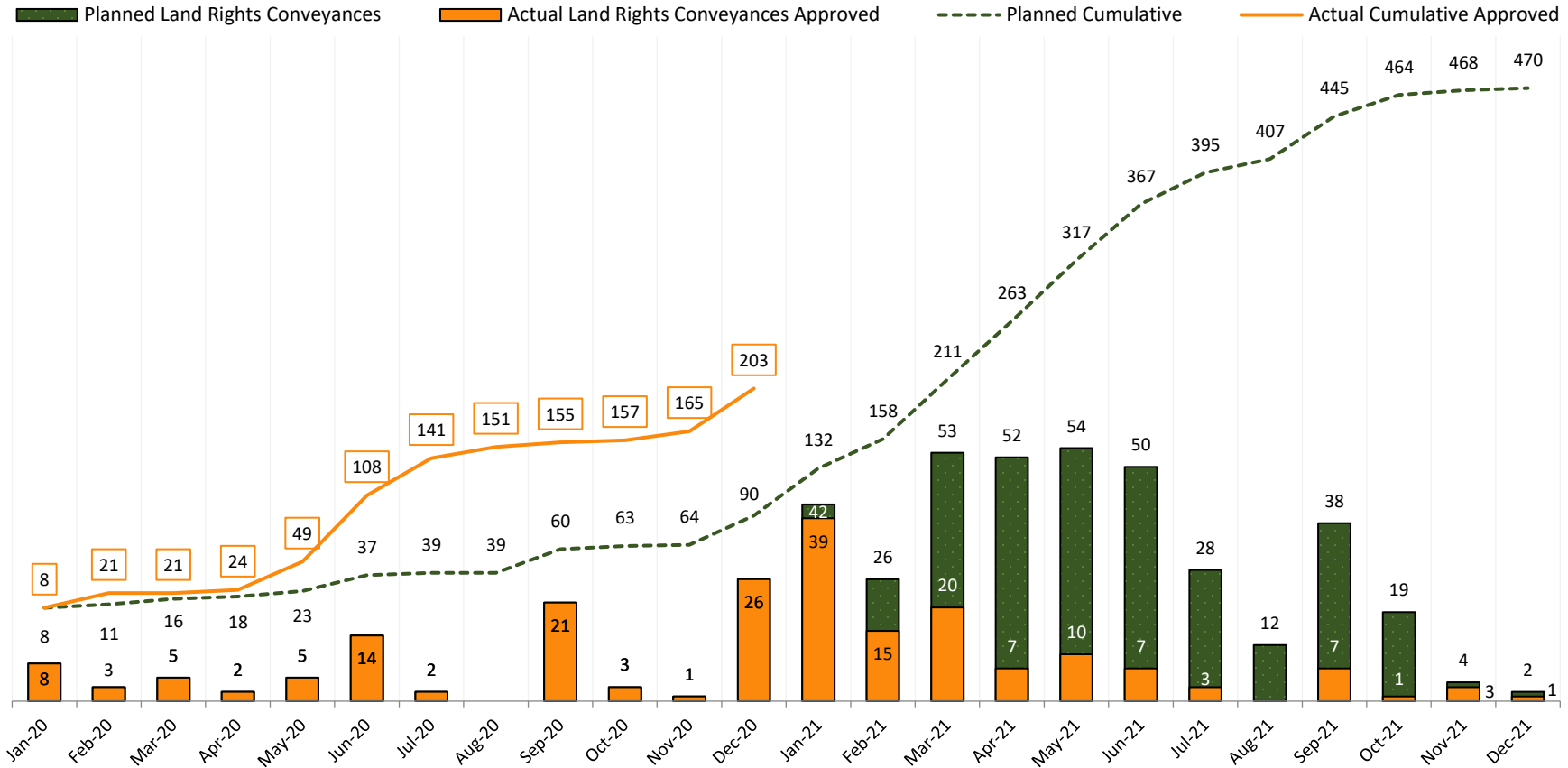
Notes:

1. This reflects the current Railroad Revised Baseline Schedules (RBSs) for CP 2-3.
2. Planned Delivered to DB parcels may be adjusted periodically based on continued refinement of the RBS.

CP 2-3 – Tier 1 Land Right Conveyances Required Prior to Construction (PG&E, SCE, FID, FMFCD) Summary

Construction Package	Total Needed Land Right Conveyances December 31, 2020	Total Land Right Conveyances Approved ⁽⁵⁾ to Date December 31, 2020	Remaining Land Right Conveyances to be Approved December 31, 2020
CP 2-3	470	203	267

CP 2-3 – Tier 1 Land Right Conveyances Required Prior to Construction (PG&E, SCE, FID, FMFCD) Summary



Notes:

1. This projection has been revised based on the Revised Baseline Schedules (RBSs).
2. The current RBS dates will adjust based on updated RBS.
3. Actual Cumulative for December 2020 includes completed land right conveyances that are forecasted in future months.
4. Planned land right conveyances were adjusted from last month's report due to continued refinement of the RBS.
5. The term "Approved" is defined as land right conveyances with Director of Real Property for signature, PG&E for signature, or recorded.

CONSTRUCTION PACKAGE 4 (CP 4) OVERVIEW

CP 4 – Design-Build Contract Summary

Milestones

Milestone	Date
RFQ Date:	11/20/2014
SOQ Date:	01/30/2015
RFP Date:	05/27/2015
Proposal:	11/25/2015
Bid Open Date:	01/05/2016
Award Date:	02/29/2016
LNTP Date:	03/01/2016
NTP Date:	04/15/2016
Original Completion Date:	06/03/2019
Current Contract Completion Date:	06/30/2021
Current Forecast Substantial Completion Date⁽²⁾:	12/15/2021

Contract Value

Description	Amount
Fixed Bid Price:	\$337,247,000.00
Provisional Sums:	\$107,000,000.00
Original Contract Price:	\$444,247,000.00
Executed Change Orders:	\$179,231,700.27
Current Contract Amount:	\$623,478,700.27
Approved Invoices to Date ⁽¹⁾ :	\$399,378,339.00
Remaining Contract Balance:	\$224,100,361.27

Time Status

Description	Duration ⁽³⁾
Original Contract Days:	1,144
Extension of Time Awarded:	987
Current Forecast Contract Days:	2,131
Work Days Spent (thru 12/31/2020):	1,720

