



Finance & Audit Committee

CENTRAL VALLEY STATUS REPORT

April 2021 Report (data through February 2021)

Executive Summary

Overall - Report projections will be updated with Revised Baseline Schedules (RBS) and the 2020 - 2021 Business Plan finalization.

Cumulative Invoicing to Fulfill American Recovery and Reinvestment Act (ARRA) Grant ([Page 14](#)):

- Total CP Cumulative Actual Invoice – \$3,173.1M compared to Total CP Cumulative Forecasted Invoice – \$3,296.2M.
- Total Estimated Cumulative Contract Value to Fulfill ARRA – \$5,774.6M.

Construction Packages (CPs) Invoicing ([Pages 15 through 16](#)).

- Total CP Cumulative Actual Invoice – \$3,173.1M compared to Total CP Cumulative Forecasted Invoice – \$3,296.2M. Total Cumulative Current Contract Amount – \$5,039.1M. Expensed to date – 63.0%. Total Executed Change Orders this period – \$9.3M.
- The February 2021 Total Invoice is \$30.5M, compared to Forecasted Invoice of \$83.7M. March expected invoice is \$48.2M. The primary reasons for the lower expenditures are:
 - Construction Package 1: Package 1 (\$10.7M Actual Invoice compared to \$29.9M Forecasted Invoice; -\$19.2M): Third-Party design approvals and utility relocations. Resolution on majority of these issues is expected March 2021. Utility relocations at four structures expected to start in the coming three months (Shaw Avenue - PG&E March 2021, Avenue 17 - AT&T April 2021, Avenue 9 - PG&E May 2021 and Central Avenue - PG&E June 2021). Also delays related to MSE walls expected to be resolved April 2021.
 - Construction Package 2-3: (\$11.6M Actual Invoice compared to \$38.4M Forecasted Invoice; -\$26.8M): ROW acquisition delayed at various locations. ROW resolution at Tule River opens the entire Tule River Viaduct area for construction, which will result in an increase in production. Currently four structures scheduled to commence April 2021. The contractor is also currently mobilizing to commence four miles of embankment that was delayed by wet weather conditions.
 - Construction Package 4: (\$8.2M Actual Invoice compared to \$15.4M Forecasted Invoice; -\$7.2M). Inclement weather delays. Third-Party design review requirements resulted in delays in construction, mainly at SR-46 and Poso Avenue UP. Work has resumed at SR-46 and at Poso Avenue UP.

Risk Contingency ([Page 17](#)):

- Original Contract Contingency – \$2,662M with Remaining Contract Contingency – \$731M. June 2021 Remaining Contract Contingency is projected - \$436M

CP Design

- Expected substantial completion of all CP major design in April 2021.
 - CP 1: 37 of 40 total design packages cleared for construction and three in progress. Expected completion April 2021.
 - CP 2-3: 100 of 109 (Increase in quantity due to the addition of a design package) total design packages cleared for construction and nine in progress. Due to ROW delays and ROW negotiations, two minor geotechnical design packages are delayed, which will extend RFC out to June and August 2021.
 - CP 4: 14 of 14 total design packages cleared for construction.

CP Construction Labor ([Page 18](#)):

- Total Monthly Average – 997 daily-workers. An increase of 141 (856) daily workers this period.
- Daily Average Contracted CP Employees Quarantined for COVID-19 in February – 15. A decrease of 12 employees from January 2021.
- 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 19](#)):

- Guideway – 80 miles constructed/underway compared to 119 miles total. No increase from the previous period.

- CP 1: 13 miles underway/substantially complete.
 - Two miles behind plan primarily due to design approvals. Delay related to MSE walls expected to be resolved April 2021.
- CP 2-3: 46 miles underway/substantially complete.
 - Seven miles behind plan primarily due to ROW and wet weather conditions affecting soft soils. Contractor is mobilizing to begin embankment construction on Four miles as weather conditions improving – expected April 2021.
- CP 4: 21 miles underway/substantially complete.
 - One mile ahead of schedule.
- Structures – 59 underway/substantially complete compared to 93 structures total. An increase of one structure from the previous period.
 - CP 1: 23 structures underway/substantially complete.
 - Four structures behind plan primarily due to utility relocations and third-party design approvals. As of report date, design approvals are moving forward to allow utility relocations to start in the coming months (Shaw Avenue - PG&E March 21, Avenue 17 - AT&T April 2021, Avenue 9 - PG&E May 2021 and Central Avenue - PG&E June 2021).
 - CP 2-3: 26 structures underway/substantially complete.
 - One structure behind plan primarily due to ROW negotiations. Four structures scheduled to begin April 2021, bringing actuals ahead of planned.
 - CP 4: 10 structures underway/substantially complete.
 - structure behind plan due to Amtrak Pedestrian UP construction being held up by approval of the Grade Separation Agreement with the City of Wasco. The Agreement is currently being reviewed by the Authority.
- Utility Relocations Status - Relocated: 575 (28%); In Progress: 505 (25%); Scheduled to Start: 128 (6%); Not Started: 857 (42%); Total: 2,065. Twenty-three started in February 2021 reporting period.

Small Business (SB) Enterprise ([Page 20](#)):

- Due to processing and confirmation of Contractor submitted data, Small Business (SB) Enterprise Values are as of January 2021.
- Small Business Enterprise Awarded Contracts: 464 at a total contract value of \$1B (decrease of \$581.6K from December 2020, with an increase of 13 new contracts this period).
- Small Business Goal (30%) at CP contract completion: \$1.5B. \$529.4M total Small Business expenditures, 18.4% of the total CPs expenditures.
- Small Business Goal as of report (30% of CP expenditures): \$861.4M. January 2021 SB expenditures: \$529.4M, increase of \$15.8M this period.

CP Real Property/Right-of-Way ([Pages 21 through 24](#)):

- Total Parcels Delivered to Date – 1,792 parcels compared to an Estimated Total Parcels Needed – 2,285 parcels.
- Parcels Delivered to Design-Builder (DB) – Sixteen parcels delivered in February.
- 95 delinquent parcels (10 in October, 4 in November, 26 in December, 23 in January, and 32 in February).
 - The current RBS schedules are being revised to incorporate and mitigate ROW delays.
 - CP 1: Sixteen parcels - three in December (two at Avenue 8; forecast mid-February and one at Belmont; work proceeding with an Encroachment Permit), four parcels in January (One at Greentree, American, Church, and Kern), and nine parcels missed in February (two at American and Avenue 13, and one at Avenue 17, Avenue 8, Jensen, Thorne, and Tulare).
 - CP 2-3: Fifty-eight parcels - three in October (two at Nebraska and one at Tule River), four in November (one at Tule River and three at Avenue 56), 22 parcels in December (six at Orange and Avenue 120, four at Excelsior, two at Avenue 68, one at Avenue 56, Houston, Fowler, and Elkhorn), 13 parcels in January (five at Hanford Armona, four at Houston, one at Avenue 96, Avenue 112, Avenue 136, and Dutch John Cut), and 16 parcels missed in February (five at Avenue 56, three at Avenue 128, two at 8th Avenue and Lansing, and one at Chestnut, Davis, Elkhorn, and Manning).
 - 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).

- CP 4: 21 parcels - Seven missed in October at Garces Highway; executed permission-to-enter agreements allow Environmental work to progress while concluding acquisition negotiations. One parcel in December at Poso Avenue, six parcels in January (two at McCombs and four at Peterson), and seven parcels missed in February (four at Garces Highway and three at 4th Street). DB performing out-of-sequence work to mitigate.
- Total Acquired Parcels (some pending delivery) – 11 parcels.
- Construction Package 1-4 – four parcels added (two Authority owned with no acquisition required) and six removed due to design optimization, resulted in a net decrease of two 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 – 167 parcels.
- To date, the Authority received approval on 543 Land Right Conveyances (Tier 1, Prior to Construction).
- Land Right Conveyances (Tier I, Prior to Construction) Received Approval – three Land Right Conveyances.
- One delinquent land conveyance.
 - CP 4: One land conveyance at Scofield Avenue. (December 2020)

Third-Party Agreements ([Page 25 and 26](#)):

- Nine remaining key agreements with no delinquent agreements. In the past year, finalized 46 agreements. Thirty-five of those agreements were critical to supporting construction.

Project Development (Environmental Clearance) Schedule – Record of Decision (ROD) ([Pages 60 through 62](#)):

- San Francisco to San Jose – Responding to public comments and preparing a Revised Draft Environmental Impact Report /Supplemental Draft Environmental Impact Statement (RDEIR/SDEIS) for 45-day public review in June 2021.
- San Jose to Merced – The regional team is preparing the JM RDEIR/SDEIS, scheduled for 45-day public review in April 2021, responding to public comments on the Draft EIR/EIS, and preparing the Administrative Final EIR/EIS for agency review in June 2021.
- Bakersfield to Palmdale – The BP RDEIR/SDEIS was circulated for 45-day public comment period from February 26 to April 12. The response to comments on the RDEIR/SDEIS will be incorporated into the Final EIR/EIS; Board Approval of the Final EIR/EIS is scheduled for end of June 2021.
- Palmdale to Burbank -The Cooperative Agency review of the Administrative Draft EIR/EIS concluded February 22. The Public Comment period for the Draft EIR/EIS is scheduled to commence mid-September 2021.
- Burbank to Los Angeles – The team completed the internal review of the Administrative Final EIR/EIS on February 12, 2021 and is preparing the document for Cooperating and Responsible Agency review, scheduled to begin on March 31, 2021.
- Los Angeles to Anaheim – Team continues to prepare technical reports and the Administrative Draft EIR/EIS in February 2021. Progress continues on integration of additional BNSF deliverables pertaining to the Colton and Lenwood facilities into the assembled Administrative Draft EIR/EIS.

Construction Package 1

Invoicing ([Pages 27 through 29](#)):

- Actual Invoice – \$10.7M compared to Forecasted Invoice – \$29.9M.
 - Herndon Avenue Shoofly, the North Extension, the Central and Southern Guideways have been deferred due to UPRR construction approvals and Kinder Morgan’s procurement having long lead times. As of report date with the above stated items underway, the construction start date is scheduled for March 2021.
 - PG&E design approvals have prevented Central Avenue structure starting as planned. Design approval is expected in March 2021.
 - AT&T, PG&E and Madera Valley Water Company (MVWC) design delays are hampering Schmidt Creek and Road 26 North Extension work. Recent forecast has the North Extension AT&T and PG&E designs slated for updated completion in April 2021 and MVWC’s design completion in August 2021.
 - Jensen Trench delayed due to the PG&E gas line relocation. Final design submitted to PG&E in late December 2020 and approved in January 2021. DTSC approval of soil use anticipated in early March 2021.
- Current Revised Baseline Substantial Completion Forecast Date – December 31, 2022.
- Current Contract Amount – \$2,282.1M compared to Cumulative Total Invoice \$1,432.0M, 62.8% expensed to date.

Change Orders ([Pages 30](#)):

- Executed Change Orders this period – Three for a total of \$2.9M.

Risk Contingency ([Page 31](#)):

- Original Contract Contingency – \$1,237M with Remaining Contract Contingency – \$351M.

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 32](#)):

- Total Monthly Average – 290 daily workers. An increase of 56 (234) daily workers from the previous month.

Construction/Underway ([Page 33](#)):

- Guideway – 13 miles constructed/underway compared to a total of 15 miles needed. No increase this period.
 - Two miles behind plan:
 - Two miles behind plan primarily due to design approvals. Delay related to MSE walls expected to be resolved April 2021.
- Structures – 23 constructed/underway compared to a total of 27 planned. No increase from the previous period.
 - Four structures behind plan primarily due to utility relocations and third-party design approvals. As of report date, design approvals are moving forward to allow utility relocations to start in the coming months (Shaw Avenue - PG&E March 21, Avenue 17 - AT&T April 2021, Avenue 9 - PG&E May 2021 and Central Avenue - PG&E June 2021).

Small Business Enterprise ([Page 34](#)):

- Due to processing and confirmation of Contractor submitted data, Small Business Enterprise Values are as of January 2021.
- Small Business Enterprise Awarded Contracts as of report: 143 at a total contract value of \$511.7M (decrease of \$6.2M from December 2020, with an increase of three new contracts this period).
- Small Business Goal (30%) at CP contract completion: \$678.6M. Small Business Goal as of report (30% of CP expenditures): \$377.3M.
- January 2021 total Small Business expenditures as of report: \$303.6M, increase of \$6.5M from December 2020, at 24.1% of total paid to CP as of report.

Real Property/Right-of-Way ([Pages 35 through 37](#)):

- Parcels Delivered to Design-Builder (DB) – Three parcels.
- Sixteen delinquent parcels - Three missed in December (two parcels at Avenue 8, and one at Belmont with work proceeding under an Encroachment Permit), four in January (one at Greentree, American, Church, and Kern), and nine parcels missed in February (two at American and Avenue 13, and one at Avenue 17, Avenue 8, Jensen, Thorne, and Tulare).
- Total Parcels Delivered to Date – 879 parcels compared to an Estimated Total Parcels Needed – 1,049 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 – 294 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"> • Seven Work Plan Approvals including E1-091 at Avenue 15.5. Additionally, three Crossing Applications were secured in the reporting period. • Resolution for gas service connections reached at Downtown Fresno Shoofly area. • Installation of an additional Intrusion Protection Barrier piling rig at Fresno River Viaduct and Cottonwood Creek. Production has increased to 20 piles per day. • Completed 10 Intrusion Protection Barrier wall panels to date. • Executed Madera Valley Water Company Agreement. • The Comcast cutover at Road 27 has freed up the southern embankment at Road 27. • AT&T’s Design approval for Avenue 17 has triggered the subcontractor bid opening. • Completed \$5M of Excluded Third-Party Work. • Scheduled nine PG&E relocations to start in April 2021. • Reached 90% completion at Central Canal and North Central Canal. The forecast is to finish both Canals in March 2021. • Drainage System: 30 completed under Guideway from Avenue 15 to Cottonwood Creek. • Completed concrete slope paving within UPRR ROW at Herndon Canal. • Utility Relocations Status: <ul style="list-style-type: none"> - Relocated: 239 (20%); In Progress: 454 (38%); Approved to Start: 5 (<1%); Not Started: 512 (42%); Total: 1,210. • Manpower: The daily-worker monthly average of 194 in February 2020 increased to 290 in February 2021. |
| Structures | <ul style="list-style-type: none"> • North Central Canal Number 26 is on schedule to be completed March 2021. • Central Canal Number 23 construction continues and is on schedule to be completed March 2021. • Stage 2 of the Herndon Canal at Golden State Boulevard construction continues and is on schedule to be completed March 2021. • Golden State Boulevard Viaduct: Ongoing Superstructure work. • Downtown Fresno Viaduct: Ongoing Superstructure work. |
| Guideway | <ul style="list-style-type: none"> • Guideway Design: Progression is at 90% for 2.5 miles of additional Guideway in the Caltrans section between Ashlan Avenue and the McKinley Avenue Connector. • Thirteen miles of Guideway are cleared or in construction. |

Construction Package 2-3

Invoicing ([Pages 38 through 40](#)):

- Actual Invoice – \$11.6M compared to Forecasted Invoice – \$38.4M. Delayed ROW acquisitions are the main cause for lower invoicing. Nebraska Avenue, Excelsior, Hanford-Armona, Houston Avenue, Avenue 120, Deer Creek, and Avenue 136 are impacting the start of construction activities as planned.
 - ROW resolution at Tule River opens the entire Tule River Viaduct area for construction, which facilitates an increase in production.
 - Hanford Viaduct: Directive letter issued to Design-Builder (DB) to construct superstructure. Agreed to start in April while negotiations continue.
- Current Revised Baseline Substantial Completion Forecast Date – December 18, 2022.
- Current Contract Amount – \$2,117.8M compared to Cumulative Total Invoice \$1,320.0M, 62.3 % expensed to date.

Change Orders ([Page 41](#)):

- Executed Change Orders this period – Six for a total of \$4.9M.

Risk Contingency ([Page 42](#)):

- Original Contract Contingency – \$1,085M with Remaining Contract Contingency – \$259M.

CP Design

- 100 of 109 (Increase in quantity due to the addition of a design package at Alpaugh) total design packages cleared for construction and nine in progress. Substantial completion is expected April 2021. Due to ROW delays and Alpaugh negotiations, two design packages will extend out to June and August 2021.

Construction Labor ([Page 43](#)):

- Total Monthly Average – 525 daily workers. An increase of 68 (457) daily workers from the previous month.

Construction/Underway ([Page 44](#)):

- Guideway – 46 miles constructed/underway compared to a total of 53 miles needed. No increase from the previous month.
 - Seven miles behind plan:
 - Behind plan primarily due to ROW and wet weather conditions affecting soft soils. Four miles ready to begin embankment construction once weather conditions improve – expected April 2021.
- Structures – 26 constructed/underway compared to a total of 27 planned. A new structure at Dover Avenue went to construction this period ahead of schedule.
 - One structure behind plan:
 - Avenue 156 is expected to go into construction in March 2021, at this point the number of structures under construction will meet the forecast.
 - Three new structures are scheduled to start by April 2021, bringing actuals ahead of planned.
 - Deer Creek Viaduct and Avenue 136 delayed due to ROW negotiations. Expected start is June 2021.

Small Business Enterprise ([Page 45](#)):

- Due to processing and confirmation of Contractor submitted data, Small Business Enterprise Values are as of January 2021.
- Small Business Enterprise Awarded Contracts as of report: 211 at a total contract value: \$404.1M (increase of \$5.1M from December 2020, with an increase of two new contracts this period).
- Small Business Goal (30%) at CP contract completion: \$632M. Small Business Goal as of report (30% of CP expenditures): \$371.9M.
- January 2021 total Small Business expenditures as of report: \$164.8M, increase of \$7.8M from December 2020, at 13.3% of total paid to CP as of report.

Real Property/Right-of-Way (Pages 46 through 48):

- Parcels Delivered to Design-Builder (DB) – Ten parcels.
- Fifty-eight 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), 22 parcels in December (six at Orange, four at Excelsior, one at Avenue 56, two at Avenue 68, six at Avenue 120, one at Houston, Fowler, and Elkhorn), 13 parcels in January (five at Hanford Armona, four at Houston, one at Avenue 96, Avenue 112, Avenue 136, and Dutch John Cut), and 16 parcels missed in February (five at Avenue 56, three at Avenue 128, two at 8th Avenue and Lansing, and one at Chestnut, Davis, Elkhorn, and Manning). 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).
- Total Parcels Delivered to Date – 734 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 – 55 parcels.
- Land Right Conveyances (Tier I, Required Prior to Construction) Approved to Date – 218 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: 100 out of 109 design packages have been approved. • Four design packages have been Approved with Comments in February 2021. • Four GBRC packages have been Approved with Comments in February 2021. • Approximately 25% or one-quarter of the entire project's design packages have been approved in the last three months. • ROW: Resolution at Tule River opens the entire Tule River Viaduct area for construction, which facilitates an increase in production. • Three out of four Viaduct RFC Design packages are now Approved with Comments. • Utility Relocations Status: <ul style="list-style-type: none"> - Relocated: 301 (43%); In Progress: 40 (6%); Approved to Start: 81 (12%); Not Started: 272 (39%); Total: 694. • Environmental Clearance: <ul style="list-style-type: none"> - 45 of 62 required Master Streambed Alteration Agreement (MSAA) sub-notifications approved. • Manpower: The daily-worker monthly average of 344 in February 2020 increased to 525 in February 2021. |
| Structures | <ul style="list-style-type: none"> • Construction work under way on 26 structures. <ul style="list-style-type: none"> - Twelve Type 1 Structures under construction. - Fourteen 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 is 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"> • Four miles in segment 3 are cleared for embankment construction and will be ready for construction to proceed once weather conditions improve. |

Construction Package 4

Invoicing ([Pages 49 through 51](#)):

- Actual Invoice – \$8.2M compared to Forecasted Invoice – \$15.4M. Weather
- Current Revised Baseline Substantial Completion Forecast Date – December 15, 2021.
- Current Contract Amount – \$639.3M compared to Cumulative Total Invoice \$421.1M, 65.9% expensed to date.

Change Orders ([Page 52](#)):

- Executed Change Orders this period – Two for a total of \$1.5M.

Risk Contingency ([Page 53](#)):

- Original Contract Contingency – \$340M with Remaining Contract Contingency – \$121M.

CP Design

- 14 of 14 total design packages cleared for construction.

Construction Labor ([Page 54](#)):

- Total Monthly Average – 182 daily workers. An increase of 16 (166) daily workers from the previous month.

Construction/Underway ([Page 55](#)):

- Guideway – 21 miles constructed/underway compared to a total of 20 miles planned. No increase from the previous month.
- Structures – 10 constructed/underway compared to a total of 11 planned. No increase from the previous month.
 - One structure behind plan:
 - Amtrak Pedestrian UP - Construction is being held up by approval of the Grade Separation Agreement with the City of Wasco. The Agreement is currently being reviewed by the Authority.

Small Business Enterprise ([Page 56](#)):

- Due to processing and confirmation of Contractor submitted data, Small Business Enterprise Values are as of January 2021.
- Small Business Enterprise Awarded Contracts as of report: 110 at a total contract value of \$95M (increase of \$512.3K from December 2020, with an increase of eight new contracts this period).
- Small Business Goal (30%) at CP contract completion: \$190.1M. Small Business Goal as of report (30% of CP expenditures): \$112.2M.
- January 2021 total Small Business expenditures as of report: \$61M, increase of \$1.5M from December 2020, at 16.3% of total paid to CP as of report.

