



Finance & Audit Committee

# **CENTRAL VALLEY STATUS REPORT**

May 2021 Report (data through March 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 13](#)):**

- Total CP Cumulative Actual Invoice – \$3,222.0M compared to Total CP Cumulative Forecasted Invoice – \$3,389.7M.
- Total Estimated Cumulative Contract Value to Fulfill ARRA – \$5,859.6M.
- The ARRA Grant Compliance by the end of 2022 will not be achieved and the current expected completion dates are as follows – December 2023 for CP 1 and CP 2-3, and June 2022 for CP 4.

### **Construction Packages (CPs) Invoicing ([Pages 14 and 15](#)).**

- Total CP Cumulative Actual Invoice – \$3,222.0M compared to Total CP Cumulative Forecasted Invoice – \$3,389.7M. Total Cumulative Current Contract Amount – \$5,124.0M. Expensed to date – 62.9%. Total Executed Change Orders this period – \$84.9M.
- The March 2021 Total Invoice is \$48.8M (\$18.3M higher than the previous month), compared to the Forecasted Invoice of \$93.5M. The primary reasons for the lower expenditures are:
  - Construction Package 1: Third-Party design approvals, utility relocations and Right-of-Way delivery.
  - Construction Package 2-3: ROW acquisition delayed at various locations. ROW resolution at Tule River opens the entire Tule River Viaduct area for construction, which facilitates an increase in production.
  - Construction Package 4: ROW acquisitions have been delayed at various locations, environmental compliance issues, and utilities clearance conflicts have impacted the construction progression in the northern and central segments.

### **Change Orders**

- Executed Change Orders this period – 13 for a total of \$84.9M.

### **Risk Contingency ([Page 16](#)):**

- Original Contract Contingency – \$2,662M with Remaining Contract Contingency – \$724M.

### **CP Design**

- Expected completion of all CP's major design in August 2021.
  - CP 1: 37 of 40 total design packages cleared for construction and three in progress. Expected completion June 2021.
  - CP 2-3: 101 of 109 (Increase in quantity due to the addition of a design package at Alpaugh) total design packages cleared for construction and eight in progress. Expected completion August 2021.
  - CP 4: 14 of 14 total design packages cleared for construction.

### **CP Construction Labor ([Page 17](#)):**

- Total Monthly Average – 988 daily-workers. A decrease of nine (997) daily workers this period.
- Daily Average Contracted CP Employees Quarantined for COVID-19 in March – two. A decrease of 13 in the daily average of employees from February 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 18](#)):**

- Guideway – 80 miles constructed/underway compared to 119 miles total. No increase from the previous period.
  - CP 1: 13 miles underway/substantially complete.
    - Six miles behind plan primarily due to design approvals in the South of the project, Right-of-Way delivery at the North Extension.

- CP 2-3: 46 miles underway/substantially complete.
  - Seven miles behind plan for the period.
  - Segment 3 South four miles of embankment currently being cleared to start construction. Expected to start in June 2021.
  - Deer Creek Viaduct delayed due to ROW negotiations. Expected to start in July 2021.
  - Avenue 136 delayed due to ROW negotiations. Expected to start in June 2021.
  - Expected to open another three miles of guideway in April 2021.
- CP 4: 21 miles underway/substantially complete.
  - On schedule.
- Structures – 61 underway/substantially complete compared to 93 structures total. An increase of two structures from the previous period.
  - CP 1: 24 structures underway/substantially complete.
    - Six structures behind plan primarily due to utility relocations and Third-Party design approvals. As of report date, design approvals are moving forward and being prioritized to allow utility relocations to start in the coming months.
  - CP 2-3: 27 structures underway/substantially complete.
    - On plan. Thirteen Type 1 structures and fourteen Type 2 structures are under construction.
  - CP 4: 10 structures underway/substantially complete.
    - One structure behind plan primarily due to discussions on Grade Separation Agreement that is currently being reviewed by the Authority.
- Utility Relocations Status - Relocated: 575 (28%); In Progress: 523 (25%); Scheduled to Start: 132 (6%); Not Started: 833 (40%); Total: 2,063. None started in March 2021 reporting period.

#### **Small Business (SB) Enterprise ([Page 19](#)):**

- Due to processing and confirmation of Contractor submitted data, Small Business (SB) Enterprise Values are as of February 2021.
- Small Business Enterprise Awarded Contracts: 472 at a total contract value of \$1B (increase of \$14.9M from January 2021, with an increase of eight new contracts this period).
- Small Business Goal (30%) at CP contract completion: \$1.5B. \$549.9M total Small Business expenditures, 18.8% of the total CP's expenditures.
- Small Business Goal as of report (30% of CP expenditures): \$876.2M. February 2021 SB expenditures: \$549.9M, increase of \$20.5M this period.

#### **CP Real Property/Right-of-Way ([Pages 20 through 23](#)):**

- Total Parcels Delivered to Date – 1,812 parcels compared to an Estimated Total Parcels Needed – 2,304 parcels.
- Parcels Delivered to Design-Builder (DB) – Twenty parcels delivered. Thirty-three parcels acquired. Twenty-two parcels expected to be delivered in April.
- 139 delinquent parcels (nine in October, four in November, 24 in December, 22 in January, 32 in February, and 48 in March).
  - The current RBS schedules are being revised to incorporate and mitigate ROW delays which will result in adjusted parcel time frames.
  - There are 0 delinquent parcels from the current RBS and there are no known ROW impacts to achieve a December 2023 completion of all construction packages.
  - CP 1: Thirty-eight parcels - three in December (two at Avenue 8; forecast mid-February and one at Belmont; work proceeding with an Encroachment Permit), three parcels in January (One at Greentree, Church, and Kern), nine parcels in January (two at American and Avenue 13, and one at Avenue 17, Avenue 8, Jensen, Thorne, and Tulare), and 23 parcels missed in March (15 at Avenue 17, three at Road 27, two at Malaga, one at Cedar, Raymond, and Herndon).
  - CP 2-3: Eighty parcels - two in October (one at Nebraska and Tule River), four in November (one at Tule River and three at Avenue 56), 21 parcels in December (six at Orange and Avenue 120, three 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), 16 parcels in February (five at

Avenue 56, three at Avenue 128, two at 8<sup>th</sup> Avenue and Lansing, and one at Chestnut, Davis, Elkhorn, and Manning), and 24 parcels missed in March (five at Avenue 64, three at Adams, Mountain View, SR-43, two at Davis, Road 64, Avenue 60, and one at Kent, Avenue 44, Avenue 56, and Avenue 68).

- 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: Twenty-one parcels - Seven missed in October at Garces Highway; executed permission-to-enter agreements allow Environmental work to progress while concluding acquisition negotiations. Six parcels in January (two at McCombs and four at Peterson), seven parcels in February (four at Garces Highway and three at 4<sup>th</sup> Street), and one parcel missed in March at Sherwood. DB performing out-of-sequence work to mitigate.
- Total Acquired Parcels (some pending delivery) – 33 parcels.
- Construction Packages 1-4 – 19 parcels added (fifteen Authority owned with no acquisition required).
- 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 – 166 parcels.
- To date, the Authority received approval on 551 Land Right Conveyances (Tier 1, Prior to Construction).
- Land Right Conveyances (Tier I, Prior to Construction) Received Approval – eight Land Right Conveyances.
- Ten delinquent land right conveyances (one in December and nine in March).
  - CP 1: nine land right conveyances in March, three at Barstow, one at Fresno, Herndon, Jenson Trench, Fresno Trench, Guideway 2, and Guideway 3.
  - CP 4: one land right conveyance at Scofield Avenue. (December 2020).

### **Third-Party Agreements ([Page 24 and 25](#)):**

- 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 59 through 61](#)):**

- 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 starting April 23, 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, 2021. 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, 2021. The Public Comment period for the Draft EIR/EIS is scheduled to commence mid-September 2021.
- Burbank to Los Angeles – The Administrative Final EIR/EIS was released to Cooperating and Responsible Agencies for review on March 31, 2021.
- Los Angeles to Anaheim – Team continues to prepare technical reports and the Administrative Draft EIR/EIS in March 2021. Continued progress 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 26 through 28](#)):

- Actual Invoice – \$27.5M compared to Forecasted Invoice – \$42.6M.
  - PG&E Design approvals prevented piling and abutment work starting at Avenue 15.5. The PG&E design has now been resolved.
  - Herndon Avenue Shoofly, and Herndon Avenue have been delayed due to UPRR construction approvals and Kinder Morgan’s procurement having long lead times. Kinder Morgan mobilized to site but ran into unanticipated environmental issues caused by an adjacent property owner on UPRR’s property. The environmental results have been received and are being evaluated with the City of Fresno, UPRR, and HSR.
  - UPRR Switch design has prevented the start of Belmont Bent 4 construction. UPRR final switch design will be submitted to UPRR April 2021.
  - PG&E design approvals have prevented Central Avenue structure starting as planned. Design approval is expected in late April 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 approved of soil use in early March 2021. UPRR and BNSF approvals are still required to relocate PG&E.
  - Right-of-Way delivery has prevented Guideway Construction commencement in the North Extension.
- Current Revised Baseline Substantial Completion Forecast Date – December 31, 2022.
- Current Contract Amount – \$2,362.0M compared to Cumulative Total Invoice \$1,459.5M, 61.8% expensed to date.

### Change Orders ([Pages 29](#)):

- Executed Change Orders this period – Four for a total of \$79.9M.

### Risk Contingency ([Page 30](#)):

- Original Contract Contingency – \$1,237M with Remaining Contract Contingency – \$349M.

### CP Design

- 37 of 40 total design packages cleared for construction and three in progress. Expected completion June 2021.

### Construction Labor ([Page 31](#)):

- Total Monthly Average – 279 daily workers. A decrease of 11 (290) daily workers from the previous month.

### Construction/Underway ([Page 32](#)):

- Guideway – 13 miles constructed/underway compared to a total of 15 miles needed. No increase this period.
  - CP 1: 13 miles underway/substantially complete.
    - Six miles behind plan primarily due to design approvals in the South of the project, right of way delivery at the North Extension.
- Structures – 24 constructed/underway compared to a total of 30 planned. An increase of one from the previous period.
  - Six structures behind plan:
    - Central Avenue: PG&E electrical relocation delayed due to design and railroad approval - estimated start date is June 2021.
    - Road 26: PG&E and AT&T utility relocations delayed due to design and railroad approval – estimated start date is June 2021.
    - Belmont Avenue: Requires UPRR Work Plan approval of a new rail switch design prior to approving PG&E’s electrical line relocation along Belmont Avenue. The UPRR Work Plan is being prioritized with UPRR, after which a workshop will be held with the City of Fresno. Expected start is June 2021.
    - Jensen Trench has not started due to existing PG&E and City of Fresno Sewer Relocations.
    - Avenue 17: PG&E and AT&T utility relocations delayed due to design and railroad approval.
    - Avenue 9 is prevented from starting due to Environmental clearance at the PG&E gas distribution line.

**Small Business Enterprise (Page 33):**

- Due to processing and confirmation of Contractor submitted data, Small Business Enterprise Values are as of February 2021.
- Small Business Enterprise Awarded Contracts as of report: 143 at a total contract value of \$518.9M (increase of \$7.1M from January 2021, with zero new contracts this period).
- Small Business Goal (30%) at CP contract completion: \$683.8M. Small Business Goal as of report (30% of CP expenditures): \$382.2M.
- February 2021 total Small Business expenditures as of report: \$310.5M, increase of \$6.9M from January 2021, at 24.4% of total paid to CP as of report.

**Real Property/Right-of-Way (Pages 34 through 36):**

- Parcels Delivered to Design-Builder (DB) – Seven parcels.
- Thirty-eight delinquent parcels - three in December (two at Avenue 8; forecast mid-February and one at Belmont; work proceeding with an Encroachment Permit), three parcels in January (One at Greentree, Church, and Kern), nine parcels in January (two at American, Avenue 13, one parcel at Avenue 17, Avenue 8, Jensen, Thorne, and Tulare), and 23 parcels missed in March (15 at Avenue 17, three at Road 27, two at Malaga, one at Cedar, Raymond, and Herndon).
- Total Parcels Delivered to Date – 886 parcels compared to an Estimated Total Parcels Needed – 1,066 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 nine delinquent land right conveyances in March (three at Barstow, one at Fresno, Herndon, Jenson Trench, Fresno Trench, Guideway 2, and Guideway 3).

**Revised Baseline Schedules:**

- The Authority is currently evaluating the Revised Baseline Schedule (RBS) and as such, the recent projections are being analyzed under the acceptance of CP 1's RBS Rev. 1 forecast.

## CP 1 Construction Progress Summary

Category	Status Update
<b>General</b>	<ul style="list-style-type: none"> <li>• Seven Fulfilled ROW contract commitments with Trillium (Weir Floway) which consists of coordinating and scheduling: Sewer installation, AT&amp;T service vault, and driveway improvements, which will facilitate the commence of the Jensen Trench.</li> <li>• Achieved nine PG&amp;E Design Approvals in the reporting period, including: <ul style="list-style-type: none"> <li>- Two gas transmission mains (Avenue 9 &amp; Belmont) design allowed seasonally constrained work to start on target with RBS.</li> <li>- Two electric packages (E1-191, and E1-193) at Shaw allowing relocation to start in April.</li> <li>- Two near critical electric packages at Herndon that drive Herndon Road detour.</li> </ul> </li> <li>• Four Railroad crossing applications and 6 Work Plans approved in the period which allows work to commence: <ul style="list-style-type: none"> <li>- Key AT&amp;T Critical AT&amp;T Infrastructure at Church – Allows AT&amp;T pulling and splicing to commence.</li> <li>- Comcast T2-16 relocations at Shaw Avenue – continuation work from PG&amp;E E1-191 (shared utility). E1-191 &amp; T2-016 conflict with proposed overpass.</li> <li>- Allows relocations to start on near critical path gas &amp; electric PG&amp;E relocations at McKinley Avenue once PG&amp;E approve 100% design.</li> </ul> </li> <li>• Complete AT&amp;T Task 16 at Shaw Avenue which is part of the wider Northern cutover affecting Ashlan to Herndon.</li> <li>• Scheduled two critical AT&amp;T Jack &amp; Bore’s for May 2021 at Church Avenue Southern Cutover – Allows pulling and splicing to start on Southern cutover.</li> <li>• Completed Stage 1 grading and base rock at Herndon SR-99 on-ramp.</li> <li>• Completed WTSC Waterline Jack &amp; Bore at Herndon and Kathryn Way.</li> <li>• Resolution for gas service connection preventing delays at Downtown Fresno Shoofly area.</li> <li>• Started Jack &amp; Bore for Kerman Sebastian Avenue 15.5 – this is a predecessor to Bridge Construction.</li> <li>• Completed \$5M of Excluded Third Party Work (\$3M PGE, and \$2M AT&amp;T).</li> <li>• Utility Relocations Status: <ul style="list-style-type: none"> <li>- Relocated: 239 (20%); In Progress: 454 (38%); Approved to Start: 5 (0%); Not Started: 504 (42%); Total: 1,202.</li> </ul> </li> <li>• Manpower: The daily-worker monthly average of 167 in March 2020 increased to 279 in March 2021.</li> </ul>
<b>Structures</b>	<ul style="list-style-type: none"> <li>• Completed solar rack and fencing at Lateral 6.2.</li> <li>• Started Road 27 structure substantially complete, TPZP are working on the south embankment.</li> <li>• Completed North Central and Central Canals.</li> <li>• Completed HST and FID Box Culverts at Herndon Canal.</li> <li>• Completed circa 1,200 linear feet of Intrusion Protection Barrier wall constructed.</li> <li>• Golden State Boulevard Viaduct: Ongoing Superstructure work.</li> <li>• Downtown Fresno Viaduct: Ongoing Superstructure work.</li> <li>• Installing rebar to Tulare Underpass Pump Station.</li> </ul>
<b>Guideway</b>	<ul style="list-style-type: none"> <li>• Completed solar rack and fencing at Lateral 6.2.</li> <li>• Thirteen miles of Guideway are cleared or in construction.</li> </ul>

## Construction Package 2-3

### Invoicing ([Pages 37 through 39](#)):

- Actual Invoice – \$12.2M compared to Forecasted Invoice – \$36.2M. Invoicing down mainly due to schedule related causes:
  - ROW acquisition delayed at various locations. ROW resolution at Tule River opens the entire Tule River Viaduct area for construction, which facilitates an increase in production.
- Current Revised Baseline Substantial Completion Forecast Date – December 18, 2022.
- Current Contract Amount – \$2,122.8M compared to Cumulative Total Invoice \$1,332.1M, 62.8% expensed to date.

### Change Orders ([Page 40](#)):

- Executed Change Orders this period – Nine for a total of \$5.0M.

### Risk Contingency ([Page 41](#)):

- Original Contract Contingency – \$1,085M with Remaining Contract Contingency – \$254M.

### CP Design

- 101 of 109 (Increase in quantity due to the addition of a design package at Alpaugh) total design packages cleared for construction and eight in progress. Expected completion August 2021.

### Construction Labor ([Page 42](#)):

- Total Monthly Average – 510 daily workers. A decrease of 15 (525) daily workers from the previous month.

### Construction/Underway ([Page 43](#)):

- Guideway – 46 miles constructed/underway compared to a total of 53 miles planned. No increase from the previous month.
  - Seven miles behind plan:
    - Segment 3 South has four miles of embankment cleared and is scheduled to start construction by June 2021.
    - Deer Creek Viaduct delayed due to ROW negotiations. Expected start is July 2021.
    - Avenue 136 delayed due to ROW negotiations. Expected start is June 2021.
    - Expected to open another three miles of guideway in April 2021.
- Structures – 27 constructed/underway compared to a total of 27 planned. An increase of one structure this period.
  - On plan: Thirteen Type 1 structures and fourteen Type 2 structures are under construction.

### Small Business Enterprise ([Page 44](#)):

- Due to processing and confirmation of Contractor submitted data, Small Business Enterprise Values are as of February 2021.
- Small Business Enterprise Awarded Contracts as of report: 212 at a total contract value: \$406.2M (increase of \$2.1M from January 2021, with an increase of one new contract this period).
- Small Business Goal (30%) at CP contract completion: \$635.4M. Small Business Goal as of report (30% of CP expenditures): \$376.8M.
- February 2021 total Small Business expenditures as of report: \$171.4M, increase of \$6.6M from January 2021, at 13.6% of total paid to CP as of report.

### Real Property/Right-of-Way ([Pages 45 through 47](#)):

- Parcels Delivered to Design-Builder (DB) – 11 parcels.
- Eighty delinquent parcels - two in October (one at Nebraska and Tule River), four in November (one at Tule River and three at Avenue 56), 21 parcels in December (six at Orange and Avenue 120, three 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), 16 parcels in February (five at Avenue 56, three at Avenue 128, two at 8<sup>th</sup> Avenue and Lansing, and one at Chestnut, Davis, Elkhorn, and Manning), and 24 parcels missed in March (five at Avenue 64, three at Adams, Mountain View, SR-43, two at Davis, Road 64, Avenue 60, and one at Kent, Avenue 44, Avenue 56, and Avenue 68. 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 – 745 parcels compared to Estimated Total Parcels Needed – 1,000 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 – 54 parcels.
- Land Right Conveyances (Tier I, Required Prior to Construction) Approved to Date – 226 Land Right Conveyances and zero delinquent land right conveyances.

**Revised Baseline Schedules:**

- The Authority is currently evaluating the Revised Baseline Schedule (RBS) and as such , the recent projections are being analyzed under the acceptance of CP 2-3's RBS Rev. 1 forecast.

## CP 2-3 Construction Progress Summary

Category	Status Update
<b>General</b>	<ul style="list-style-type: none"> <li>• Design: 101 out of 109 design packages have been approved.</li> <li>• One design package has been approved with comments in March 2021.</li> <li>• ROW: ROW resolution at Tule River opens the entire Tule River Viaduct area for construction, which facilitates an increase in production.</li> <li>• 3 out of 4 Viaduct RFC Design packages are now Approved with Comments.</li> <li>• Utility Relocations Status:               <ul style="list-style-type: none"> <li>- Relocated: 301 (43%); In Progress: 53 (8%); Approved to Start: 78 (11%); Not Started: 262 (38%); Total: 694.</li> </ul> </li> <li>• Environmental Clearance:               <ul style="list-style-type: none"> <li>- 45 of 63 required Master Streambed Alteration Agreement (sub notifications approved).</li> </ul> </li> <li>• Manpower: The daily-worker monthly average of 381 in March 2020 increased to 510 in March 2021.</li> </ul>
<b>Structures</b>	<ul style="list-style-type: none"> <li>• Construction work under way on 27 structures.               <ul style="list-style-type: none"> <li>- Thirteen Type 1 Structures under construction.</li> <li>- Fourteen Type 2 Structures under construction.</li> </ul> </li> <li>• Six Structures: Peach Avenue, 9<sup>th</sup> Avenue, Kent Avenue, Kansas Avenue, Excelsior Avenue and Avenue 88 are substantially complete.</li> <li>• Hanford Viaduct: Type 1 bridge (longest Viaduct in the program) substructure is substantially complete.</li> <li>• Caltrans Early Work Approvals:               <ul style="list-style-type: none"> <li>- SR-43 Tied Arch – Foundations Package approved and under construction.</li> <li>- SR-43 Tule River – Foundations Package approved and under construction.</li> <li>- SR-43 Curved Bridge – Caltrans approved the detour plans and permit issued on July 15, 2020.</li> </ul> </li> </ul>
<b>Guideway</b>	<ul style="list-style-type: none"> <li>• Four miles are cleared for embankment construction and will be ready for construction to proceed.               <ul style="list-style-type: none"> <li>- Segment 3 South approximately four miles. Expected by June 2021.</li> </ul> </li> </ul>

## Construction Package 4

### Invoicing ([Pages 48 through 50](#)):

- Actual Invoice – \$9.2M compared to Forecasted Invoice – \$14.7M.
- Current Revised Baseline Substantial Completion Forecast Date – December 15, 2021.
- Current Contract Amount – \$639.3M compared to Cumulative Total Invoice \$430.3M, 67.3% expensed to date.
  - ROW acquisitions have been delayed at various locations, environmental compliance issues, and utilities clearance conflicts have impacted the construction progression in the northern and central segments.