Expended to Date

Description	Percentage
Time:	80.7%
Dollars:	64.1%

Growth Percentage

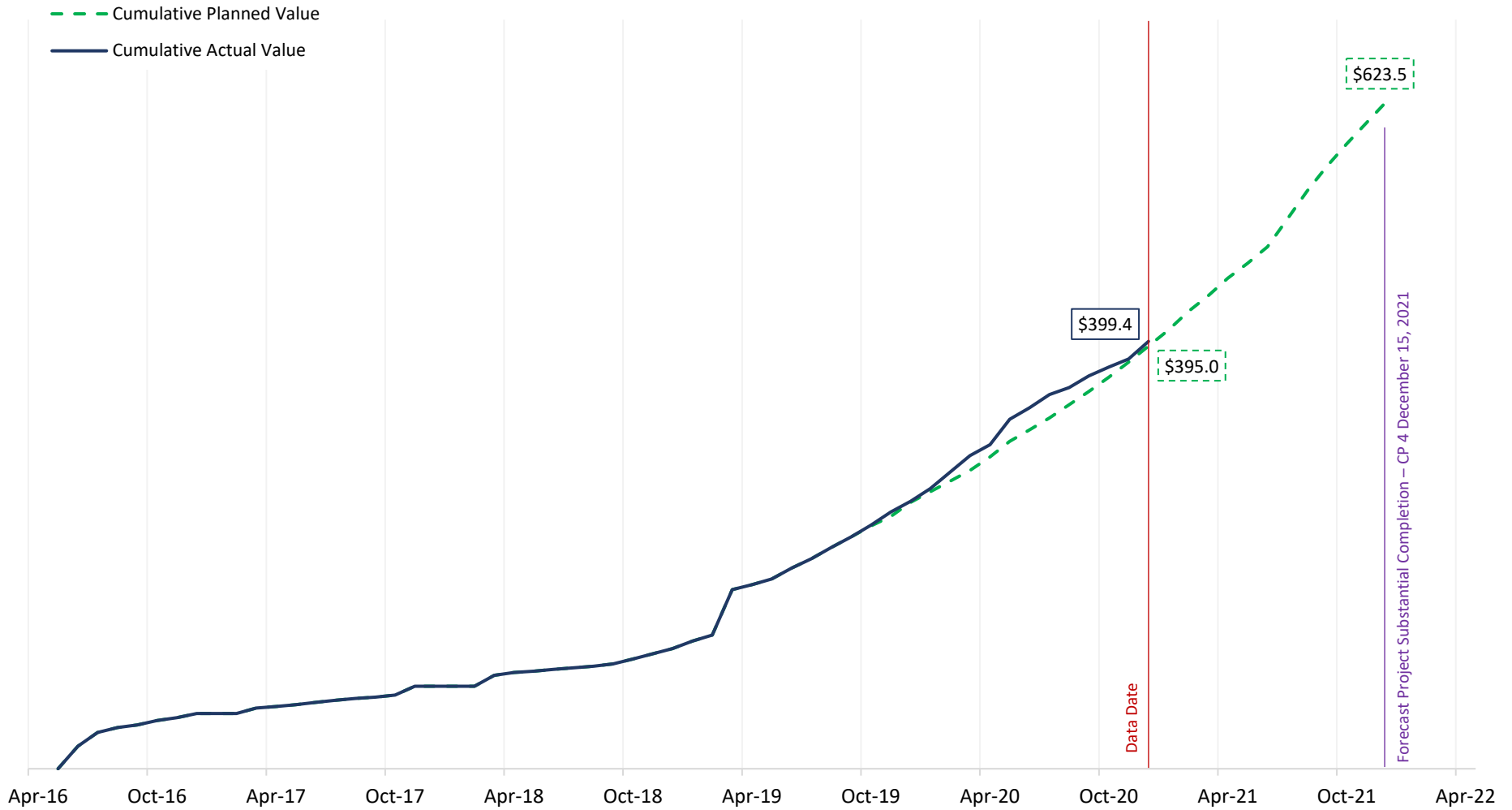
Description	Percentage
Time:	86.3%
Dollars:	40.3%

Notes:

1. Includes actuals through December 2020 and estimate for January 2021.
2. Current RBS Substantial Completion Forecast Date (Pending executed change order letter issuance) – December 15, 2021.
3. Calendar Days.

CP 4 – Earned Value

CP 4 – Planned vs. Actual Expenditures from Contract Award Through Contract Completion (\$ Millions)

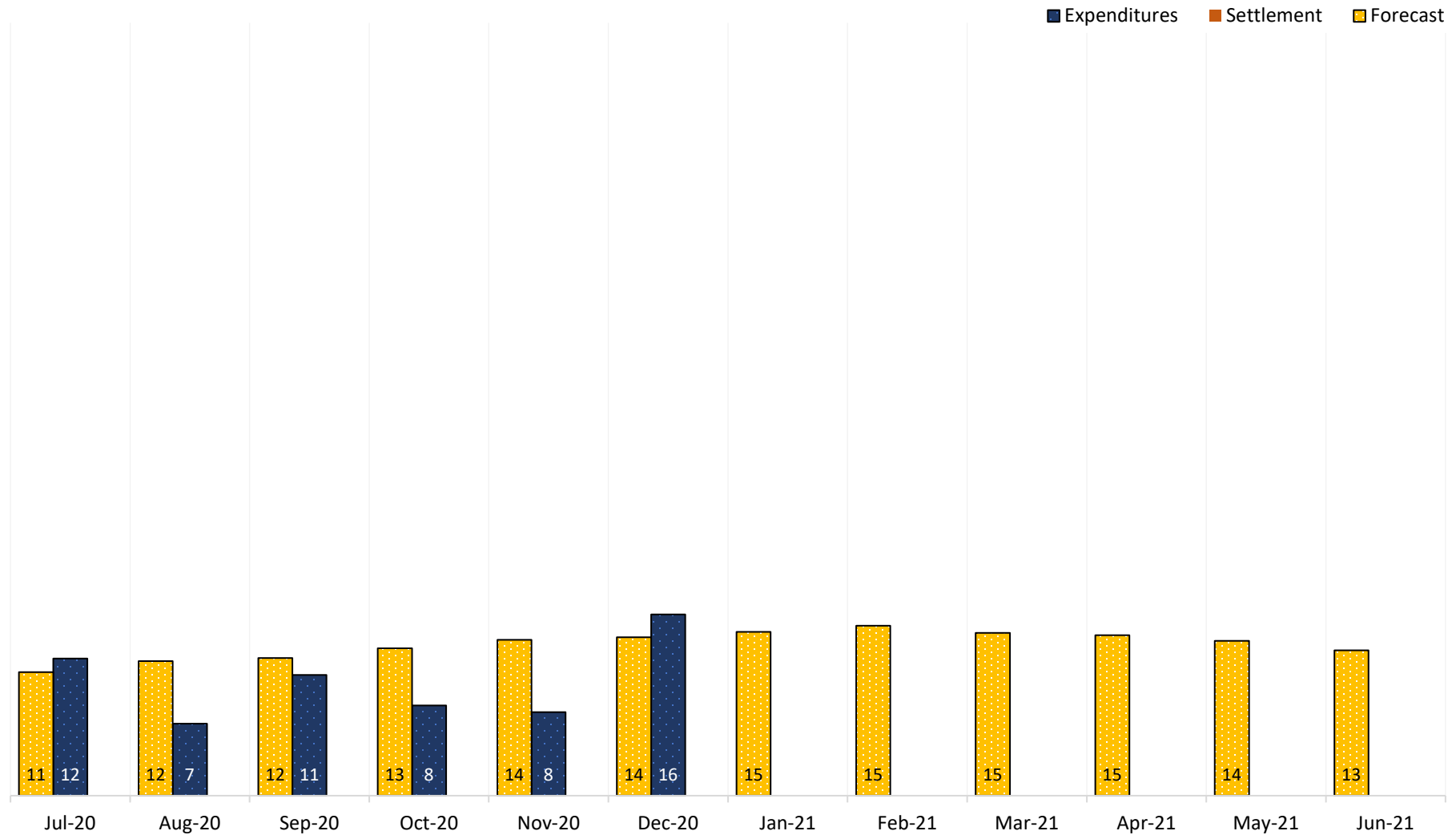


Notes:

1. The above contract value does not include unexecuted change orders including SR-46 BNSF structure.
2. The Planned Value and Contract Substantial Completion Date (December 2021) are based on the Authority's conditional acceptance of CP 4's Revised Baseline Schedule (RBS). This is expected to be refined as future change orders are issued and finalized.