Real Property/Right-of-Way ([Pages 57 through 59](#)):

- Parcels Delivered to Design-Builder (DB) – Three parcels.
- Twenty-one delinquent parcels - Seven missed in October at Garces Highway; executed permission-to-enter agreements allow Environmental work to progress while concluding acquisition negotiations. One parcel in December at Poso Avenue, six parcels in January (two at McCombs and four at Peterson), and seven parcels missed in February (four at Garces Highway and three at 4th Street).
- Total Parcels Delivered to Date – 179 parcels compared to the Estimated Total Parcels Needed – 238 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 – 31 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

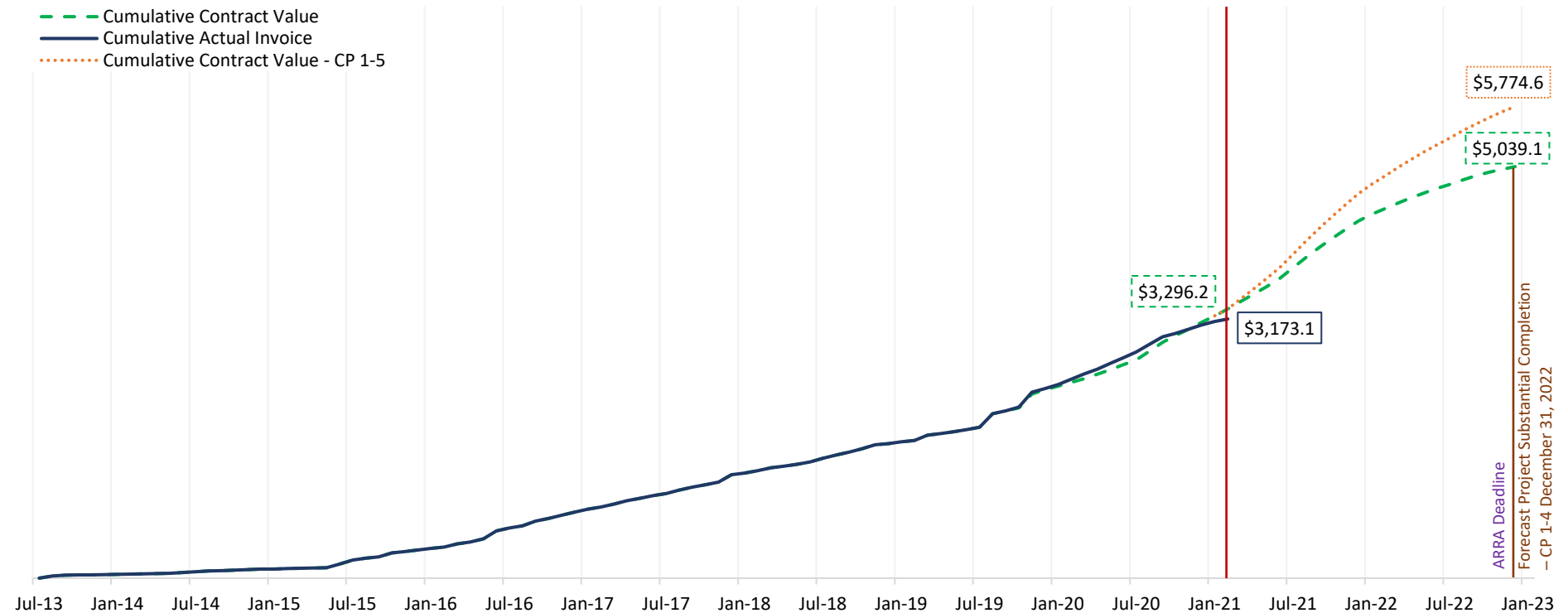
| Category | Status Update |
|-------------------|---|
| General | <ul style="list-style-type: none"> • Design of the structures are complete, and RFCs have been issued. • Financial review of the TIA # 6.1 and a contract change order has been issued. • DB Contractor has submitted TIAs # 7 and # 8 these claims are currently under review. • Utility Relocations Status: <ul style="list-style-type: none"> - Relocated: 35 (20%); In Progress: 11 (7%); Approved to Start: 42 (26%); Not Started: 73 (45%); Total: 161. • Manpower: The daily-worker monthly average of 143 in February 2020 increased to 182 in February 2021. |
| Structures | <ul style="list-style-type: none"> • Continued work on Garces Hwy UP with concrete finishing. • Continued work on Pond Road UP with grouting post tensioning ducts and concrete finishing. • Continued work on Peterson Road UP with the structure footing placing forms, rebar, and cooling system at Abutment 2 footing. • Started Poso Avenue UP with the tying of rebar cages. • Continued work at Kimberlina Road UP by removing forms at Abutments 1 and 2 wing walls and started the fabricating falsework. • Continued work on Merced Road Overpass MSE walls with setting panels and backfilling. • Resumed work on SR-46 with structure placement of rebar at Abutment 3. • Continued work on the west end of McCombs Avenue Overpass with clearing, grubbing, and installing irrigation casings. • Continued work on Type 2 and Type 3 gravel backfill at Poso Creek structure Abutment 1 and 4. • Continued work at Wasco Viaduct Bents 7 and 8 with forming and placing rebar in sections of the upper edge beam girder. • Continued placing pre-cast deck panels at Wasco Viaduct. • Continued work on Wasco Viaduct Frame 1 with the forming and placing of rebar between Bents 2 and 4. |
| Guideway | <ul style="list-style-type: none"> • Started grading ditches between Elmo Highway and Sherwood Avenue (Station 15421+50 to 15294+50). • Continued work on backfilling box culverts between Elmo Hwy and Sherwood Avenue (Station 15241+50 to 15294+50). • Continued embankment slope protection, and prepared subgrade work between Sherwood Avenue and Poso Creek. • Continued work on backfilling box culverts between Poso Creek and Taussig (Station 15300+00 to 15377+00). • Continued work on IPB and embankment between Taussig and Canal 9 22. • Continued work on the MSE wall 279.6 with the placing of panels and backfilling. • Continued work on the Cast-In-Place wall 280.6 with the placing of footing forms, rebar and pouring sections of footings and wall. • Continued with additional wildlife crossings in between Kimberlina Road and Poplar Avenue (Station 15741+00 to 15884+00). |

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 February 28, 2021. The planned values are based on the Proposed Revised Baseline Schedules developed for all the construction packages as of February 2021. The completion value (\$5.04B) 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 \$5.04B will be expended by end of December 2022.

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



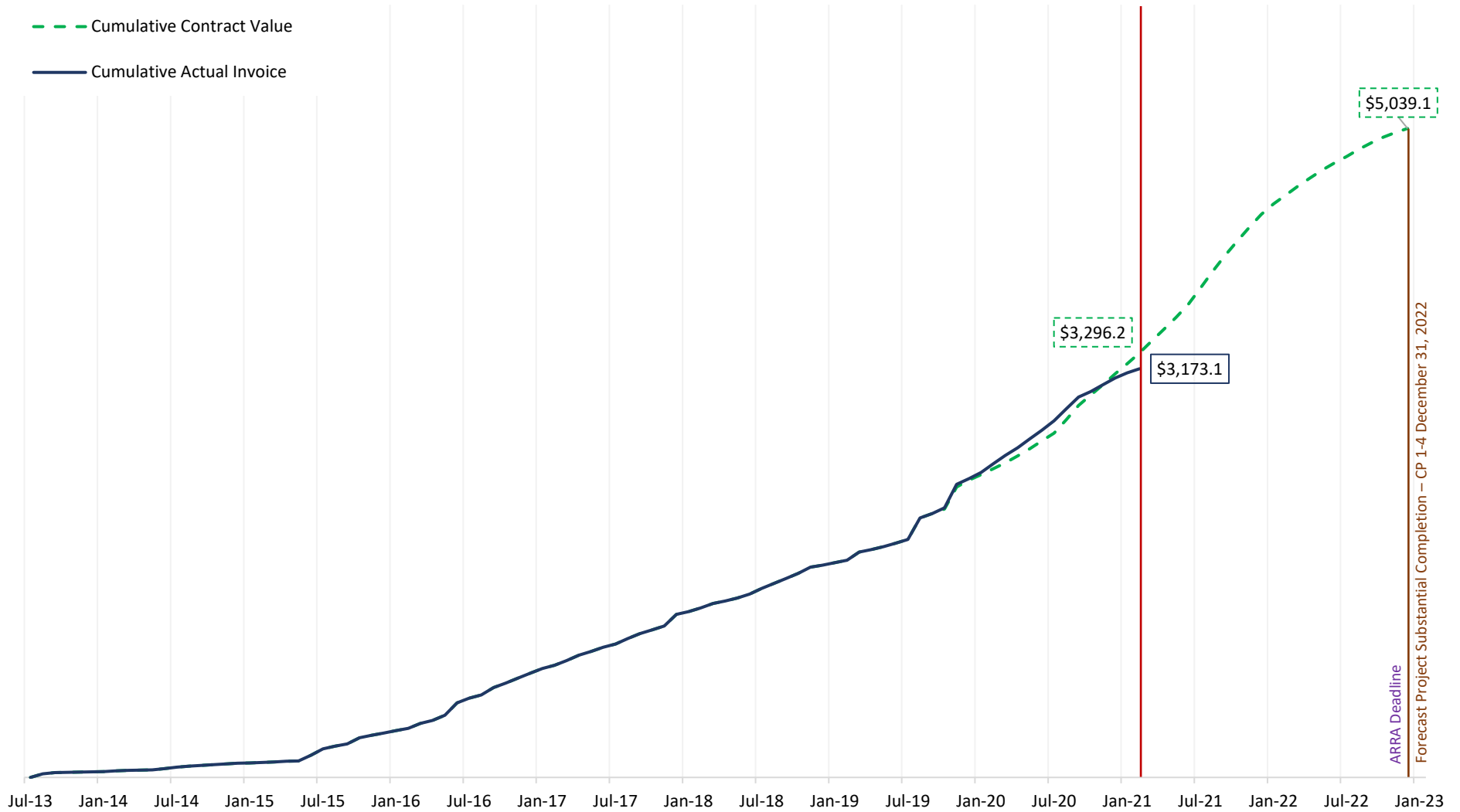
Remaining DB and Track Work Baseline Items:

- 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 February 2021 CVSR will provide a reconciliation with the ARRA scope included in the Capital Outlay Report.
2. The December 2022 Cumulative Current Contract Amount increased from \$5,029.8M to \$5,039.1M due to \$9.3M in February 2021 Change Order executions.

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

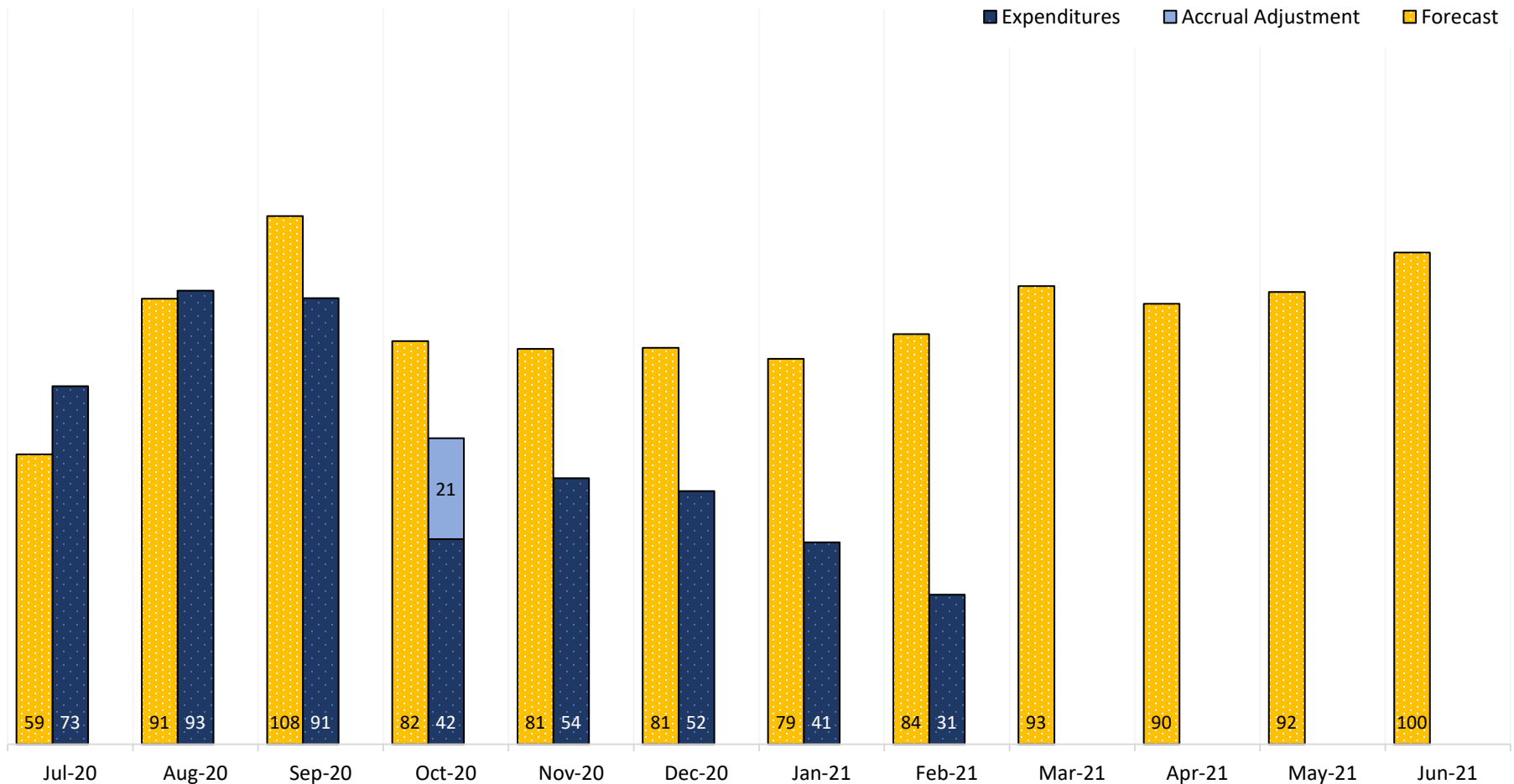


Notes:

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

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

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

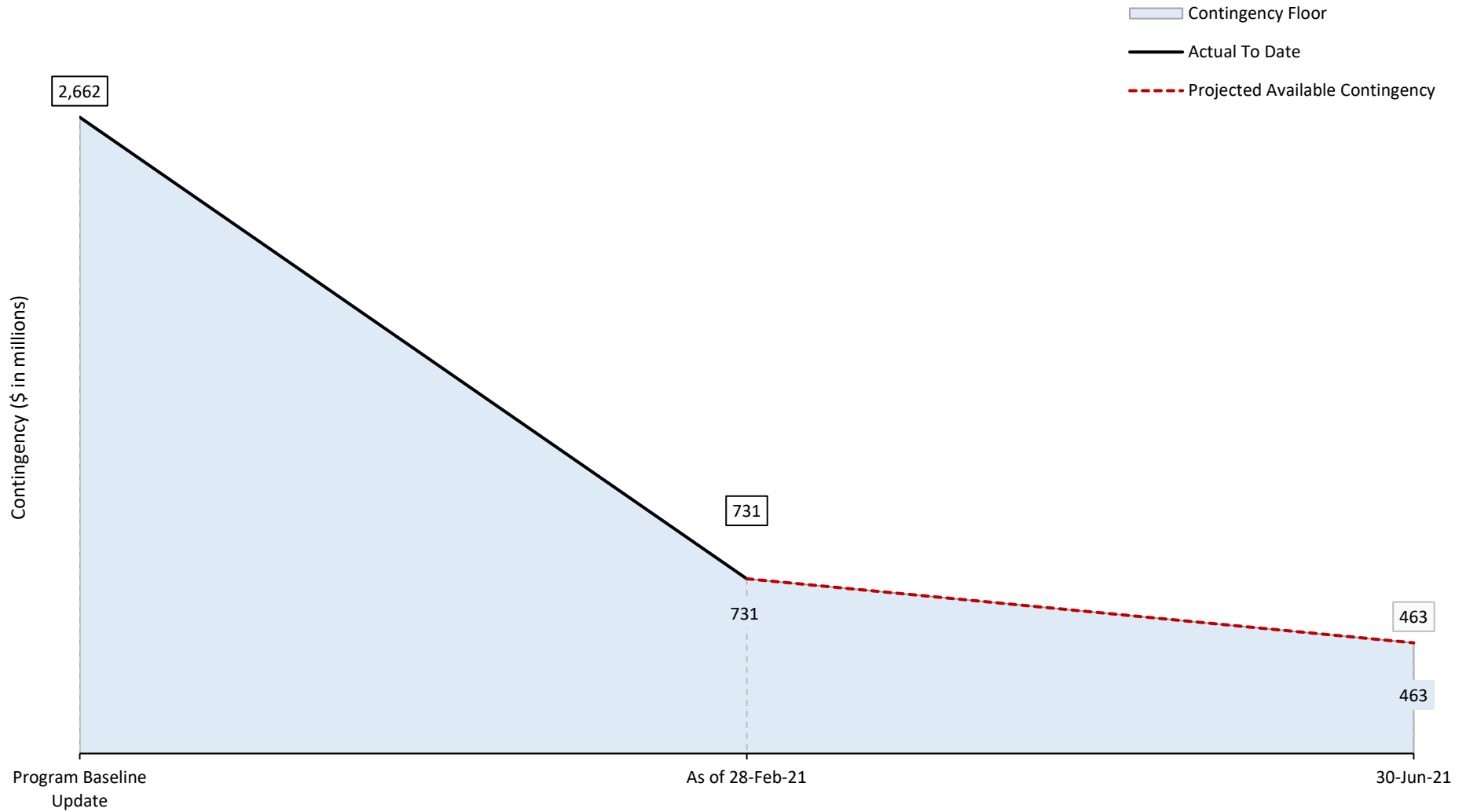


Notes:

- All projections are being monitored against the conditional acceptance of CP 1-4's Revised Baseline Schedule (RBS) as of February 2021.
- The primary reasons for the lower expenditures are:
 - CP 1: Kinder Morgan relocation at Herndon Avenue has delayed due to UPRR construction approvals and Kinder Morgan Procurement (long lead times). As of report date: UPRR approvals received, acquisition of long lead items underway, and construction start scheduled for March 2021. PG&E design approvals have prevented Central Avenue structure starting as planned. Design approval is expected in March 2021. AT&T, PG&E and Madera Valley Water Company (MVWC) design delays are hampering Schmidt Creek and Road 26 North Extension work. Recent forecast has the North Extension AT&T and PG&E designs slated for completion in April 2021 and MVWC's design completion in August 2021. Jensen Trench delayed due to the PG&E gas line relocation. Final design submitted to PG&E in late December 2020 and approved in January 2021. DTCS approval of soil use anticipated early March 2021.
 - CP 2-3: ROW resolution at Tule River opens the entire Tule River Viaduct area for construction, which facilitates an increase in production. Hanford Viaduct Directive letter issued to Design-Builder (DB) to construct superstructure. Delayed ROW acquisitions at various locations like Nebraska Avenue, Excelsior, Hanford-Armona, Houston Avenue, Avenue 120, Deer Creek, Avenue 136 are impacting the start of construction activities as planned.
 - CP 4: Inclement weather delays. Third-Party design review requirements resulted in delays in construction, mainly at SR- 46 and Poso Avenue UP. Work has resumed at SR46 and at Poso Avenue UP.

CP 1-4 – Risk - Contingency Report

CP 1-4 – Risk - Contingency Report

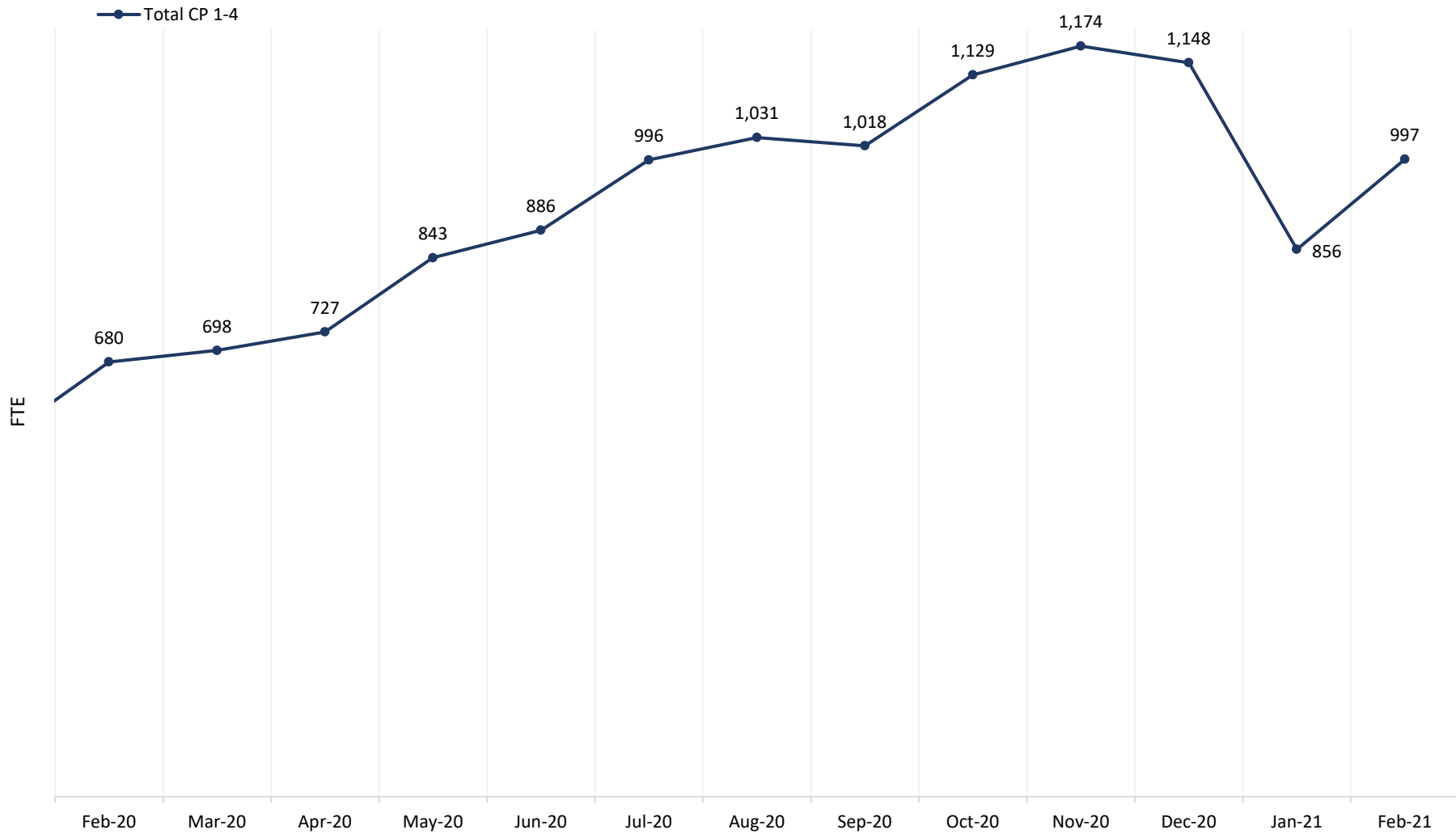


Notes:

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 1-4 Project.
2. Contract through February 28, 2021.
3. Remaining contingency balance reflects executed change orders and BOC approved items.

CP 1-4 – Monthly Construction Workforce Total

CP 1-4 – Monthly Construction Workforce Total – Actual

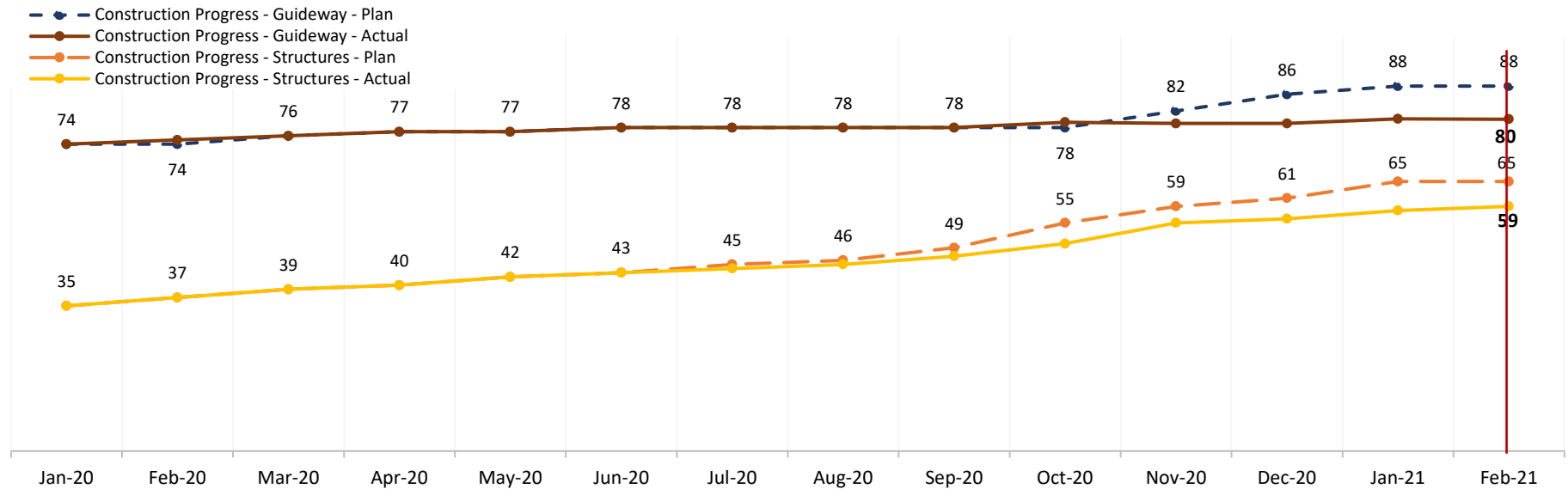


Notes:

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 data from February 2020 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 | 21 | 0 | 59 | 21 | 80 |
| Structures | 10 | 13 | 26 | 0 | 10 | 0 | 46 | 13 | 59 |