### Change Orders ([Page 51](#)):

- No Executed Change Orders this period.

### Risk Contingency ([Page 52](#)):

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

### CP Design

- 14 of 14 total design packages cleared for construction.

### Construction Labor ([Page 53](#)):

- Total Monthly Average – 199 daily workers. An increase of 17 (182) daily workers from the previous month.

### Construction/Underway ([Page 54](#)):

- Guideway – 21 miles constructed/underway compared to a total of 21 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: Primarily due to discussions on Grade Separation Agreement that is currently being reviewed by the Authority.

### Small Business Enterprise ([Page 55](#)):

- Due to processing and confirmation of Contractor submitted data, Small Business Enterprise Values are as of February 2021.
- Small Business Enterprise Awarded Contracts as of report: 117 at a total contract value of \$100.7M (increase of \$5.7M from January 2021, with an increase of seven new contracts this period).
- Small Business Goal (30%) at CP contract completion: \$194.4M. Small Business Goal as of report (30% of CP expenditures): \$117.2M.
- February 2021 total Small Business expenditures as of report: \$68M, increase of \$7.1M from January 2021, at 17.4% of total paid to CP as of report.

### Real Property/Right-of-Way ([Pages 56 through 58](#)):

- Parcels Delivered to Design-Builder (DB) – Two 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. Six parcels in January (two at McCombs and four at Peterson), seven parcels in February (four at Garces Highway and three at 4th Street), and one parcel missed in March at Sherwood. DB performing out-of-sequence work to mitigate.
- Total Parcels Delivered to Date – 181 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 right conveyance at Scofield Avenue.

### Revised Baseline Schedules:

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

## CP 4 Construction Progress Summary

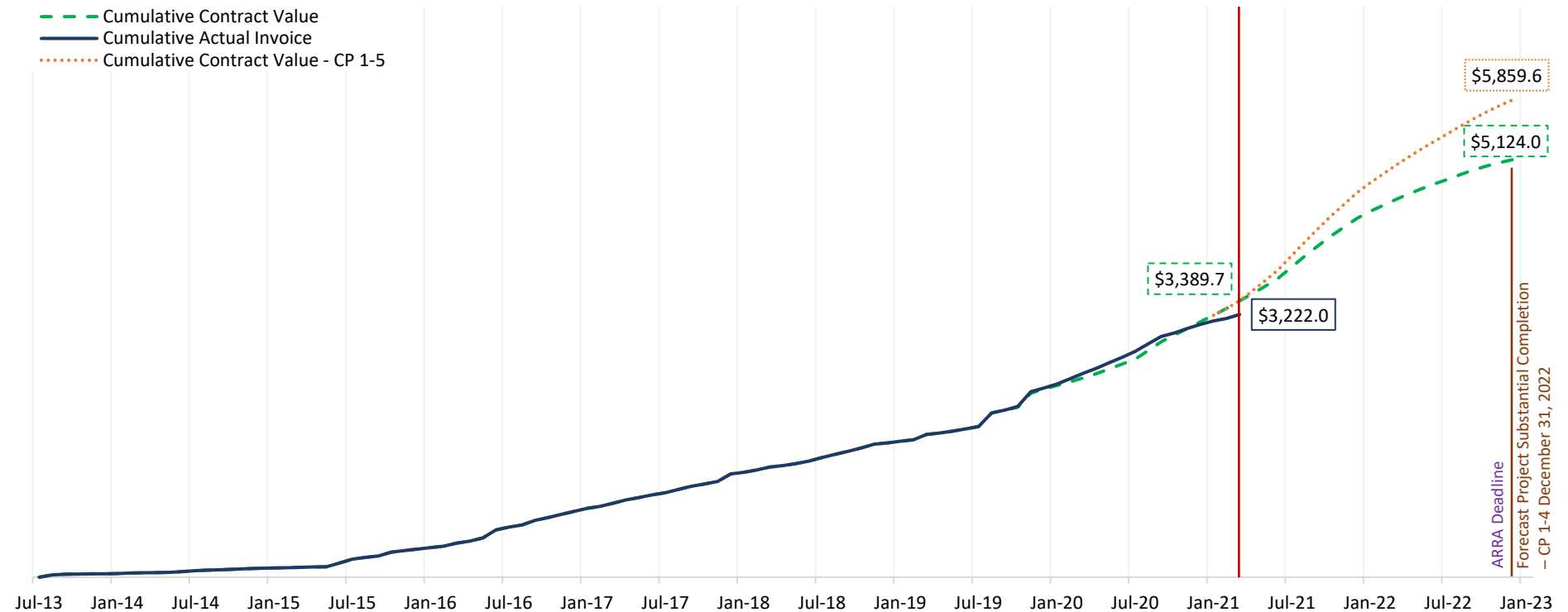
Category	Status Update
<b>General</b>	<ul style="list-style-type: none"> <li>• Design of the structures are complete, and RFC's have been issued.</li> <li>• Financial review of the TIA # 6.1 (escalation) (~ \$51.5M) is continuing. A contract change order is pending.</li> <li>• DB Contractor has submitted TIAs # 7 (~ \$11.8M) and # 8 (~ \$28.5M). Schedule impact analysis has been completed and submitted to PMO for review. Financial claim(s) is under review.</li> <li>• Utility Relocations Status: <ul style="list-style-type: none"> <li>- Relocated: 35 (21%); In Progress: 16 (10%); Approved to Start: 49 (29%); Not Started: 67 (40%); Total: 167.</li> </ul> </li> <li>• Manpower: The daily-worker monthly average of 150 in March 2020 increased to 199 in March 2021.</li> </ul>
<b>Structures</b>	<ul style="list-style-type: none"> <li>• Continued work on Pond Road UP stripping forms, derailment wall and concrete finishing.</li> <li>• Continued work on Peterson Road UP work on structure footings and placing Abutment 1 wall forms.</li> <li>• Continued work on Type 2 and 3 gravel backfills at Poso Creek structure Abutment 1 and 4.</li> <li>• Continued work on West end of McCombs Avenue Overpass irrigation casings, clear &amp; grub, stripping topsoil and subgrade preparation.</li> <li>• Started work on McCombs Avenue Overpass Abutment 1 MSE Wall.</li> <li>• Continued work on SR 46 Structure placing rebar, forms and poured Abutment 3.</li> <li>• Continued work at Poso Avenue UP tying rebar cages and work on drilled shafts.</li> <li>• Continued work at Wasco Viaduct poured North Section of viaduct between Abutment 1 and Bent 4, installing rebar and in Frame 2.2 and South viaduct.</li> <li>• Continued work on Merced Road Overpass MSE Walls setting panels and backfilling.</li> </ul>
<b>Guideway</b>	<ul style="list-style-type: none"> <li>• Continued grading ditches between Elmo Hwy and Sherwood (Station 15421+50 to 15294+50).</li> <li>• Continued work backfilling box culverts between Elmo Hwy and Sherwood (Station 15241+50 to 15294+50).</li> <li>• Resumed work finish grading PG&amp;E access road between Elmo and Sherwood (Station 15241+50 to 15294+50).</li> <li>• Continued embankment slope protection, and prepared subgrade work between Sherwood and Poso Creek.</li> <li>• Resumed work on prepared subgrade and continued work on embankments between Poso Creek and Taussig.</li> <li>• Continued work on City of Wasco utility relocations.</li> <li>• Continued work on Cast in Place wall 280.6 placing footing forms, rebar and pouring sections of footings and wall.</li> <li>• Started AR fencing between Dresser and Merced Avenue.</li> <li>• Continued additional wildlife crossing between Kimberlina Road and Poplar Avenue (Station 15741+00 to 15884+00).</li> </ul>

# 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 March 2021. The planned values are based on the Proposed Revised Baseline Schedules developed for all the construction packages as of March 2021. The completion value (\$5.12B) 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 \$5.12B will be expended by end of December 2022.

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



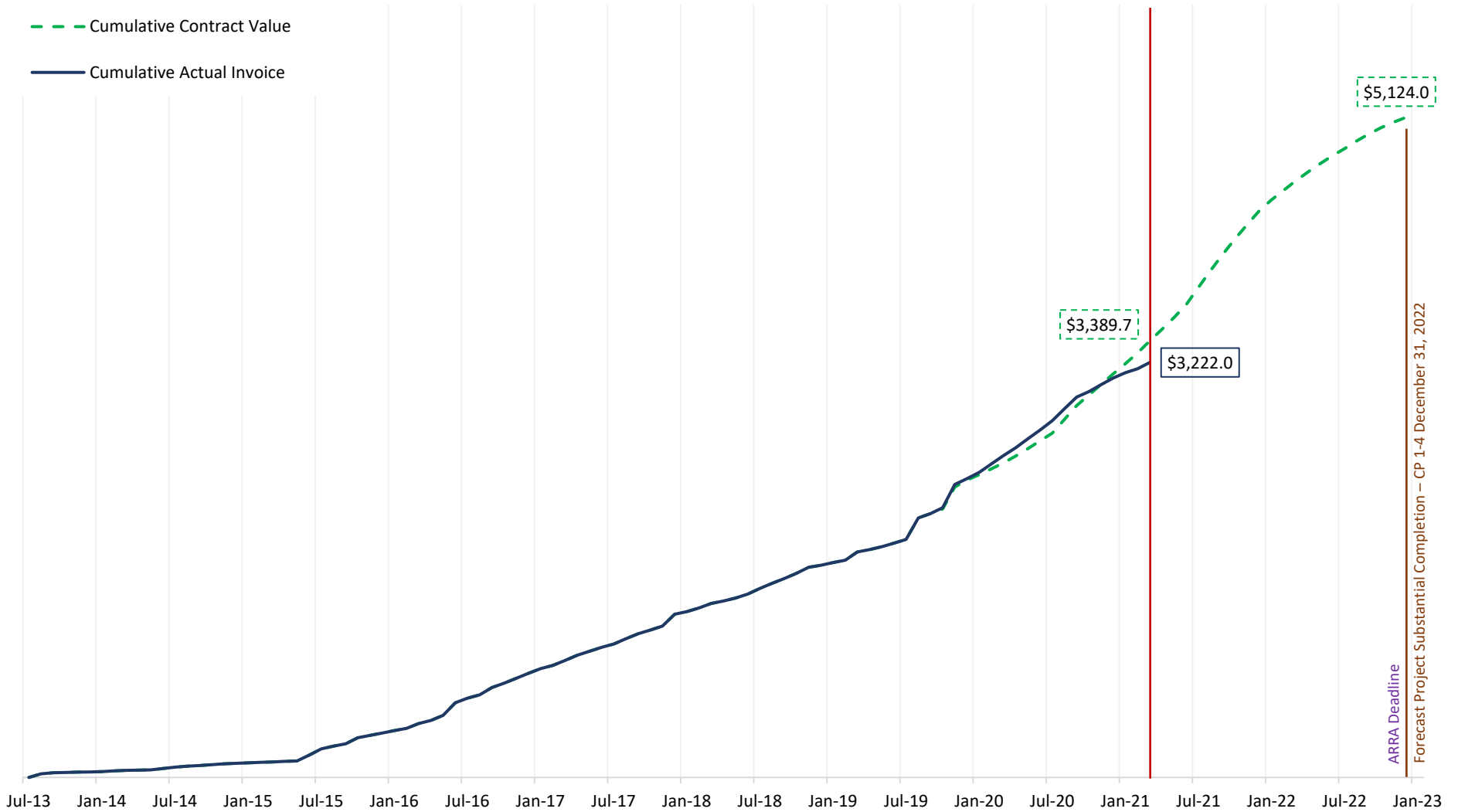
#### Remaining DB and Track Work Baseline Items:

- 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 March 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 \$5,039.1M to \$5,124.0M due to \$84.9M in March 2021 Change Order executions.

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

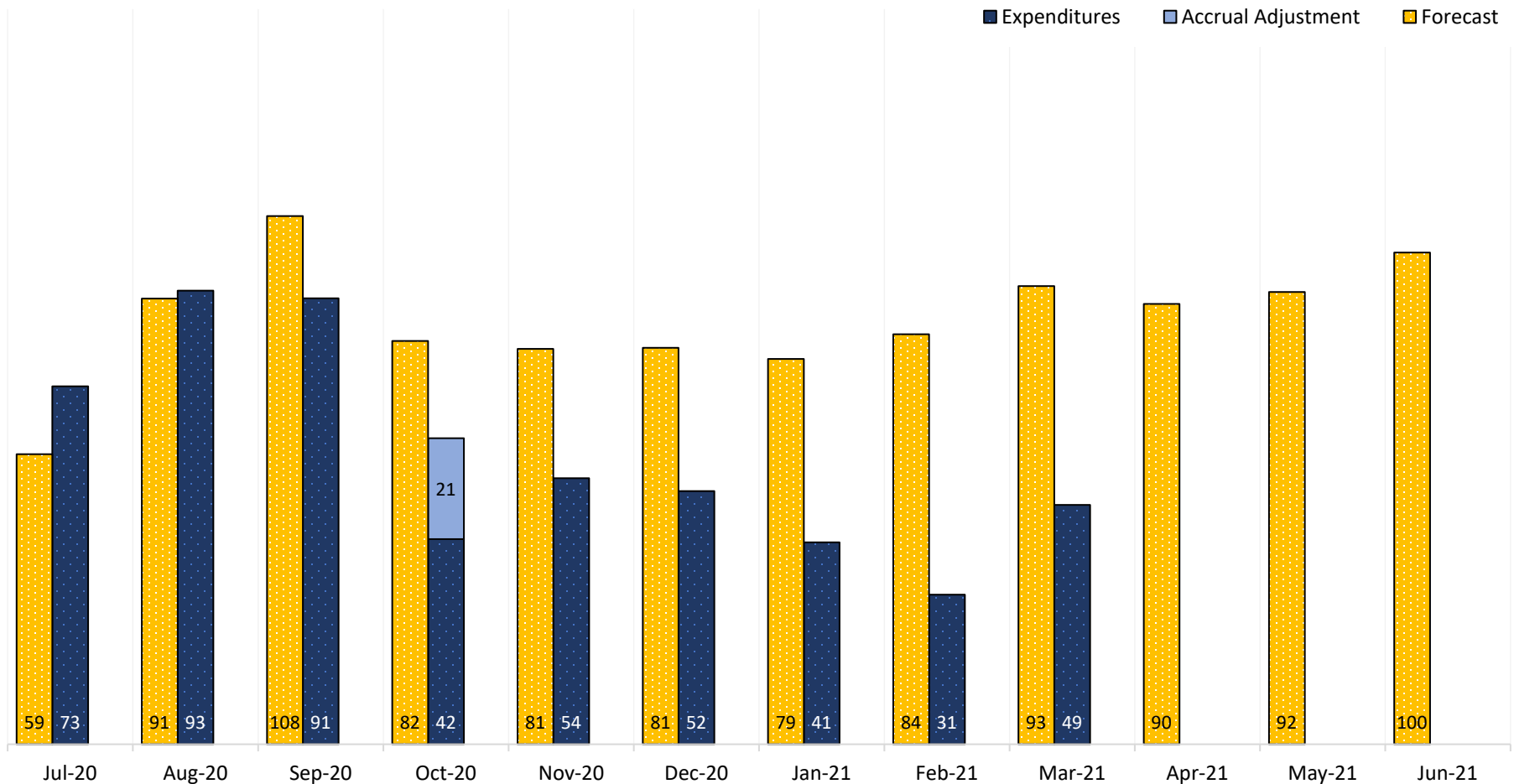


**Notes:**

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

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

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

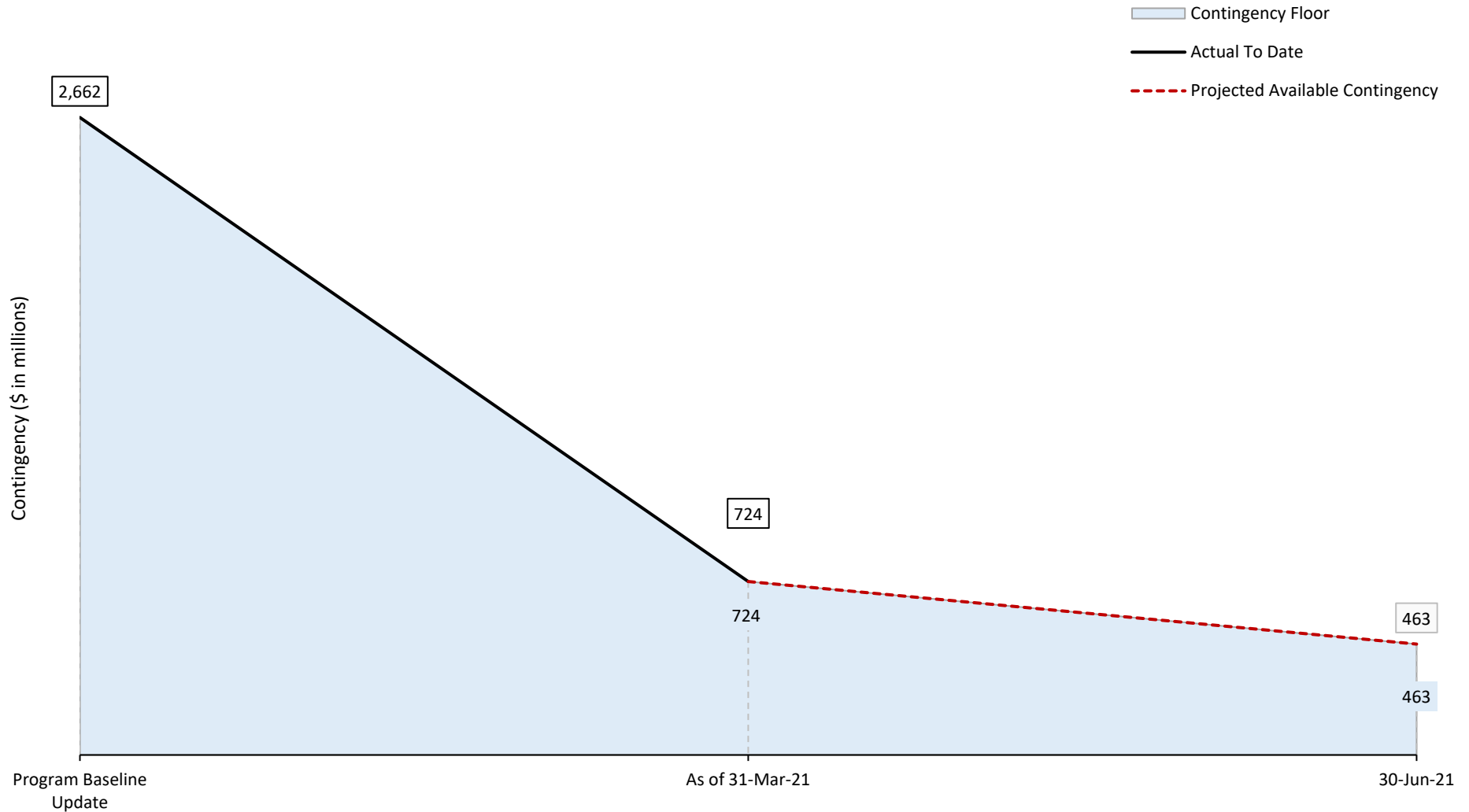


**Notes:**

1. All projections are being monitored against the acceptance of CP 1-4’s Revised Baseline Schedule Rev. 1 as of March 2021.
2. The primary reasons for the lower expenditures are:
  - Construction Package 1: ROW acquisitions for utilities in some areas are still needed for continuance with the structure buildouts.
  - Construction Package 2-3: ROW acquisition delayed at various locations. ROW resolution at Tule River opens the entire Tule River Viaduct area for construction, which facilitates an increase in production.
  - Construction Package 4: ROW acquisitions have been delayed at various locations, environmental compliance issues, and utilities clearance conflicts have impacted the construction progression in the northern and central segments.