CP 4 – Design-Build Planned vs. Actual Expenditures – Near Term

CP 4 – Fiscal Year Expenditures (\$ Millions)



Notes:

1. Expenditures in the chart above are specific to the Design-Builder production and based on the PCM certified invoice and do not include accrual adjustments.
2. The projections are being monitored against the conditional acceptance of CP 4's Revised Baseline Schedule (RBS) as of December 2020.
3. Additional design review and third-party requirements resulted in unanticipated delays in construction at State Route 46, Poso Avenue undercrossing, and Peterson Road overcrossing.

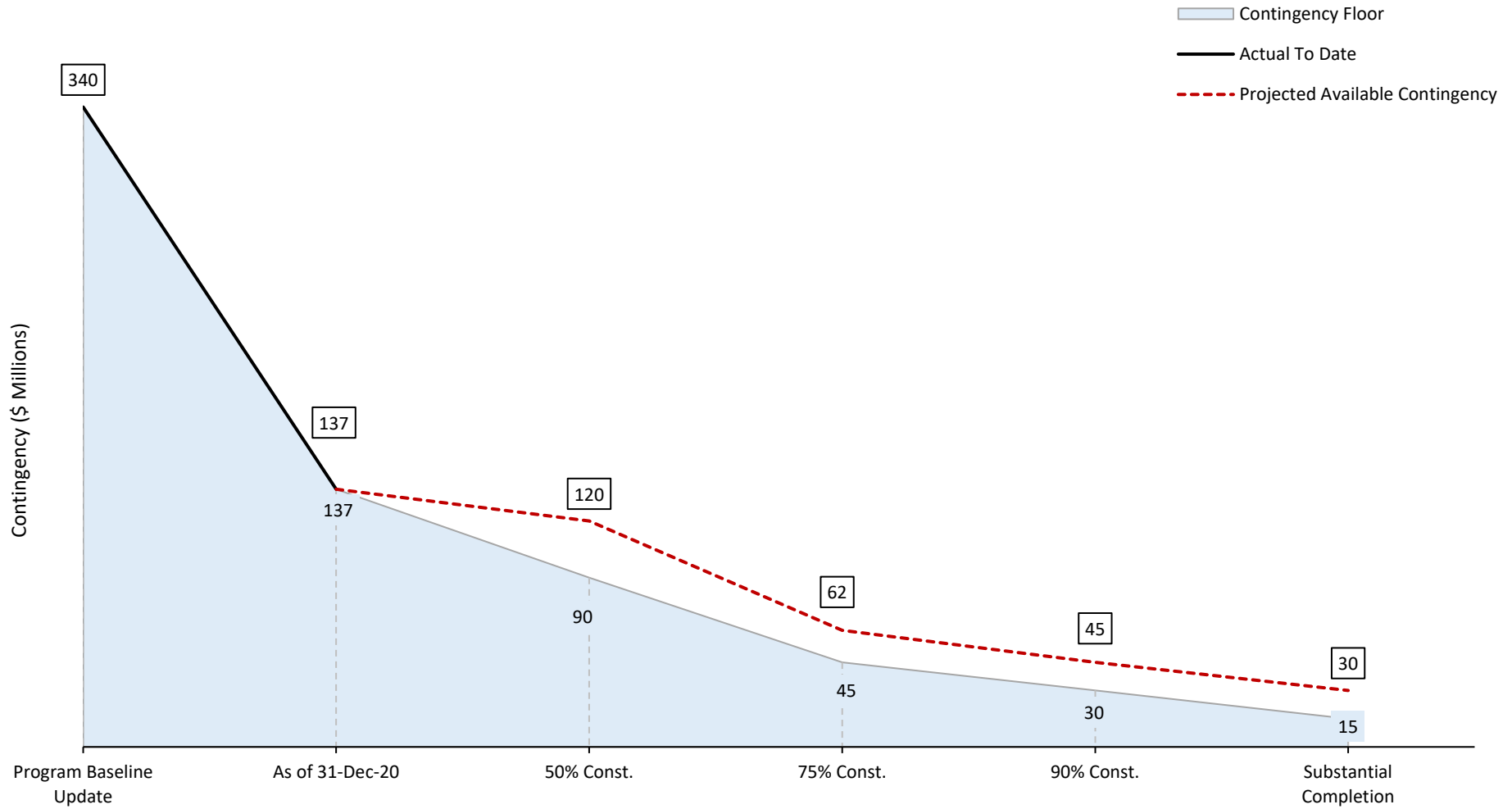
CP 4 – Executed Change Order Status

CP 4 – Executed Change Order Status

CO Number	Title	Change Status	Amount	Executed Date
32R1	Agreement to settle, waive, and release all claims for damages related to impacts and delays which caused, contributed to, or resulted in the extension of the substantial completion deadline to December 15, 2021 and final acceptance date of February 17, 2022.	Executed	\$11,025,974.70	24-Dec-20
0084	Quality Milestone Data Pack Structure and Content.	Executed	\$1,000,000.00	30-Dec-20
Total:			\$12,025,974.70	