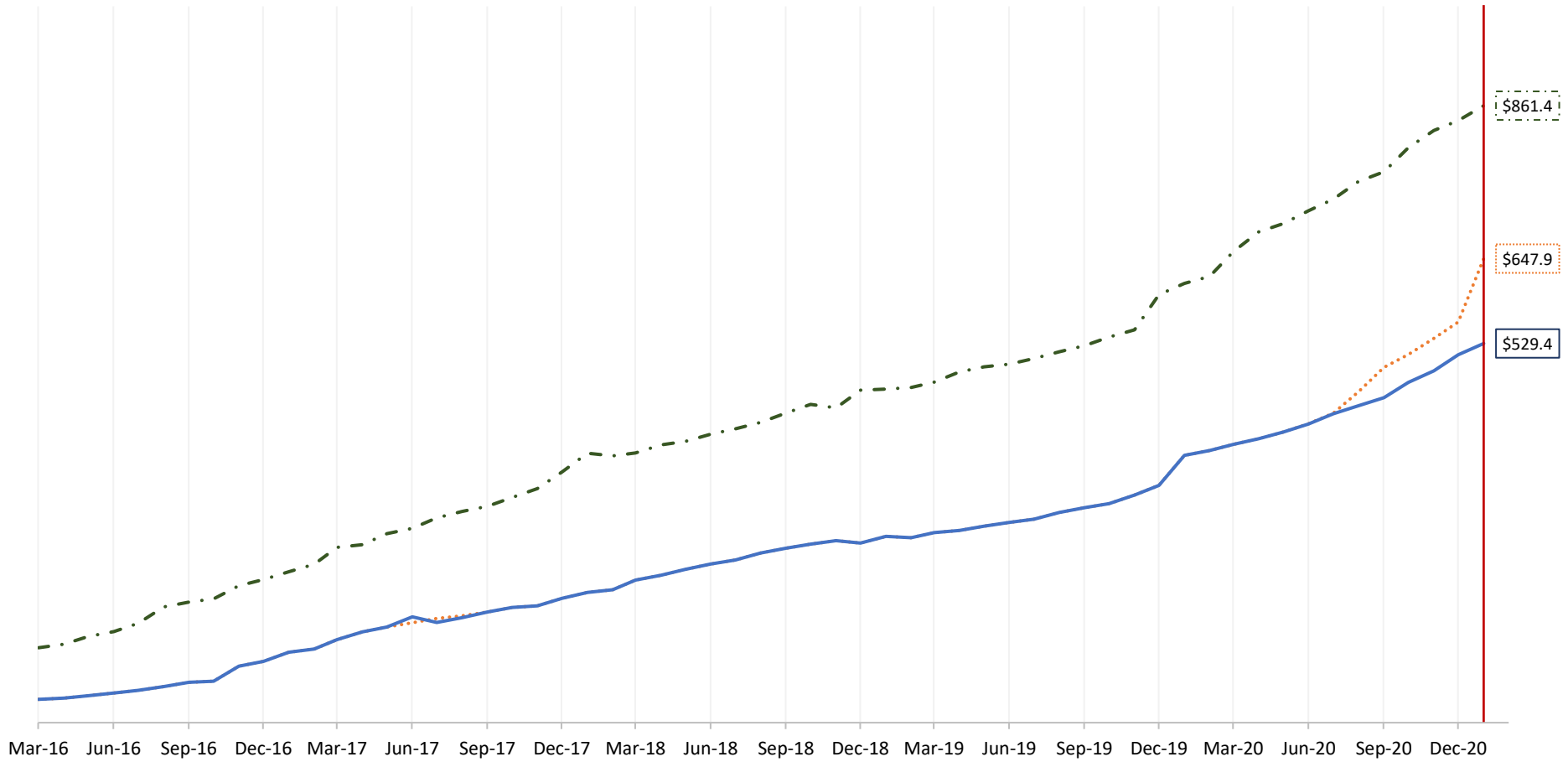
Notes:

- Total Structures: 93 each. Total Guideway: approximately 119 miles.
- CP 2-3 Guideway plan has been re-forecasted (pending re-baseline approval) in February 2021.
- The Forecasted Structures and Guideway are based on the Authority's conditional acceptance of CP 1-4's Revised Baseline Schedule (RBS) as of February 2021.
- CP 1: Four structures behind plan:
 - Central Avenue and Road 26: PG&E electric relocation delayed due to design and railroad approval. Estimated start date is April 2021.
 - Shaw Avenue and Belmont Avenue: Requires both UPRR and City of Fresno Approvals to start substructure PCM. The UPRR Work Plan is being prioritized with UPRR, after which a workshop will be held with City of Fresno. Expected start June 2021.
- CP 2-3: One structure behind plan:
 - Seven new structures are scheduled to start by April 2021, bringing actuals ahead of planned. Deer Creek Viaduct delayed due to ROW negotiations. Expected start is April 2021. Avenue 136 delayed due to ROW negotiations. Expected start is June 2021. Currently planning early start on two other structures to achieve target for total structures in progress. Dover Avenue expected to start in February 2021 and Avenue 156 expected to start in March 2021.
- CP 4: One structure behind plan:
 - Amtrak Pedestrian UP - Construction is being held up by approval of the Grade separation agreement with the City of Wasco. The agreement is currently being reviewed by the Authority.
- CP 1: Two miles behind plan:
 - Large 50-foot high MSE wall construction to start at Muscat in March 2021.
- CP 2-3: Seven miles behind plan:
 - Segment 3 South four miles are cleared for embankment construction and will be ready for construction to proceed once weather conditions improve. 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: 464.
2. Value of overall Small Business Goal (30%): \$1.5B.
3. Value of Current Small Business Enterprise Awarded Contracts: \$1B (decrease of \$581.6K from December 2020).
4. Value of Small Business expended: \$529.4M.
5. Small Business Enterprise Utilization percentage based on Contractor Invoices Paid to Date: 18.4%
6. Business Enterprise Utilization towards Value of overall Small Business Goal: 35.2%
7. Due to processing and confirmation of Contractor submitted data, Small Business Enterprise Values are as of January 2021.

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 January 31, 2021 | Total Needed COS ⁽¹⁾ Modifications ⁽²⁾ | Total Needed February 28, 2021 | Total Acquired January 31, 2021 | Acquired February 28, 2021 | Total Acquired February 28, 2021 |
|----------------------|-------------------------------|--|--------------------------------|---------------------------------|----------------------------|----------------------------------|
| | (A) | (B) | (C) = (A) + (B) | (D) | (E) | (F) = (D) + (E) |
| CP 1 | 1,049 | 0 | 1,049 | 882 | 1 | 883 |
| CP 2-3 | 999 | -1 | 998 | 734 | 8 | 742 |
| CP 4 | 239 | -1 | 238 | 180 | 2 | 182 |
| Total | 2,287 | -2 | 2,285 | 1,796 | 11 | 1,807 |

Notes:

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

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

| Construction Package | Total Acquired ⁽¹⁾ February 28, 2021 | Delivered to DB ⁽²⁾ February 28, 2021 | Total Delivered to DB ⁽³⁾ February 28, 2021 | Total Acquired, Remaining to Deliver to DB February 28, 2021 |
|----------------------|---|--|--|--|
| | (G) = (F) | (H) | (I) | (J) = (G) - (I) |
| CP 1 | 883 | 3 | 879 | 4 |
| CP 2-3 | 742 | 10 | 734 | 8 |
| CP 4 | 182 | 3 | 179 | 3 |
| Total | 1,807 | 16 | 1,792 | 15 |

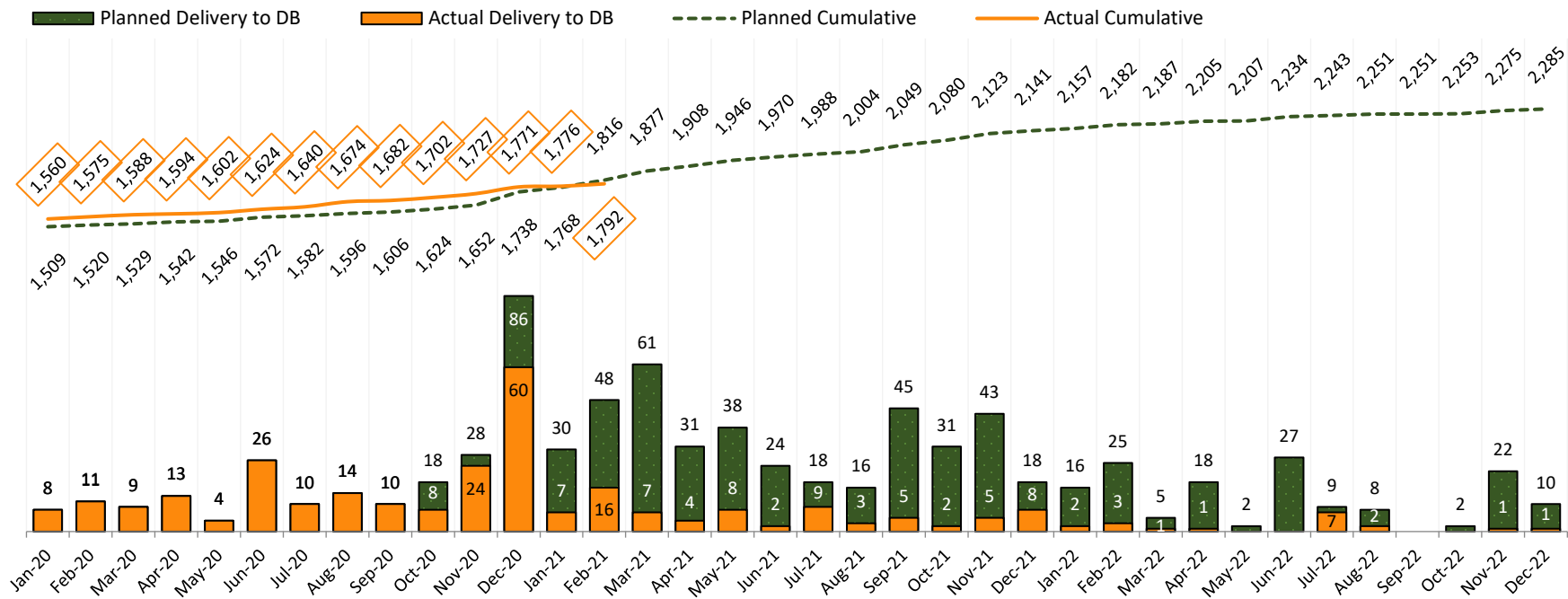
Notes:

1. Total Acquired is defined as parcels that are legally possessed by the Authority.
2. The 16 parcels delivered to the DB includes: one planned in December 2020, January, March, May, and July, three in September and eight 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 February 28, 2021 | Total Parcels Delivered to Date February 28, 2021 | Remaining Parcels to be Delivered February 28, 2021 |
|----------------------|---|--|--|
| CP 1 | 1,049 | 879 | 170 |
| CP 2-3 | 998 | 734 | 264 |
| CP 4 | 238 | 179 | 59 |
| Total | 2,285 | 1,792 | 493 |

CP 1-4 – Parcel Delivery to DB Summary



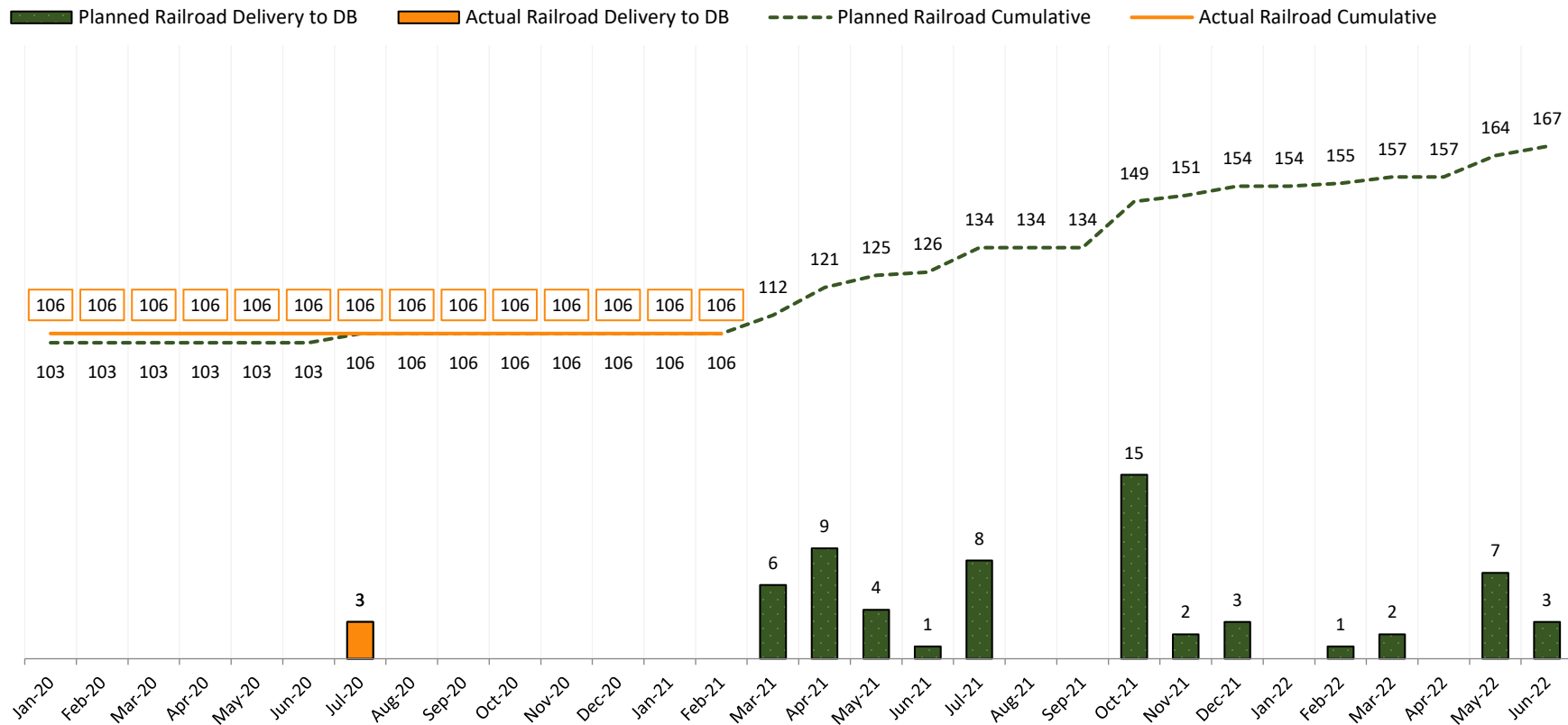
Notes:

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 February 2021 reflects delivered parcels that are forecasted in future months.
4. 95 delinquent parcels (10 in October, 4 in November, 26 in December, 23 in January, and 32 in February). CP 1: Sixteen parcels - three in December (two at Avenue 8 and one at Belmont with work proceeding under an Encroachment Permit), four parcels in January (one at Greentree, American, Church, and Kern), and nine parcels missed in January (two at American and Avenue 13, and one at Avenue 17, Avenue 8, Jensen, Thorne, and Tulare). CP 2-3: Fifty-eight parcels - three in October (two at Nebraska and one at Tule River), four in November (one at Tule River and three at Avenue 56), 22 parcels in December (six at Orange and Avenue 120, four at Excelsior, two at Avenue 68, one at Avenue 56, Houston, Fowler, and Elkhorn), 13 parcels in January (five at Hanford Armona, four at Houston, one at Avenue 96, Avenue 112, Avenue 136, and Dutch John Cut), and 16 parcels missed in February (five at Avenue 56, three at Avenue 128, two at 8th Avenue and Lansing, and one at Chestnut, Davis, Elkhorn, and Manning). 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). CP 4: 21 parcels - Seven missed in October at Garces Highway; executed permission-to-enter agreements allow Environmental work to progress while concluding acquisition negotiations. One parcel in December at Poso Avenue, six parcels in January (two at McCombs and four at Peterson), and seven parcels missed in February (four at Garces Highway and three at 4th Street). DB performing out-of-sequence work to mitigate.

CP 1-4 – ROW Railroad Summary

| Construction Package | Total Needed Railroad Parcels February 28, 2021 | Total Railroad Parcels Delivered to Date February 28, 2021 | Remaining Railroad Parcels to be Delivered February 28, 2021 |
|----------------------|--|--|--|
| CP 1 | 83 | 53 | 30 |
| CP 2-3 | 55 | 26 | 29 |
| CP 4 | 29 | 27 | 2 |
| Total | 167 | 106 | 61 |

CP 1-4 – Railroad Parcel Delivery to DB Summary



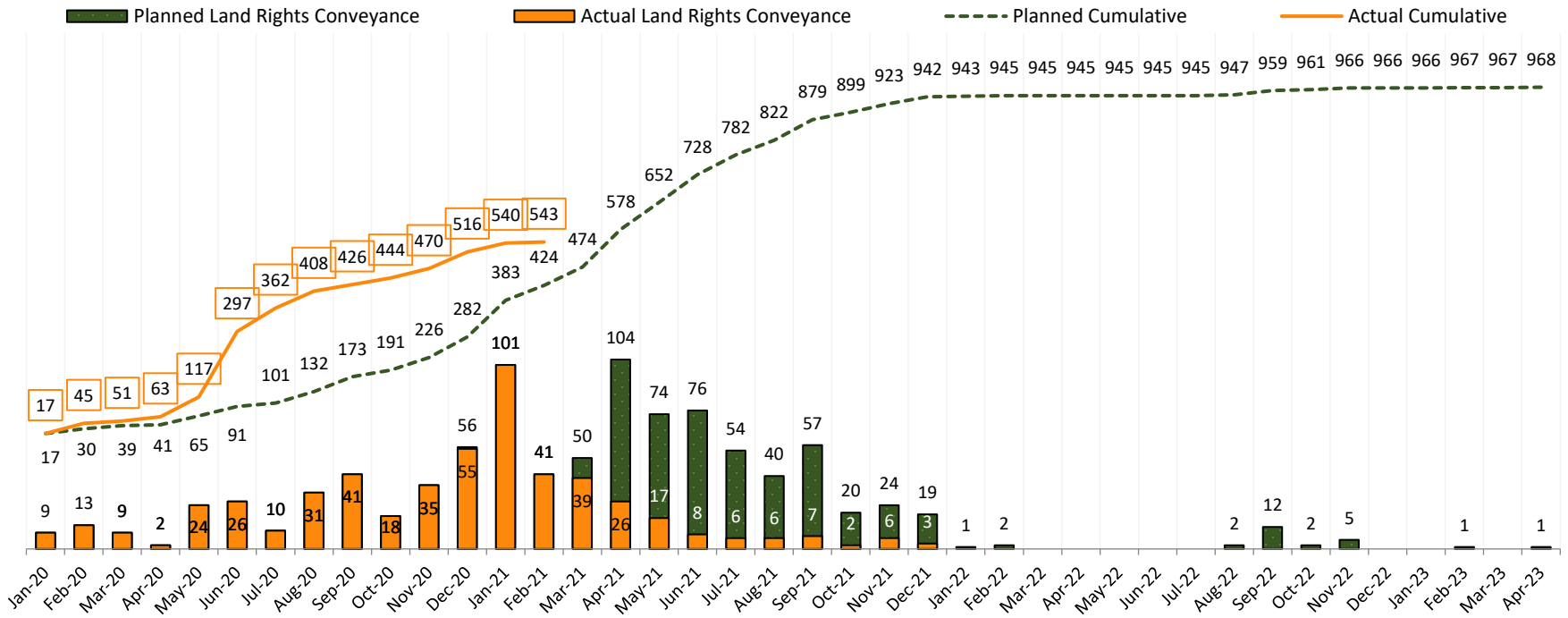
Notes:

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.
3. Two CP2-3 Railroad parcels removed due to design refinement.

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 January 31, 2021 | Total Needed Land Right Conveyances Modifications | Total Needed Land Right Conveyances February 28, 2021 | Total Land Right Conveyances Approved ⁽⁷⁾ to Date January 31, 2021 | Total Land Right Conveyances Approved February 28, 2021 | Remaining Land Right Conveyances to be Approved February 28, 2021 |
|----------------------|--|---|---|---|---|---|
| CP 1 | 425 | 0 | 425 | 293 | 1 | 131 |
| CP 2-3 | 441 | 0 | 441 | 217 | 1 | 223 |
| CP 4 | 102 | 0 | 102 | 30 | 1 | 71 |
| Total | 968 | 0 | 968 | 540 | 3 | 425 |

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 February 2021 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. | Jul-20 | Executed Feb 26, 2021 |
| 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 were updated by Authority Right-of-Way Engineering (ROWE). ROWE provided exhibits in early March 2021; County is currently reviewing. Anticipate taking agreement to April Board meeting for approval. | Sep-20 | Apr-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 in February; awaiting response from Semitropic counsel. | Jul-20 | May-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 in February; awaiting response from Semitropic counsel. | Jul-20 | May-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 in February; awaiting response from Semitropic counsel. | Jul-20 | May-21 |

| | | | | |
|--|------|---|--------|--------|
| North Kern Water Storage District (NKWSD) | CP 4 | Utility Agreement amendments for construction of facilities. Authority and NKWSD are currently in arbitration to resolve issues. | Mar-21 | May-21 |
| North Kern Water Storage District | CP 4 | Master Agreement amendment and memorandum to revise terms of original agreement and memorialize new obligations. Authority and NKWSD are currently in arbitration to resolve issues. | Mar-21 | May-21 |
| North Kern Water Storage District | CP 4 | Settlement Agreement to resolve any remaining disputed issues between NKWSD and the Authority. Authority and NKWSD are currently in arbitration to resolve issues. | Mar-21 | May-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⁽¹⁾: | 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: | \$1,259,066,549.66 |
| Current Contract Amount: | \$2,282,054,549.66 |
| Approved Invoices to Date: | \$1,432,031,367.23 |
| Remaining Contract Balance: | \$850,023,182.43 |

Contract Time Status

| Description | Duration ⁽²⁾ |
|------------------------------------|-------------------------|
| Original Contract Days: | 1,628 |
| Extension of Time Awarded: | 1,312 |
| Current Forecast Contract Days: | 2,940 |
| Work Days Spent (thru 02/28/2021): | 2,693 |

Expended to Date

| Description | Percentage |
|-------------|------------|
| Time: | 91.6% |
| Dollars: | 62.8% |

Growth Percentage

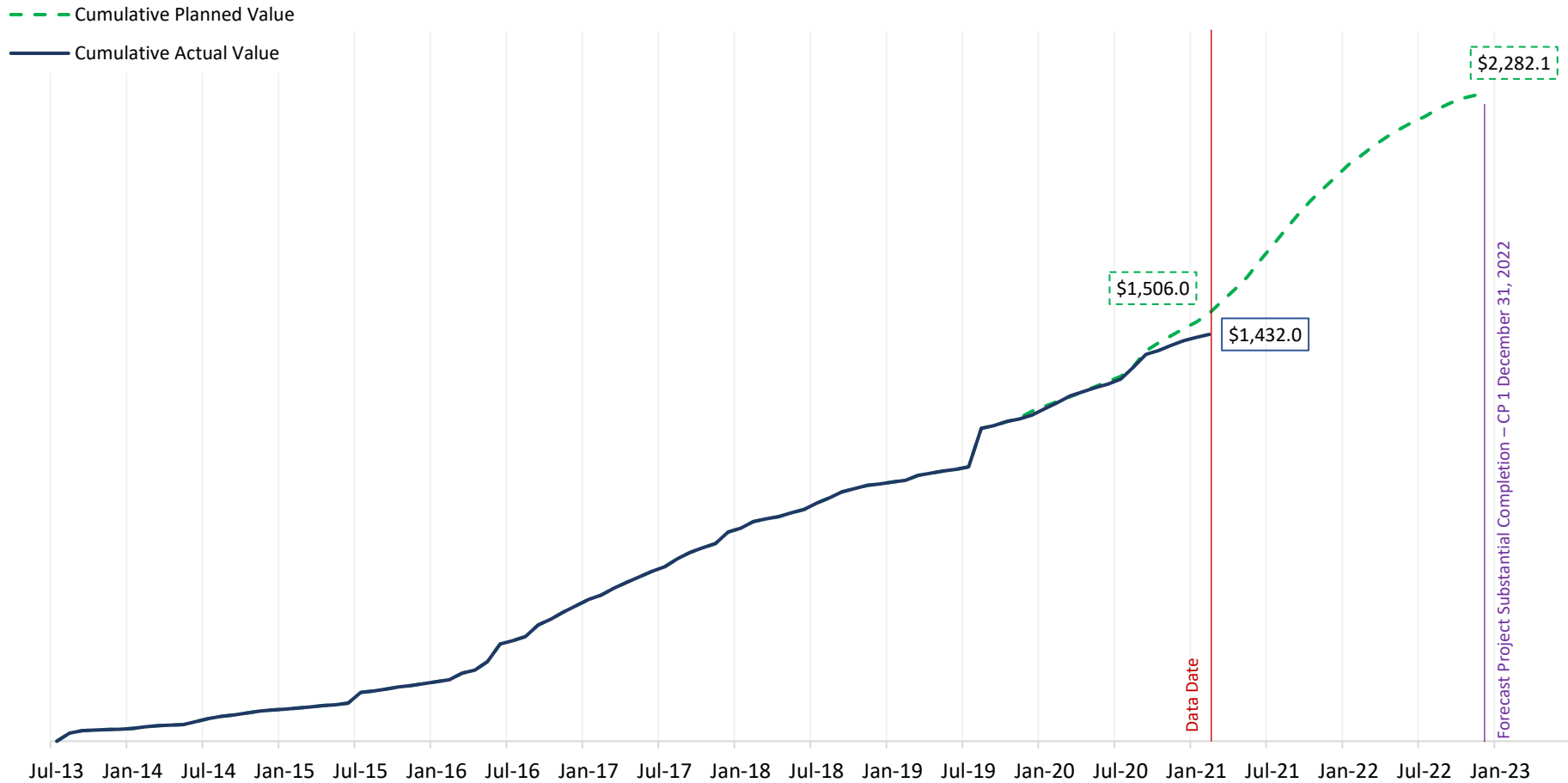
| Description | Percentage |
|-------------|------------|
| Time: | 80.6% |
| Dollars: | 123.1% |

Notes:

1. Current RBS Substantial Completion Forecast Date (Pending executed change order letter issuance) – December 31, 2022.
2. Calendar Days.