# CP 1-4 – Risk - Contingency Report

## CP 1-4 – Risk - Contingency Report



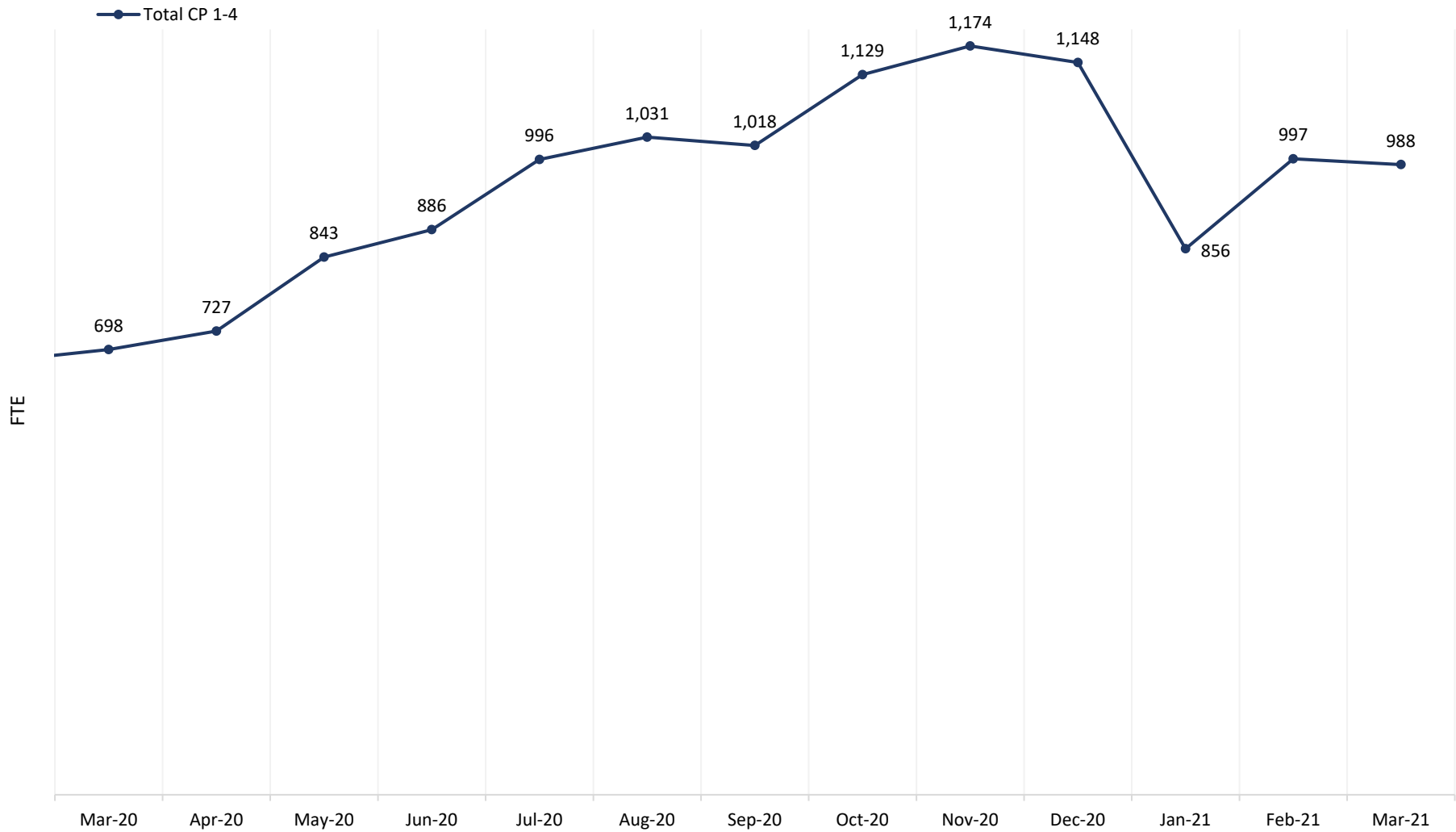
**Notes:**

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 projected contingency amount for the entire CP 1-4 Project through the completion of FY 2020-21.
2. Contract through March 31, 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

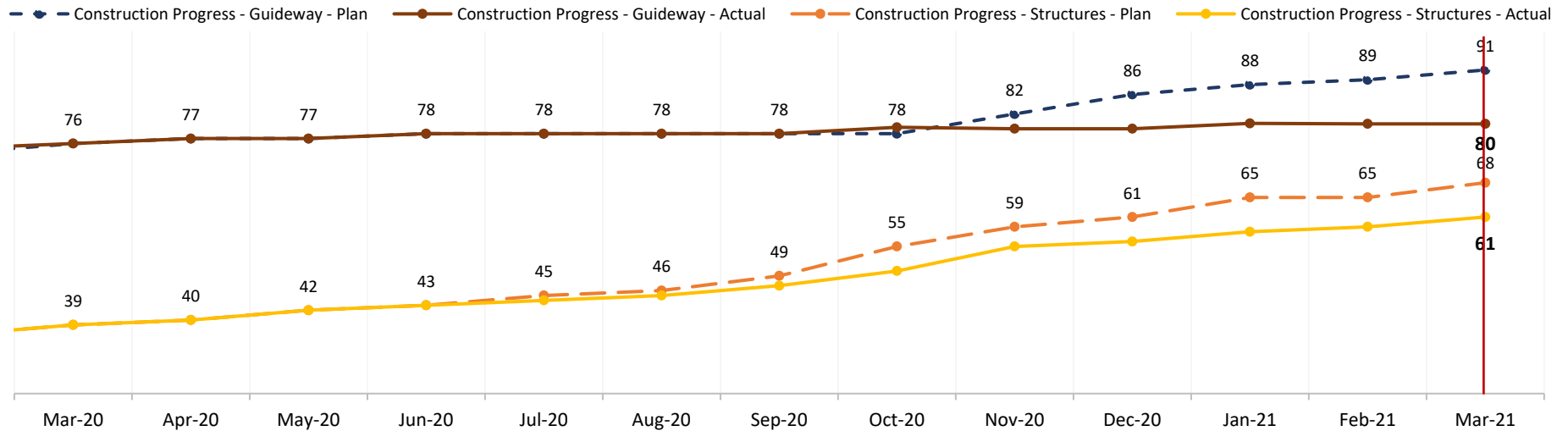


**Notes:**

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 March 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	
<b>Guideway</b>	11	2	27	19	21	0	59	21	<b>80</b>
<b>Structures</b>	11	13	27	0	10	0	48	13	<b>61</b>

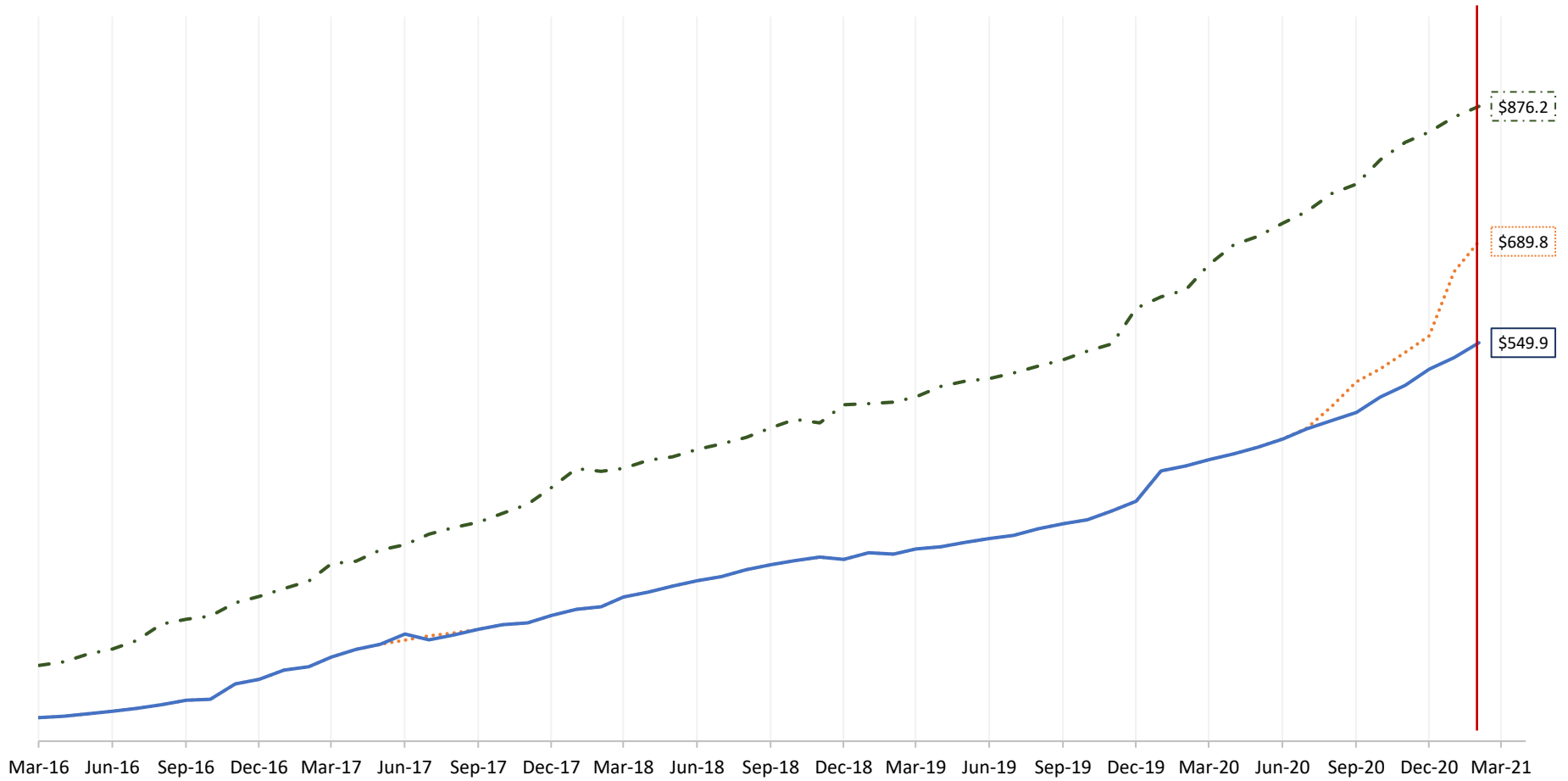
**Notes:**

- Total Structures: 93 each. Total Guideway: approximately 119 miles.
- The Forecasted Structures and Guideway are based on CP 1-4's Revised Baseline Schedule Rev. 1 as of March 2021.
- CP 1: 13 miles underway/substantially complete.
  - Four miles behind plan for the period. Large 50-foot high MSE wall construction to start at Muscat in April 2021. The guideway's most southern section is pending design approval by the Authority, which is expected in April 2021.
- CP 2-3: 46 miles underway/substantially complete.
- Seven miles behind plan for the period. Segment 3 South's delay in clearing four miles of embankment (currently being cleared) resulting in a schedule delay to start construction. Deer Creek Viaduct delayed due to ROW negotiations. Expected to open another three miles of guideway in April 2021. Avenue 136 delayed due to ROW negotiations. Expected to start in June 2021. CP 1: 24 structures underway/substantially complete.
  - Six structures behind plan for the period. Central Avenue: PG&E electrical relocation delayed due to design and railroad approval - estimated start date is June 2021. Road 26: PG&E and AT&T utility relocations delayed due to design and railroad approval - estimated start date is June 2021. Belmont Avenue: Requires UPRR Work Plan approval of a new rail switch design prior to approving PG&E's electrical line relocation along Belmont Avenue. The UPRR Work Plan is being prioritized with UPRR, after which a workshop will be held with the City of Fresno. Expected start is June 2021. Jensen Trench has not started due to existing PG&E and City of Fresno Sewer Relocations. Avenue 7: PG&E and AT&T utility relocations delayed due to design and railroad approval. Avenue 9 is prevented from starting due to Environmental clearance at the PG&E gas distribution line.
- CP 2-3: 27 structures underway/substantially complete.
  - On plan. 13 Type 1 structures and 14 Type 2 structures are under construction.
- CP 4: 10 structures underway/substantially complete.
  - One structure behind plan primarily due to discussions on Grade Separation Agreement that is currently being reviewed by the Authority.

# 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: 472.
2. Value of overall Small Business Goal (30%): \$1.5B.
3. Value of Current Small Business Enterprise Awarded Contracts: \$1B (increase of \$14.9M from January 2021).
4. Value of Small Business expended: \$549.9M.
5. Small Business Enterprise Utilization percentage based on Contractor Invoices Paid to Date: 18.8%.
6. Business Enterprise Utilization towards Value of overall Small Business Goal: 36.3%
7. Due to processing and confirmation of Contractor submitted data, Small Business Enterprise Values are as of February 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 February 28, 2021	Total Needed COS <sup>(1)</sup> Modifications <sup>(2)</sup>	Total Needed March 31, 2021	Total Acquired February 28, 2021	Acquired March 31, 2021	Total Acquired March 31, 2021
	(A)	(B)	(C) = (A) + (B)	(D)	(E)	(F) = (D) + (E)
CP 1	1,049	17	1,066	883	27	910
CP 2-3	998	2	1,000	742	5	747
CP 4	238	0	238	182	1	183
<b>Total</b>	<b>2,285</b>	<b>19</b>	<b>2,304</b>	<b>1,807</b>	<b>33</b>	<b>1,840</b>

#### Notes:

1. Certificate of Sufficiency (COS).
2. For CP 1, added 17 parcels (15 Authority owned requiring no acquisition) due to revised design and additional ownership interests. For CP 2-3, added two parcels identified during mapping and revised design.

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

Construction Package	Total Acquired <sup>(1)</sup> March 31, 2021	Delivered to DB <sup>(3)</sup> March 31, 2021	Total Delivered to DB <sup>(4)</sup> March 31, 2021	Total Acquired, Remaining to Deliver to DB March 31, 2021
	(G) = (F)	(I)	(J)	(K) = (G) - (J)
CP 1	910	7	886	24
CP 2-3	747	11	745	2
CP 4	183	2	181	2
<b>Total</b>	<b>1,840</b>	<b>20</b>	<b>1,812</b>	<b>28</b>

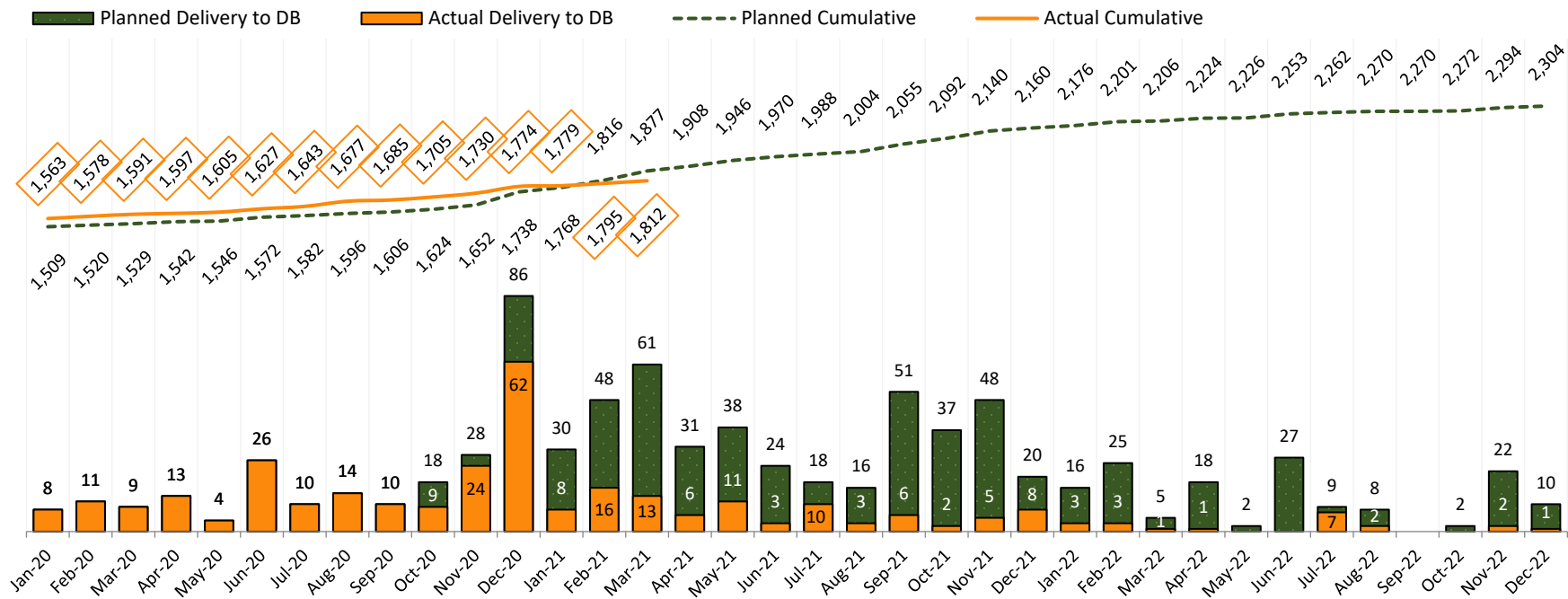
#### Notes:

1. Total Acquired is defined as parcels that are legally possessed by the Authority.
2. CP 1 Delivered to DB adjusted by three parcels due to reporting reconciliation.
3. The 20 parcels delivered to the DB includes: three delivered prior to January 2020, four planned in March and April, two in December 2020, and one in January, May, June, July, September, January 2022, and November 2022.
4. 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 March 31, 2021	Total Parcels Delivered to Date March 31, 2021	Remaining Parcels to be Delivered March 31, 2021
CP 1	1,066	886	180
CP 2-3	1,000	745	255
CP 4	238	181	57
<b>Total</b>	<b>2,304</b>	<b>1,812</b>	<b>492</b>

## CP 1-4 – Parcel Delivery to DB Summary



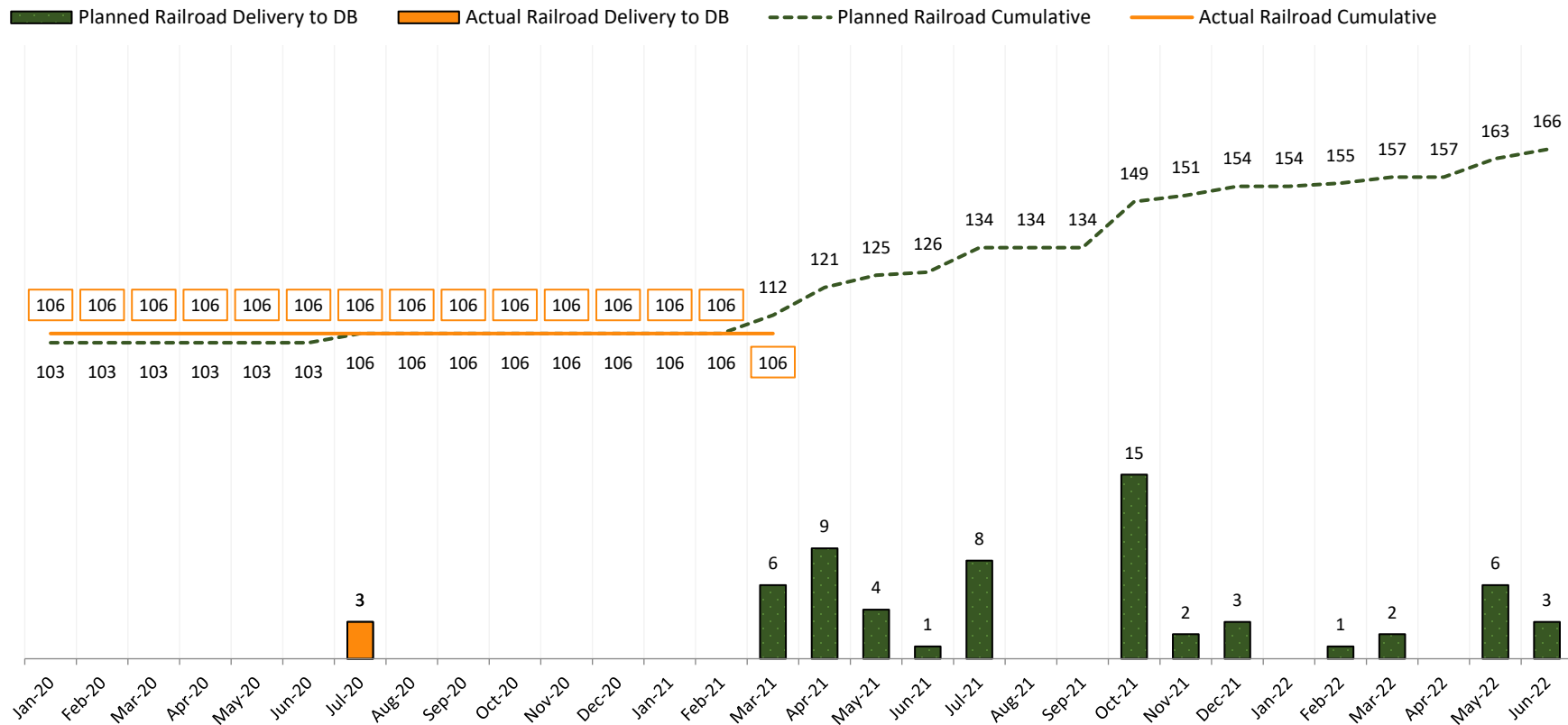
**Notes:**

1. This reflects the current Revised Baseline Schedule 1 (RBS) for CP 1, CP 2-3, and CP 4.
2. The current RBS schedules are being revised to incorporate and mitigate ROW delays which will result in adjusted parcel time frames.
3. Actual cumulative line for March 2021 reflects delivered parcels that are forecasted in future months.
4. 139 delinquent parcels (9 in October, 4 in November, 24 in December, 22 in January, 32 in February, and 48 in March). CP 1: 38 parcels - three in December (two at Avenue 8; forecast mid-February and one at Belmont; work proceeding with an Encroachment Permit), three parcels in January (One at Greentree, Church, and Kern), nine parcels in January (two at American and Avenue 13, and one at Avenue 17, Avenue 8, Jensen, Thorne, and Tulare), and 23 parcels in March (15 at Avenue 17, three at Road 27, two at Malaga, Raymond, and Herndon. CP 2-3: 80 parcels - two in October (one at Nebraska and Tule River), four in November (one at Tule River and three at Avenue 56), 21 parcels in December (six at Orange and Avenue 120, three 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), 16 parcels in February (five at Avenue 56, three at Avenue 128, two at 8th Avenue and Lansing, and one at Chestnut, Davis, Elkhorn, and Manning), and 24 parcels in March (five at Avenue 64, three at Adams, Mountain View, SR-43, two at Davis, Road 64, Avenue 60, and one at Kent, Avenue 44, Avenue 56, and Avenue 68. CP 4: 21 delinquent parcels - Seven in October at Garces Highway; executed permission-to-enter agreements allow Environmental work to progress while concluding acquisition negotiations. Six parcels in January (two at McCombs and four at Peterson), seven parcels in February (four at Garces Highway and three at 4th Street), and one parcel in March at Sherwood. DB performing out-of-sequence work to mitigate.