CP 4 – Risk - Contingency Report

CP 4 – Risk - Contingency Report

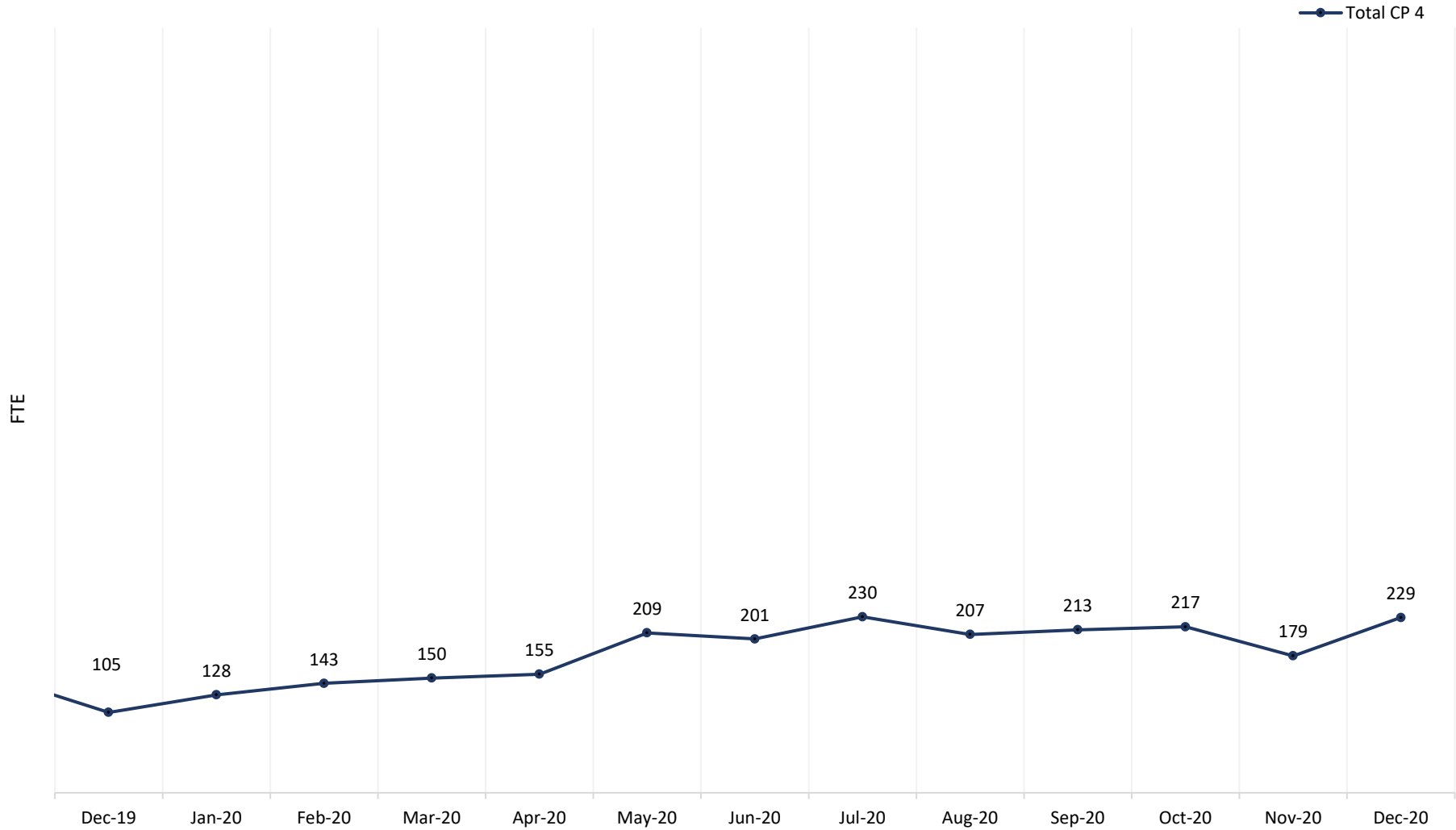


Notes:

1. The Program Baseline Update was presented to and accepted by the Board in May 2019. The adoption of the Program Baseline Update resulted in changes to contingency amounts. The contingency drawdown curve has been revised to reflect updated contingency amount for the entire CP 4 Project.
2. Contract through December 31, 2020.
3. Remaining contingency balance reflects executed change orders and BOC approved items.

CP 4 – Monthly Construction Workforce Total

CP 4 – Monthly Construction Workforce Total – Actual

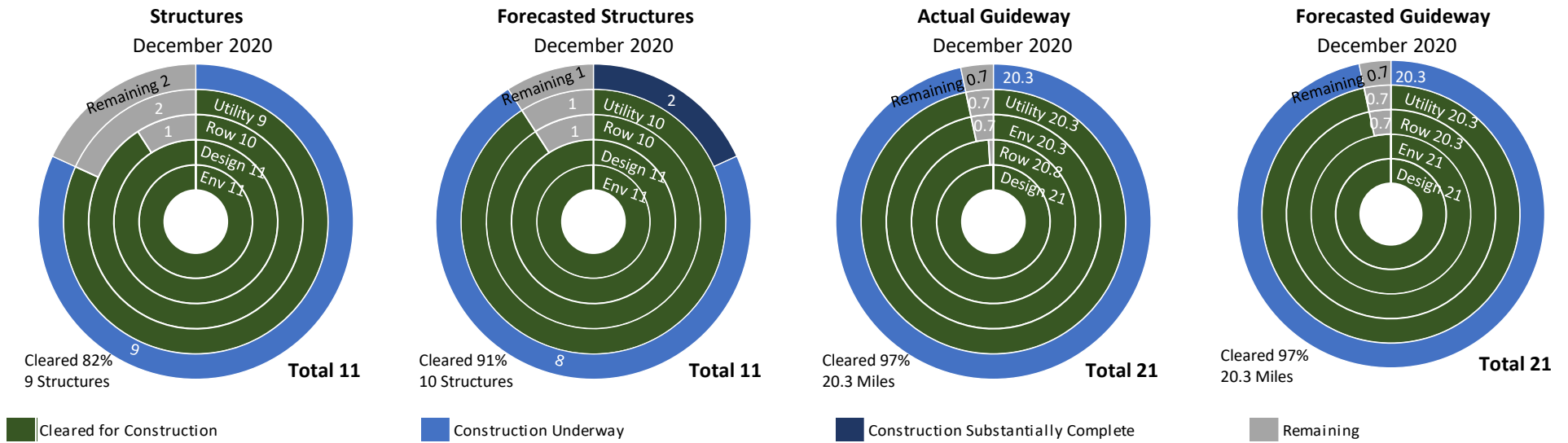


Notes:

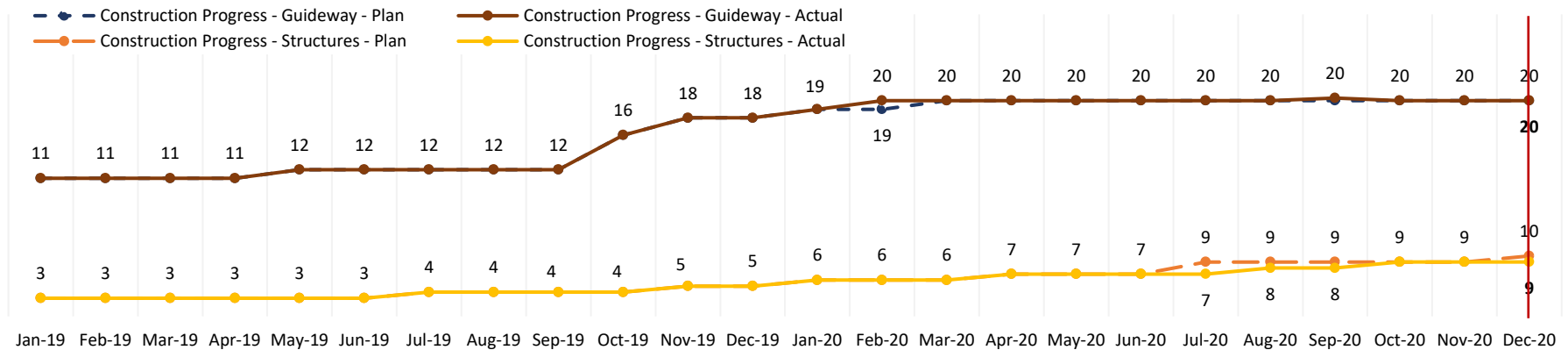
1. The Construction Labor numbers (Full-Time Employees) are based on the working calendar month.
2. The December 2019 reporting number shows a sharp decrease due to the holiday week of December 23 through December 31.
3. June 2020's total was overstated (225) and has been corrected to 201.
4. The data from October 2019 to April 2020 was previously presented with data from each month's final week. The data has been updated to represent more accurately the overall total on a per working calendar month average status.