CP 1 – Earned Value

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

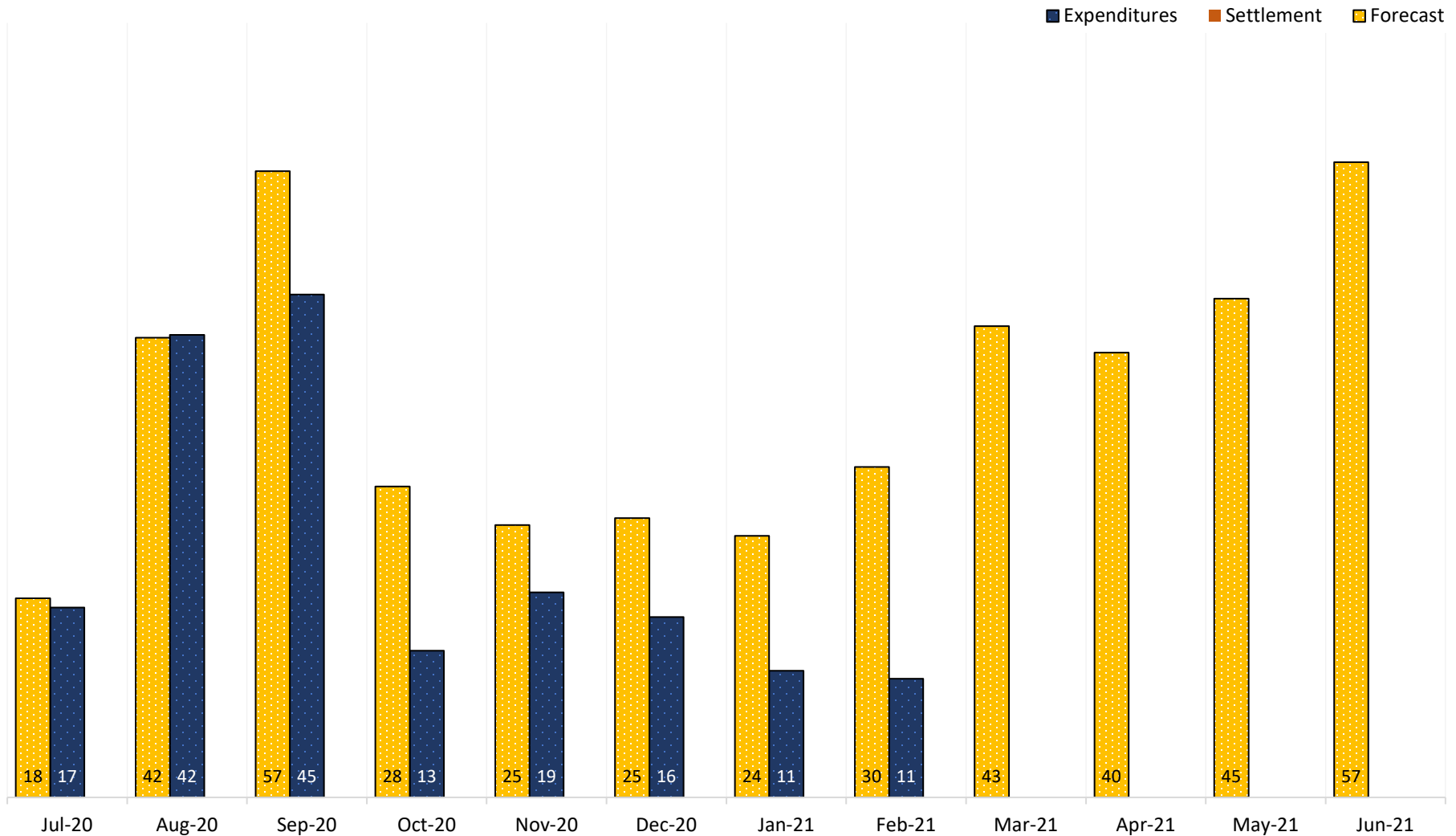


Notes:

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 February 2021.
3. Kinder Morgan relocation at Herndon Avenue has delayed due to UPRR construction approvals and Kinder Morgan Procurement (long lead times). As of report date: UPRR approvals received, acquisition of long lead items underway, and construction start scheduled for March 2021. PG&E design approvals have prevented Central Avenue structure starting as planned. Design approval is expected in March 2021. AT&T, PG&E and Madera Valley Water Company (MVWC) design delays are hampering Schmidt Creek and Road 26 North Extension work. Recent forecast has the North Extension AT&T and PG&E designs slated for completion in February 2021 and MVWC's design completion in August 2021. Jensen Trench delayed due to the PG&E gas line relocation. Final design submitted to PG&E in late December 2020 and approved in January 2021. DTCS approval of soil use anticipated early March 2021.

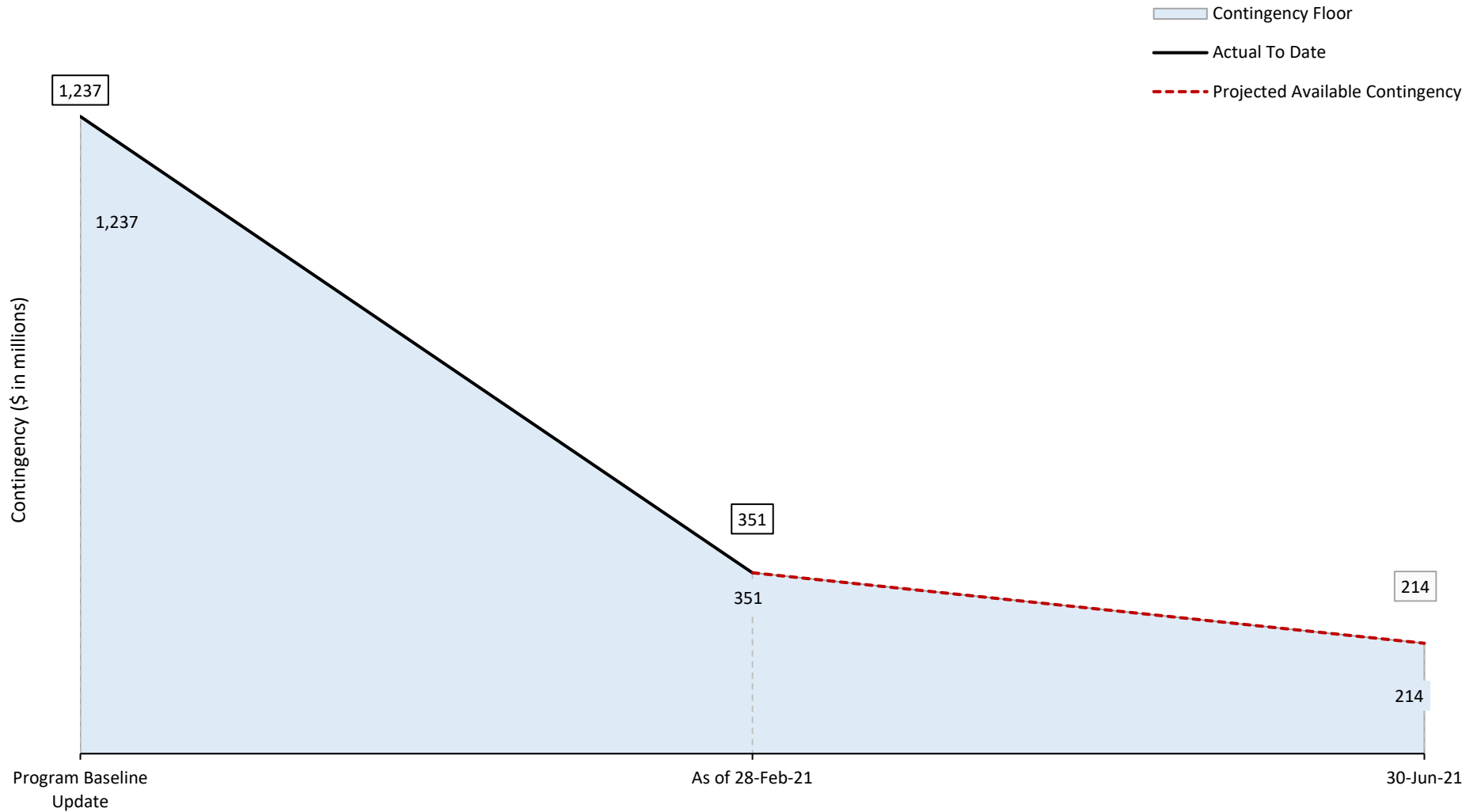
CP 1 – Executed Change Order Status

CP 1 – Executed Change Order Status

| CO Number | Title | Change Status | Amount | Executed Date |
|---------------|--|---------------|-----------------------|---------------|
| 00368 | GSB 68' - Additional Demo FB-10-0044 Flamingo Inn | Executed | \$29,909.00 | 16-Feb-21 |
| 00370 | COF Temporary RP Principle Backflow Assembly Installation - Construction | Executed | \$1,784,591.00 | 26-Feb-21 |
| 00371 | UPRR Tulare and Ventura Street Steel Girders - Metric Bolts | Executed | \$1,048,083.21 | 26-Feb-21 |
| Total: | | | \$2,862,583.21 | |

CP 1 – Risk - Contingency Report

CP 1 – Risk - Contingency Report

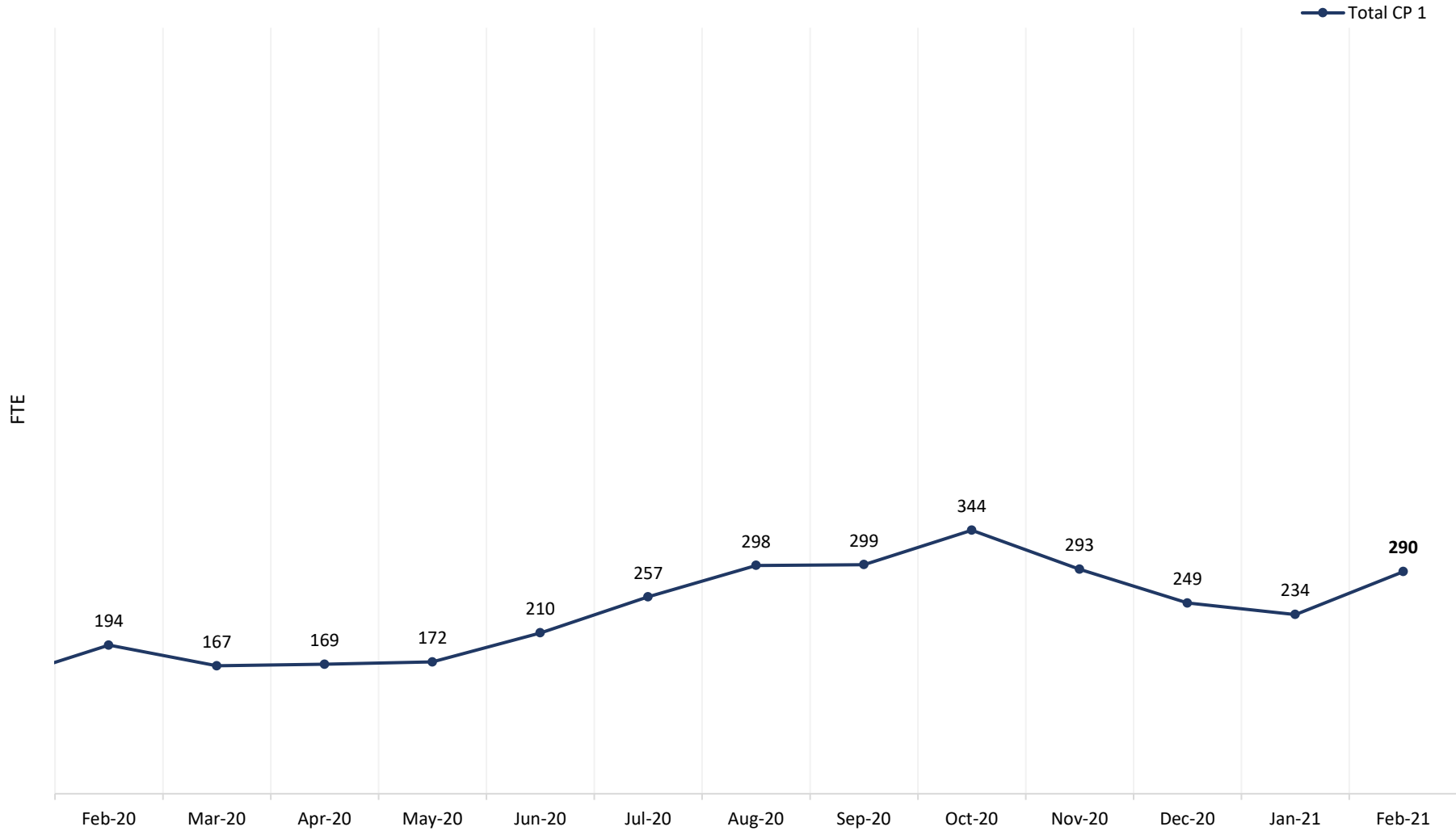


Notes:

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 February 28, 2021.
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

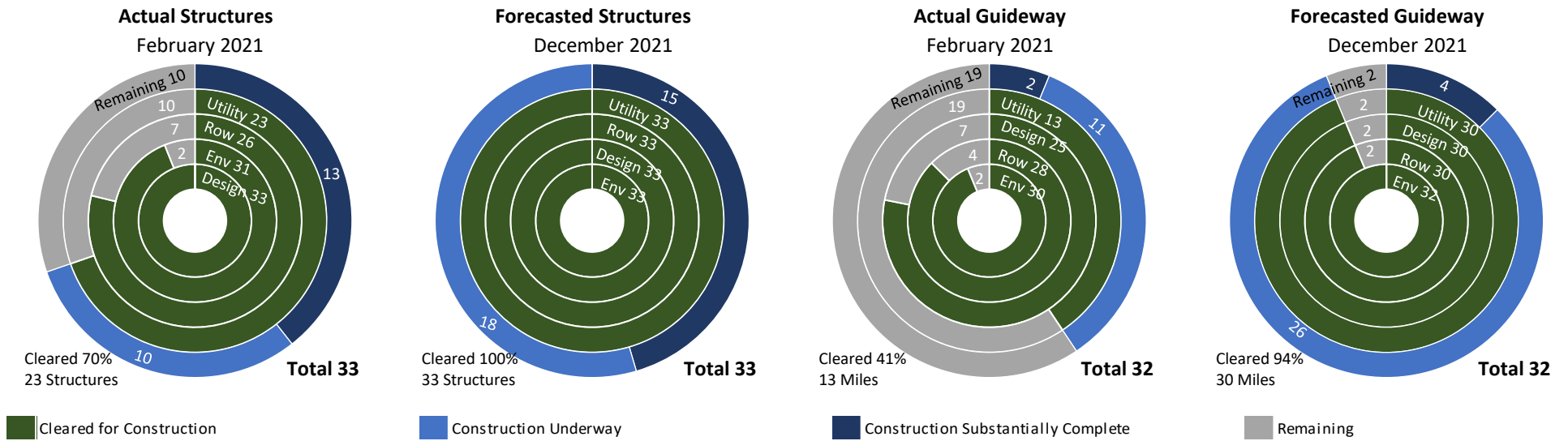


Notes:

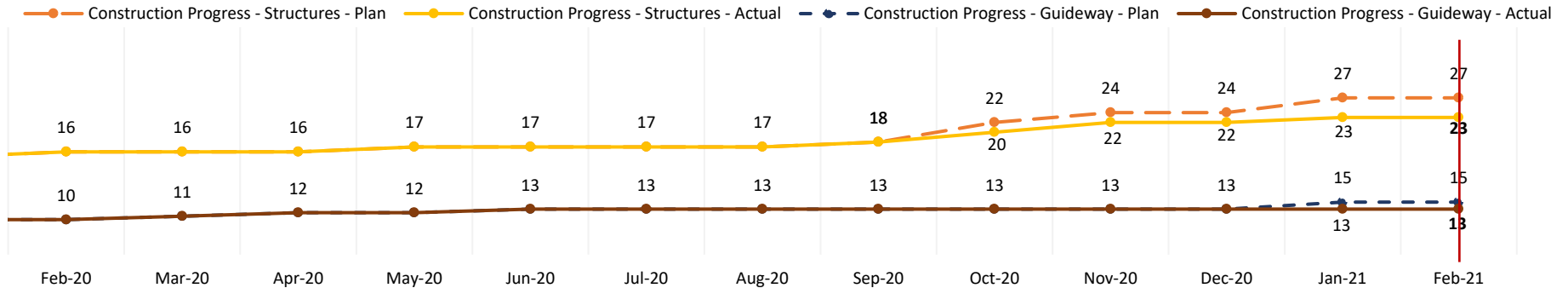
1. The Construction Labor numbers (Full-Time Employees) are based on the working calendar month.
2. The data from February 2020 to April 2020 was previously presented with data from each month's final week. The data has been updated to represent more accurately the overall total on a per working calendar month average status.

CP 1 – Construction Progress

CP 1 – Construction Progress



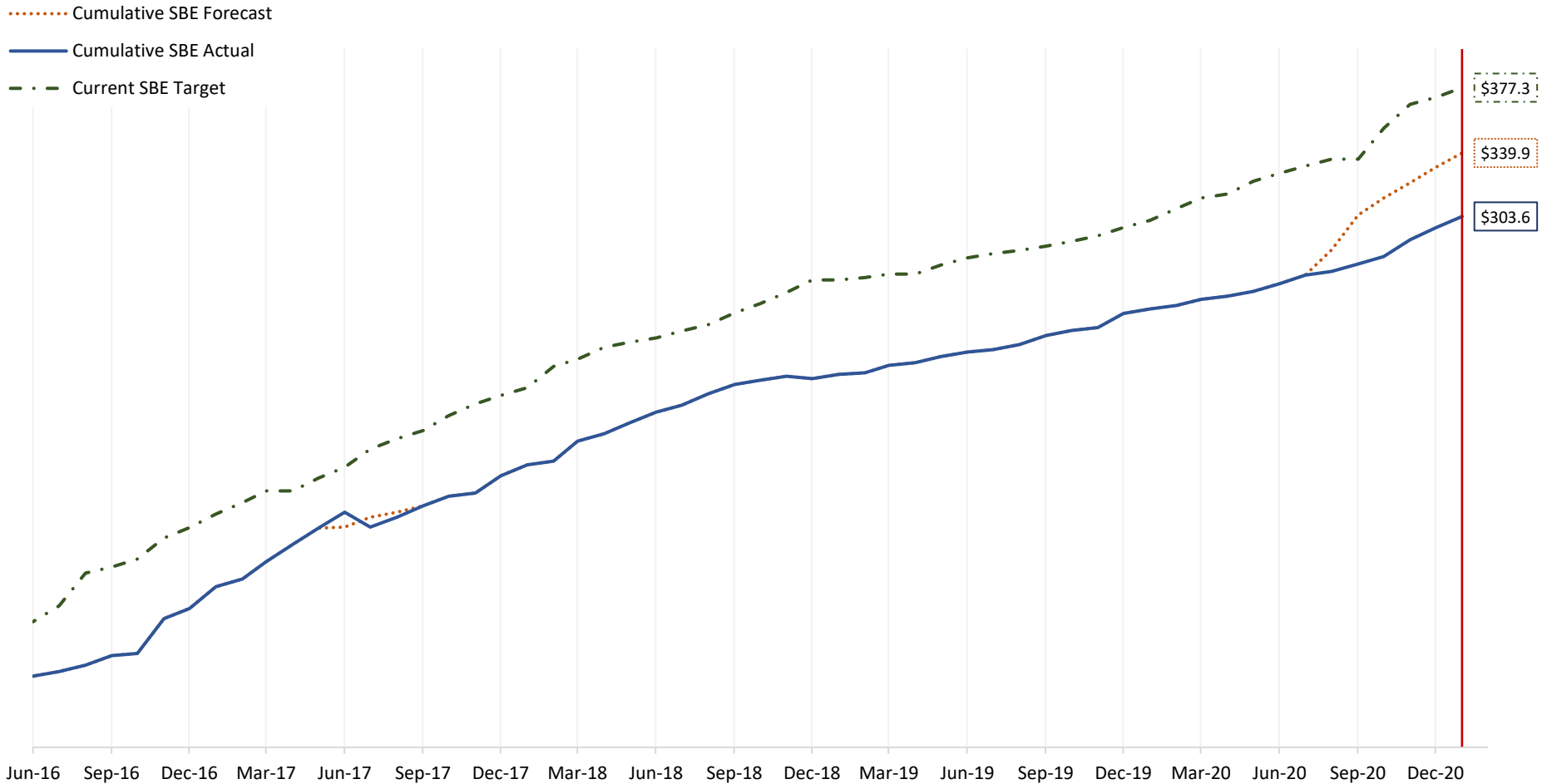
CP 1 – Construction Progress to Completion – Planned vs. Actual



- 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 February 2021.
 - The Forecasted Structures and Guideway for February 2021 has been adjusted to the midpoint date.
 - Two miles behind plan:
 - Large 50-foot high MSE wall construction to start at Muscat in March 2021.
 - Four structures behind plan:
 - Central Avenue: PG&E electrical relocation delayed due to design and railroad approval - estimated start date is June 2021.
 - Shaw Avenue: PG&E electrical relocation delayed due to design 6-month shelf life re-evaluation – design has been approved, and the estimated start date is March 2021.
 - Road 26: PG&E and AT&T utility relocations delayed due to design and railroad approval – estimated start date is April 2021.
 - Belmont Avenue: Requires both UPRR and City of Fresno approvals to start substructure PCM. The UPRR Work Plan is being prioritized with UPRR, after which a workshop will be held with City of Fresno. Expected start is June 2021.