## CP 1-4 – ROW Railroad Summary

Construction Package	Total Needed Railroad Parcels March 31, 2021	Total Railroad Parcels Delivered to Date March 31, 2021	Remaining Railroad Parcels to be Delivered March 31, 2021
CP 1	83	53	30
CP 2-3	54	26	28
CP 4	29	27	2
<b>Total</b>	<b>166</b>	<b>106</b>	<b>60</b>

### CP 1-4 – Railroad Parcel Delivery to DB Summary



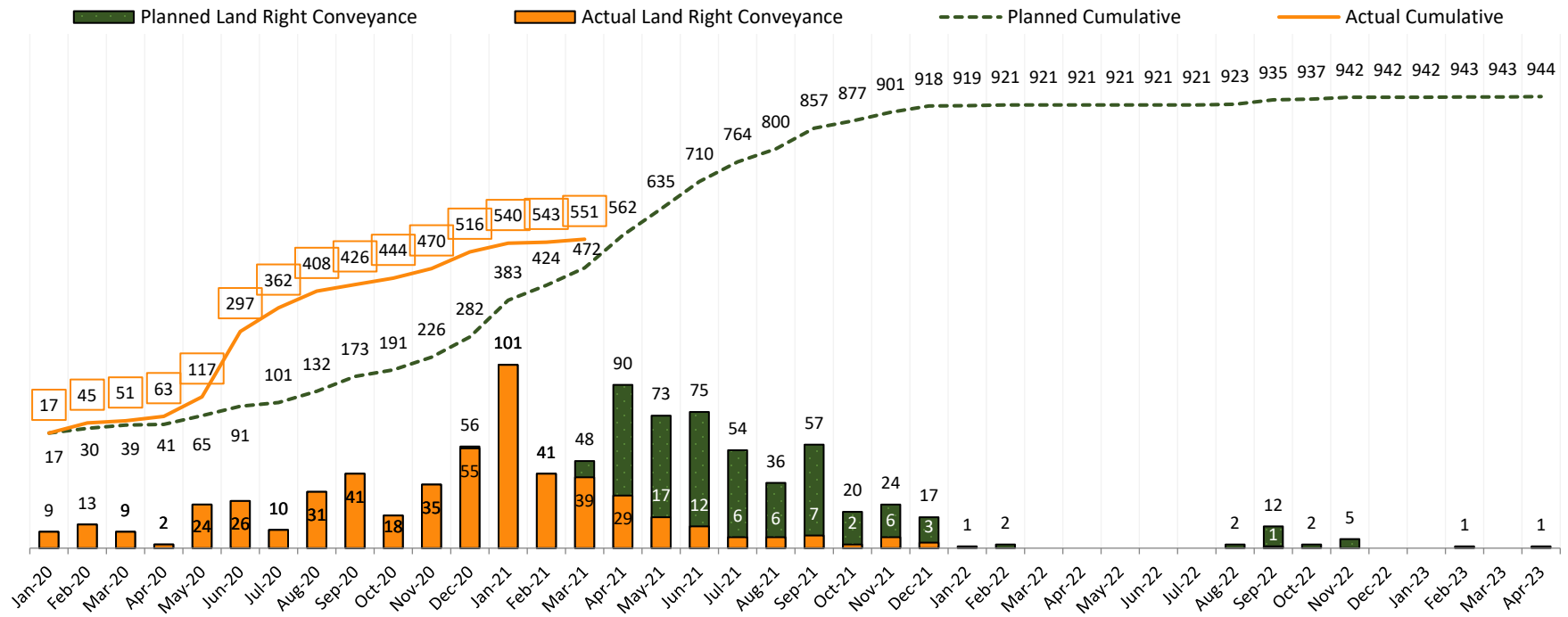
**Notes:**

1. This reflects the current Railroad Revised Baseline Schedule 1 (RBS) for CP 1, CP 2-3, and CP 4.
2. The current RBS schedules are being revised to incorporate and mitigate ROW delays which will result in adjusted parcel time frames.
3. One CP 2-3 Railroad parcel removed due to design refinement.
4. Six delinquent Railroad parcels in March.

### 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 February 28, 2021	Total Needed Land Right Conveyances Modifications	Total Needed Land Right Conveyances March 31, 2021	Total Land Right Conveyances Approved <sup>(4)</sup> to Date February 28, 2021	Total Land Right Conveyances Approved March 31, 2021	Remaining Land Right Conveyances to be Approved March 31, 2021
CP 1	425	-17	408	294	0	114
CP 2-3	441	-3	438	218	8	212
CP 4	102	-4	98	31	0	67
<b>Total</b>	<b>968</b>	<b>-24</b>	<b>944</b>	<b>543</b>	<b>8</b>	<b>393</b>

### 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 Schedule 1 (RBS).
2. The current RBS schedules are being revised to incorporate and mitigate land right conveyances delays.
3. Actual Cumulative for March 2021 includes completed land right conveyances that are forecasted in future months.
4. The term "Approved" is defined as land right conveyances with Director of Real Property for signature, PG&E for signature, or recorded.
5. 24 Tier 1 Land Right Conveyances no longer required prior to construction, 17 in CP 1, three in CP 2-3, and four in CP 4.
6. Ten delinquent land right conveyances. CP 1: Nine land right conveyances in March (three at Barstow, one at Fresno, Herndon, Jenson Trench, Fresno Trench, Guideway 2, and Guideway 3). CP 4: One land right conveyance in December 2020 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
<b>Madera Valley Water Company (MVWC)</b>	CP 1	Obtain MVWC’s cooperation and capture essential terms working together to relocate MVWC facilities.	Jul-20	Executed Feb-21
<b>County of Kings</b>	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). County requested revisions to updated maps, which ROWE is finalizing. Anticipate taking agreement to May Board meeting for approval.	Sep-20	May-21
<b>City of Wasco</b>	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
<b>City of Wasco</b>	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
<b>Semitropic Water Storage District</b>	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
<b>Semitropic Water Storage District</b>	CP 4	CCUA <sup>(1)</sup> 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
<b>Semitropic Water Storage District</b>	CP 4	JUA <sup>(2)</sup> 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



<b>North Kern Water Storage District (NKWSD)</b>	CP 4	Utility Agreement amendments for construction of facilities.  Authority and NKWSD are currently in arbitration to resolve issues.	Mar-21	May-21
<b>North Kern Water Storage District</b>	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
<b>North Kern Water Storage District</b>	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
<b>Current Forecast Substantial Completion Date<sup>(1)</sup>:</b>	<b>12/31/2022</b>

### 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:	\$1,338,967,115.97
Current Contract Amount:	\$2,361,955,115.97
Approved Invoices to Date:	\$1,459,509,242.64
<b>Remaining Contract Balance:</b>	<b>\$902,445,873.33</b>

### Contract Time Status

Description	Duration <sup>(2)</sup>
Original Contract Days:	1,628
Extension of Time Awarded:	1,312
Current Forecast Contract Days:	2,940
Work Days Spent (thru 03/31/2021):	2,724

### Expended to Date

Description	Percentage
Time:	92.7%
Dollars:	61.8%

### Growth Percentage

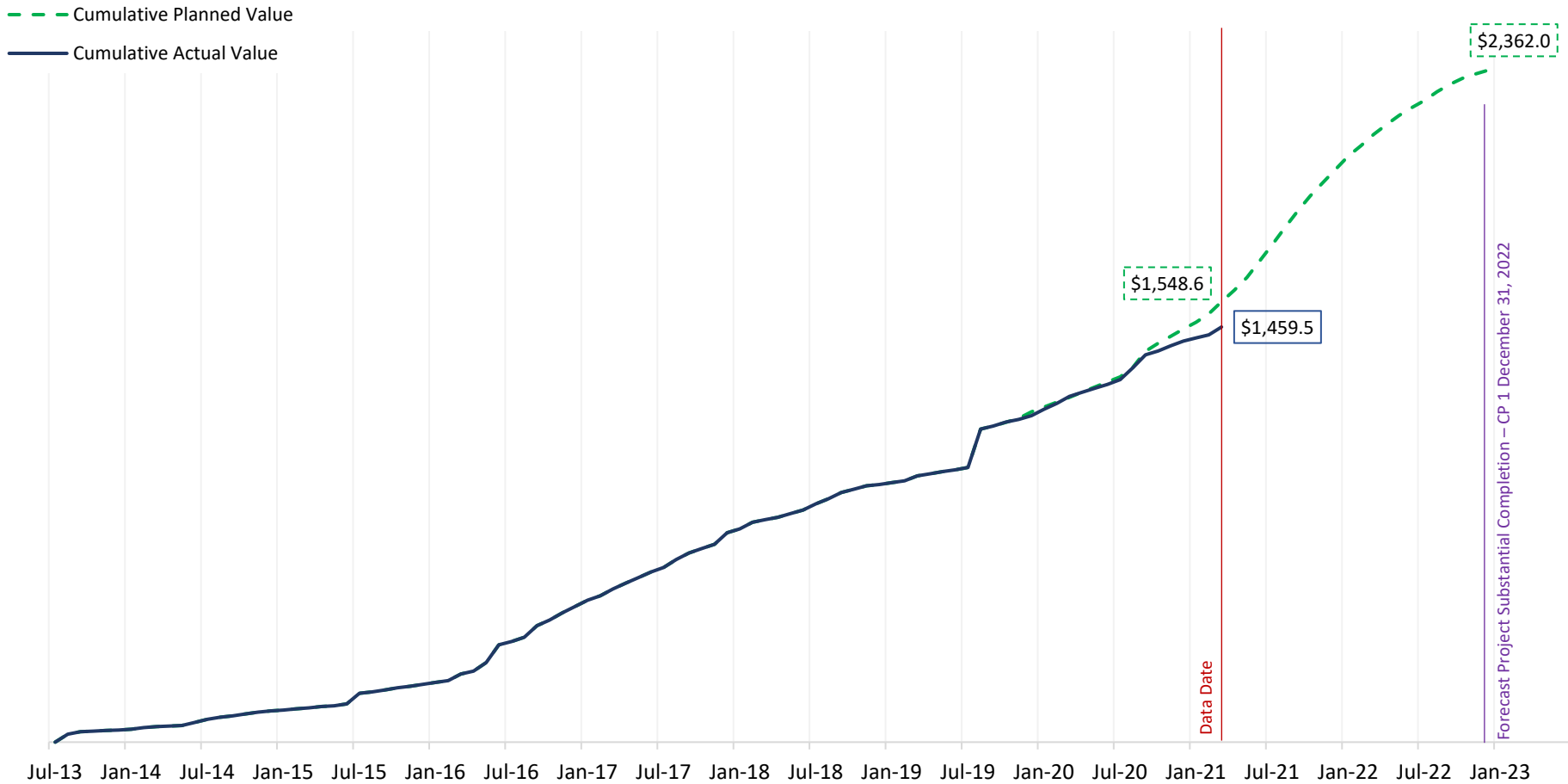
Description	Percentage
Time:	80.6%
Dollars:	130.9%

### Notes:

1. Current RBS Rev. 1 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)

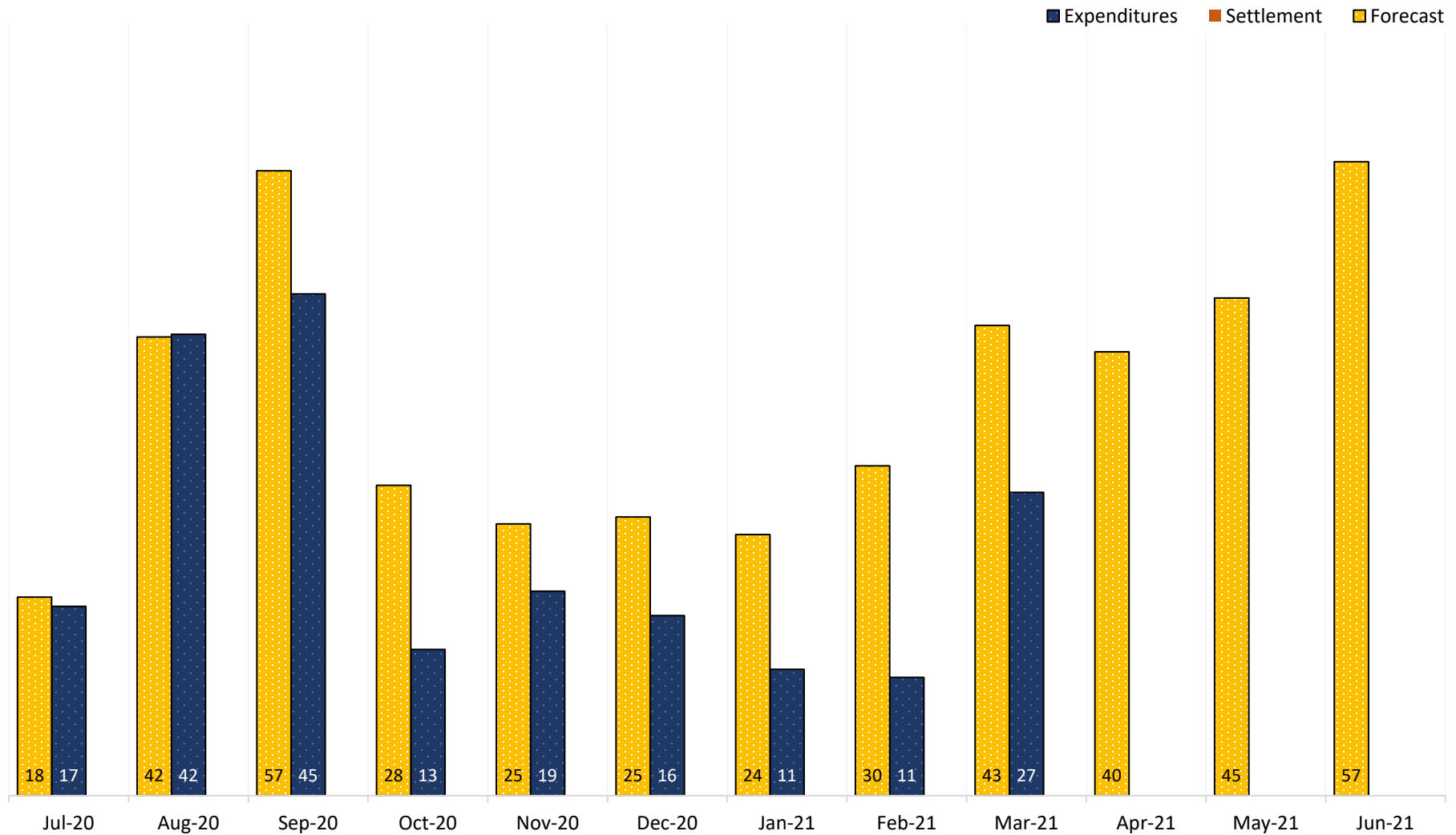


**Notes:**

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 Rev. 1. 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 acceptance of CP 1's Revised Baseline Schedule Rev. 1 as of March 2021.
3. ROW acquisitions for utilities in some areas are still needed for continuance with the structure buildouts.

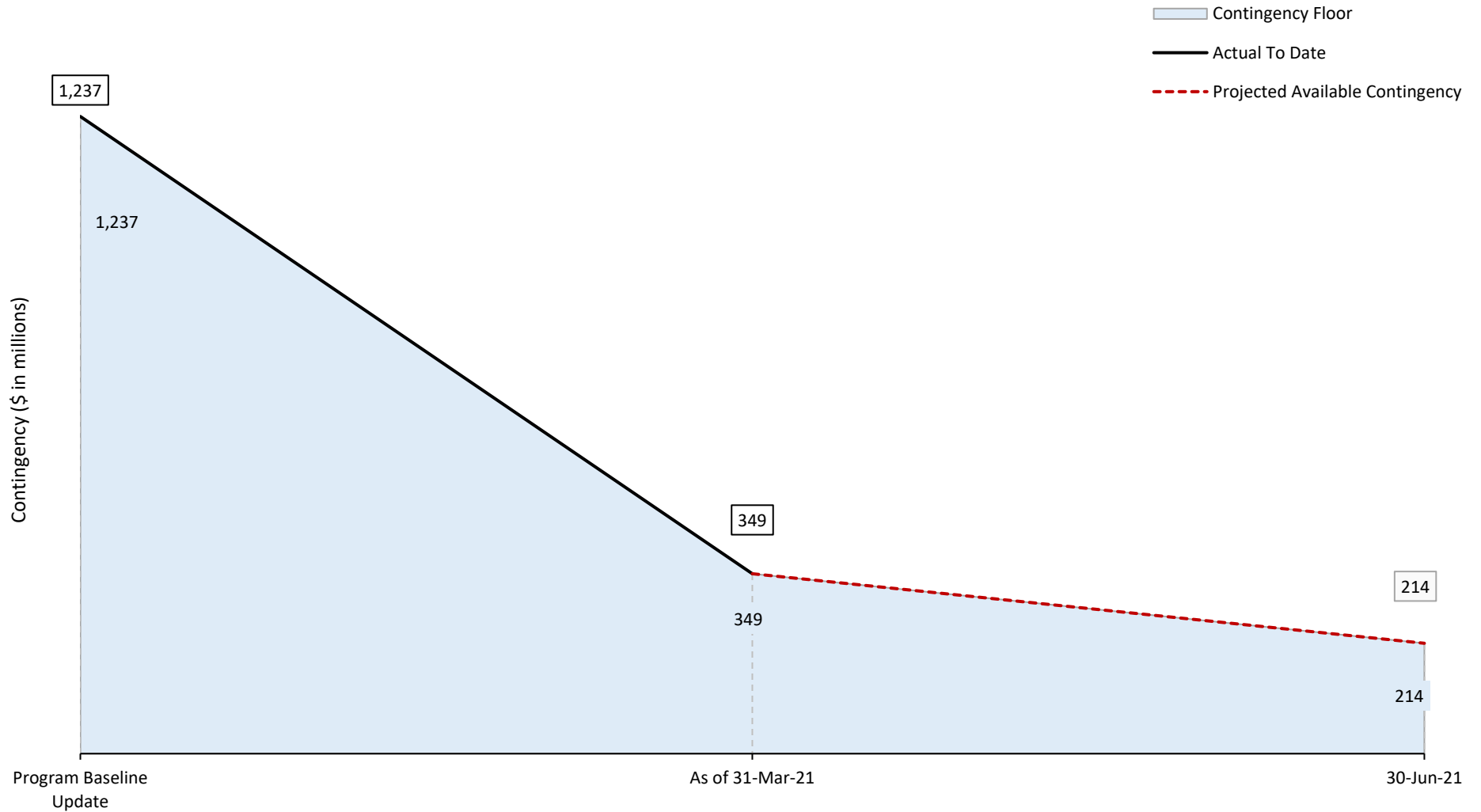
## CP 1 – Executed Change Order Status

### CP 1 – Executed Change Order Status

CO Number	Title	Change Status	Amount	Executed Date
00233.6	Road 27 Delays - MVWC Review Services Extended Agreement Fee S2	Executed	\$5,719.00	08-Mar-21
00048.6	PGE and ATT Facilities Relocation Provisional Sum Supplement 6	Executed	\$78,004,971.31	09-Mar-21
00363	Avenue 15 Realignment - Construction	Executed	\$1,813,876.00	12-Mar-21
00373	Chinatown and Downtown Outreach	Executed	\$76,000.00	18-Mar-21
<b>Total:</b>			<b>\$79,900,566.31</b>	

# CP 1 – Risk - Contingency Report

## CP 1 – Risk - Contingency Report

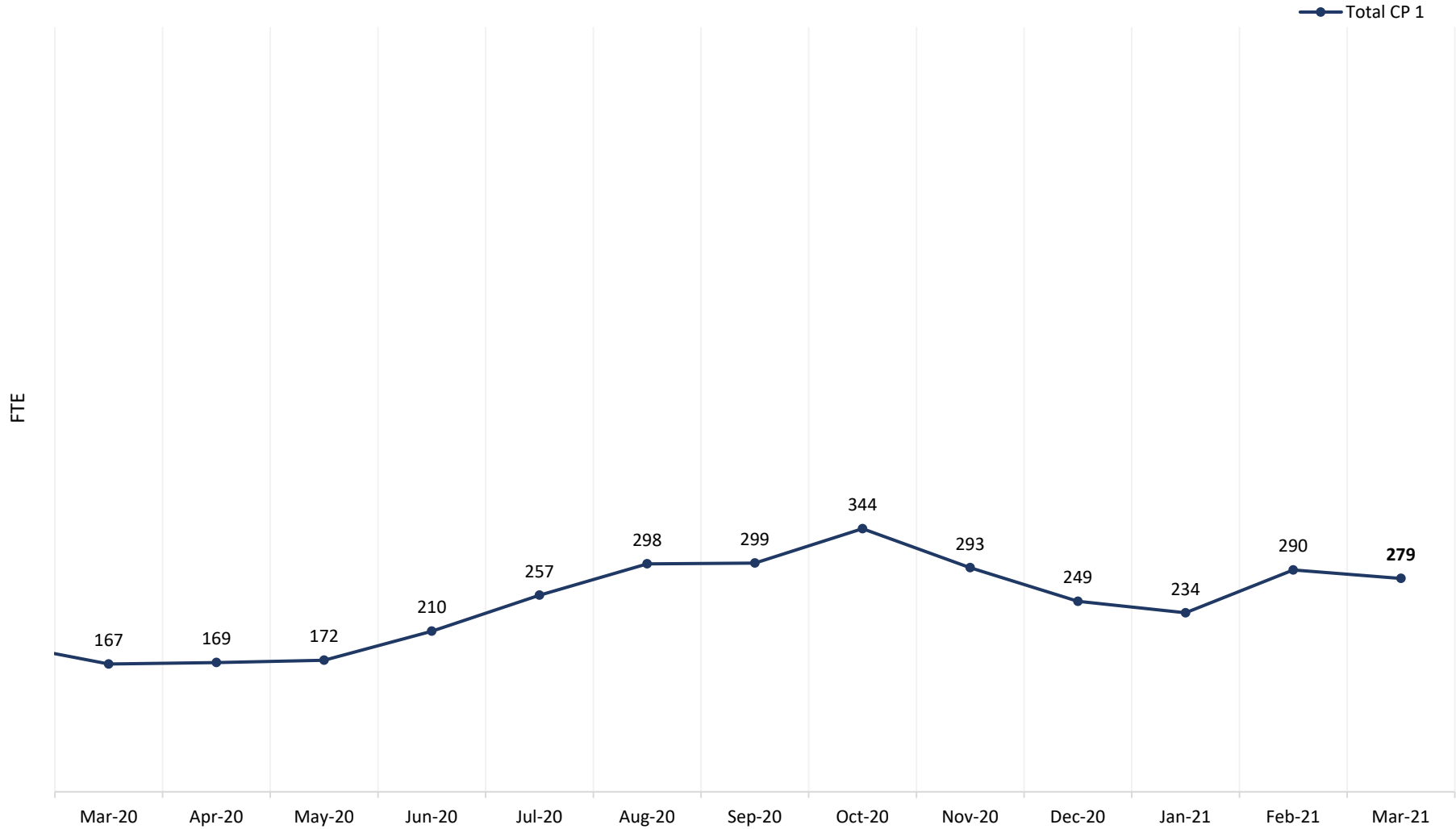


**Notes:**

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 projected contingency amount for the entire CP 1 Project through the completion of FY 2020-21.
2. Contract through March 31, 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