CP 4 – Construction Progress

CP 4 – Construction Progress



CP 4 – Construction Progress to Completion – Planned vs. Actual

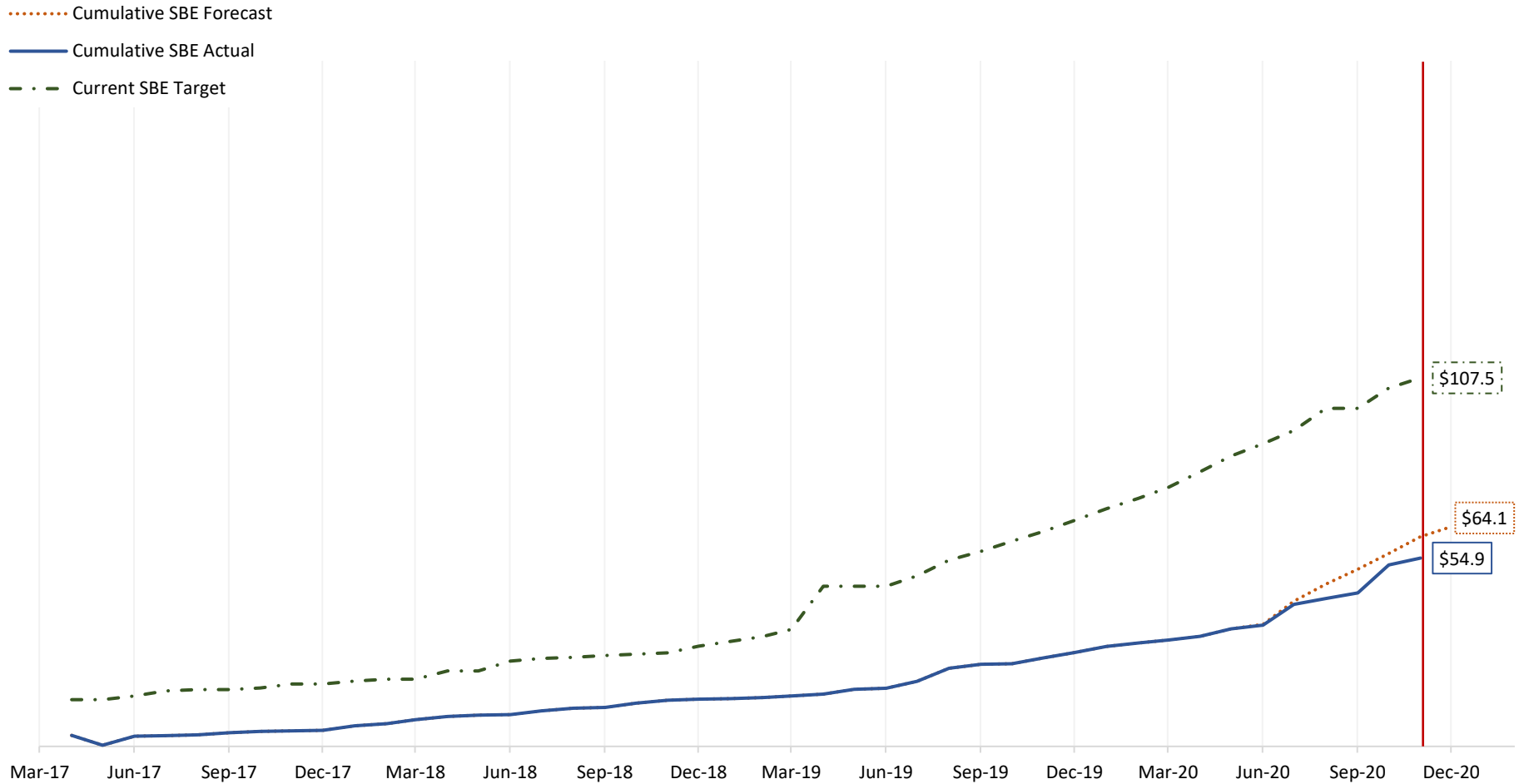


Notes:

1. Total Structures: 11 structures.
2. Total Guideway: 21 miles.
3. Actual Guideway progress for December 2020 was 20.3 miles. The graph reflects 20 miles due to the rounding within the mathematical formula.
4. The Forecasted Structures and Guideway are based on the Authority's conditional acceptance of CP 4's Revised Baseline Schedule (RBS) as of December 2020.

CP 4 – Small Business Enterprise

CRB CP-4 – Historical Progress Toward 30% SB Goal Based on Paid to Date Values (\$M)



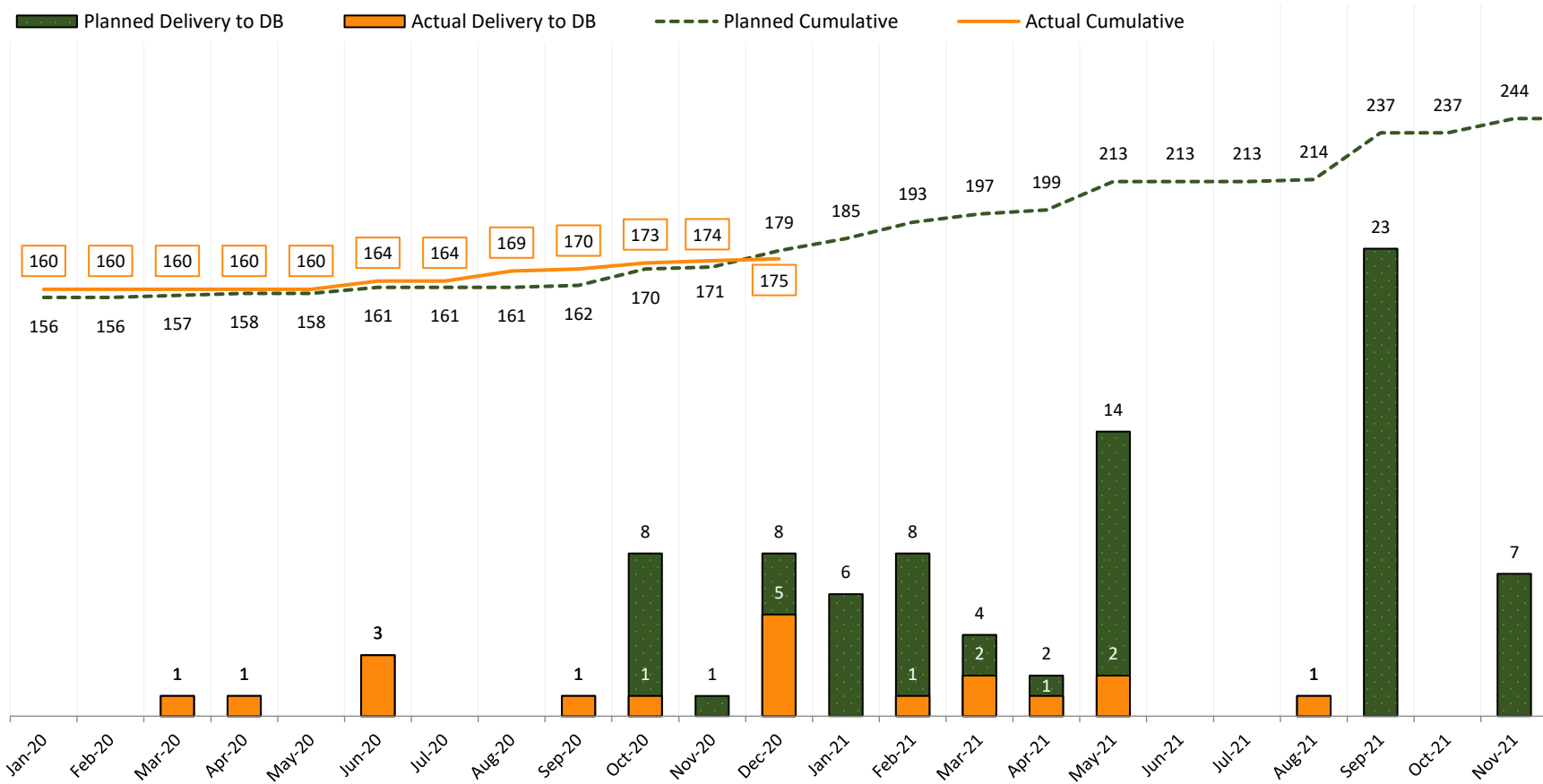
Notes:

1. Number of Small Business Enterprise Awarded Contracts: 96.
2. Value of overall Small Business Goal (30%): \$185.4M.
3. Value of Current Small Business Enterprise Awarded Contracts: \$86.9M (up by \$1.6M from October 2020).
4. Value of Small Business expended: \$54.9M.
5. 30% Goal Value for Small Business expended: \$107.5M.
6. Small Business Enterprise Utilization percentage based on Contractor Invoices Paid to Date: 15.3%.
7. Small Business Enterprise Utilization towards Value of overall Small Business Goal: 29.6%.
8. Due to processing and confirmation of Contractor submitted data, Small Business Enterprise Values are as of November 2020.