CP 1 – Small Business Enterprise

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



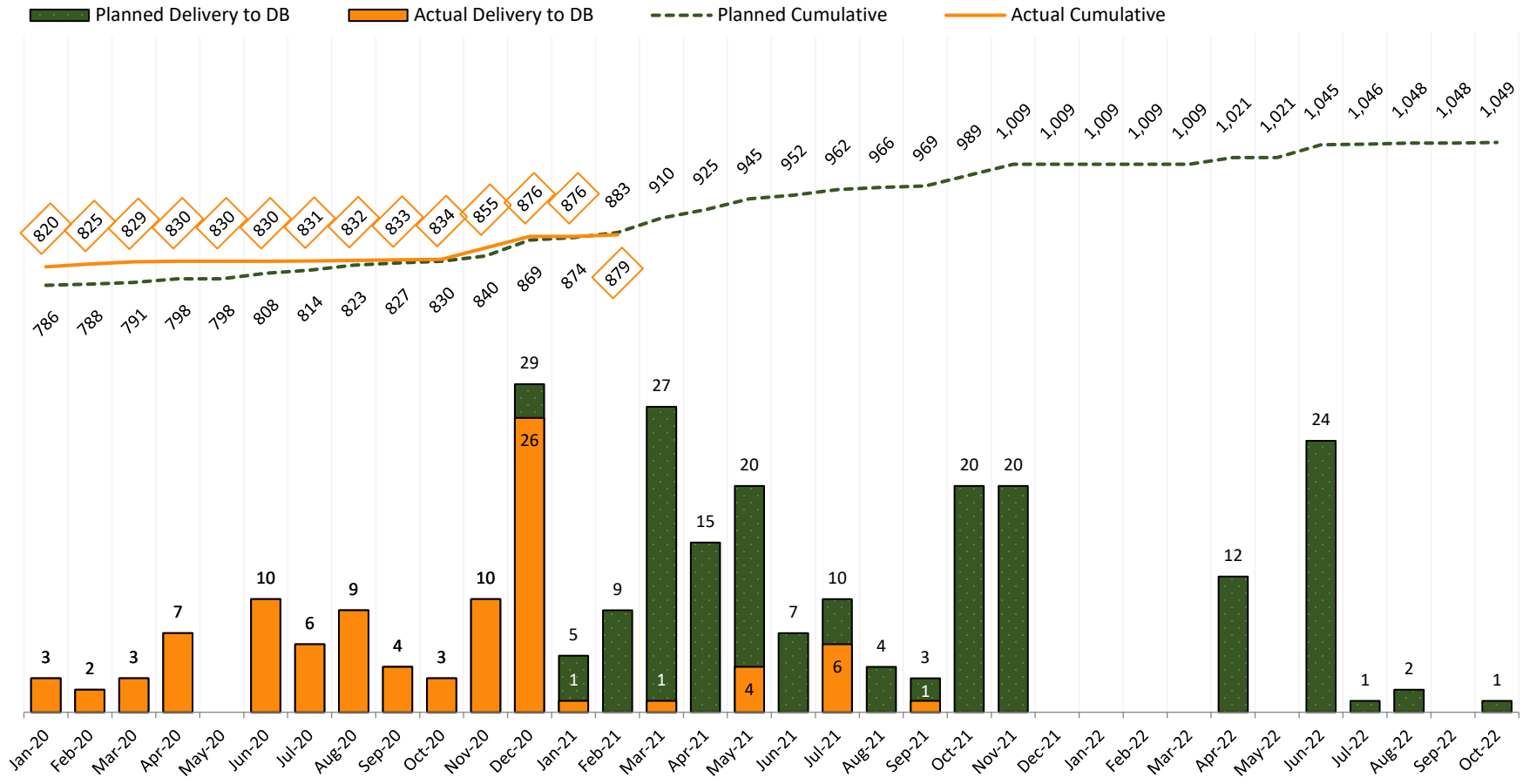
Notes:

1. Number of Small Business Enterprise Awarded Contracts: 143.
2. Value of overall Small Business Goal (30%): \$678.6M.
3. Value of Current Small Business Enterprise Awarded Contracts: \$511.7M (decrease of \$6.2M from December 2020).
4. Value of Small Business expended: \$303.6M.
5. 30% Goal Value for Small Business expended: \$377.3M.
6. Small Business Enterprise Utilization percentage based on Contractor Invoices Paid to Date: 24.1%.
7. Small Business Enterprise Utilization towards Value of overall Small Business Goal: 44.7%.
8. Due to processing and confirmation of Contractor submitted data, Small Business Enterprise Values are as of January 2021.

CP 1 – ROW Summary

| Construction Package | Total Needed Parcels February 28, 2021 | Total Parcels Delivered to Date February 28, 2021 | Remaining Parcels to be Delivered February 28, 2021 |
|----------------------|---|--|--|
| CP 1 | 1,049 | 879 | 170 |

CP 1 – Parcel Delivery to DB Summary

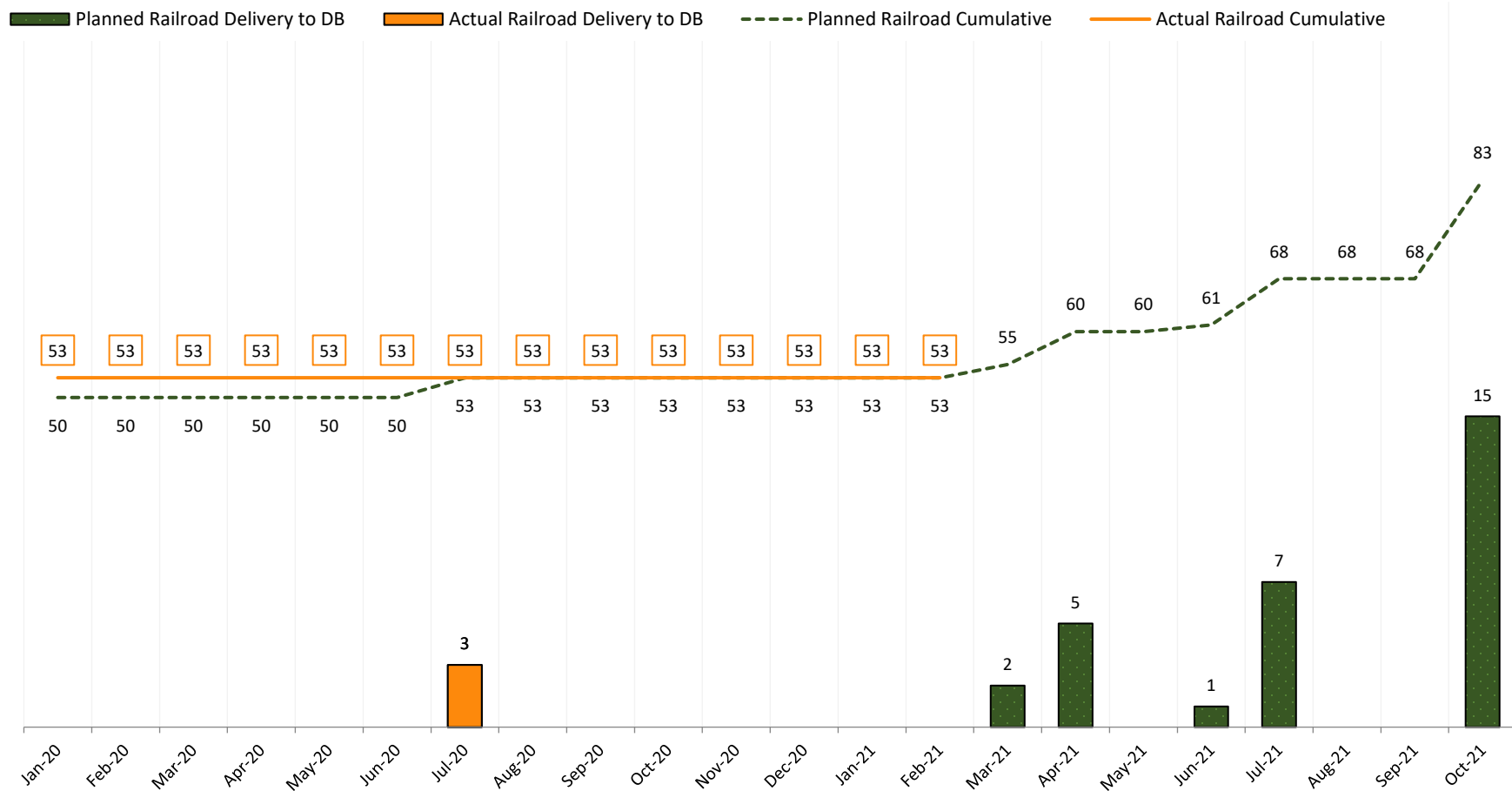


- Notes:**
1. This reflects the current Revised Baseline Schedules (RBSs) for CP 1.
 2. The current conditionally accepted RBS dates will adjust upon finalization of the RBS.
 3. Sixteen parcels missed - three in December (two at Avenue 8, and one at Belmont with work proceeding under an Encroachment Permit), four parcels in January (one at Greentree, American, Church, and Kern), and nine parcels missed in January (two at American and Avenue 13, and one at Avenue 17, Avenue 8, Jensen, Thorne, and Tulare).

CP 1 – ROW Railroad Summary

| Construction Package | Total Needed Railroad Parcels February 28, 2021 | Total Railroad Parcels Delivered to Date February 28, 2021 | Remaining Railroad Parcels to be Delivered February 28, 2021 |
|----------------------|--|--|--|
| CP 1 | 83 | 53 | 30 |

CP 1 – Railroad Parcel Delivery to DB Summary



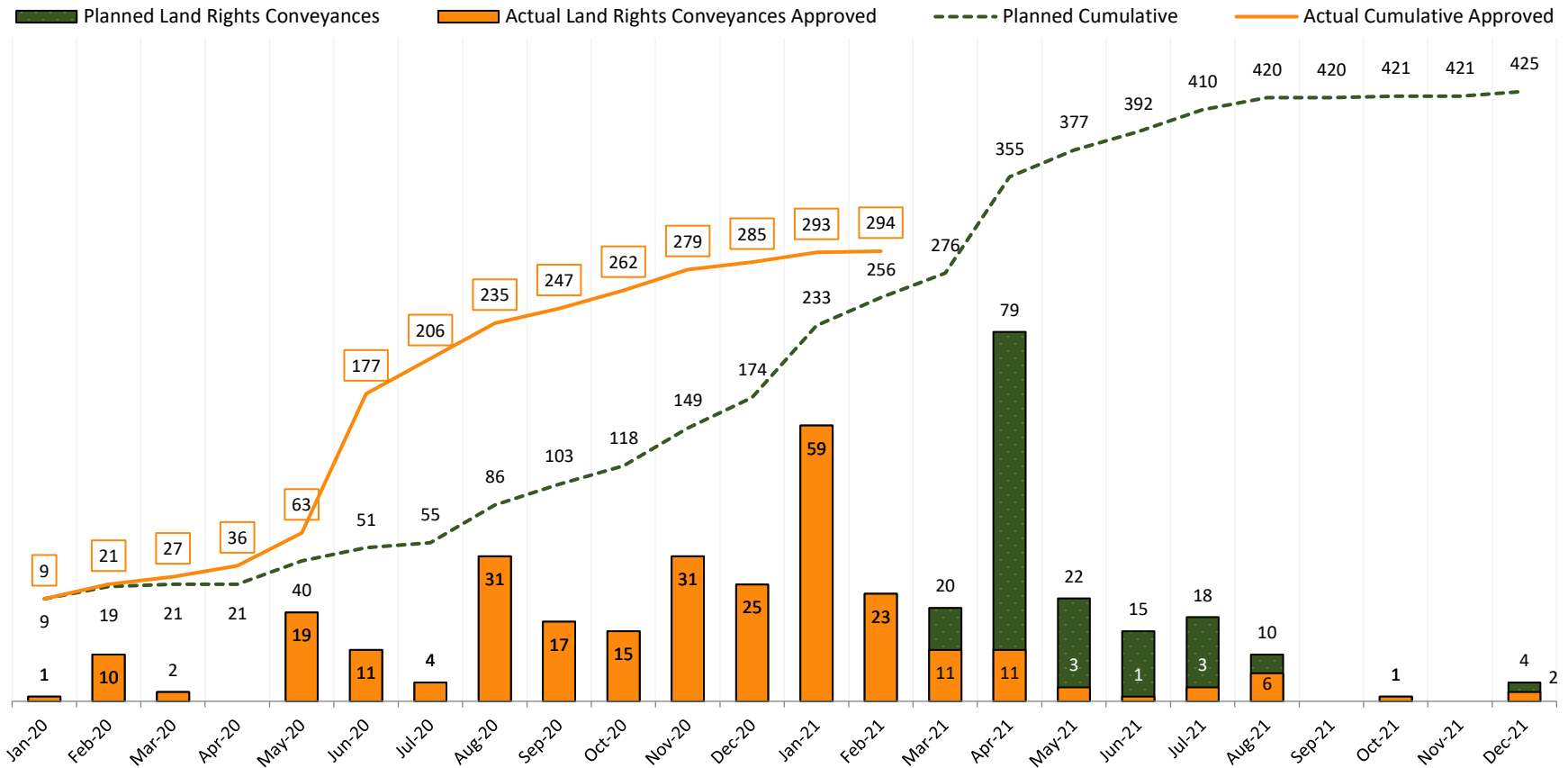
Notes:

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 February 28, 2021 | Total Land Right Conveyances Approved ⁽⁷⁾ to Date February 28, 2021 | Remaining Land Right Conveyances to be Approved February 28, 2021 |
|----------------------|--|--|---|
| CP 1 | 425 | 294 | 131 |

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 February 2021 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⁽¹⁾: | 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: | \$752,471,572.42 |
| Current Contract Amount: | \$2,117,807,462.42 |
| Approved Invoices to Date: | \$1,319,996,482.21 |
| Remaining Contract Balance: | \$797,810,980.21 |

Contract Time Status

| Description | Duration ⁽²⁾ |
|------------------------------------|-------------------------|
| Original Contract Days: | 1,486 |
| Extension of Time Awarded: | 973 |
| Current Forecast Contract Days: | 2,459 |
| Work Days Spent (thru 02/28/2021): | 2,045 |

Expended to Date Percentage

| Description | Percentage |
|-------------|------------|
| Time: | 83.2% |
| Dollars: | 62.3% |

Growth Percentage

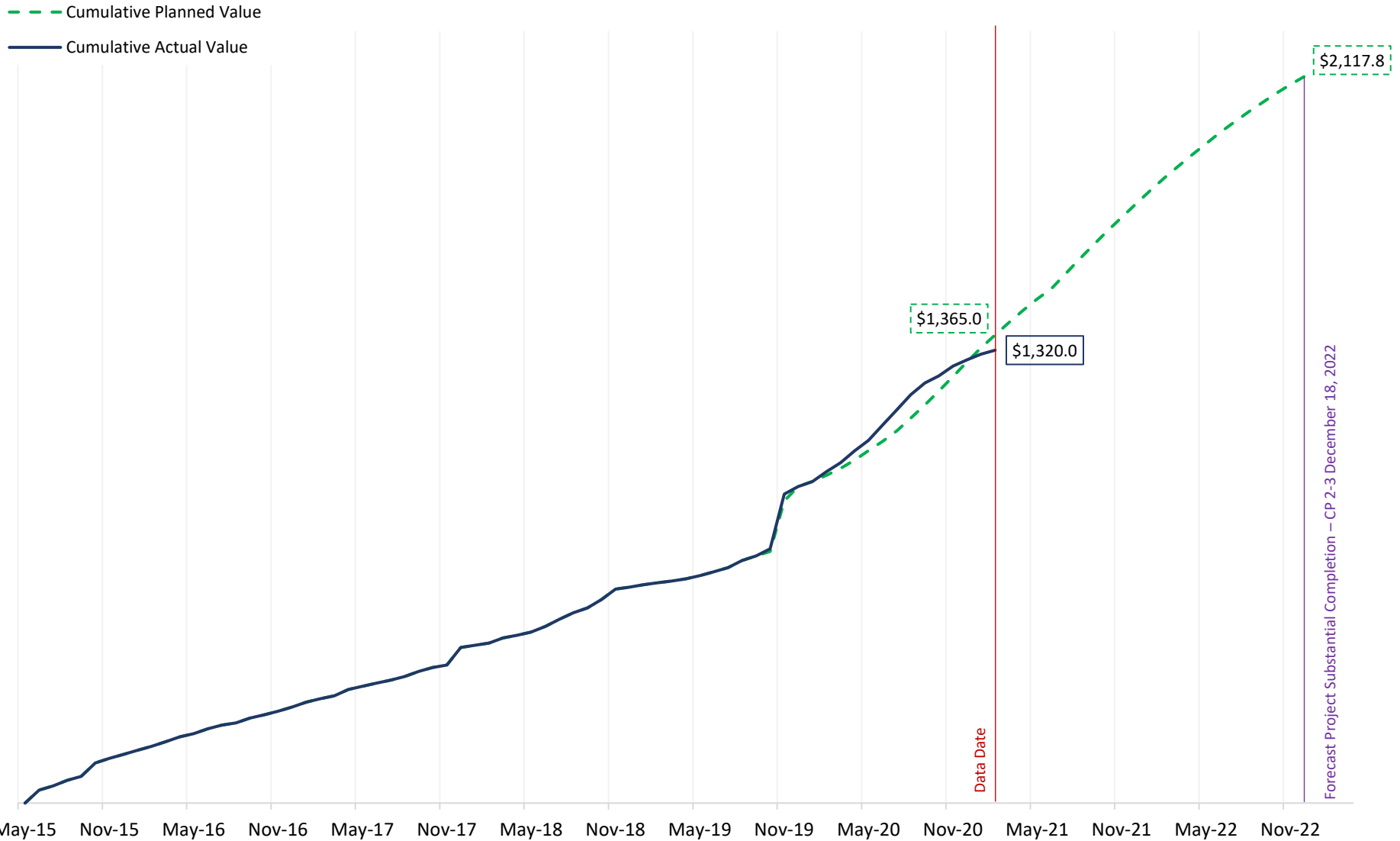
| Description | Percentage |
|-------------|------------|
| Time: | 65.5% |
| Dollars: | 55.1% |

Notes:

1. Current RBS Substantial Completion Forecast Date (Pending executed change order letter issuance) – December 18, 2022.
2. Calendar Days.

CP 2-3 – Earned Value

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

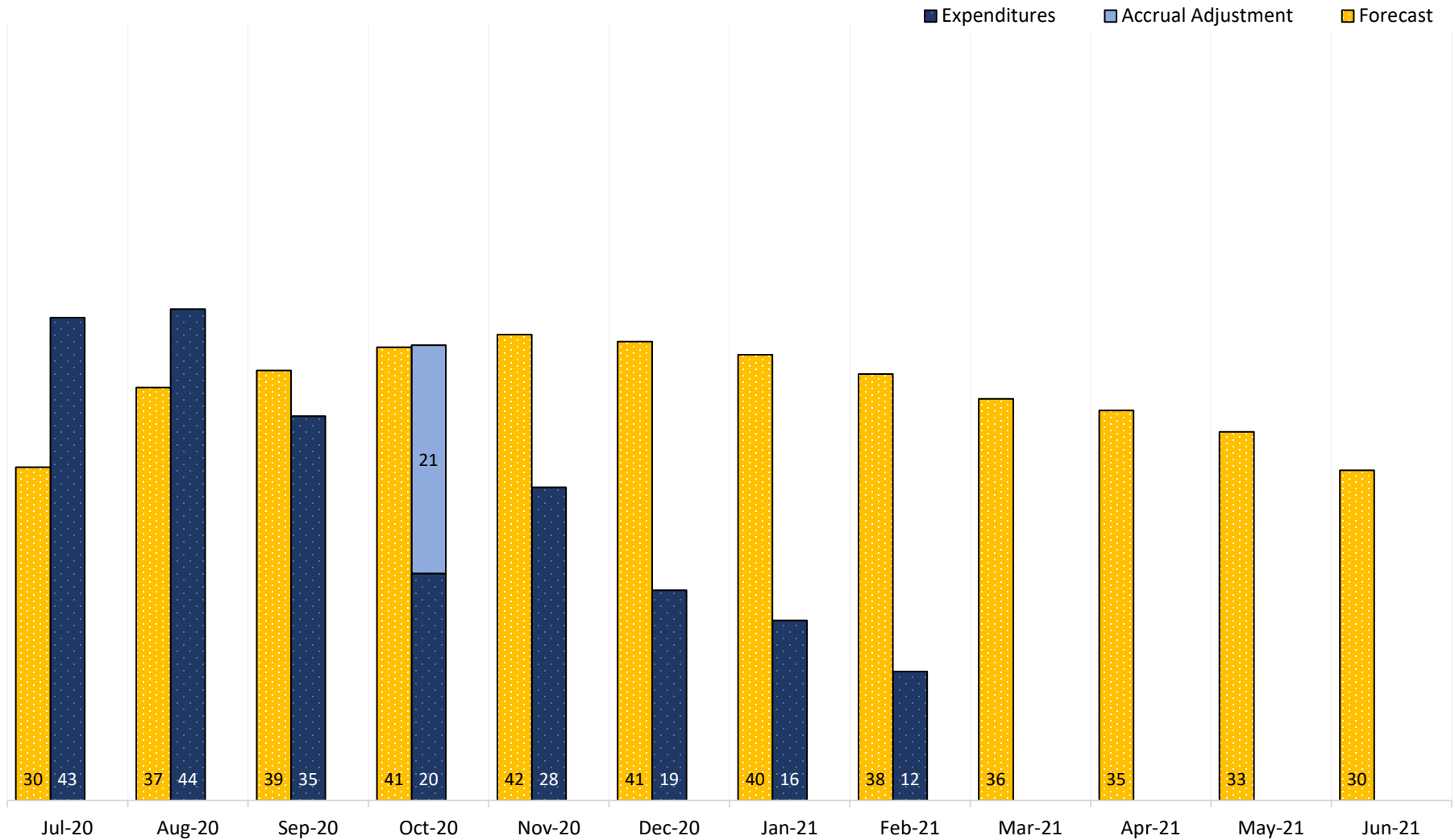


Notes:

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 February 2021.
2. ROW resolution at Tule River opens the entire Tule River Viaduct area for construction, which facilitates an increase in production. Hanford Viaduct Directive letter issued to Design-Build (DB) to construct superstructure. Delayed ROW acquisitions at various locations like Nebraska Avenue, Excelsior, Hanford-Armona, Houston Avenue, Avenue 120, Deer Creek, Avenue 136 are impacting the start of construction activities as planned.