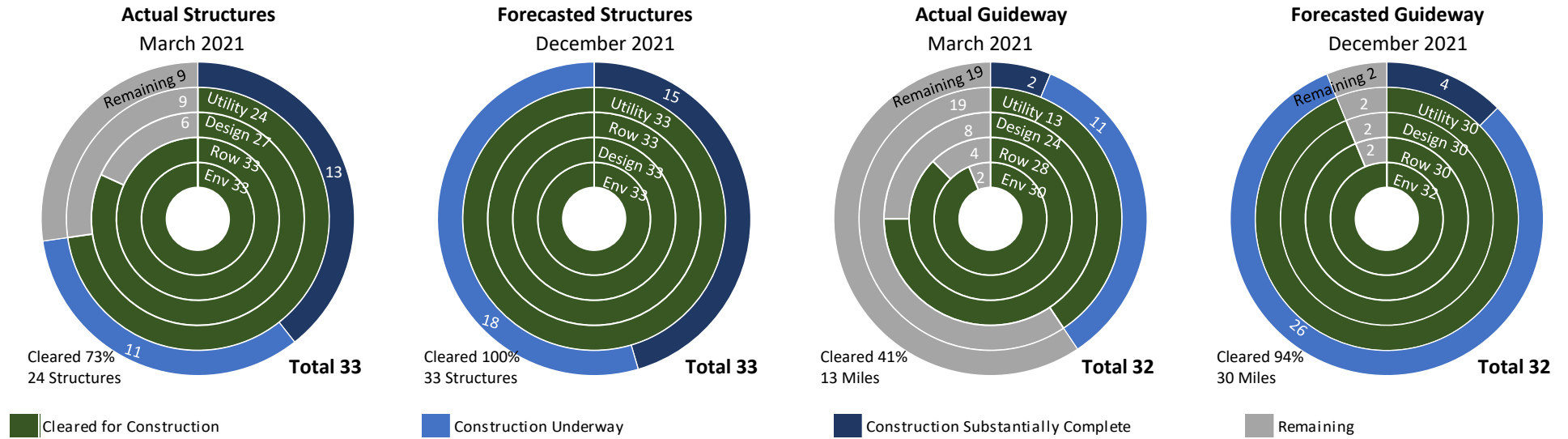


**Notes:**

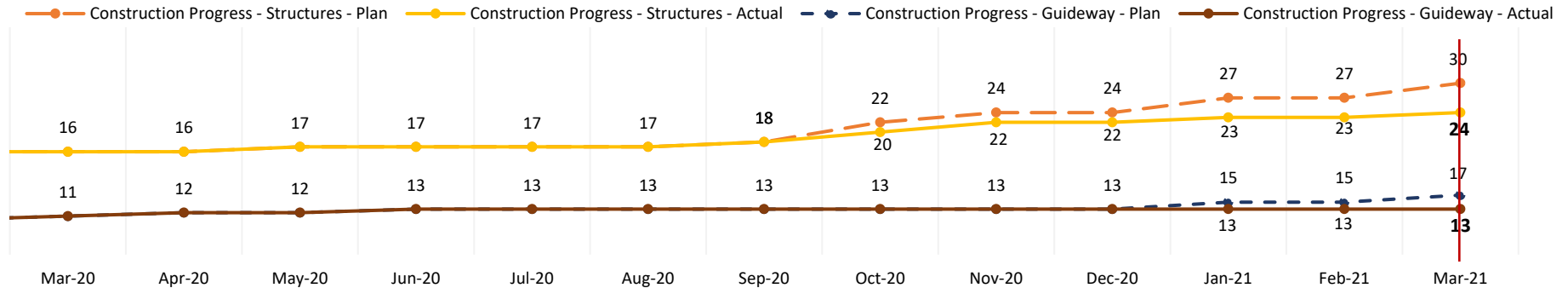
1. The Construction Labor numbers (Full-Time Employees) are based on the working calendar month.
2. The data from March 2020 to April 2020 was previously presented with data from each month's final week. The data has been updated to represent more accurately the overall total on a per working calendar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

# CP 1 – Construction Progress

## CP 1 – Construction Progress



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



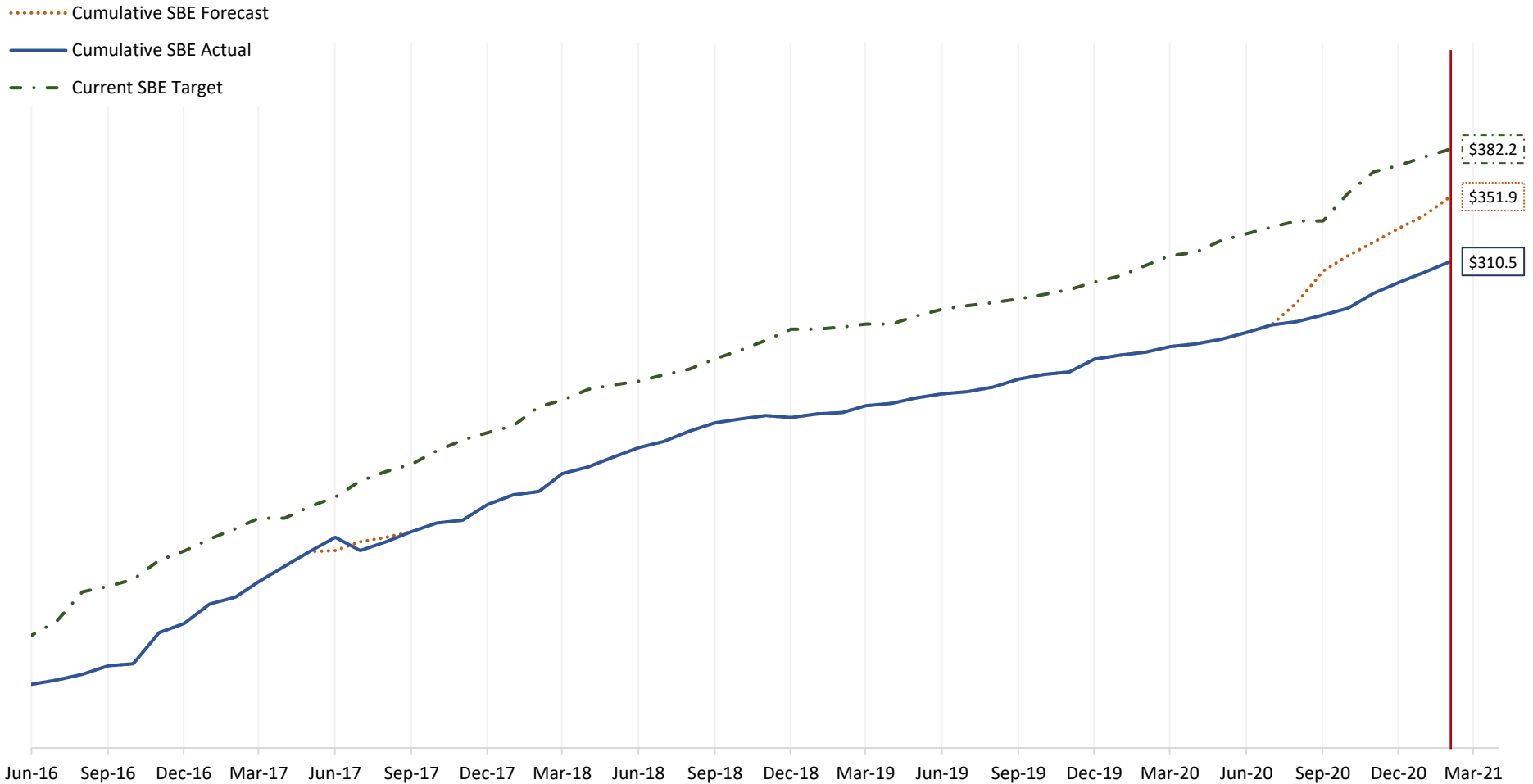
**Notes:**

- 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 CP 1-4's Revised Baseline Schedule Rev. 1 as of March 2021.
- 13 miles underway/substantially complete.
  - Four miles behind plan for the period. Large 50-foot high MSE wall construction to start at Muscat in April 2021. The guideway's most southern section is pending design approval by the Authority, which is expected in April 2021.
- 24 structures underway/substantially complete.
  - Six structures behind plan for the period – Central Avenue: PG&E electrical relocation delayed due to design and railroad approval - estimated start date is June 2021. Road 26: PG&E and AT&T utility relocations delayed due to design and railroad approval – estimated start date is June 2021. Belmont Avenue: Requires UPRR Work Plan approval of a new rail switch design prior to approving PG&E's electrical line relocation along Belmont Avenue. The UPRR Work Plan is being prioritized with UPRR, after which a workshop will be held with the City of Fresno. Expected start is June 2021. Jensen Trench has not started due to existing PG&E and City of Fresno Sewer Relocations. Avenue 7: PG&E and AT&T utility relocations delayed due to design and railroad approval. Avenue 9 is prevented from starting due to Environmental clearance at the PG&E gas distribution line.



# CP 1 – Small Business Enterprise

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



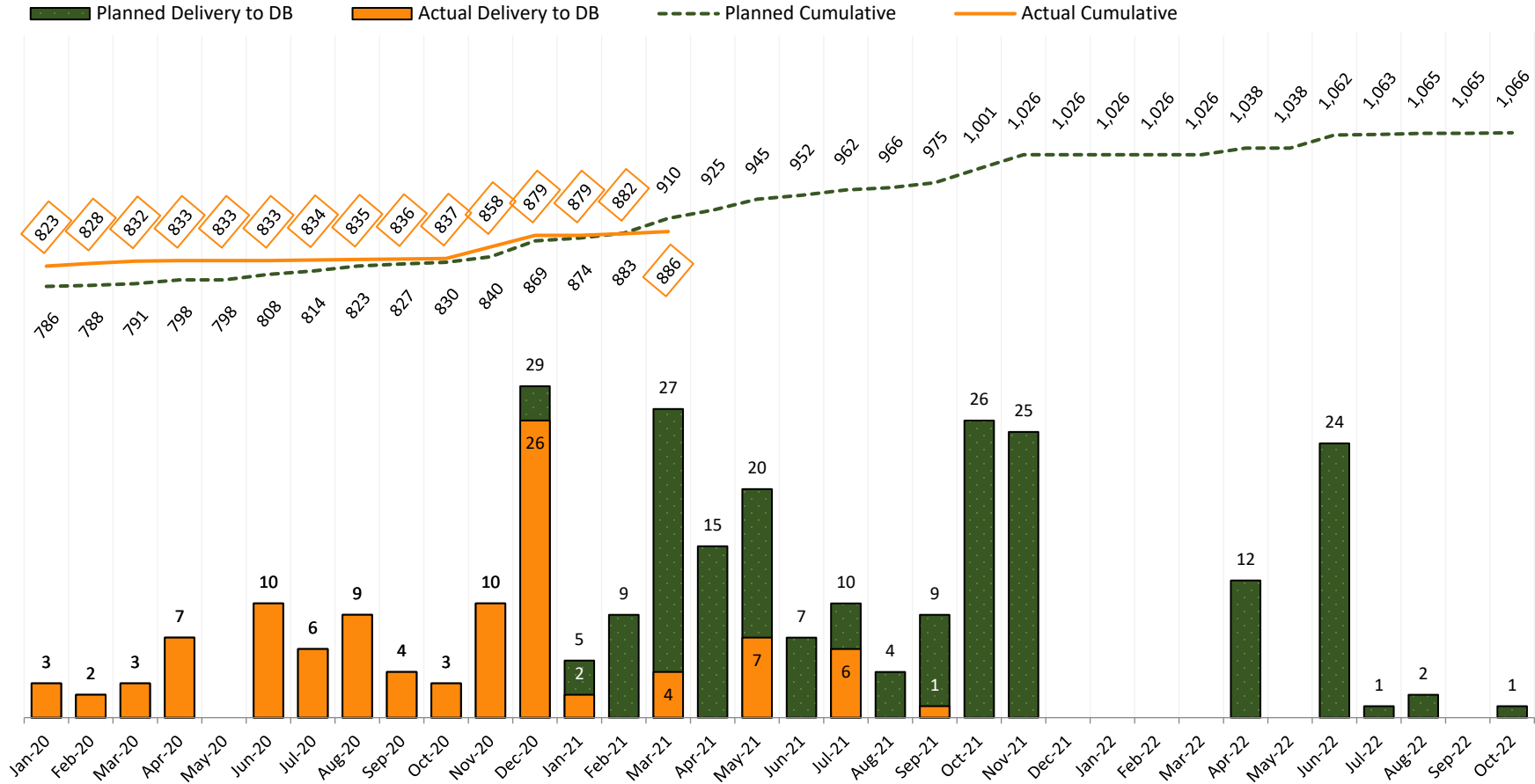
**Notes:**

1. Number of Small Business Enterprise Awarded Contracts: 143.
2. Value of overall Small Business Goal (30%): \$683.8M.
3. Value of Current Small Business Enterprise Awarded Contracts: \$518.9M (increase of \$7.1M from January 2021).
4. Value of Small Business expended: \$310.5M.
5. 30% Goal Value for Small Business expended: \$382.2M.
6. Small Business Enterprise Utilization percentage based on Contractor Invoices Paid to Date: 24.4%.
7. Small Business Enterprise Utilization towards Value of overall Small Business Goal: 45.4%.
8. Due to processing and confirmation of Contractor submitted data, Small Business Enterprise Values are as of February 2021.

# CP 1 – ROW Summary

Construction Package	Total Needed Parcels March 31, 2021	Total Parcels Delivered to Date March 31, 2021	Remaining Parcels to be Delivered March 31, 2021
CP 1	1,066	886	180

## CP 1 – Parcel Delivery to DB Summary

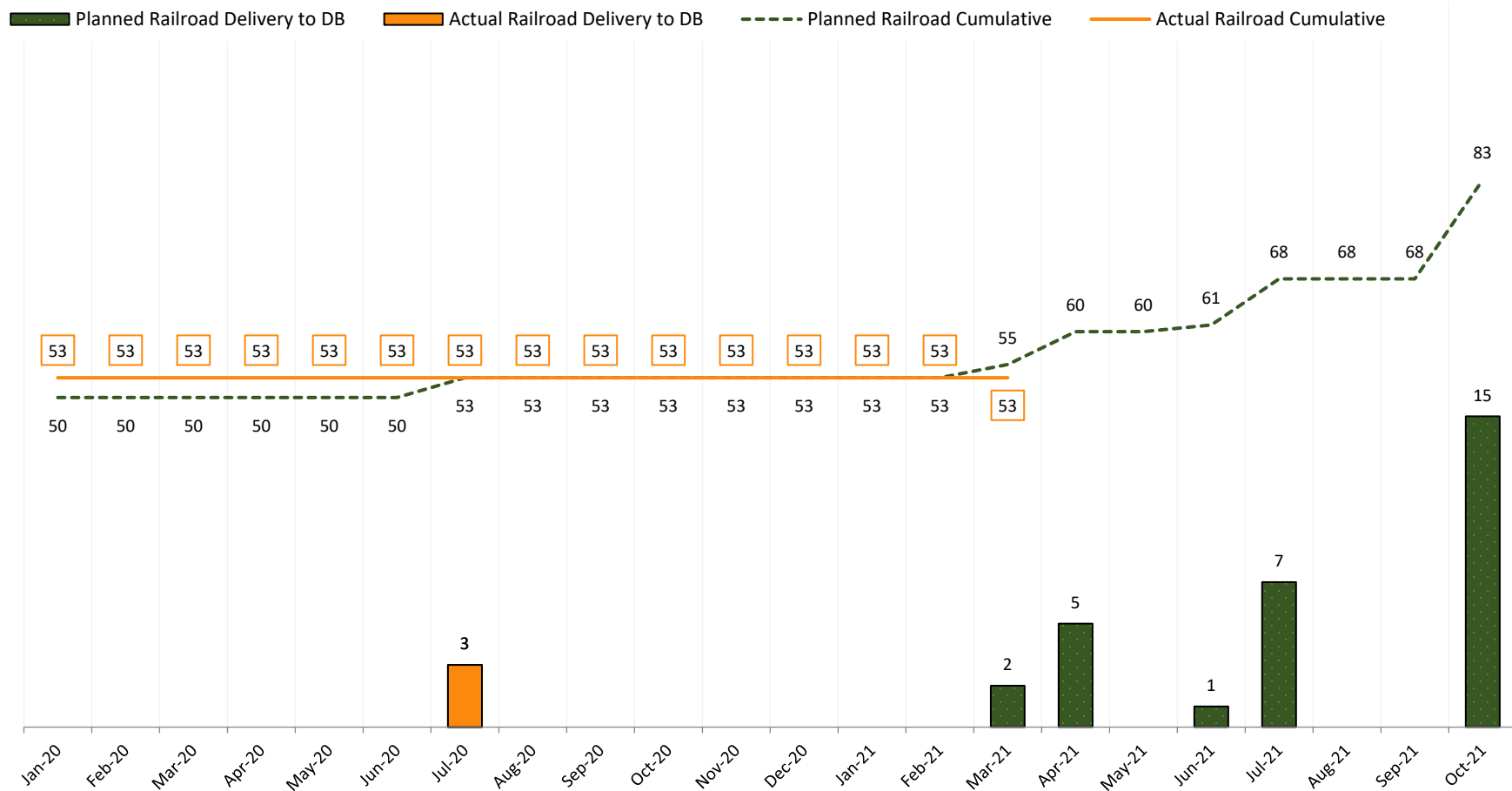


- Notes:**
1. This reflects the current Revised Baseline Schedule 1 (RBS) for CP 1.
  2. The current RBS schedules are being revised to incorporate and mitigate ROW delays which will result in adjusted parcel time frames.
  3. January 2020 Delivered to DB Cumulative adjusted by three parcels due to reporting reconciliation.
  4. Actual cumulative line for March 2021 reflects delivered parcels that are forecasted in future months.
  5. 38 delinquent parcels - three in December (two at Avenue 8; forecast mid-February and one at Belmont; work proceeding with an Encroachment Permit), three parcels in January (One at Greentree, Church, and Kern), nine parcels in January (two at American and Avenue 13, and one at Avenue 17, Avenue 8, Jensen, Thorne, and Tulare), and 23 parcels missed in March (15 at Avenue 17, three at Road 27, two at Malaga, one at Cedar, Raymond, and Herndon).

## CP 1 – ROW Railroad Summary

Construction Package	Total Needed Railroad Parcels March 31, 2021	Total Railroad Parcels Delivered to Date March 31, 2021	Remaining Railroad Parcels to be Delivered March 31, 2021
CP 1	83	53	30

### CP 1 – Railroad Parcel Delivery to DB Summary



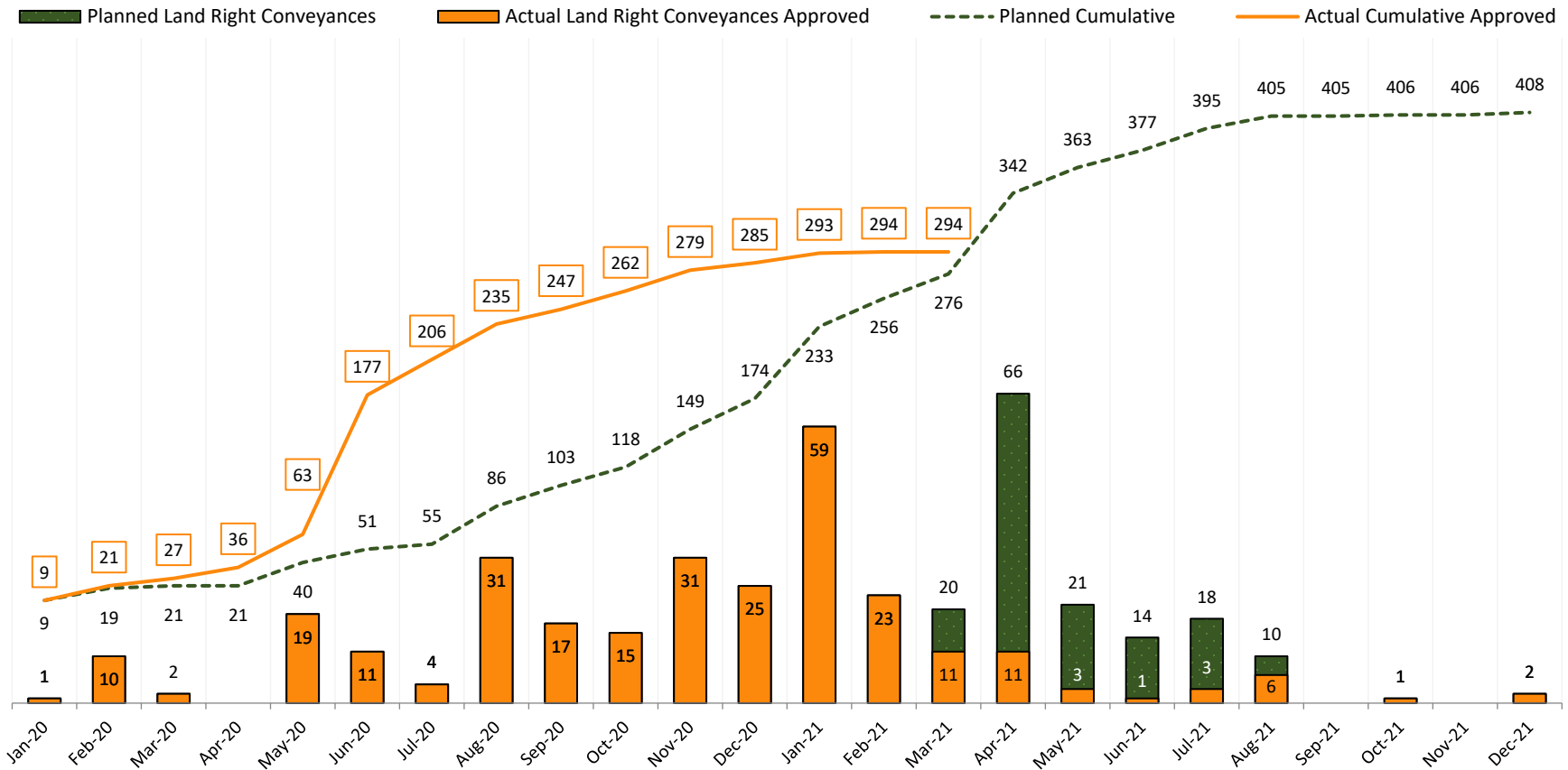
**Notes:**

1. This reflects the current Railroad Revised Baseline Schedule 1 (RBS) for CP 1.
2. The current RBS schedules are being revised to incorporate and mitigate ROW delays which will result in adjusted parcel time frames.
3. Two delinquent Railroad parcels in March.