CP 4 – ROW Summary

Construction Package	Total Needed Parcels December 31, 2020	Total Parcels Delivered to Date December 31, 2020	Remaining Parcels to be Delivered December 31, 2020
CP 4	244	175	69

CP 4 – Parcel Delivery to DB Summary



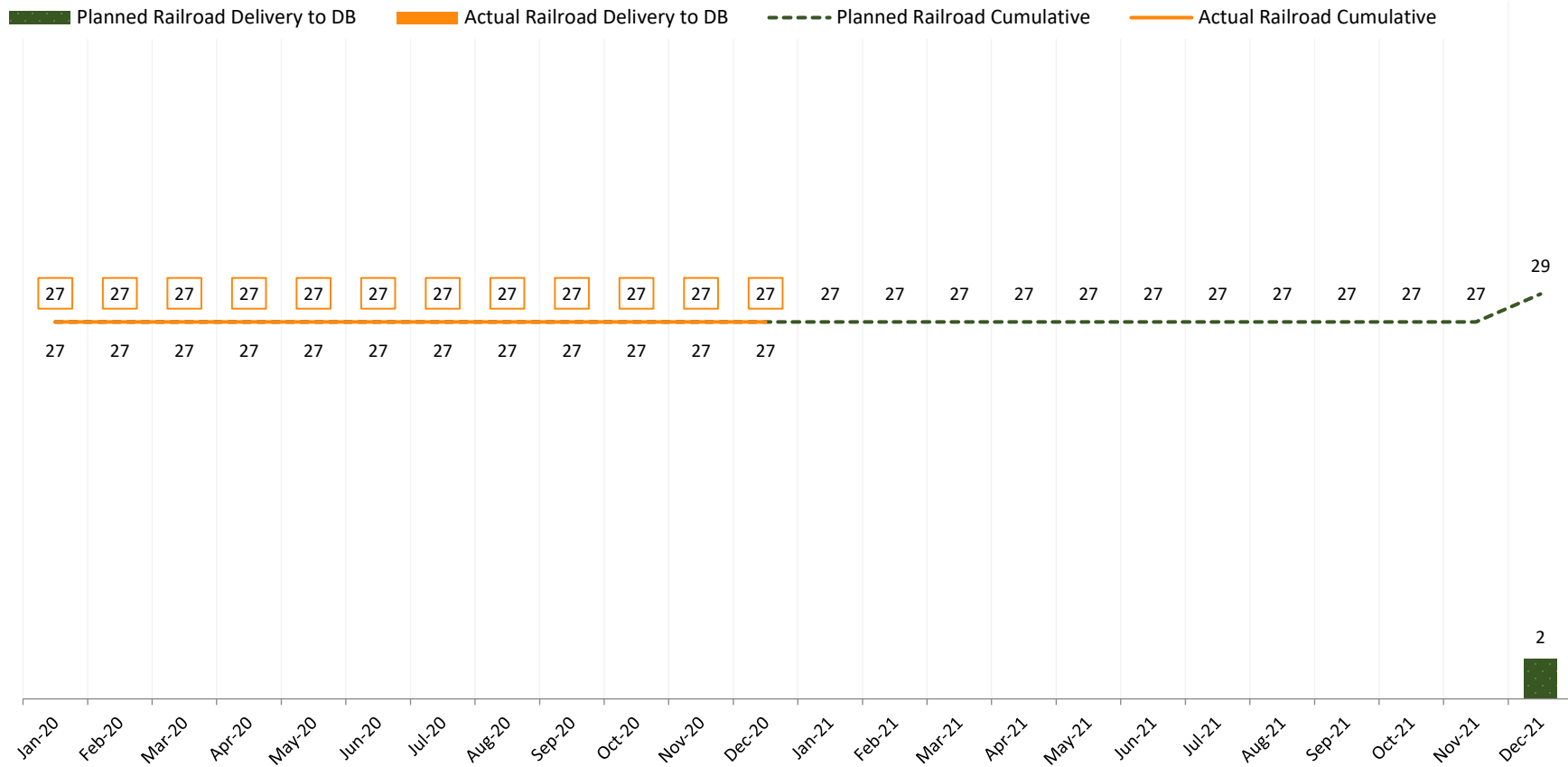
Notes:

1. This reflects the current Revised Baseline Schedules (RBSs) for CP 4.
2. The current conditionally accepted RBS dates will adjust upon finalization of the RBS.
3. Actual cumulative line for December 2020 reflects delivered parcels that are forecasted in future months.
4. Eleven parcels delinquent: Seven in October at Garces Highway; executed permission-to-enter agreements allow Environmental work to progress while concluding acquisition negotiations. One parcel missed in November at Poso not currently impacting schedule. Three parcels missed in December: two at Poso Avenue and one at Kimberlina. DB performing out-of-sequence work to mitigate.

CP 4 – ROW Railroad Summary

Construction Package	Total Needed Railroad Parcels December 31, 2020	Total Railroad Parcels Delivered to Date December 31, 2020	Remaining Railroad Parcels to be Delivered December 31, 2020
CP 4	29	27	2