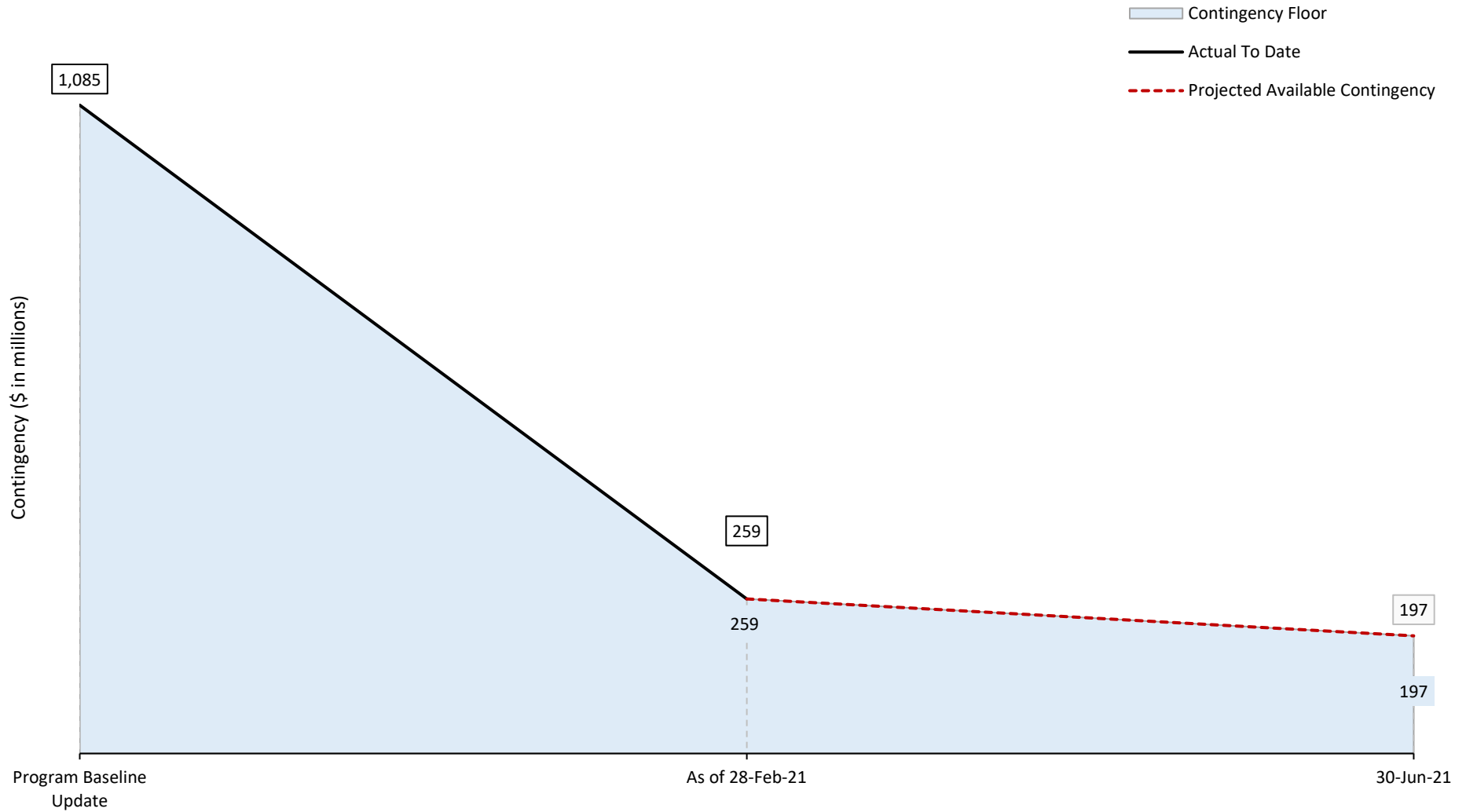
CP 2-3 – Executed Change Order Status

CP 2-3 – Executed Change Order Status

| CO Number | Title | Change Status | Amount | Executed Date |
|---------------|---|---------------|-----------------------|---------------|
| 00234 | Placed Shoulder Backing | Executed | \$203,284.00 | 09-Feb-21 |
| 00176 | South Avenue Temporary PG&E Line Conflict | Executed | \$384,678.00 | 19-Feb-21 |
| 00206 | PG&E Provisional Sum Task Order 30.4 – Addendum to Task Order 30 - Bldg. Rental | Executed | \$104,908.00 | 19-Feb-21 |
| 00218 | Tied Arch Bridge 1H-03 Highland – CAWF 42 Girders and Isolation Bearings | Executed | \$1,870,088.00 | 19-Feb-21 |
| 00242 | Out of Sequence Work – Dover Avenue | Executed | \$1,493,542.00 | 19-Feb-21 |
| 00045.16 | Escalation Costs - December 2020 | Executed | \$879,147.00 | 19-Feb-21 |
| Total: | | | \$4,935,647.00 | |

CP 2-3 – Risk - Contingency Report

CP 2-3 – Risk - Contingency Report

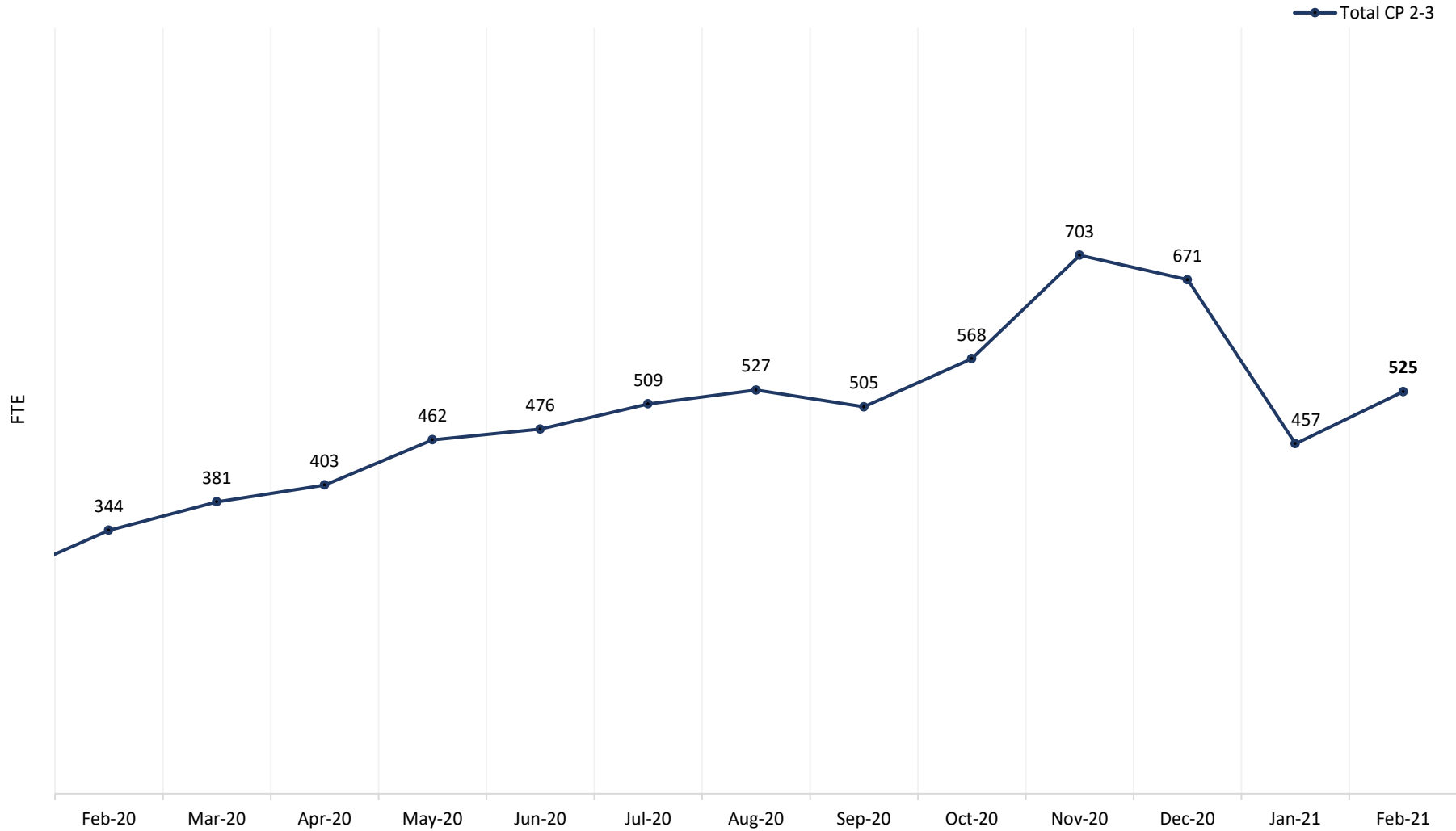


Notes:

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 February 28, 2021.
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

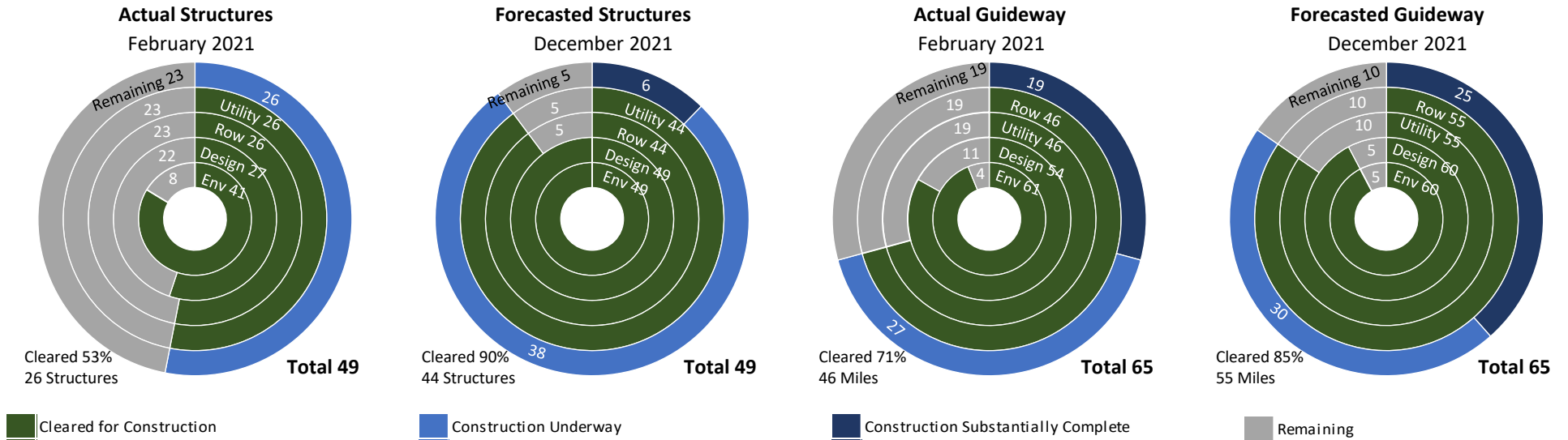


Notes:

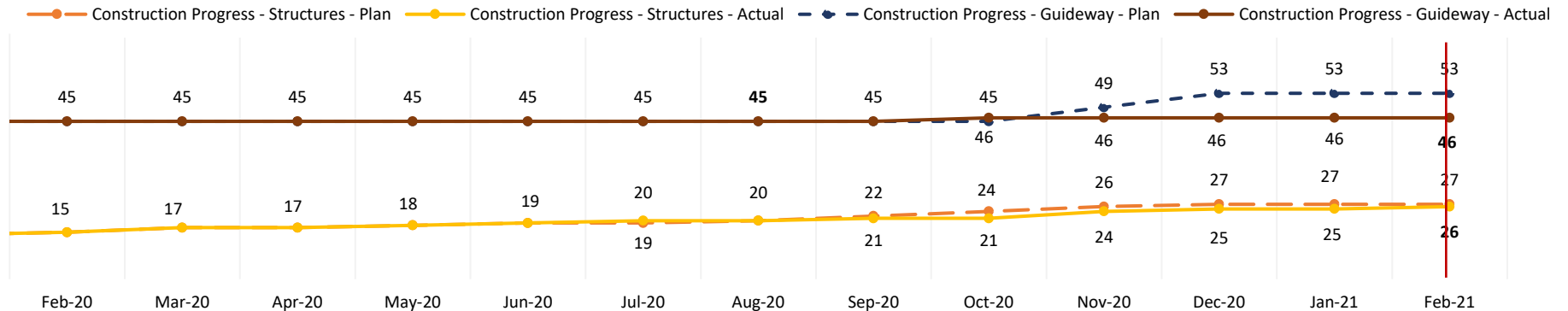
1. The Construction Labor numbers (Full-Time Employees) are based on the working calendar month.
2. The data from February 2020 to April 2020 was previously presented with data from each month's final week. The data has been updated to represent more accurately the overall total on a per working calendar month average status.

CP 2-3 – Construction Progress

CP 2-3 – Construction Progress



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

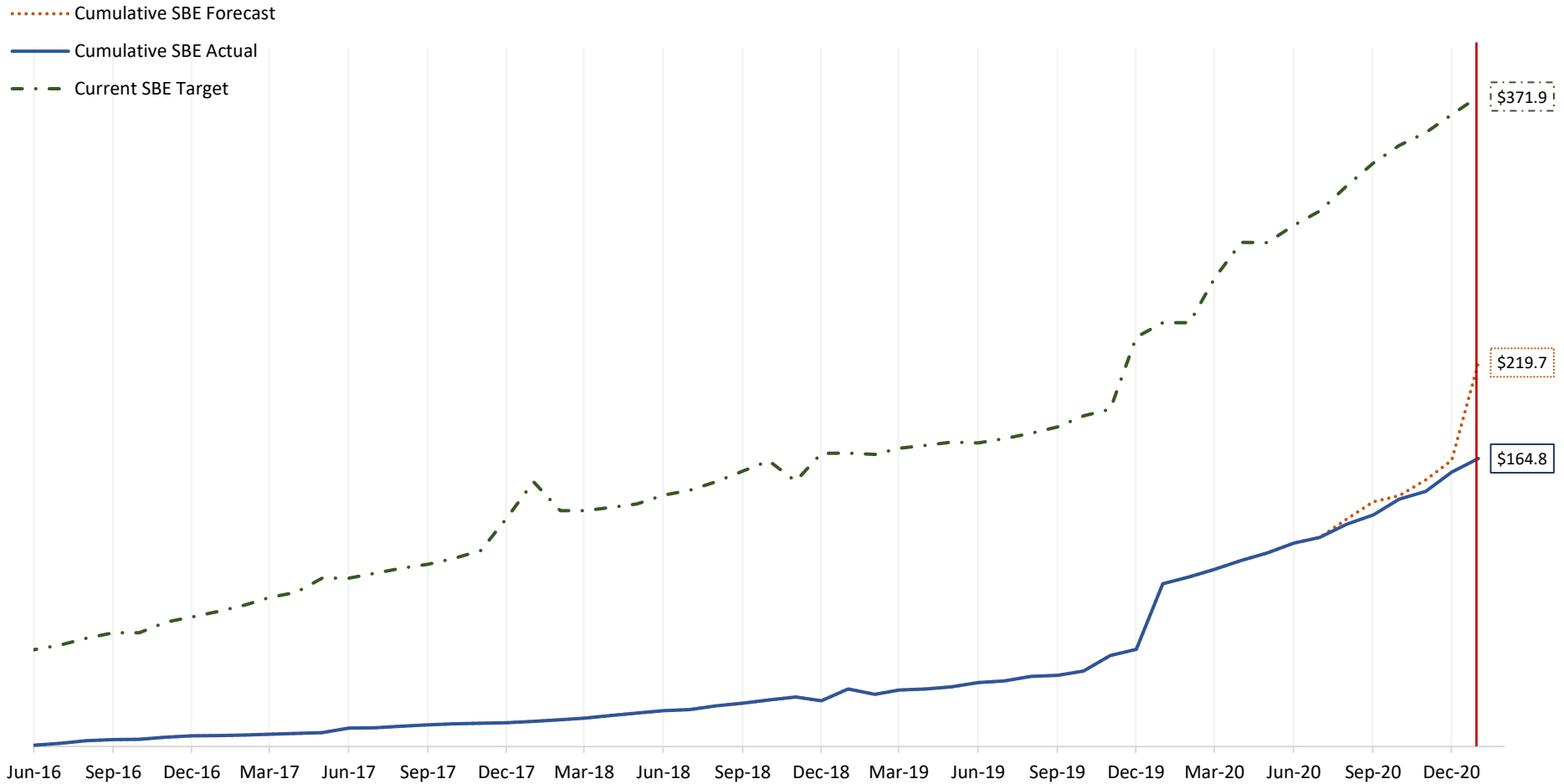


Notes:

- Total Structures: 49 each. This count has been reduced from 50 due to combining the structures resulting from Project 517.
- Total Guideway: 65 miles.
- CP 2-3 Guideway plan has been re-forecasted (pending re-baseline approval) in February 2021.
- The Forecasted Structures and Guideway are based on the Authority's conditional acceptance of CP 2-3's Revised Baseline Schedule (RBS) as of February 2021.
- Seven miles behind plan:
 - Segment 3 South four miles are cleared for embankment construction and will be ready for construction to proceed once weather conditions improve. Expected April 2021.
- One structure behind plan:
 - Seven new structures are scheduled to start by April 2021, bringing actuals ahead of planned. Deer Creek Viaduct delayed due to ROW negotiations. Expected start is April 2021. Avenue 136 delayed due to ROW negotiations. Expected start is June 2021. Currently planning early start on two other structures to achieve target for total structures in progress. Dover Avenue expected to start in March 2021 and Avenue 156 expected to start in March 2021.

CP 2-3 – Small Business Enterprise

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



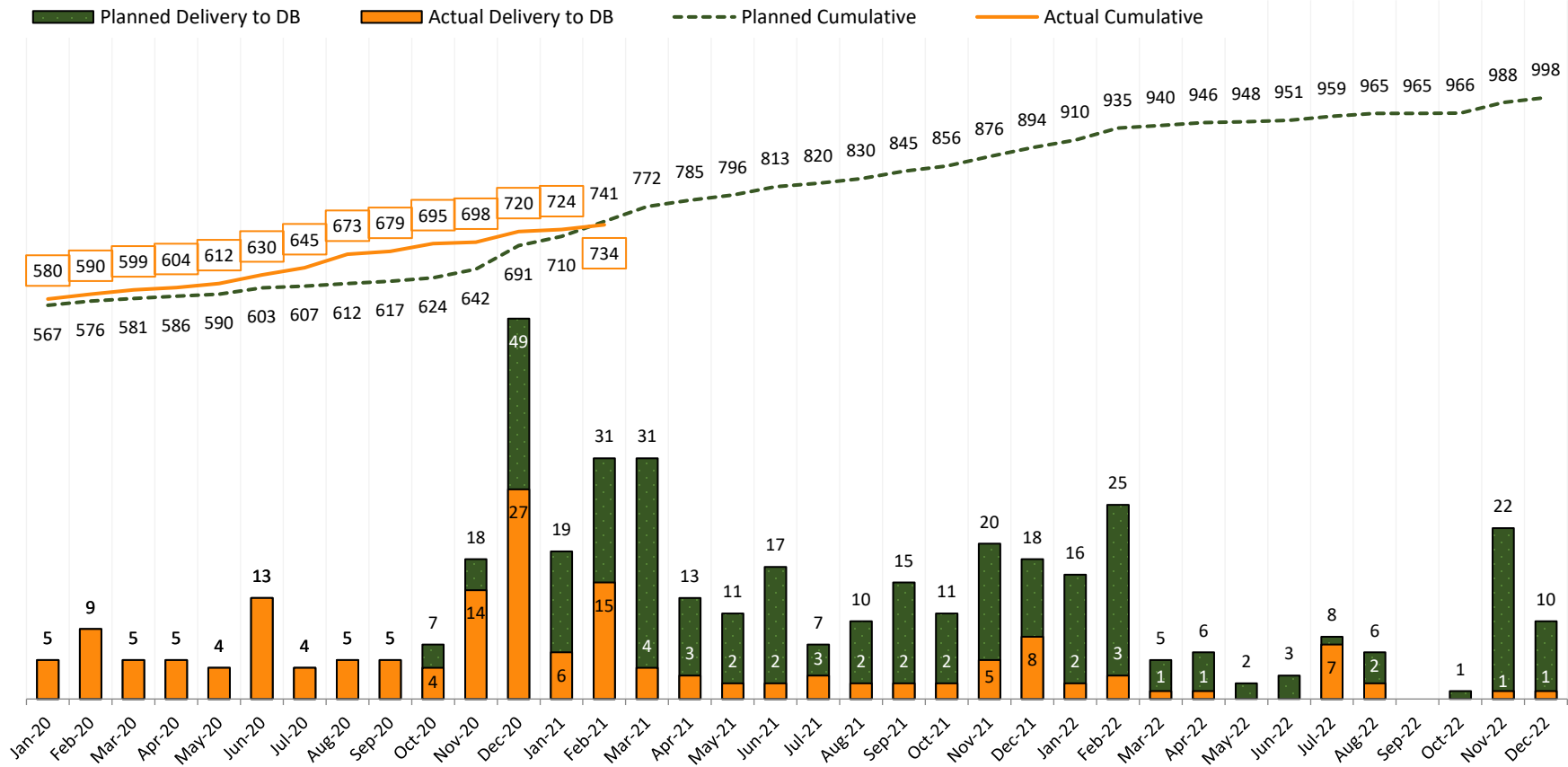
Notes:

1. Number of Small Business Enterprise Awarded Contracts: 211.
2. Value of overall SB Goal (30%): \$632M
3. Value of Current Small Business Enterprise Awarded Contracts: \$404.1M (increase of \$5.1M from December 2020).
4. Value of Small Business expended: \$164.8M (increase of \$7.8M from December 2020).
5. 30% Goal Value for Small Business expended: \$371.9M
6. Small Business Enterprise Utilization percentage based on Contractor Invoices Paid to Date: 13.3%
7. Small Business Enterprise Utilization towards Value of overall Small Business Goal: 26.1%
8. Due to processing and confirmation of Contractor submitted data, Small Business Enterprise Values are as of January 2021.

CP 2-3 – ROW Summary

| Construction Package | Total Needed Parcels February 28, 2021 | Total Parcels Delivered to Date February 28, 2021 | Remaining Parcels to be Delivered February 28, 2021 |
|----------------------|---|--|--|
| CP 2-3 | 998 | 734 | 264 |

CP 2-3 – Parcel Delivery to DB Summary



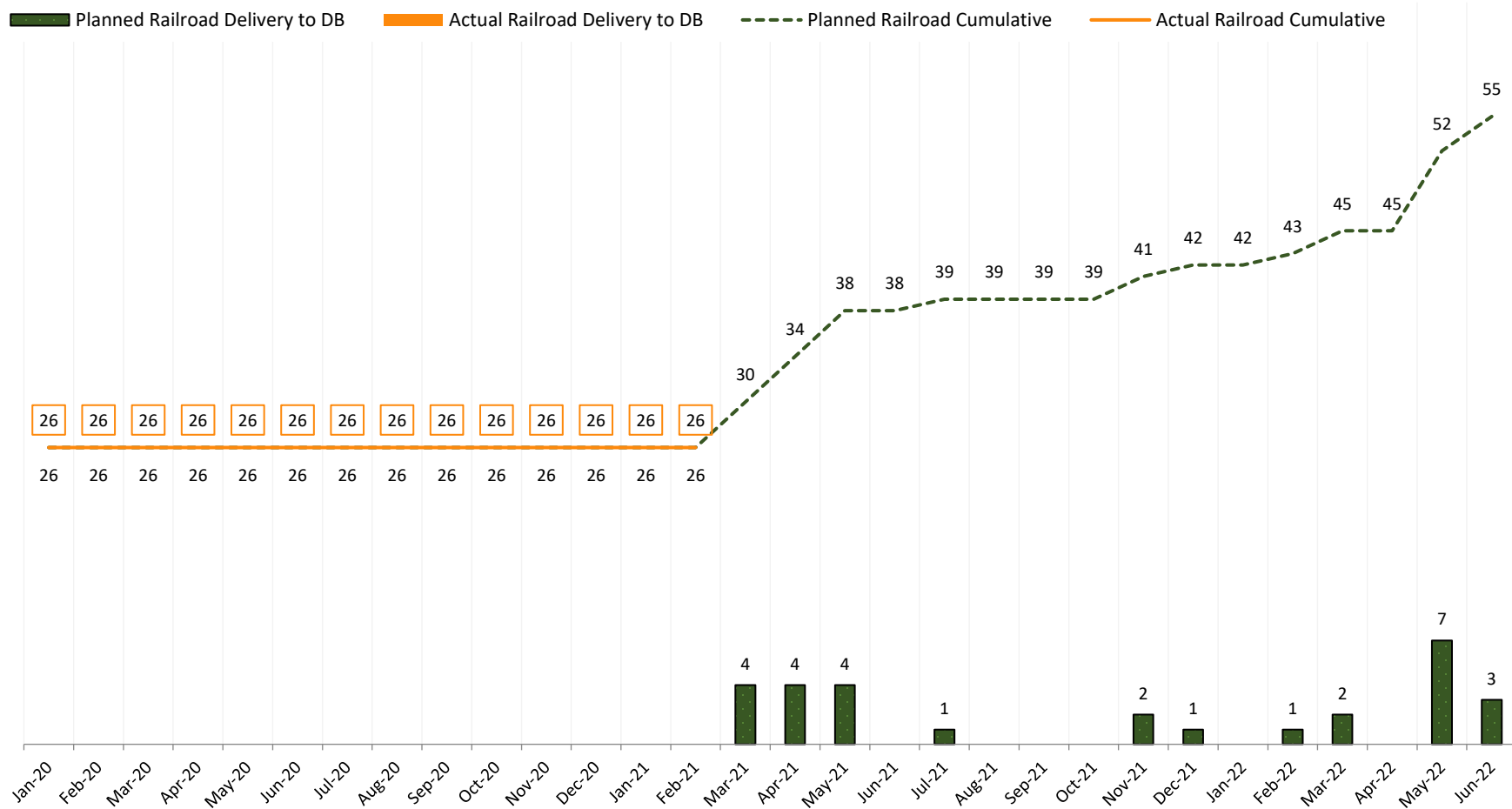
Notes:

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 February 2021 reflects delivered parcels that are forecasted in future months.
4. 58 parcels delinquent - three in October 2020 (two at Nebraska and one at Tule River), four in November 2020 (one at Tule River and three at Avenue 56), 22 parcels in December 2020 (six at Orange and Avenue 120, four at Excelsior, two at Avenue 68, one at Avenue 56, Houston, Fowler, and Elkhorn), and 13 parcels in January (five at Hanford Armona, four at Houston, one at Avenue 96, Avenue 112, Avenue 136, and Dutch John Cut), and 16 parcels missed in February (five at Avenue 56, three at Avenue 128, two at 8th Avenue and Lansing, and one at Chestnut, Davis, Elkhorn, and Manning). 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).