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

Construction Package	Total Needed Land Right Conveyances March 31, 2021	Total Land Right Conveyances Approved <sup>(4)</sup> to Date March 31, 2021	Remaining Land Right Conveyances to be Approved March 31, 2021
CP 1	408	294	114

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



**Notes:**

1. This projection is based on the Revised Baseline Schedule 1 (RBS) for CP1.
2. The current RBS schedules are being revised to incorporate and mitigate land right conveyances delays.
3. Actual Cumulative for March 2021 includes completed land right conveyances that are forecasted in future months.
4. The term "Approved" is defined as land right conveyances with Director of Real Property for signature, PG&E for signature, or recorded.
5. Nine delinquent land right conveyances in March, three at Barstow, one at Fresno, Herndon, Jenson Trench, Fresno Trench, Guideway 2, and Guideway 3.

# 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
<b>Current Forecast Substantial Completion Date<sup>(1)</sup>:</b>	<b>12/18/2022</b>

### 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:	\$757,505,163.42
Current Contract Amount:	\$2,122,841,053.42
Approved Invoices to Date:	\$1,332,147,665.08
<b>Remaining Contract Balance:</b>	<b>\$790,693,388.34</b>

### Contract Time Status

Description	Duration <sup>(2)</sup>
Original Contract Days:	1,486
Extension of Time Awarded:	973
Current Forecast Contract Days:	2,459
Work Days Spent (thru 03/31/2021):	2,076

### Expended to Date Percentage

Description	Percentage
Time:	84.4%
Dollars:	62.8%

### Growth Percentage

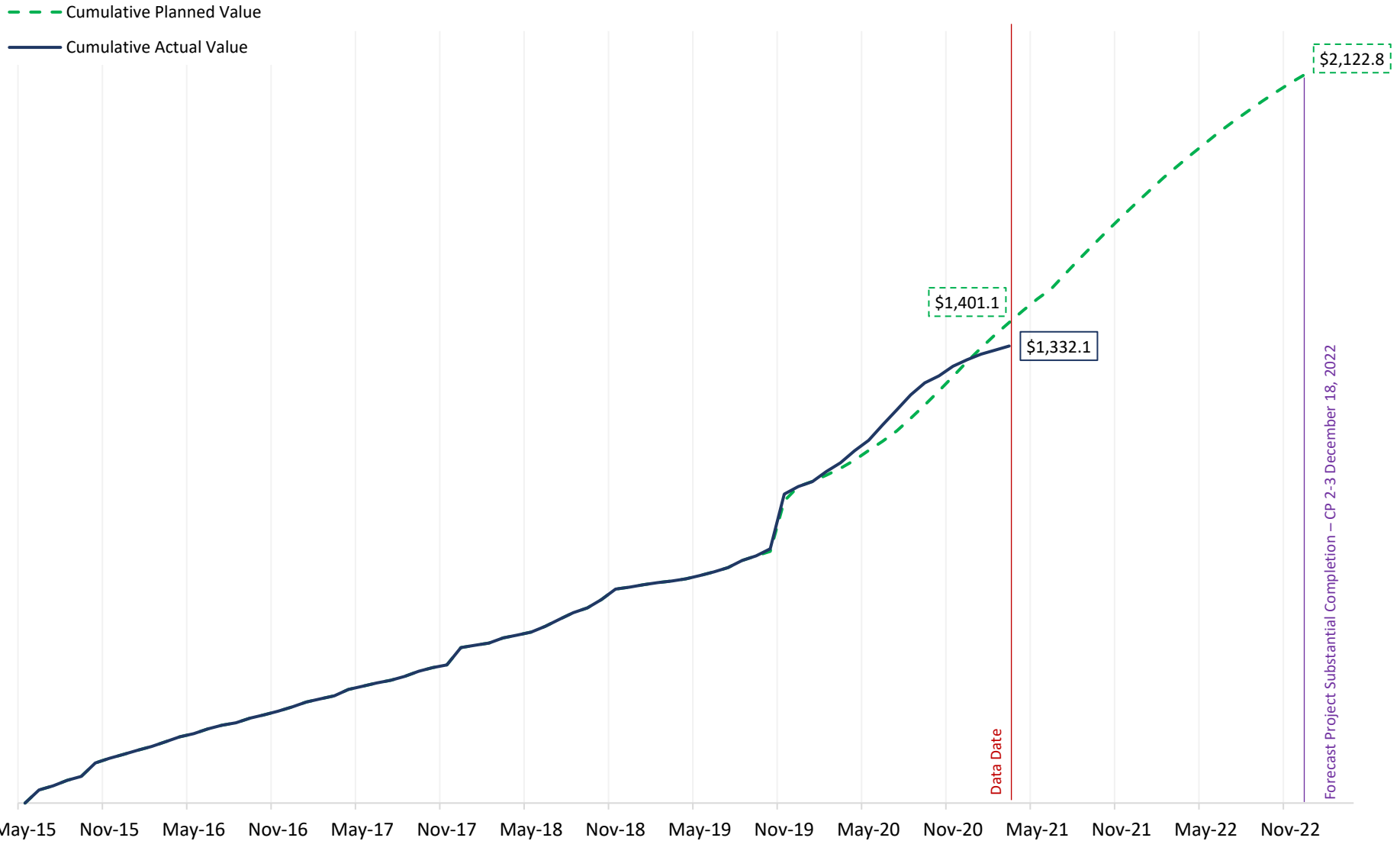
Description	Percentage
Time:	65.5%
Dollars:	55.5%

### Notes:

1. Current RBS Rev. 1 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)

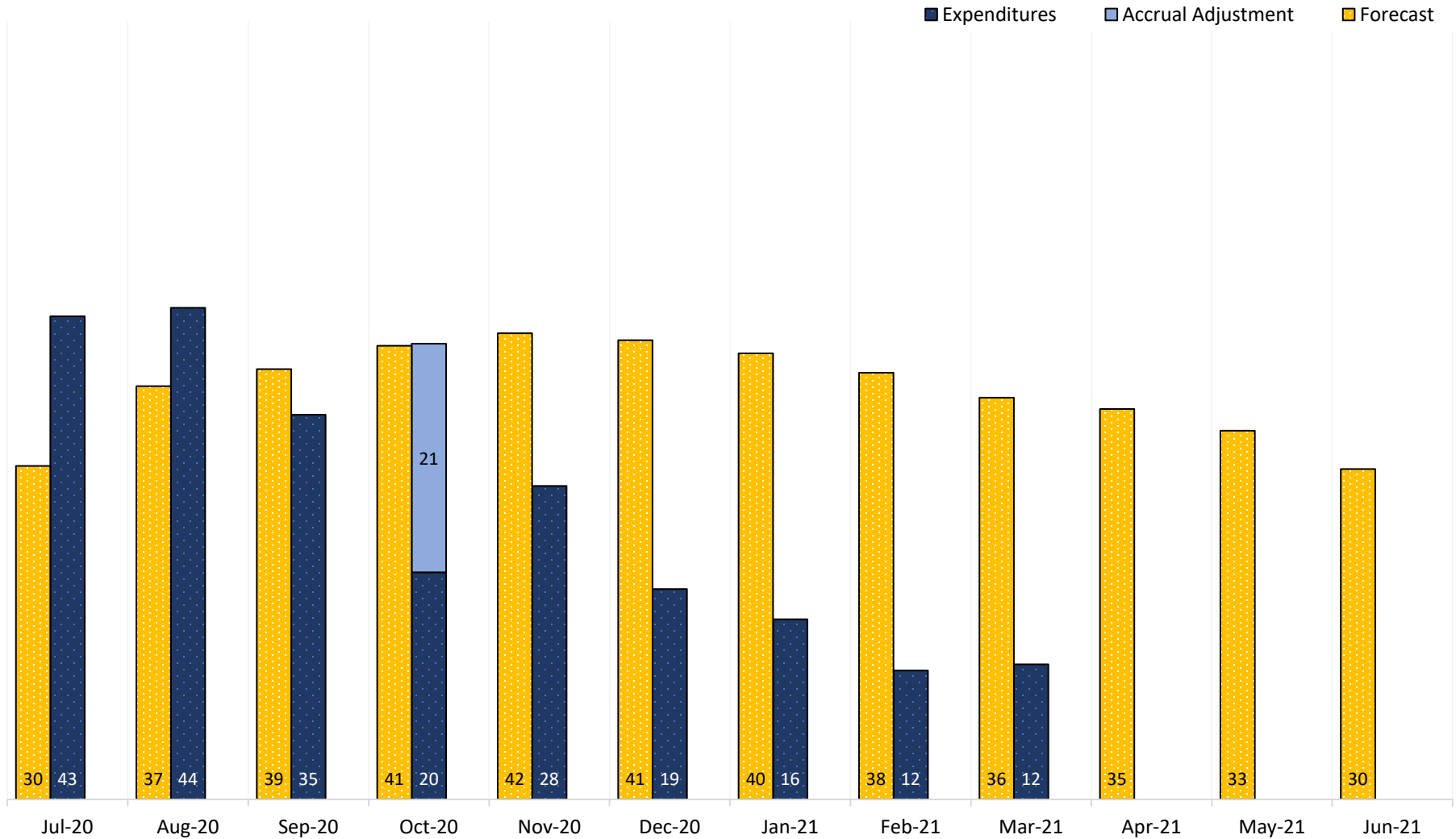


**Notes:**

1. The Planned Value and Contract Substantial Completion Date (December 2022) are based on the Authority’s acceptance of CP 2-3’s Revised Baseline Schedule Rev. 1. 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 acceptance of CP 2-3's Revised Baseline Schedule Rev. 1 as of March 2021.
2. ROW acquisition delayed at various locations. ROW resolution at Tule River opens the entire Tule River Viaduct area for construction, which facilitates an increase in production.

## CP 2-3 – Executed Change Order Status

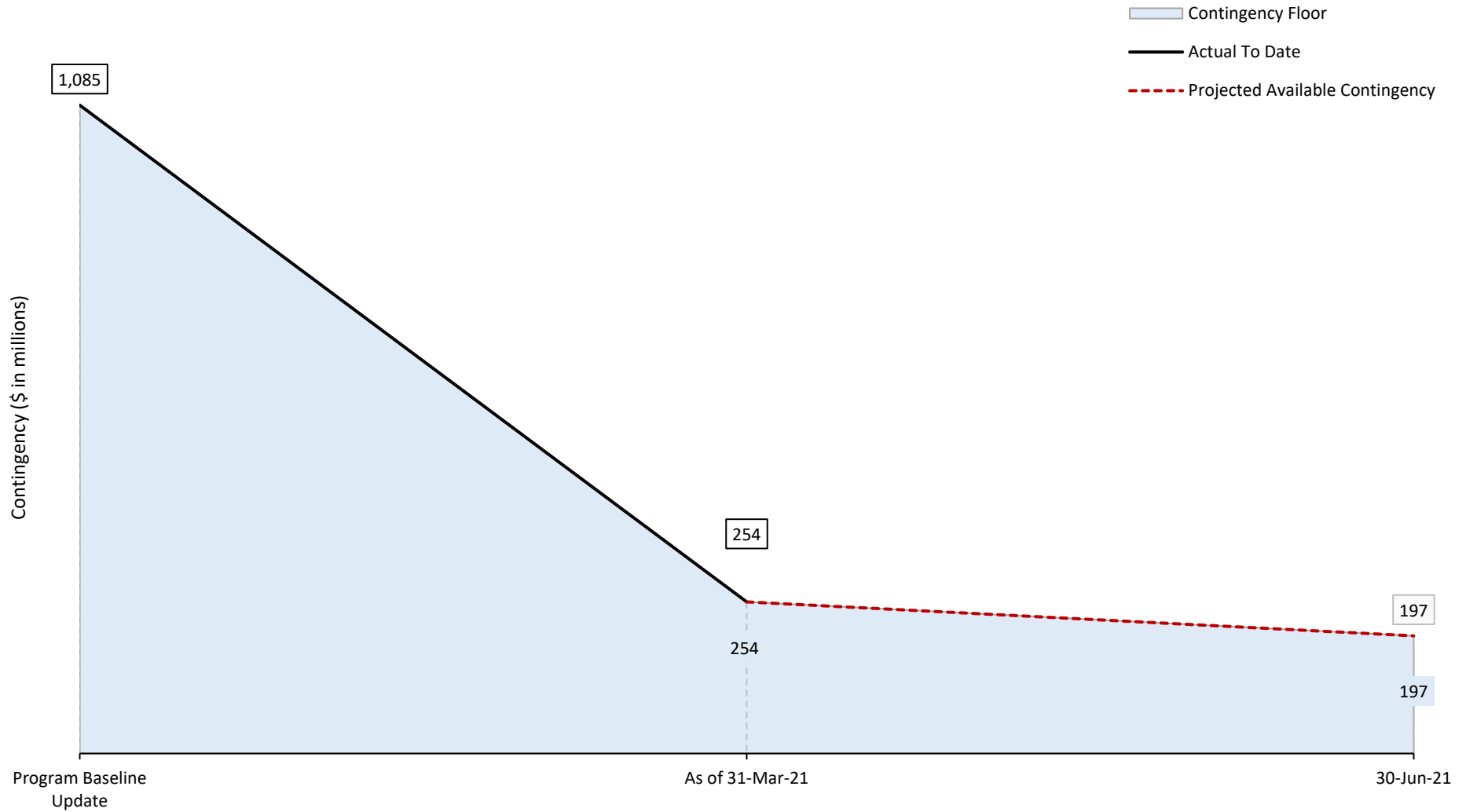
### CP 2-3 – Executed Change Order Status

CO Number	Title	Change Status	Amount	Executed Date
00231	Nevada OH Elimination and Irrigation	Executed	\$71,693.00	01-Mar-21
00245	Segment 3 South Additional Geophysical Testing	Executed	\$82,897.00	03-Mar-21
00244	Soil Sampling, Analysis & Reporting for HSRA / DTSC at 6505 Nevada Ave.	Executed	\$40,639.00	03-Mar-21
00238	Asphalt Grindings/Dust Control at Holt Property	Executed	\$82,366.00	03-Mar-21
00248	Revised Track Embankment	Executed	\$660,243.00	03-Mar-21
00229	Harlan Stevens (Winery) – Vent Modification Study	Executed	\$9,556.00	03-Mar-21
00247	Conejo IPB RFC Wall Plans	Executed	\$13,225.00	03-Mar-21
00241	Segment 3 Settlement	Executed	\$298,620.00	03-Mar-21
00246	Extra Work - Precast Yard	Executed	\$3,774,352.00	03-Mar-21
<b>Total:</b>			<b>\$5,033,591.00</b>	



# CP 2-3 – Risk - Contingency Report

## CP 2-3 – Risk - Contingency Report

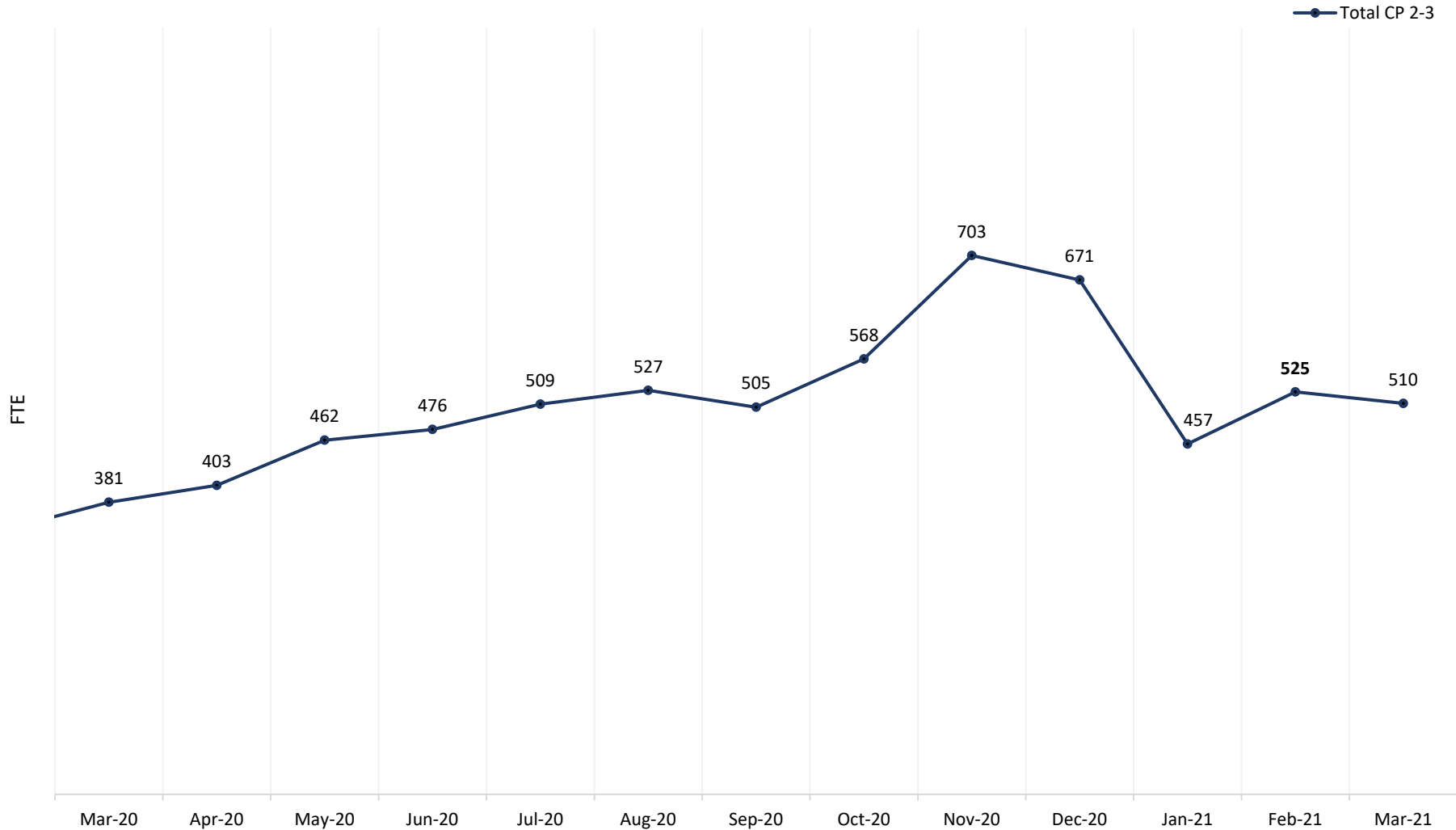


**Notes:**

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 projected contingency amount for the entire CP 2-3 Project through the completion of FY 2020-21.
2. Contract through March 31, 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

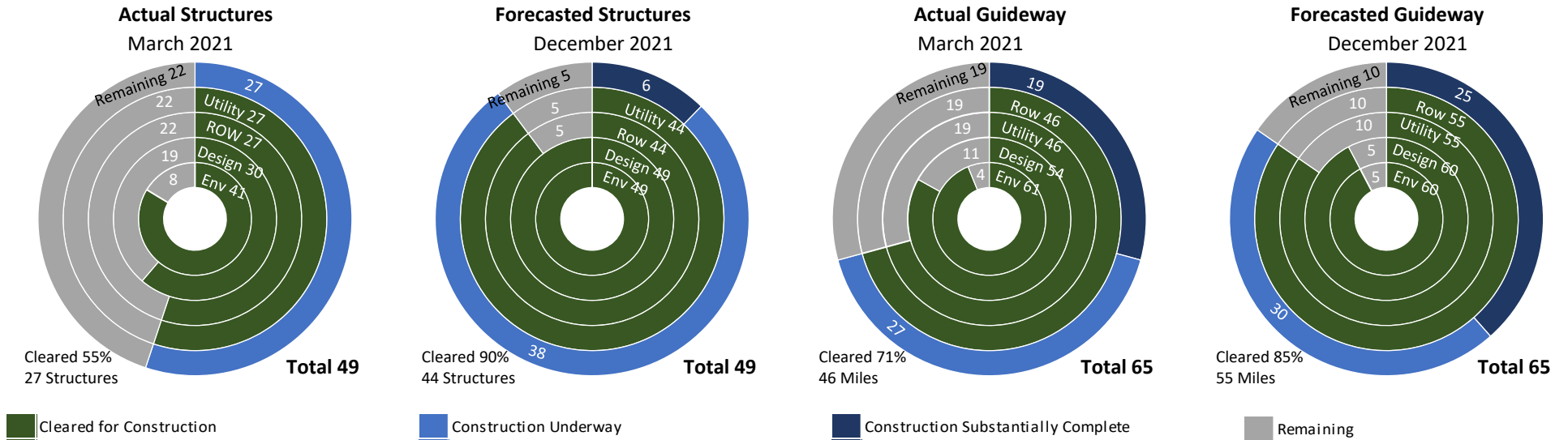


**Notes:**

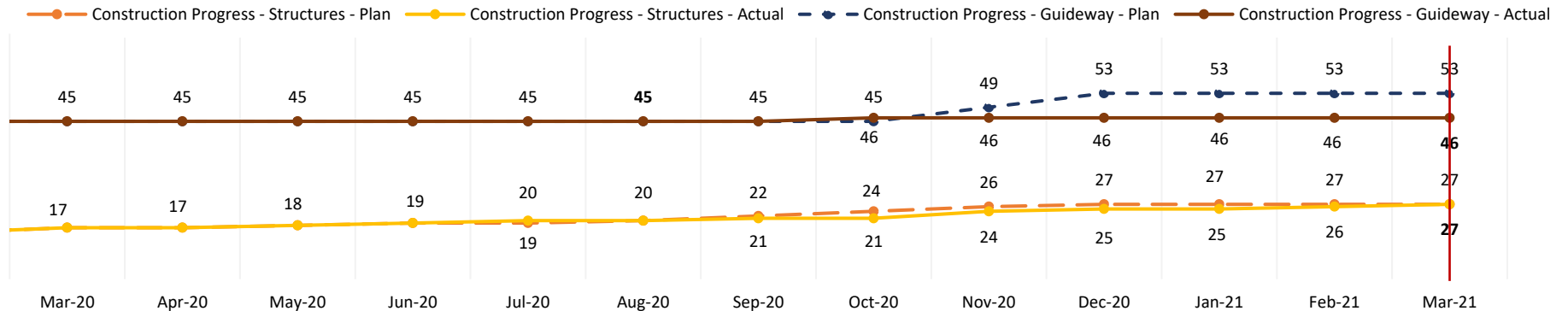
1. The Construction Labor numbers (Full-Time Employees) are based on the working calendar month.
2. The data from March 2020 to April 2020 was previously presented with data from each month's final week. The data has been updated to represent more accurately the overall total on a per working calendar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