CP 4 – Railroad Parcel Delivery to DB Summary



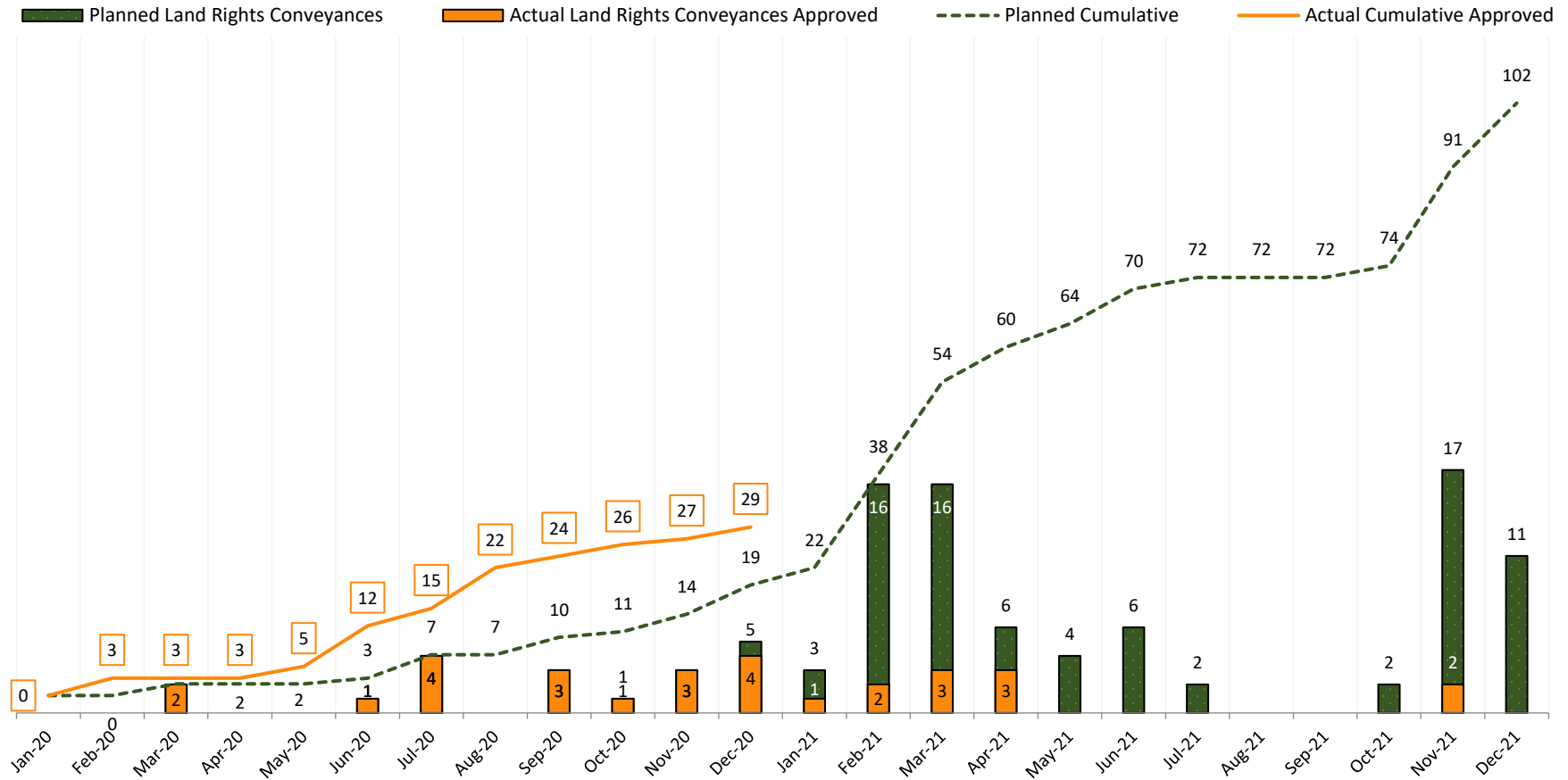
Notes:

1. This reflects the current Railroad Revised Baseline Schedules (RBSs) for CP 4.
2. Planned Delivered to DB parcels may be adjusted periodically based on continued refinement of the RBS.

CP 4 – Tier 1 Land Right Conveyances Required Prior to Construction (PG&E, SCE, FID, FMFCD) Summary

Construction Package	Total Needed Land Right Conveyances December 31, 2020	Total Land Right Conveyances Approved ⁽⁵⁾ to Date December 31, 2020	Remaining Land Right Conveyances to be Approved December 31, 2020
CP 4	102	29	73

CP 4 – Tier 1 Land Right Conveyances Required Prior to Construction (PG&E, SCE, FID, FMFCD) Summary



Notes:

1. This projection has been revised based on the Revised Baseline Schedules (RBSs).
2. The current conditionally accepted RBS dates will adjust upon finalization of the RBS.
3. Actual Cumulative for December 2020 includes completed land right conveyances that are forecasted in future months.
4. Planned land right conveyances were adjusted from last month's report due to continued refinement of the RBS.
5. The term "Approved" is defined as land right conveyances with Director of Real Property for signature, PG&E for signature, or recorded.
6. One delinquent land conveyance (December). CP 4: One land conveyance at Scofield Avenue.

Project Development Schedule – Record of Decision (ROD)

Project Development Schedule (to ROD)

Program Priority	Segment	Progress	Complete Purpose & Need Statement		Complete Alternatives Analysis		Board Concurrence of Preliminary Preferred Alt. Draft EIR/EIS		Publish Draft EIR/EIS		Publish Final EIS & Obtain ROD		Date EIR/EIS To Be Completed	
			Last Month	Current	Last Month	Current	Last Month	Current	Last Month	Current	Last Month	Current	Last Month	Current
Document Complete	Merced to Fresno	Plan Forecast % Complete	Complete Complete 100%	Complete Complete 100%	Complete Complete 100%	Complete Complete 100%	Complete Complete 100%	Complete Complete 100%	Complete Complete 100%	Complete Complete 100%	Complete Complete 100%	Complete Complete 100%	Complete Complete 100%	Complete Complete 100%
Document Complete	Fresno to Bakersfield	Plan Forecast % Complete	Complete Complete 100%	Complete Complete 100%	Complete Complete 100%	Complete Complete 100%	Complete Complete 100%	Complete Complete 100%	Complete Complete 100%	Complete Complete 100%	Complete Complete 100%	Complete Complete 100%	Complete Complete 100%	Complete Complete 100%
Document Complete	CV Electrical Interconnections	Plan Forecast % Complete	Complete Complete 100%	Complete Complete 100%	Complete Complete 100%	Complete Complete 100%	Complete Complete 100%	Complete Complete 100%	Complete Complete 100%	Complete Complete 100%	Complete Complete 100%	Complete Complete 100%	Complete Complete 100%	Complete Complete 100%
Document Complete	Locally Generated Alternative (F-B)	Plan Forecast % Complete	Complete Complete 100%	Complete Complete 100%	Complete Complete 100%	Complete Complete 100%	Complete Complete 100%	Complete Complete 100%	Complete Complete 100%	Complete Complete 100%	Complete Complete 100%	Complete Complete 100%	Complete Complete 100%	Complete Complete 100%
Document Complete	Central Valley Wye (M-F)	Plan Forecast % Complete	Complete Complete 100%	Complete Complete 100%	Complete Complete 100%	Complete Complete 100%	Complete Complete 100%	Complete Complete 100%	Complete Complete 100%	Complete Complete 100%	Complete Complete 100%	Complete Complete 100%	Complete Complete 100%	Complete Complete 100%
1	San Francisco to San Jose	Plan Forecast % Complete	Complete Complete 100%	Complete Complete 100%	Complete Complete 100%	Complete Complete 100%	Complete Complete 100%	Complete Complete 100%	Complete Complete 100%	Complete Complete 100%	Jun-21 Dec-21 20%	Jun-21 Mar-22 ⁽¹⁾ 27%	Dec-21	Mar-22
2	San Jose to Merced	Plan Forecast % Complete	Complete Complete 100%	Complete Complete 100%	Complete Complete 100%	Complete Complete 100%	Complete Complete 100%	Complete Complete 100%	Complete Complete 100%	Complete Complete 100%	Apr-21 Sep-21 23%	Apr-21 Dec-21 ⁽²⁾ 42%	Sep-21	Dec-21
3	Los Angeles to Anaheim	Plan Forecast % Complete	Complete Complete 100%	Complete Complete 100%	Complete Complete 100%	Complete Complete 100%	Complete Complete 100%	Complete Complete 100%	Nov-20 Sep-21 88%	Nov-20 Sep-21 ⁽³⁾ 90%	Dec-21 Oct-22 0%	Dec-21 Oct-22 ⁽³⁾ 0%	Oct-22	Oct-22
4	Burbank to Los Angeles	Plan Forecast % Complete	Complete Complete 100%	Complete Complete 100%	Complete Complete 100%	Complete Complete 100%	Complete Complete 100%	Complete Complete 100%	Complete Complete 100%	Complete Complete 100%	Jan-21 Aug-21 28%	Jan-21 Aug-21 ⁽⁴⁾ 35%	Aug-21	Aug-21
5	Palmdale to Burbank	Plan Forecast % Complete	Complete Complete 100%	Complete Complete 100%	Complete Complete 100%	Complete Complete 100%	Complete Complete 100%	Complete Complete 100%	Feb-20 Jun-21 76%	Feb-20 Jul-21 78%	Aug-21 Jun-22 0%	Aug-21 Aug-22 ⁽⁵⁾ 0%	Jun-22	Aug-22
6	Bakersfield to Palmdale	Plan Forecast % Complete	Complete Complete 100%	Complete Complete 100%	Complete Complete 100%	Complete Complete 100%	Complete Complete 100%	Complete Complete 100%	Complete Complete 100%	Complete Complete 100%	Feb-21 May-21 50%	Feb-21 Jun-21 ⁽⁶⁾ 50%	May-21	Jun-21
7	HMF	Plan Forecast % Complete	Complete Complete 100%	Complete Complete 100%	Complete Complete 100%	Complete Complete 100%	Apr-16 TBD 0%	Apr-16 TBD 0%	Sep-16 TBD 0%	Sep-16 TBD 0%	Feb-21 TBD 0%	Feb-21 TBD 0%	TBD	TBD