CP 2-3 – ROW Railroad Summary

| Construction Package | Total Needed Railroad Parcels February 28, 2021 | Total Railroad Parcels Delivered to Date February 28, 2021 | Remaining Railroad Parcels to be Delivered February 28, 2021 |
|----------------------|--|--|--|
| CP 2-3 | 55 | 26 | 29 |

CP 2-3 – Railroad Parcel Delivery to DB Summary



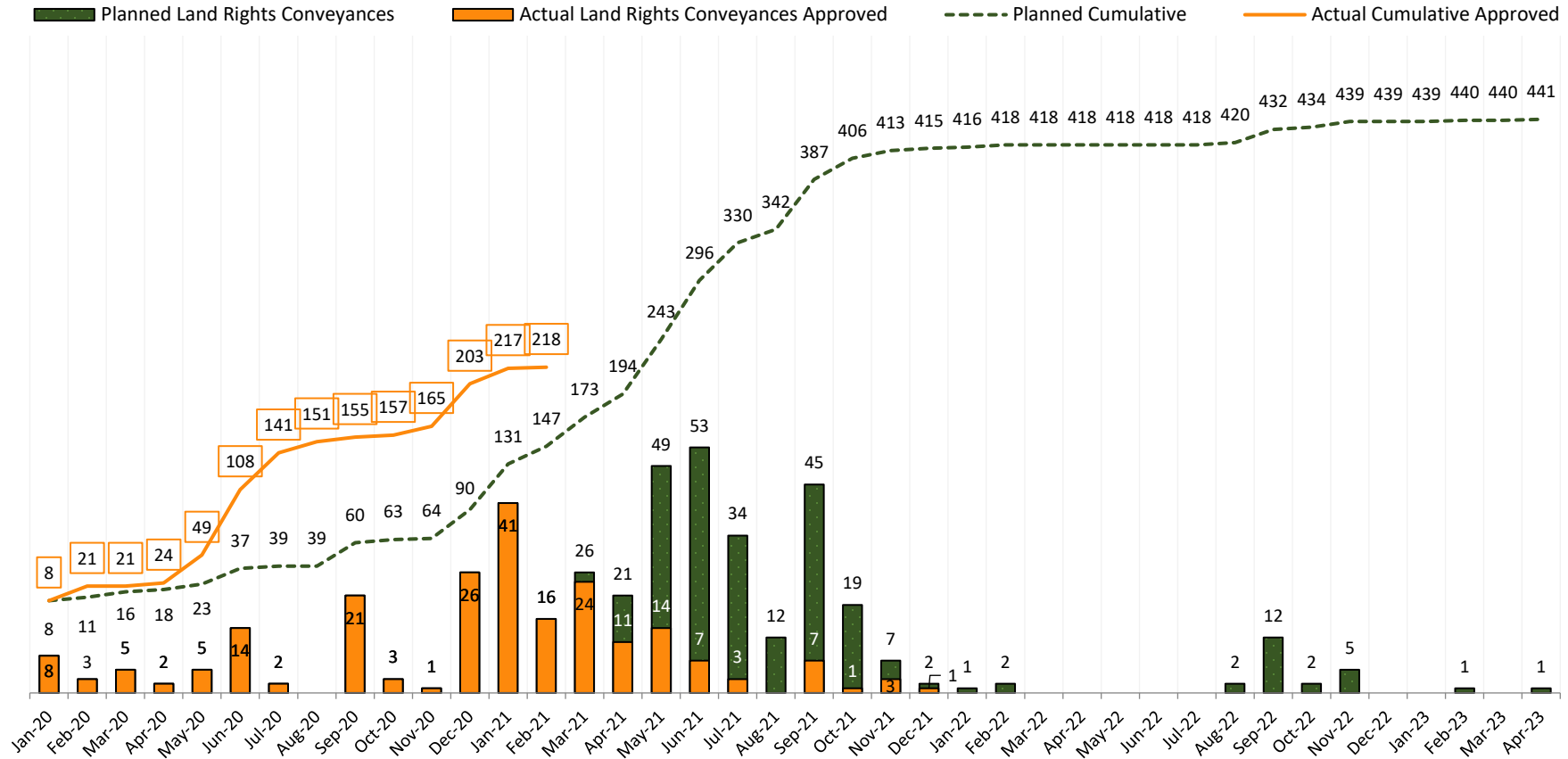
Notes:

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.
3. Two CP2-3 Railroad parcels removed due to design refinement.

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 February 28, 2021 | Total Land Right Conveyances Approved ⁽⁶⁾ to Date February 28, 2021 | Remaining Land Right Conveyances to be Approved February 28, 2021 |
|----------------------|--|--|---|
| CP 2-3 | 441 | 218 | 223 |

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 February 2021 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⁽¹⁾: | 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: | \$195,003,104.95 |
| Current Contract Amount: | \$639,250,104.95 |
| Approved Invoices to Date: | \$421,104,251.00 |
| Remaining Contract Balance: | \$218,145,853.95 |

Time Status

| Description | Duration ⁽²⁾ |
|------------------------------------|-------------------------|
| Original Contract Days: | 1,144 |
| Extension of Time Awarded: | 990 |
| Current Forecast Contract Days: | 2,134 |
| Work Days Spent (thru 02/28/2021): | 1,779 |

Expended to Date

| Description | Percentage |
|-------------|------------|
| Time: | 83.4% |
| Dollars: | 65.9% |

Growth Percentage

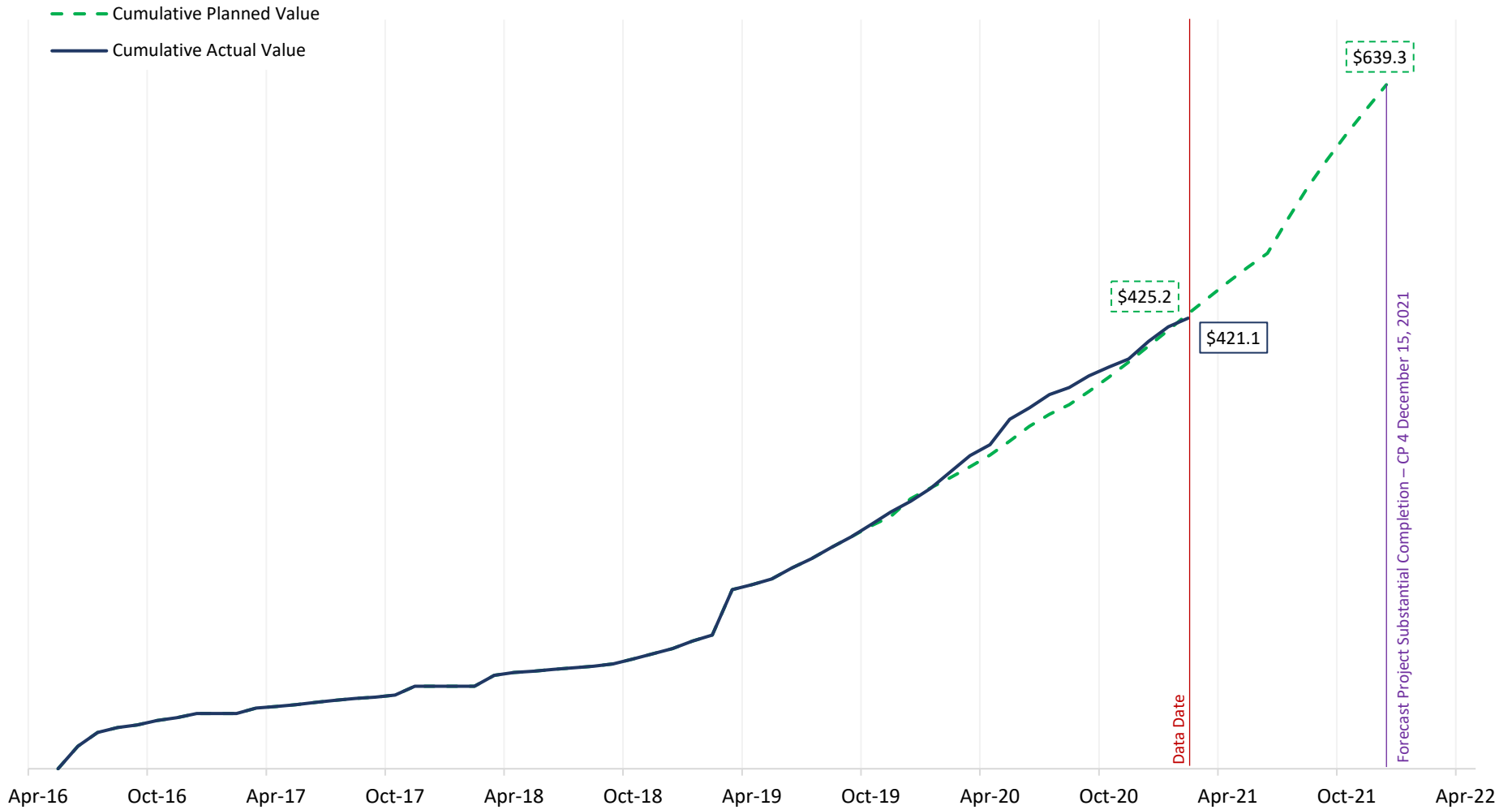
| Description | Percentage |
|-------------|------------|
| Time: | 86.5% |
| Dollars: | 43.9% |

Notes:

1. Current RBS Substantial Completion Forecast Date (Pending executed change order letter issuance) – December 15, 2021.
2. Calendar Days.

CP 4 – Earned Value

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

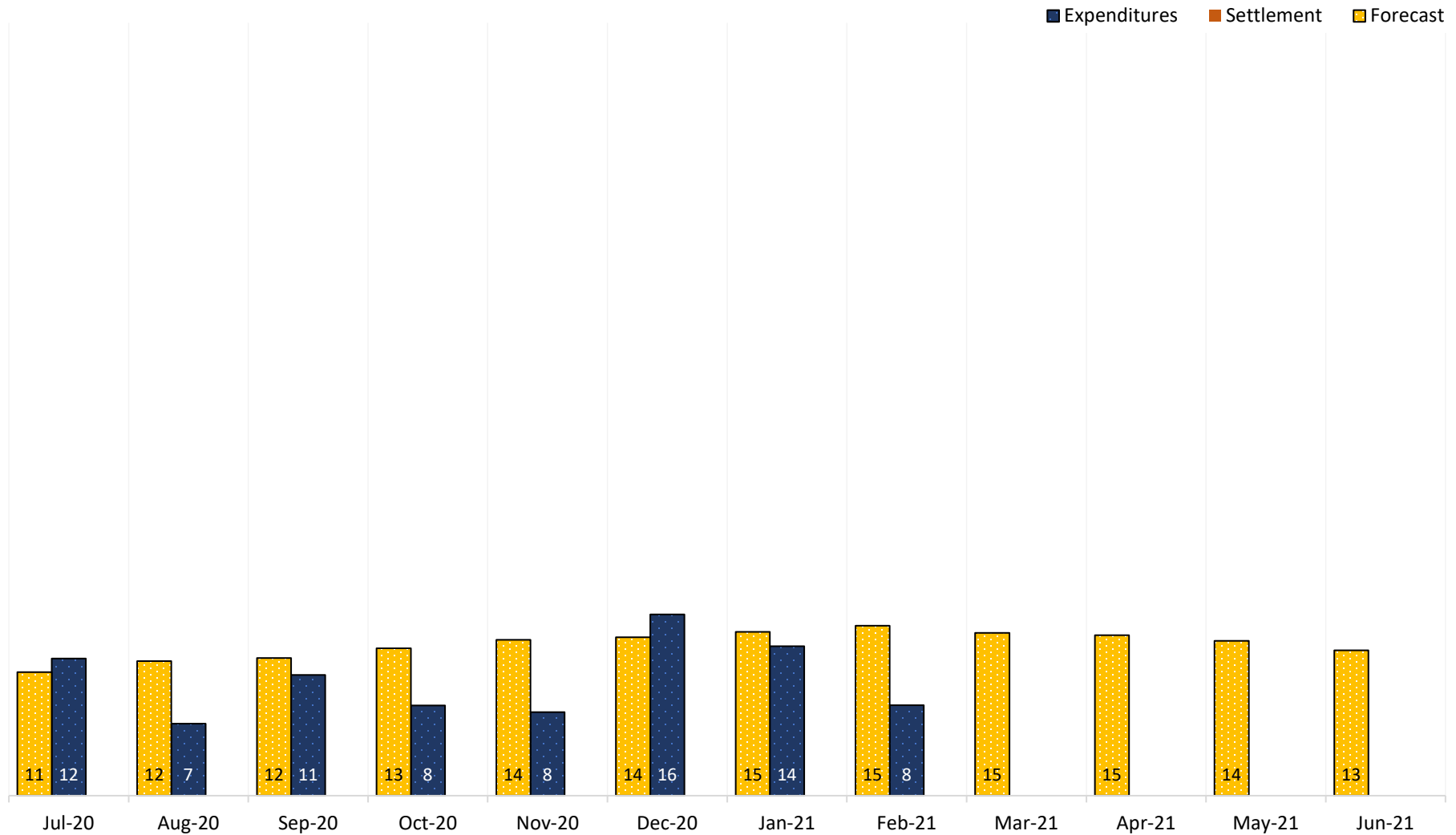


Notes:

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 February 2021.
3. Inclement weather delay. Third-Party design review requirements resulted in delays in construction, mainly at SR-46 and Poso Avenue UP. Work has resumed at SR-46 and at Poso Avenue UP.

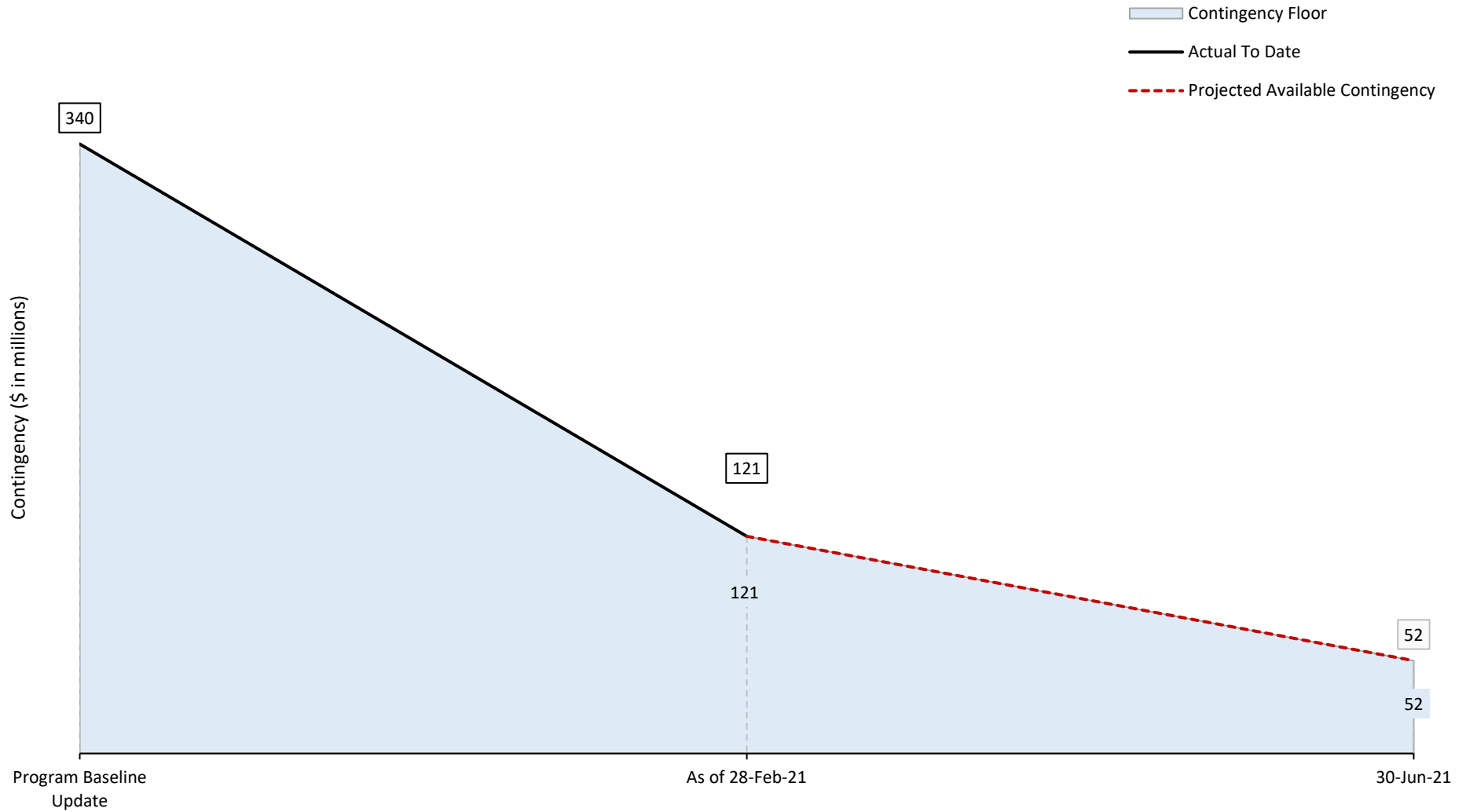
CP 4 – Executed Change Order Status

CP 4 – Executed Change Order Status

| CO Number | Title | Change Status | Amount | Executed Date |
|---------------|---|---------------|-----------------------|---------------|
| 88 | Installation of Irrigation Casings at McCombs Ave | Executed | \$1,356,245.99 | 09-Feb-21 |
| 89 | Landowner Reimbursement (DL-00081) | Executed | \$165,357.69 | 24-Feb-21 |
| Total: | | | \$1,521,603.68 | |

CP 4 – Risk - Contingency Report

CP 4 – Risk - Contingency Report

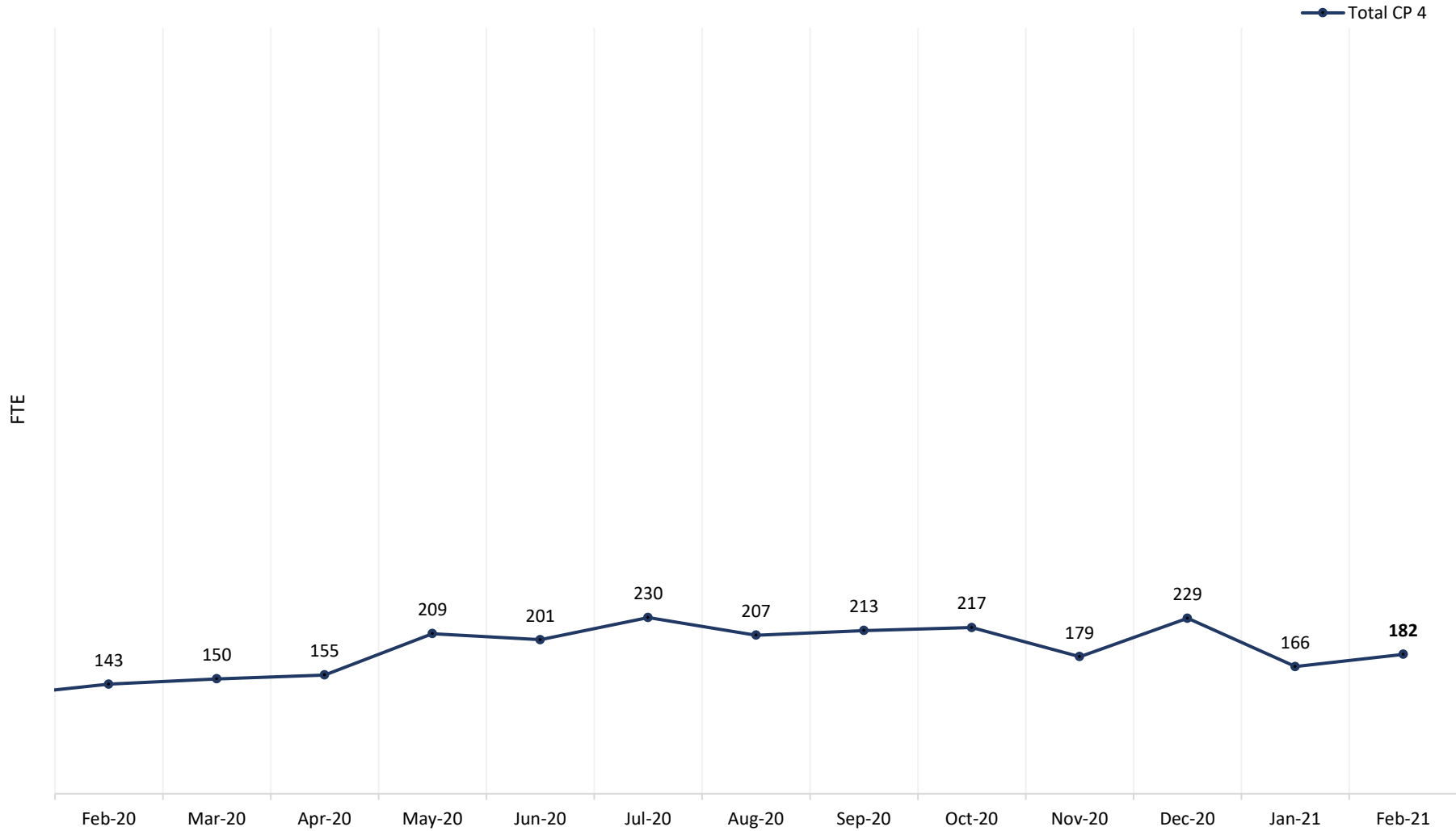


Notes:

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 February 28, 2021.
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

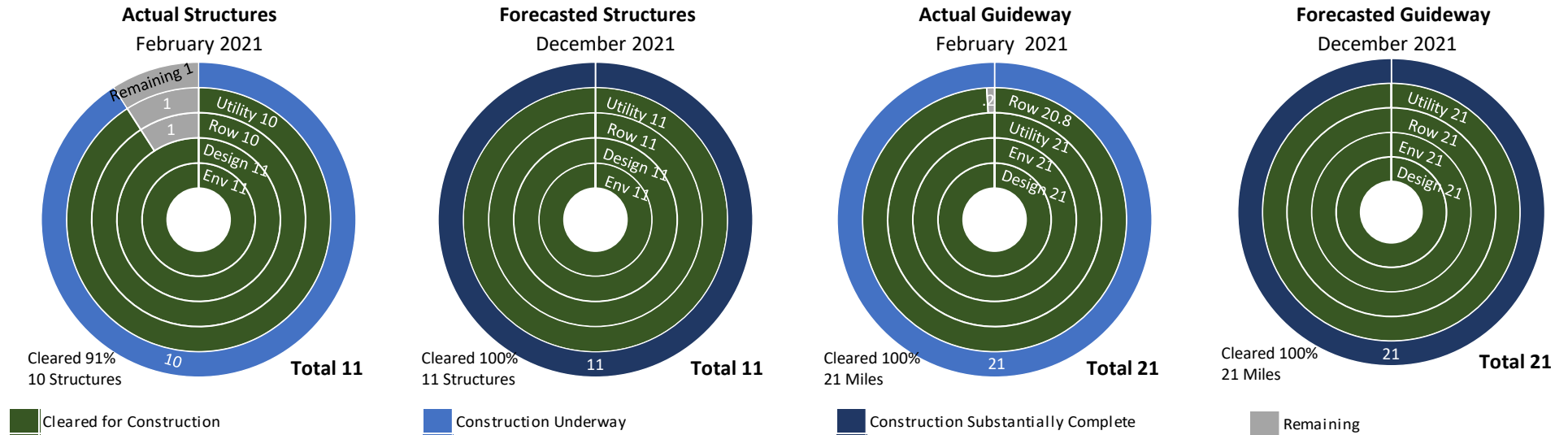


Notes:

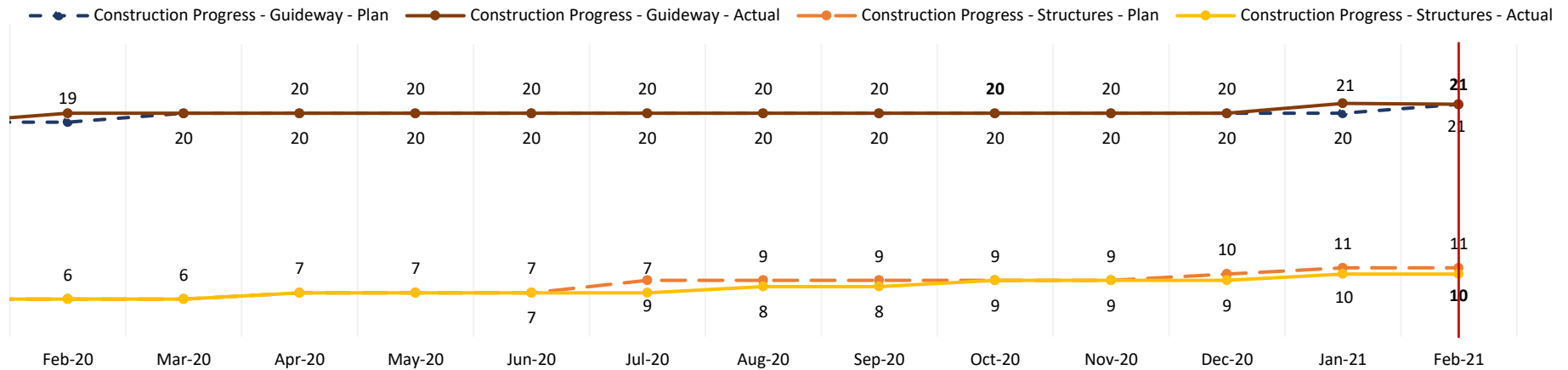
1. The Construction Labor numbers (Full-Time Employees) are based on the working calendar month.
2. June 2020's total was overstated (225) and has been corrected to 201.
3. The data from February 2020 to April 2020 was previously presented with data from each month's final week. The data has been updated 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