# CP 2-3 – Construction Progress

## CP 2-3 – Construction Progress



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

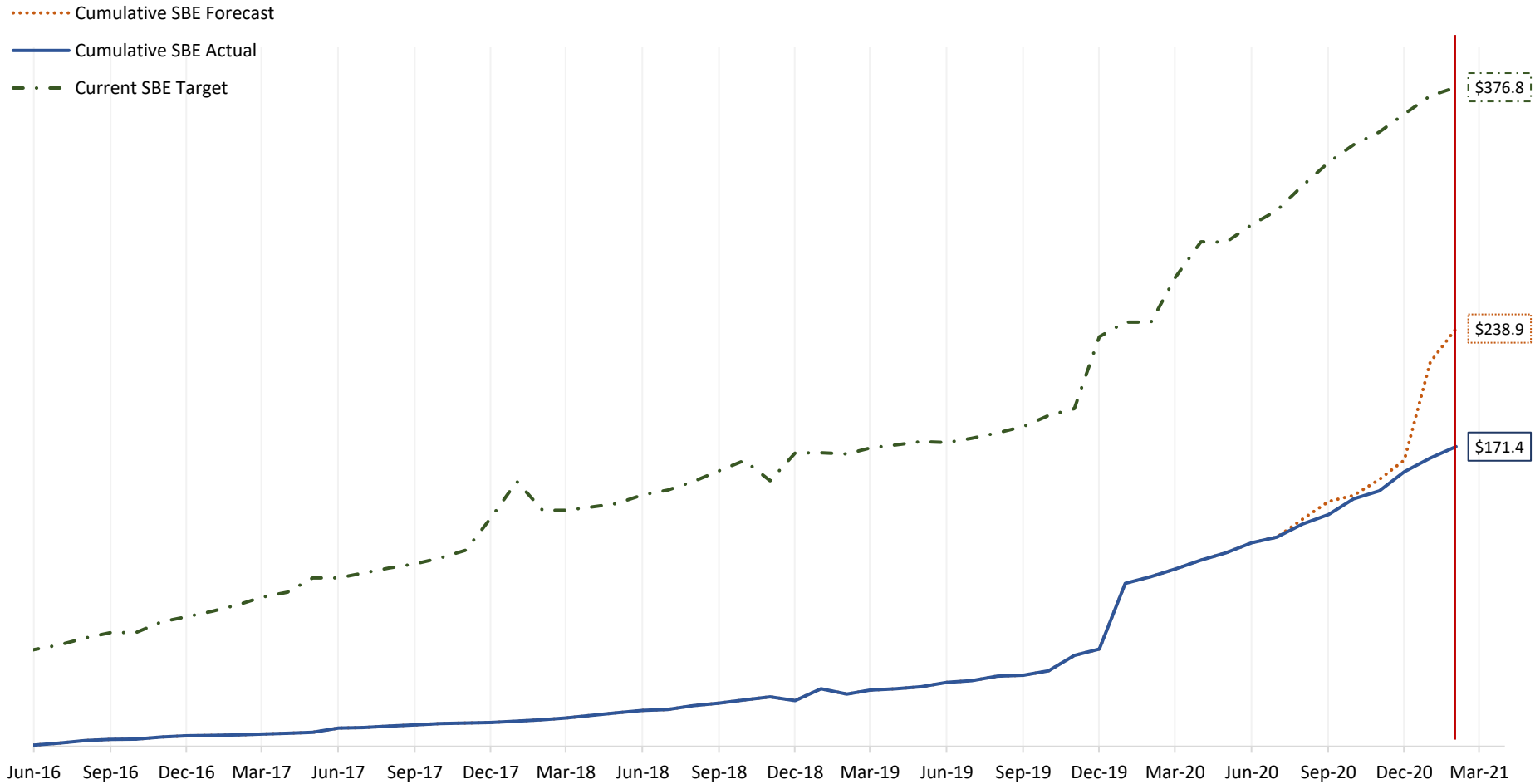


**Notes:**

- Total Structures: 49 each. This count has been reduced from 50 due to combining the structures resulting from Project 517.
- Total Guideway: 65 miles.
- The Forecasted Structures and Guideway are based on CP 1-4's Revised Baseline Schedule Rev. 1 as of March 2021.
- 46 miles underway/substantially complete.
  - Seven miles behind plan for the period. Segment 3 South's delay in clearing four miles of embankment (currently being cleared) resulting in a schedule delay to start construction. Deer Creek Viaduct delayed due to ROW negotiations. Expected to open another three miles of guideway in April 2021. Avenue 136 delayed due to ROW negotiations. Expected to start in June 2021.
- 27 structures underway/substantially complete.
  - On plan. Thirteen Type 1 structures and fourteen Type 2 structures are under construction.

## CP 2-3 – Small Business Enterprise

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



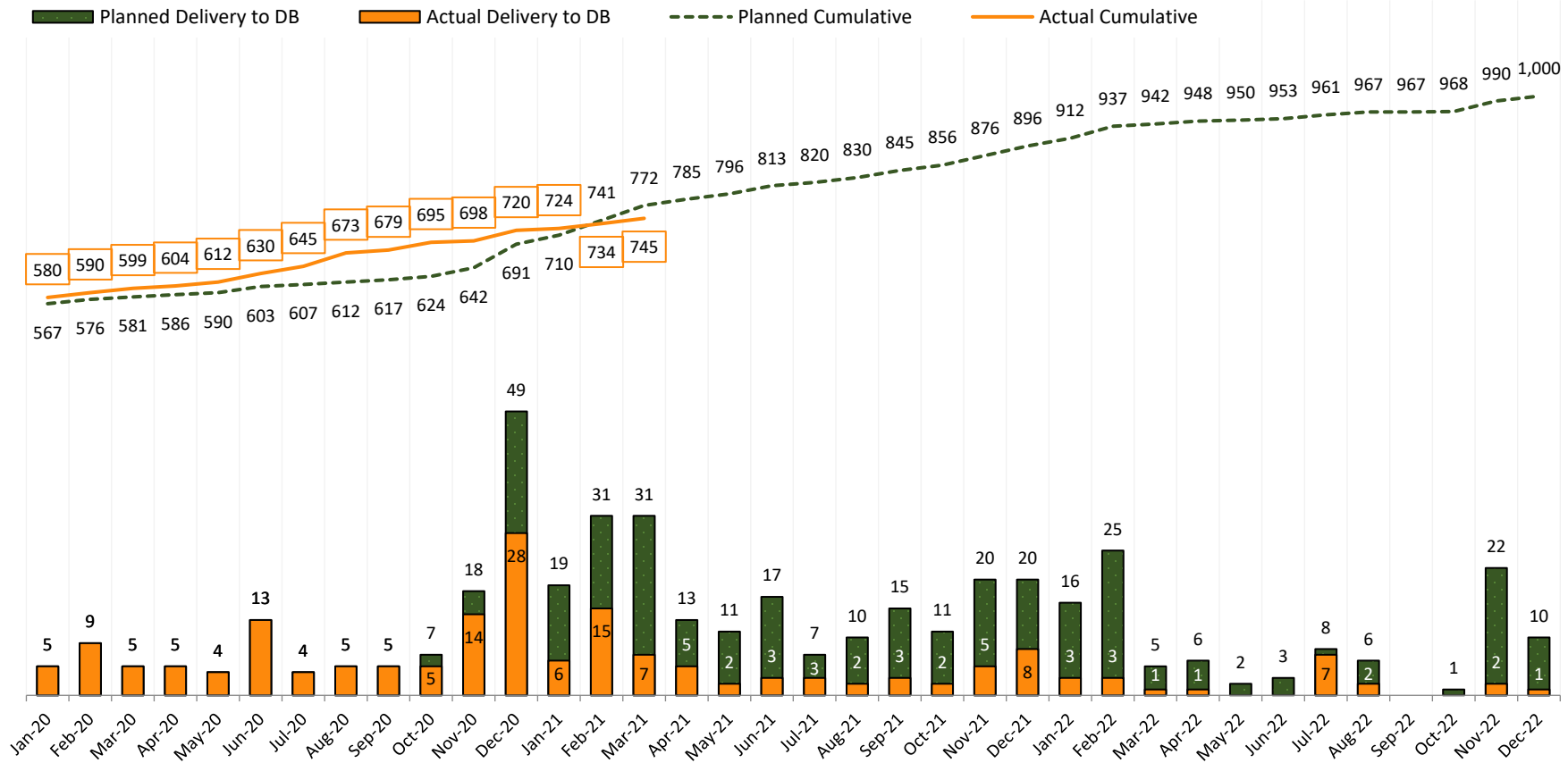
**Notes:**

1. Number of Small Business Enterprise Awarded Contracts: 212.
2. Value of overall SB Goal (30%): \$635.4M.
3. Value of Current Small Business Enterprise Awarded Contracts: \$406.2M (increase of \$2.1M from January 2021).
4. Value of Small Business expended: \$171.4M (increase of \$6.6M from January 2021).
5. 30% Goal Value for Small Business expended: \$376.8M.
6. Small Business Enterprise Utilization percentage based on Contractor Invoices Paid to Date: 13.6%.
7. Small Business Enterprise Utilization towards Value of overall Small Business Goal: 27%.
8. Due to processing and confirmation of Contractor submitted data, Small Business Enterprise Values are as of February 2021.

## CP 2-3 – ROW Summary

Construction Package	Total Needed Parcels March 31, 2021	Total Parcels Delivered to Date March 31, 2021	Remaining Parcels to be Delivered March 31, 2021
CP 2-3	1,000	745	255

### CP 2-3 – Parcel Delivery to DB Summary



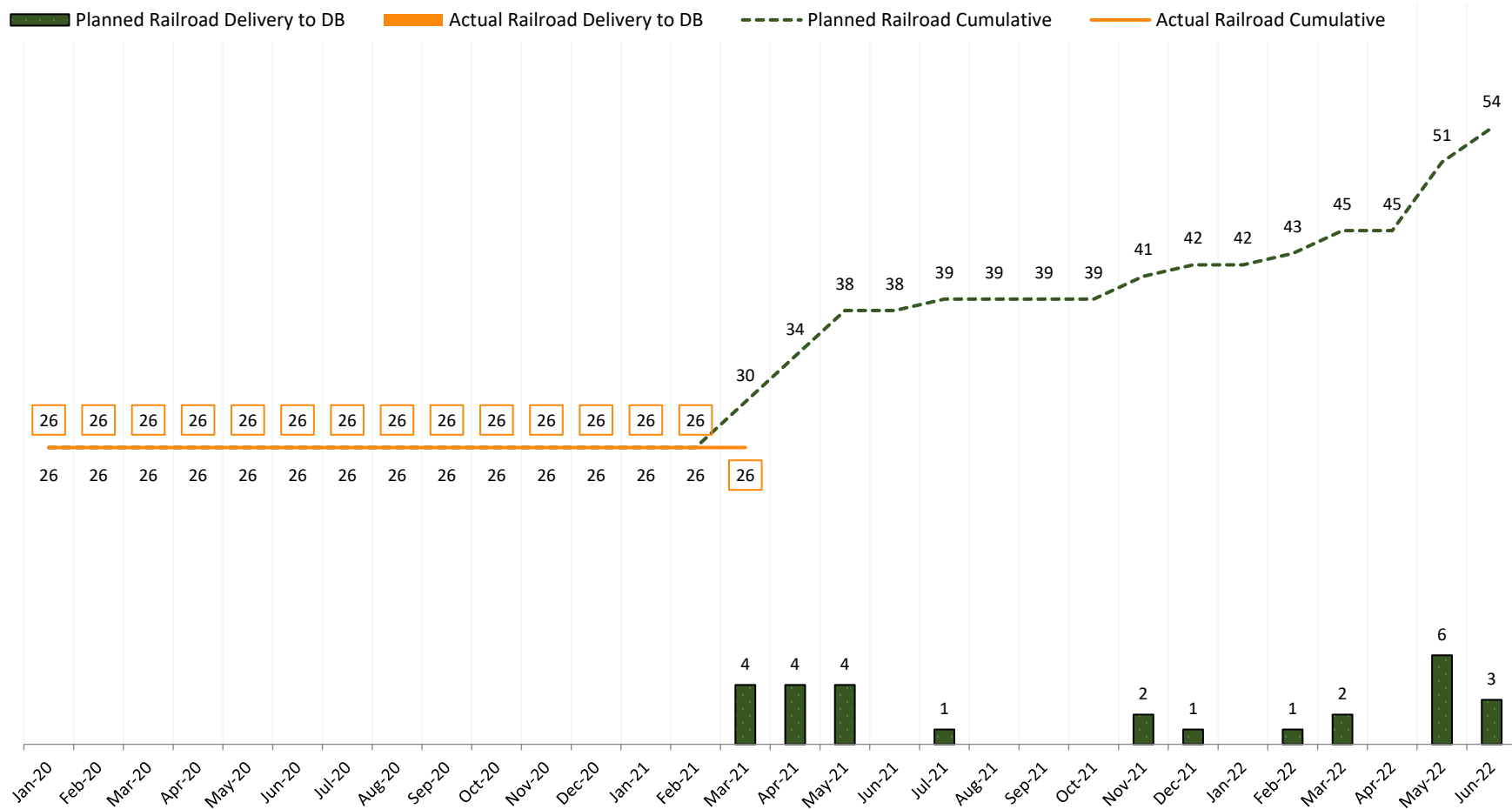
**Notes:**

1. This reflects the current Revised Baseline Schedule 1 (RBS) for CP 2-3.
2. The current RBS schedules are being revised to incorporate and mitigate ROW delays which will result in adjusted parcel time frames.
3. Actual cumulative line for March 2021 reflects delivered parcels that are forecasted in future months.
4. 80 delinquent parcels - two in October (one at Nebraska and Tule River), four in November (one at Tule River and three at Avenue 56), 21 parcels in December (six at Orange and Avenue 120, three 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), 16 parcels in February (five at Avenue 56, three at Avenue 128, two at 8th Avenue and Lansing, and one at Chestnut, Davis, Elkhorn, and Manning), and 24 parcels missed in March (five at Avenue 64, three at Adams, Mountain View, SR43, two at Davis, Road 64, Avenue 60, and one at Kent, Avenue 44, Avenue 56, and Avenue 68).

## CP 2-3 – ROW Railroad Summary

Construction Package	Total Needed Railroad Parcels March 31, 2021	Total Railroad Parcels Delivered to Date March 31, 2021	Remaining Railroad Parcels to be Delivered March 31, 2021
CP 2-3	54	26	28

### CP 2-3 – Railroad Parcel Delivery to DB Summary



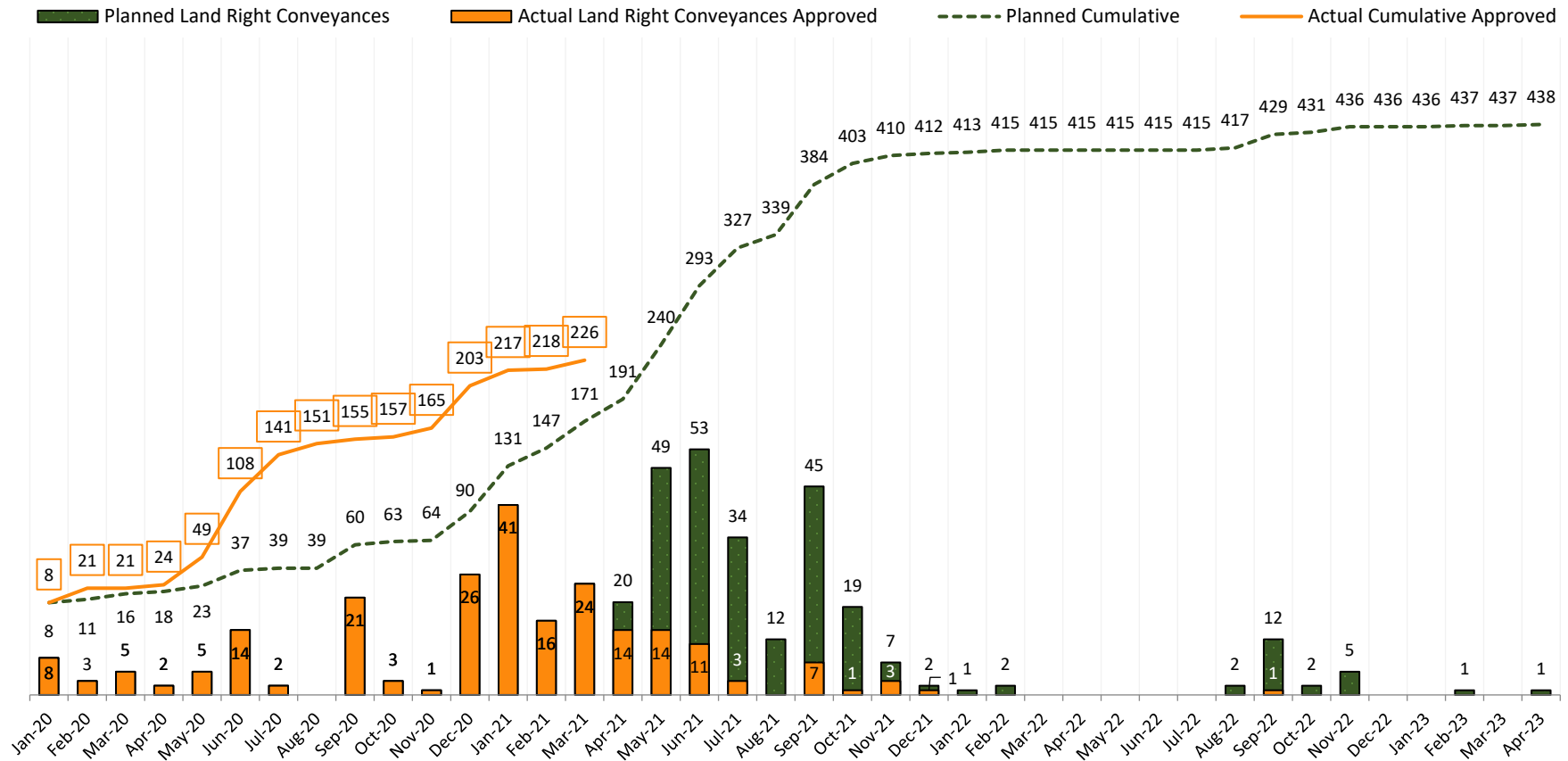
**Notes:**

1. This reflects the current Railroad Revised Baseline Schedule 1 (RBS) for CP 2-3.
2. The current RBS schedules are being revised to incorporate and mitigate ROW delays which will result in adjusted parcel time frames.
3. One Railroad parcel removed due to design refinement.
4. Four delinquent Railroad parcels in March.