Notes:

- Nine-month delay due to changes in document requirements and environmental process, receipt of substantial comments on Draft EIR/EIS, preparation of Revised Draft EIR/Supplemental Draft EIS, and program-wide resolution of resource constraints.
- Eight-month delay due to changes in document requirements and environmental process, receipt of substantial comments on Draft EIR/EIS, preparation of Revised Draft EIR/Supplemental Draft EIS, and program-wide resolution of resource constraints.
- Ten-month delay due to late submittal of BNSF environmental deliverables, time required to reach concurrence with BNSF on design issues, and full incorporation of a modified V30 Legal and Environmental Review Process.
- Seven-month delay due to extension of Draft EIR/EIS public comment period, late submittal of cooperating agency comments, remediation time to meet WCAG, internal reviews and resource constraints.
- Publication of draft corrected to address delay due to additional consultation with the U.S. Army Corps of Engineers (USACE) and U.S. Environmental Protection Agency (EPA). Twelve-month delay in delivery of ROD because of additional design and analysis for developing the avoidance alternative at Una Lake, to provide additional review by National Environmental Policy Act (NEPA) Assignment Team before CEO signature, and to incorporate internal resource constraints. (Mitigations for minimizing delays are being evaluated.) The Draft EIR/EIS publication will need to follow the Bakersfield to Palmdale ROD and schedule has been revised to accommodate Bakersfield to Palmdale ROD approval.
- Three-month delay due to design revision to accommodate Cesar Chavez National Monument (CCNM), delayed agency comments on Admin Final EIR/EIS, and full incorporation of a modified V30 Legal and Environmental Review Process. Additional two-month delay to produce a focused recirculation of the Draft EIR/EIS to incorporate the change in species status for the Monarch butterfly and Mountain lion.

Project Development – Key Actions

During December, the Authority received agency comments on the San Jose to Merced Revised Draft EIR/Supplemental Draft EIS; responded to comments from cooperating and responsible agencies following review of the Bakersfield to Palmdale Administrative Final EIR/EIS; continued a Step 3 review for the Palmdale to Burbank Administrative Draft EIR/EIS; completed preparation of response to comments for the Burbank to Los Angeles Draft EIR/EIS; and proceeded towards starting the Los Angeles to Anaheim Step 3 Program review of the Administrative Draft EIR/EIS in early 2021. Continued communicating with FAA and Burbank Airport regarding their comments on the Burbank to Los Angeles Draft EIR/EIS.

Project Development – Key Actions Summary

Project Section	Key Actions
San Francisco to San Jose	<ul style="list-style-type: none"> • Team is preparing standard and specific response to public comments on Draft EIR/EIS. • Team is preparing the environmental analysis for the Millbrae Site Reduced Plan for inclusion in a Revised Draft EIR/Supplemental Draft EIS (RDEIR/SDEIS). • Team is incorporating additional traffic mitigation measures, and Monarch Butterfly in to the RDEIR/SDEIS for release in May 2021.
San Jose to Merced	<ul style="list-style-type: none"> • Received comments from cooperating and responsible agencies on their review of Revised Draft EIR/Supplemental Draft EIS for new special-status species listings on December 18. Team is working to incorporate comments into the RDEIR/SDEIS for a 45-day public review in March 2021. • Response to comments and Admin Final EIR/EIS under review by ES, NAT and Legal. • EEC, SD, and ES are revising draft program guidance on OCS bird electrocution avoidance configuration to incorporate comments by functional directors prior to coordination with regulatory agencies.
Central Valley Wye	<ul style="list-style-type: none"> • The NOD and ROD/NOD were completed in September 2020. NEPA Limitation of Claims (LOC) document was approved by FRA and posted on Federal Register on December 14, 2020. • Continue to advance agreements with County of Madera, City of Chowchilla and Fairmead Community and Friends on MOU/agreement for implementation of EJ mitigation measures. • Tolling Agreements with City of Chowchilla, County of Madera, City of Madera and Fairmead Community and Friends extended to February 19, 2021. • Permitting for the Central Valley Wye will progress following Board action on the Merced and Bakersfield extensions.
Locally Generated Alternative	<ul style="list-style-type: none"> • The Combined Supplemental Record of Decision and Final Supplemental Environmental Impact Statement was completed on October 31, 2019. • Permitting for the Locally Generated Alternative will progress following Board action on the Merced and Bakersfield extensions.
Bakersfield to Palmdale	<ul style="list-style-type: none"> • Revised Administrative Final EIR/EIS and VERs documentation based on comments received. Continued to advance Section 106, Section 7 and other permitting activities related to ROD. Received comments on Administrative Final EIR/EIS from agencies. The BP team is evaluating the scope for recirculating the Draft EIR/EIS to include the Monarch butterfly and Mountain lion analysis due to the recent protected species status change. • Received comments on the final Biological Assessment (BA) from USFWS; the RC has drafted the Biological Opinion and submitted to the Authority for review.

<p>Palmdale to Burbank</p>	<ul style="list-style-type: none"> • Comments were received on the Palmdale Boulevard underpass plans and were incorporated. • Received agreement from USACE/EPA on December 18 for Checkpoint B (Range of Alternatives). Checkpoint C draft has been prepared and is undergoing reviews by the Authority. • The Palmdale to Burbank Administrative Draft EIR/EIS continued through the Step 3 review process. Cooperating Agency review is scheduled for January 2021.
<p>Burbank to Los Angeles</p>	<ul style="list-style-type: none"> • The team has prepared comment responses in coordination with ES, Legal, and NAT, and prepared the Administrative Final EIR/EIS for Step 10 Program review scheduled to start in early January 2021. • Held design refinement workshops with ES/NAT/Legal. Design refinements will be incorporated in the Administrative Final EIR/EIS. • Discussed with FAA and BGPAA on November 19, 2020 their comments on Draft EIR/EIS and held a follow up meeting with BGPAA on December 1, 2020. • Held meetings with LA Mayor’s transportation staff on December 14, 2020 and San Antonio Winery on December 15, 2020 to discuss Main Street grade separation design refinements.
<p>Los Angeles to Anaheim</p>	<ul style="list-style-type: none"> • Continued integrating revised environmental deliverables received from BNSF into the LA-A environmental document. • Held call with BNSF to discuss and resolve comments from the Cities of Colton and Barstow on December 18, 2020. • Continued development of Biological Assessment. • Received Finding of Effect concurrence from SHPO for the LA-A passenger rail corridor.