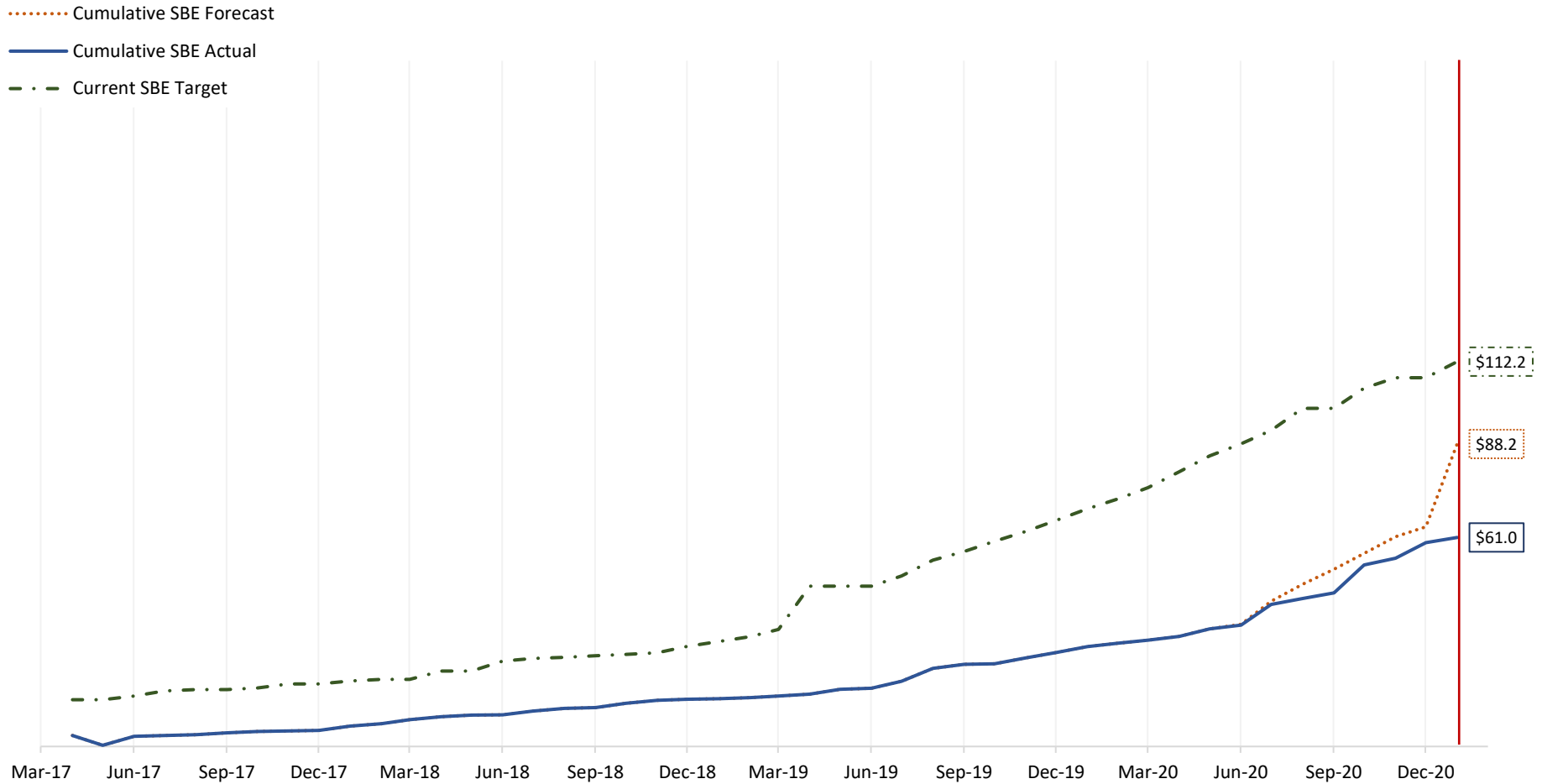


Notes:

- Total Structures: 11 structures.
- Total Guideway: 21 miles.
- Actual Guideway progress for February 2021 was 21 miles.
- The Forecasted Structures and Guideway are based on the Authority’s conditional acceptance of CP 4’s Revised Baseline Schedule (RBS) as of February 2021.
- One structure behind plan:
 - Amtrak Pedestrian UP - Construction is being held up by the utilities and approval of the Grade separation agreement with the City of Wasco. The agreement is currently being reviewed by the Authority.

CP 4 – Small Business Enterprise

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



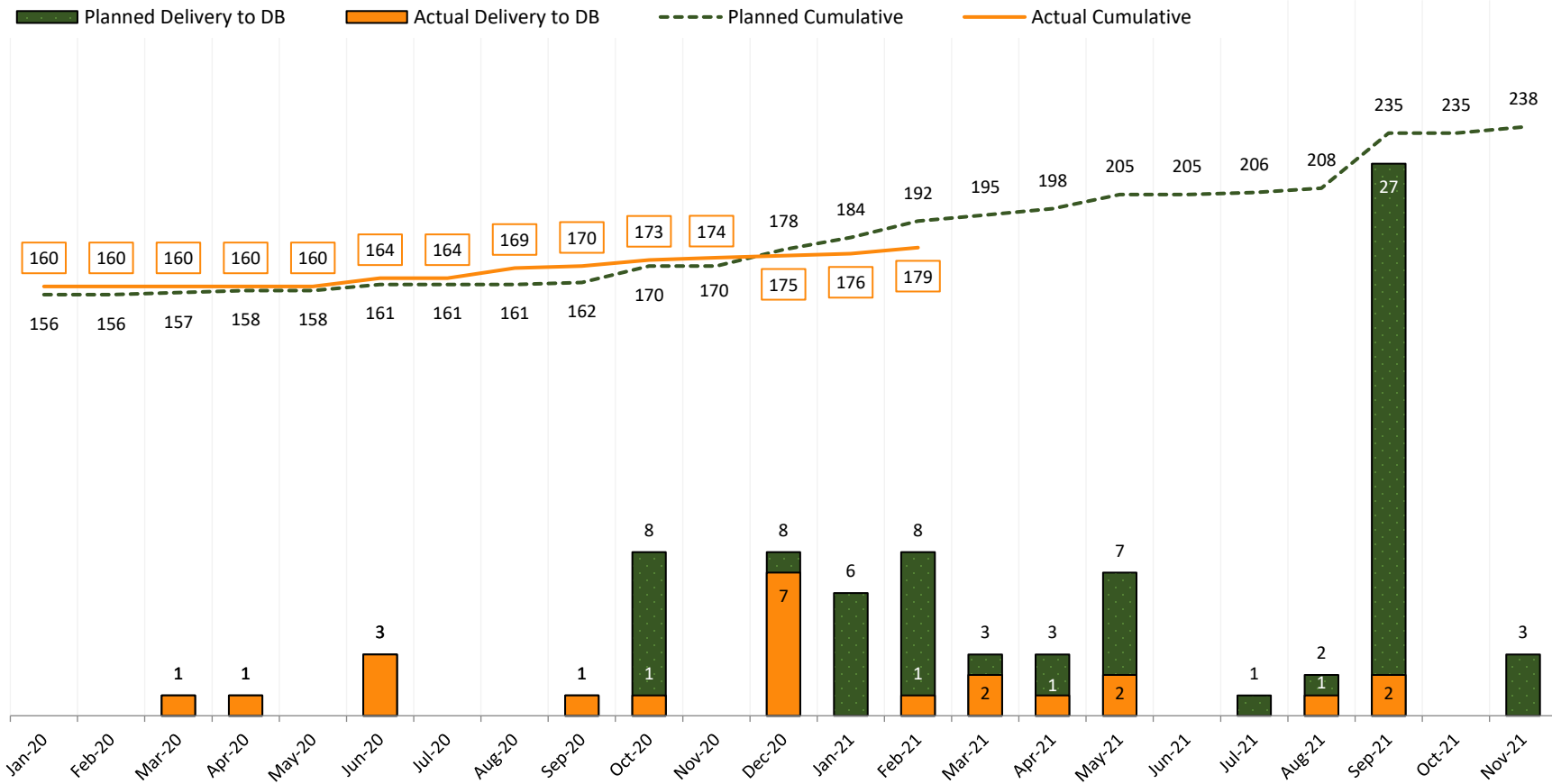
Notes:

1. Number of Small Business Enterprise Awarded Contracts: 110.
2. Value of overall Small Business Goal (30%): \$190.1M.
3. Value of Current Small Business Enterprise Awarded Contracts: \$95M (Increase by \$512.3K from December 2020).
4. Value of Small Business expended: \$61M.
5. 30% Goal Value for Small Business expended: \$112.2M.
6. Small Business Enterprise Utilization percentage based on Contractor Invoices Paid to Date: 16.3%.
7. Small Business Enterprise Utilization towards Value of overall Small Business Goal: 32.1%.
8. Due to processing and confirmation of Contractor submitted data, Small Business Enterprise Values are as of January 2021.

CP 4 – ROW Summary

| Construction Package | Total Needed Parcels February 28, 2021 | Total Parcels Delivered to Date February 28, 2021 | Remaining Parcels to be Delivered February 28, 2021 |
|----------------------|---|--|--|
| CP 4 | 238 | 179 | 59 |

CP 4 – Parcel Delivery to DB Summary



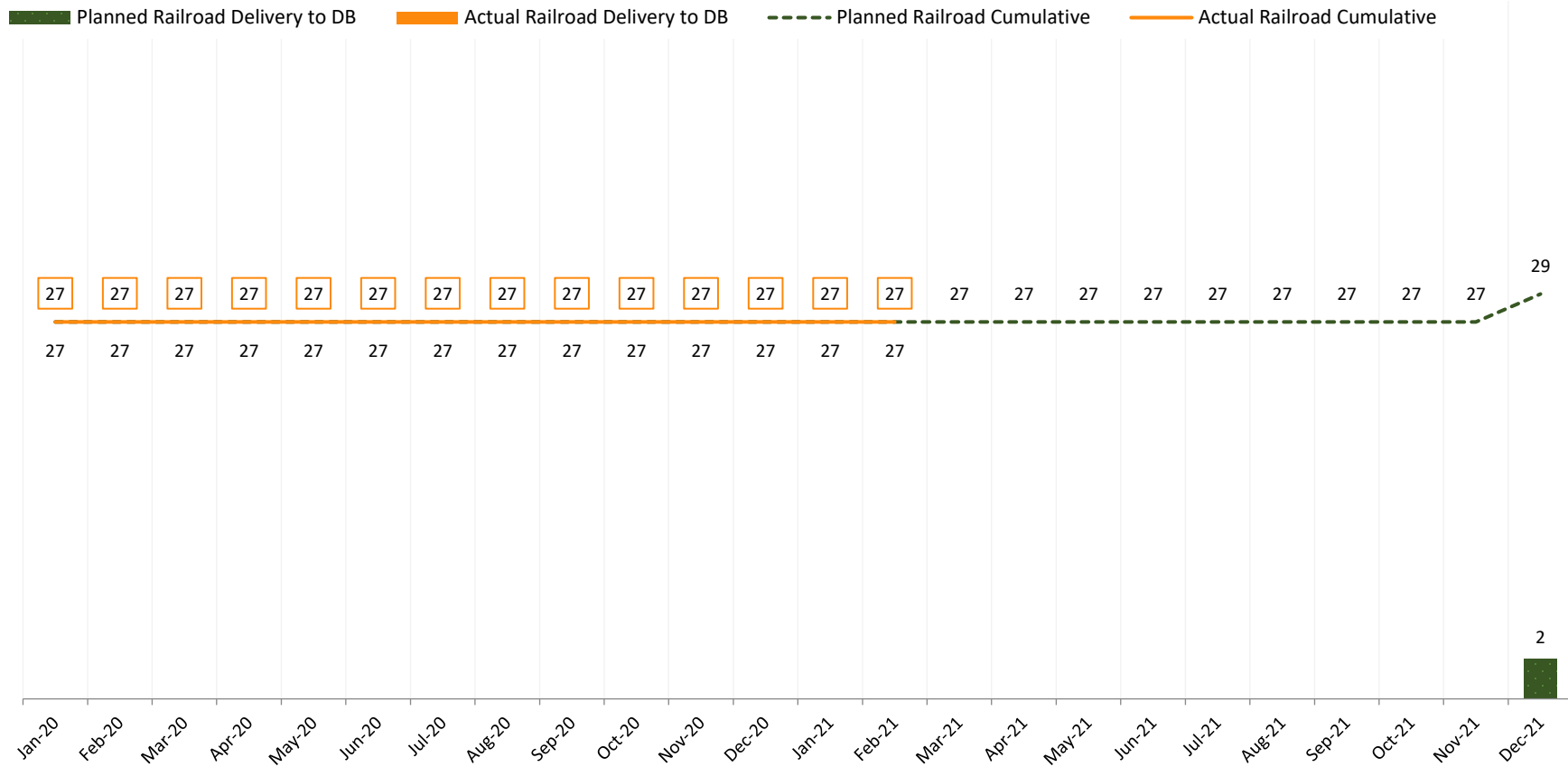
Notes:

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 February 2021 reflects delivered parcels that are forecasted in future months.
4. Twenty-one delinquent parcels - Seven in October 2020 at Garces Highway; executed permission-to-enter agreements allow Environmental work to progress while concluding acquisition negotiations. One parcel in December at Poso Avenue, six parcels missed in January (two at McCombs and four at Peterson) and seven parcels missed in February (four at Garces Highway and three at 4th Street). The DB is performing out of sequence work to mitigate the construction.

CP 4 – ROW Railroad Summary

| Construction Package | Total Needed Railroad Parcels February 28, 2021 | Total Railroad Parcels Delivered to Date February 28, 2021 | Remaining Railroad Parcels to be Delivered February 28, 2021 |
|----------------------|--|--|--|
| CP 4 | 29 | 27 | 2 |

CP 4 – Railroad Parcel Delivery to DB Summary



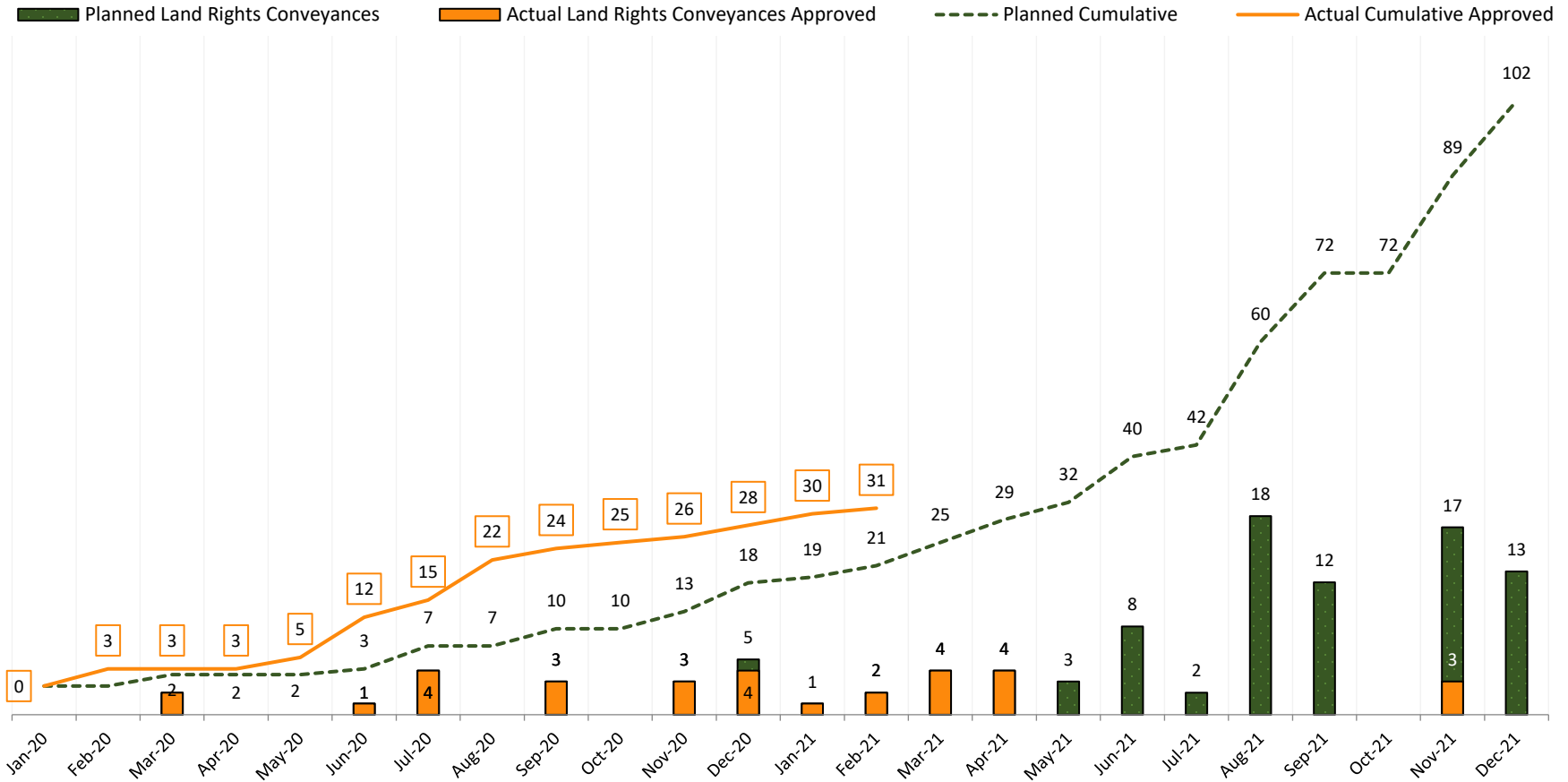
Notes:

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 February 28, 2021 | Total Land Right Conveyances Approved ⁽⁶⁾ to Date February 28, 2021 | Remaining Land Right Conveyances to be Approved February 28, 2021 |
|----------------------|---|--|---|
| CP 4 | 102 | 31 | 71 |

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 February 2021 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) 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 Mar-22 34% | Jun-21 Mar-22 ¹ 40% | Mar-22 | 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 Jan-22 44% | Apr-21 Jan-22 ² 47% | Jan-22 | Jan-22 |
| 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 Oct-21 92% | Nov-20 Feb-22 ³ 93% | Dec-21 Nov-22 0% | Dec-21 Mar-23 ³ 0% | Nov-22 | Mar-23 |
| 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 42% | Jan-21 Aug-21 ⁴ 61% | 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 Jul-21 65% | Feb-20 Sep-21 65% | Aug-21 Jul-22 0% | Aug-21 Oct-22 ⁵ 0% | Jul-22 | Oct-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 Jun-21 79% | Feb-21 Jun-21 ⁶ 80% | Jun-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.
- Nine-month delay due to changes in document requirements and environmental process, receipt of substantial comments on Draft EIR/EIS, preparation of expanded Revised Draft EIR/Supplemental Draft EIS, and program-wide resolution of resource constraints.
- Fifteen-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). Fifteen-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, incorporate internal resource constraints, remove the Palmdale subsection, and a reassessment of the end date of Step 6. (Mitigations for minimizing delays are being evaluated.) The Draft EIR/EIS publication will need to follow the B-P ROD and schedule has been revised to accommodate B-P ROD approval.
- Three-month delay due to design revision to accommodate Cesar Chavez National Monument (CCNM), delayed agency comments on Administrative 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

In February 2021, the Authority incorporated agency comments into the San Jose to Merced Revised Draft EIR/Supplemental Draft EIS (RDEIR/SDEIS); continued responding to comments and preparing San Francisco to San Jose and San Jose to Merced Administrative Final EIR/EIS; responded to comments from cooperating and responsible agencies following review of the Bakersfield to Palmdale Administrative Final EIR/EIS and released the RDEIR/SDEIS for a 45-day public review; initiated the review of cooperating agency comments received on the Palmdale to Burbank Administrative Draft EIR/EIS; held comment resolution workshops with ES, NAT, and Legal for the Burbank to Los Angeles Administrative Final EIR/EIS; and began ES/NAT rolling review of available chapters and technical reports for the Los Angeles to Anaheim assembled Administrative Draft EIR/EIS.

Project Development – Key Actions Summary

| Project Section | Key Actions |
|-------------------------------|---|
| San Francisco to San Jose | <ul style="list-style-type: none"> • Preparing for sequential reviews by ES, NAT, and Legal of approximately 1,700 individual responses to public comments on Draft EIR/EIS, starting in April 2021. • Team is preparing the Administrative Draft RDEIR/SDEIS for review in April prior to a 45-day public circulation in June 2021. • Team is preparing a Draft MOU for coordination with the City of Millbrae. |
| San Jose to Merced | <ul style="list-style-type: none"> • Team has incorporated responses to comments from cooperating and responsible agencies into the RDEIR/SDEIS, scheduled for a 45-day public review starting April 23, 2021. • ES, NAT and Legal are reviewing responses to comments, and the Regional Team is addressing comments from first review of Administrative Final EIR/EIS by ES/NAT/Legal. • Briefed regulatory agencies on OCS bird electrocution avoidance configuration on February 2, 2021. EEC, SD, and ES are finalizing guidance based on initial agency comments. |
| Central Valley Wye | <ul style="list-style-type: none"> • Continue to advance agreements with County of Madera, City of Chowchilla and Fairmead Community and Friends (FCF) for implementation of EJ mitigation measures. Tolling Agreements extended to May 21 for Madera County and FCF, April 2 for Cities of Chowchilla and Madera. • 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"> • 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"> • Prepared revised FEIR/S and submitted to Legal, ES, and NAT for internal review; reviewed comments from Legal, ES, NAT and prepared a joint workshop on Final EIR/EIS. • Released the Recirculated Draft EIR/Supplemental Draft EIS on February 26. • Finalized supplemental Finding of Effect (FOE) report and requested SHPO concurrence. • Facilitated concurrence from USFS on Pacific Crest Trail under Section 4(f). • Continued to advance Section 106, Section 7 and other permitting activities related to ROD. |
| Palmdale to Burbank | <ul style="list-style-type: none"> • The Cooperative Agency review of the Administrative Draft EIR/EIS concluded February 22. Comments were received from all agencies except for BLM, and USACE submitted limited comments. Worked with agencies to discuss their issues/comments. As reported previously, due to the decision to include the Palmdale subsection in the B-P section (e.g. environmental document), the publication of the P-B Draft EIR/EIS will have to occur after the B-P NOD/ROD in July 2021. However, after assessing the agency comments received coupled with the removal of the Palmdale subsection, a shift in the end date of Step 6 may be necessitated. The Public Comment period for the Draft EIR/EIS is scheduled to commence mid-September 2021. • HSR and RC working on Checkpoint C. |

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| Burbank to Los Angeles | <ul style="list-style-type: none"> • Held comment resolution workshops with ES, NAT, and Legal for the Administrative Final EIR/EIS on February 12, 2021 and revised the Administrative Final EIR/EIS for back-check review. • Continued with Section 4(f) and Section 7 consultations, and continued work on design refinements including the Main Street grade separation. |
| Los Angeles to Anaheim | <ul style="list-style-type: none"> • ES and NAT began a rolling review of available chapters and technical reports for the assembled Administrative Draft EIR/EIS in February 2021. • Continued integrating additional revised environmental deliverables from BNSF pertaining to the Colton and Lenwood project components into the LA-A assembled Administrative Draft EIR/EIS. • Continued development of Biological Assessment and continued PEPD reviews with external stakeholders. |