## 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 March 31, 2021	Total Land Right Conveyances Approved <sup>(4)</sup> to Date March 31, 2021	Remaining Land Right Conveyances to be Approved March 31, 2021
CP 2-3	438	226	212

### 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 Schedule 1 (RBS).
2. The current RBS schedules are being revised to incorporate and mitigate land right conveyances delays.
3. Actual Cumulative for March 2021 includes completed land right conveyances that are forecasted in future months.
4. 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
<b>Current Forecast Substantial Completion Date<sup>(1)</sup>:</b>	<b>12/15/2021</b>

### 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:	\$430,299,063.00
<b>Remaining Contract Balance:</b>	<b>\$208,951,041.95</b>

### Time Status

Description	Duration <sup>(2)</sup>
Original Contract Days:	1,144
Extension of Time Awarded:	990
Current Forecast Contract Days:	2,134
Work Days Spent (thru 03/31/2021):	1,811

### Expended to Date

Description	Percentage
Time:	84.9%
Dollars:	67.3%

### Growth Percentage

Description	Percentage
Time:	86.5%
Dollars:	43.9%

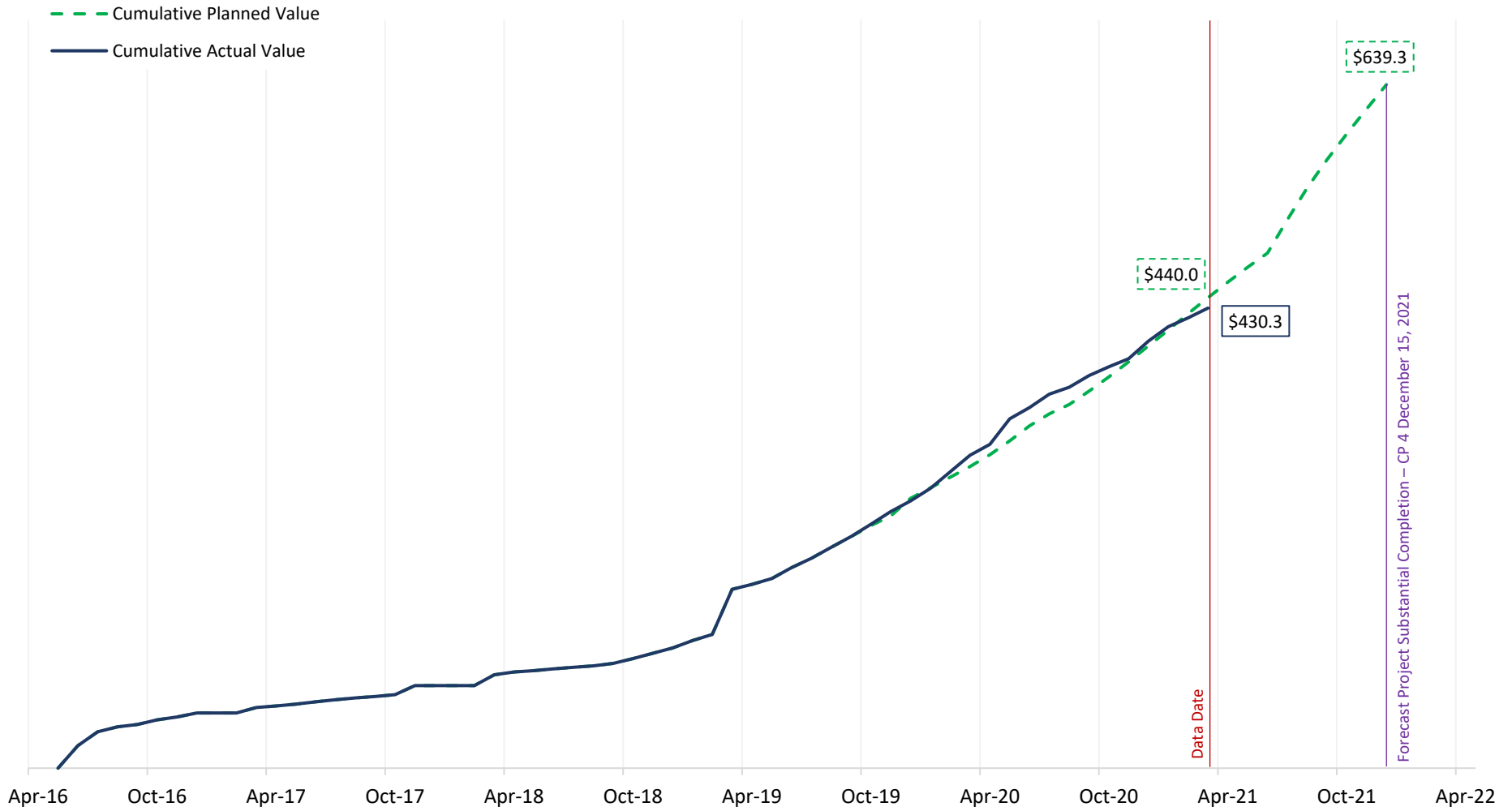
### Notes:

1. Current RBS Rev. 1 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)

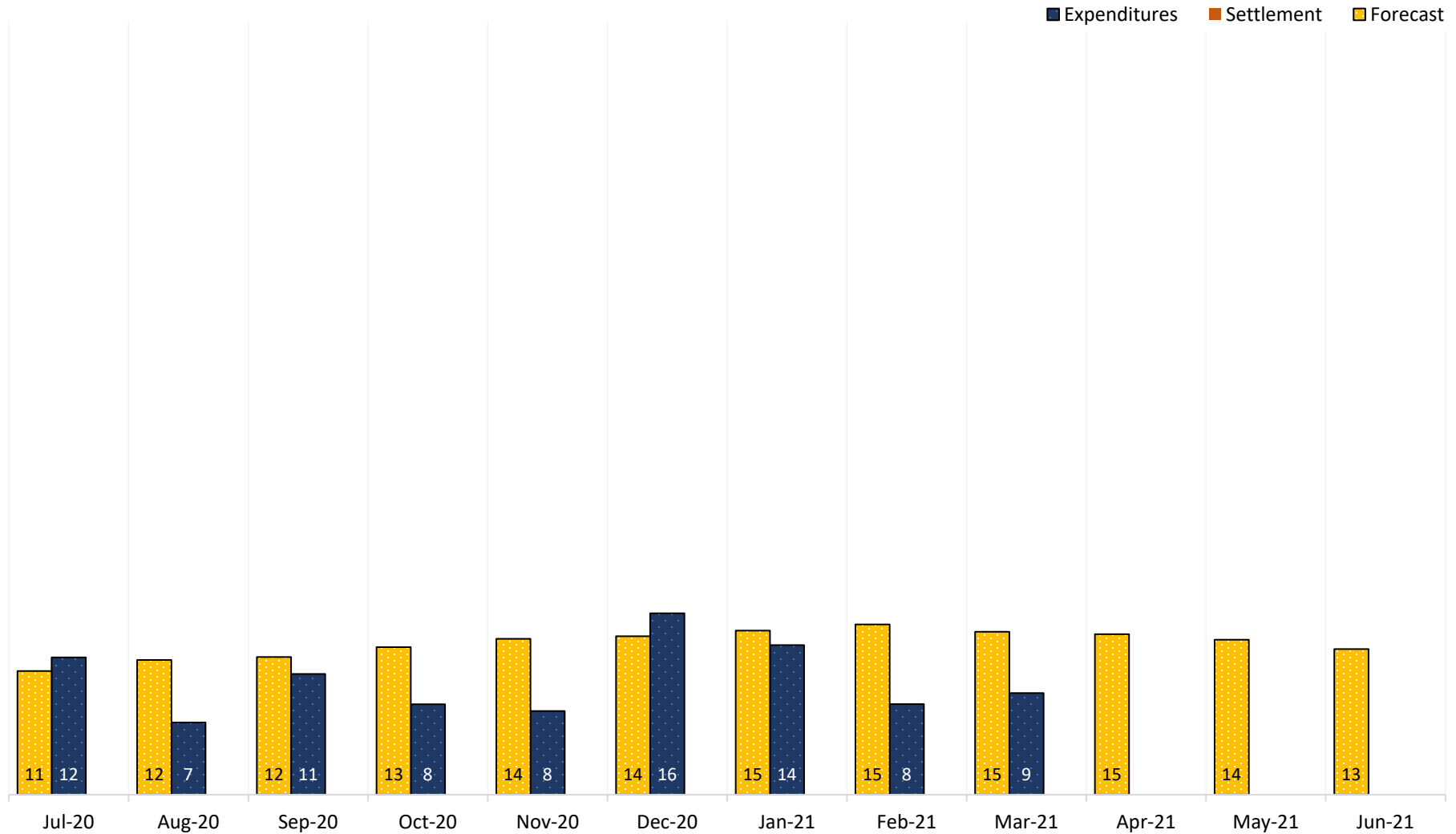


**Notes:**

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 acceptance of CP 4's Revised Baseline Schedule Rev. 1. 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 Rev. 1 as of March 2021.
3. ROW acquisitions have been delayed at various locations, environmental compliance issues, and utilities clearance conflicts have impacted the construction progression in the northern and central segments.

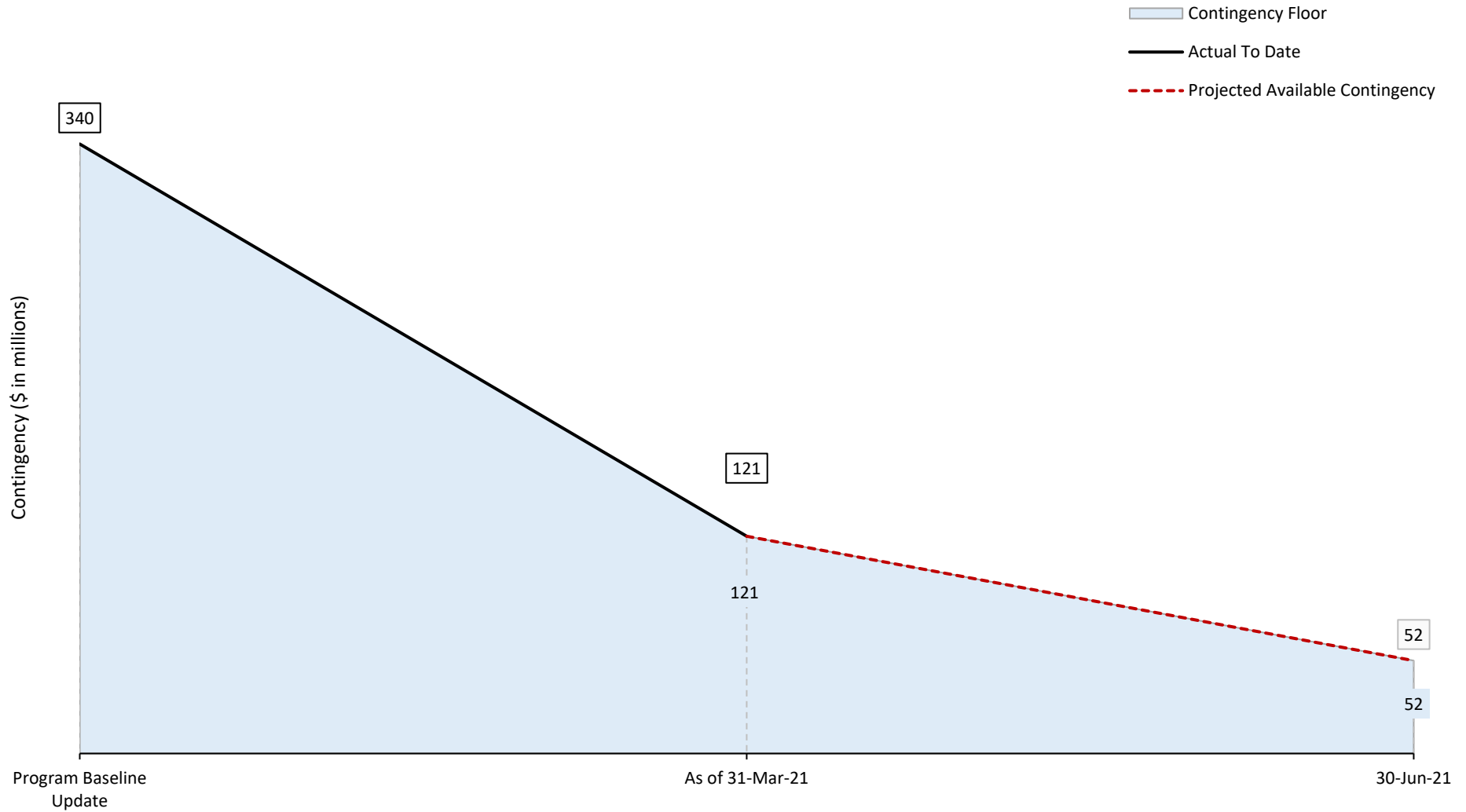
## CP 4 – Executed Change Order Status

### CP 4 – Executed Change Order Status

CO Number	Title	Change Status	Amount	Executed Date
	None			
<b>Total:</b>				

# CP 4 – Risk - Contingency Report

## CP 4 – Risk - Contingency Report

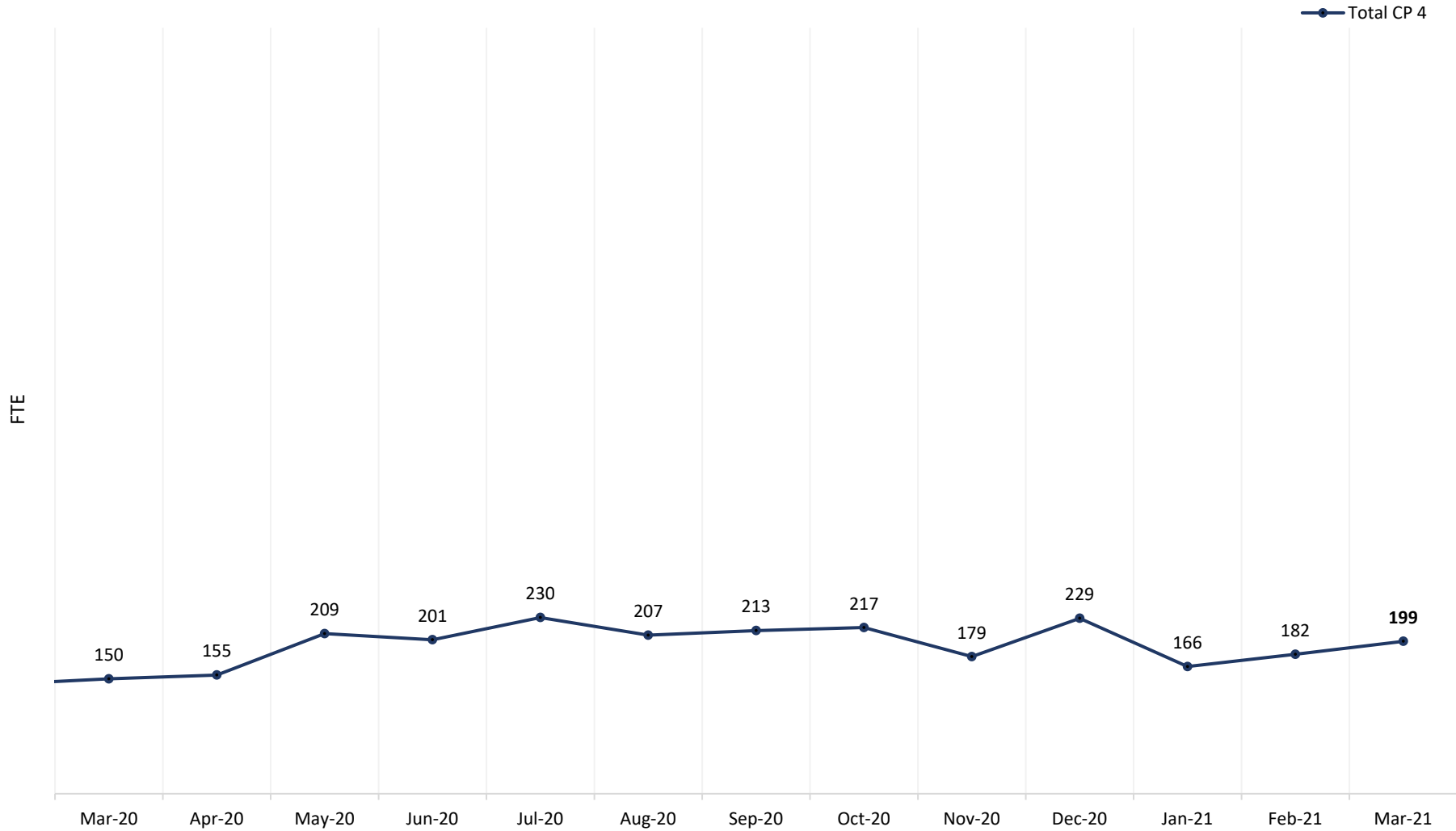


**Notes:**

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 projected contingency amount for the entire CP 4 Project through the completion of FY 2020-21.
2. Contract through March 31, 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

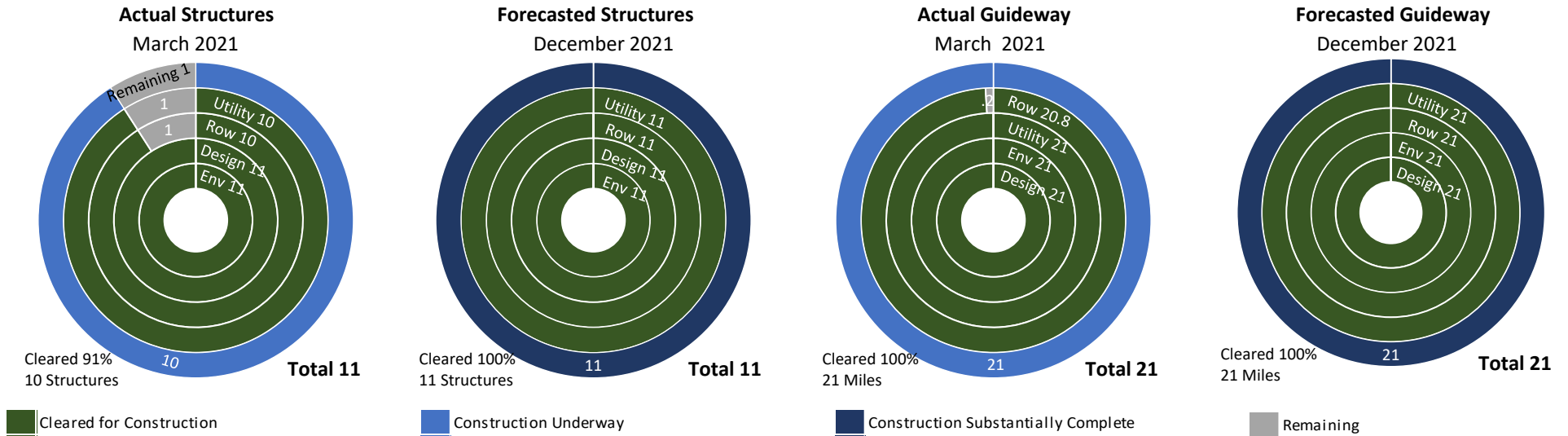


**Notes:**

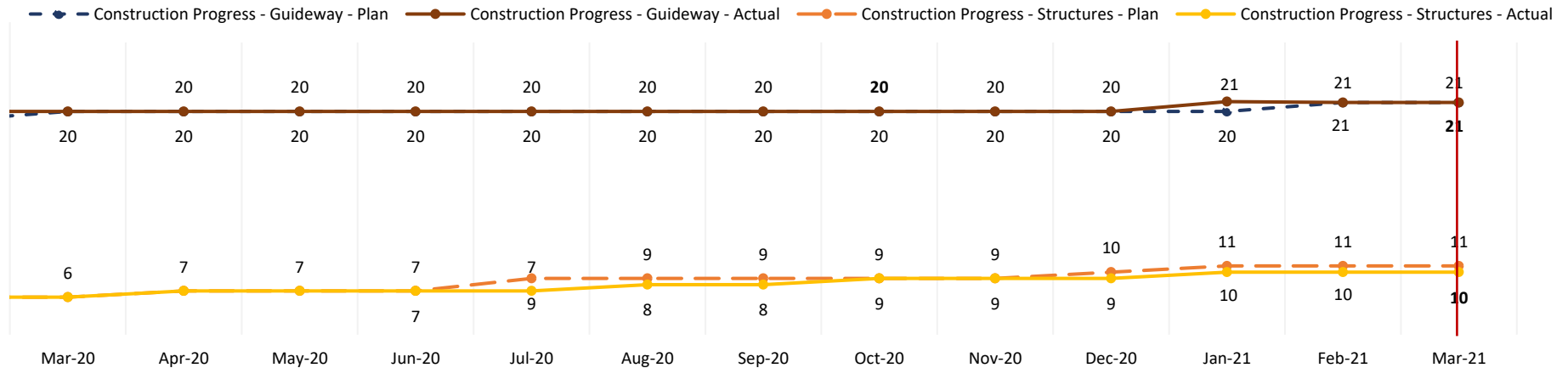
1. The Construction Labor numbers (Full-Time Employees) are based on the working calendar month.
2. June 2020's total was overstated (225) and has been corrected to 201.
3. The data from March 2020 to April 2020 was previously presented with data from each month's final week. The data has been updated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

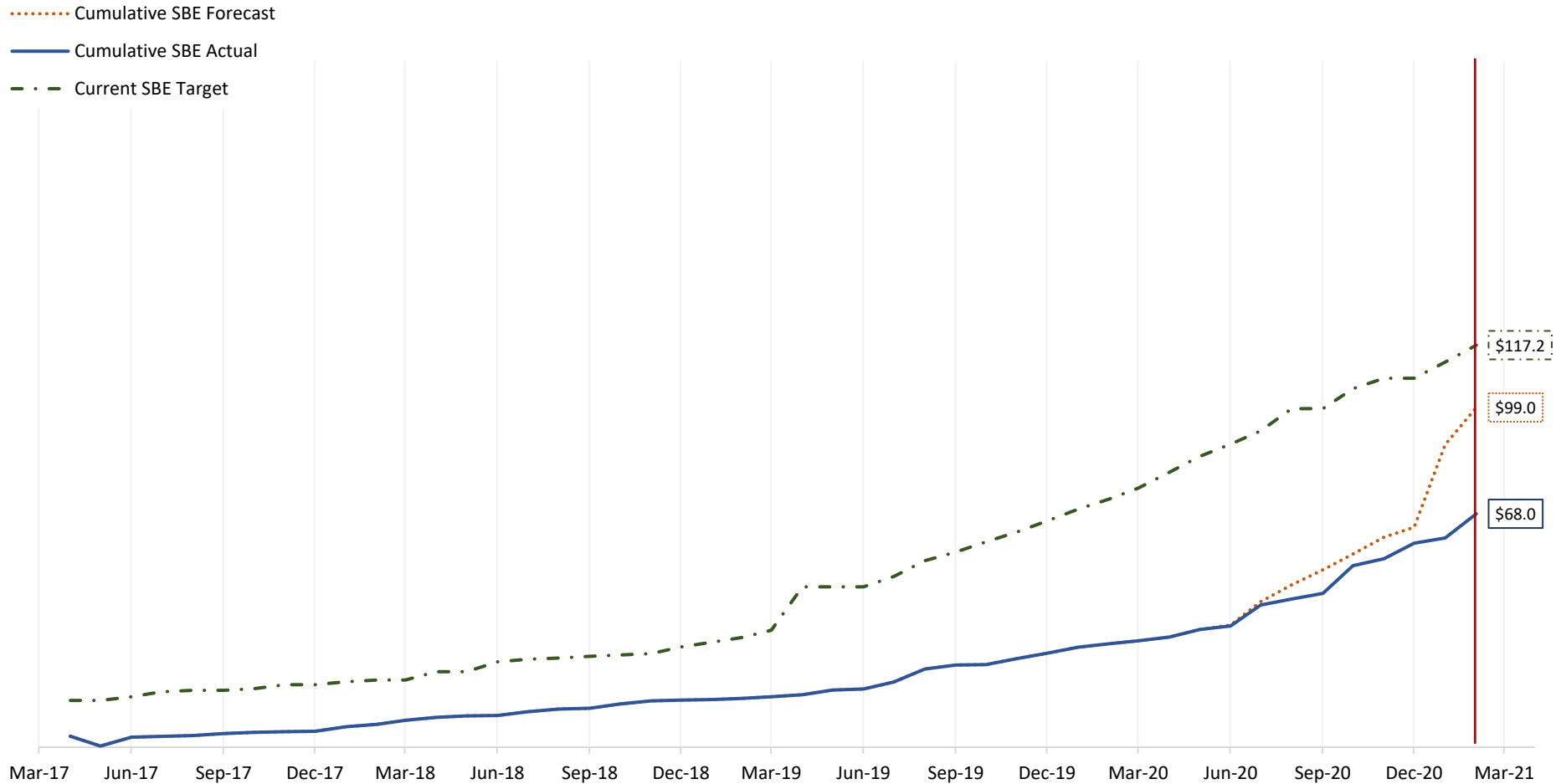


**Notes:**

- Total Structures: 11 structures.
- Total Guideway: 21 miles.
- The Forecasted Structures and Guideway are based on CP 1-4's Revised Baseline Schedule Rev. 1 as of March 2021.
- 10 structures underway/substantially complete.
  - One structure behind plan primarily due to discussions on Grade Separation Agreement that 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)



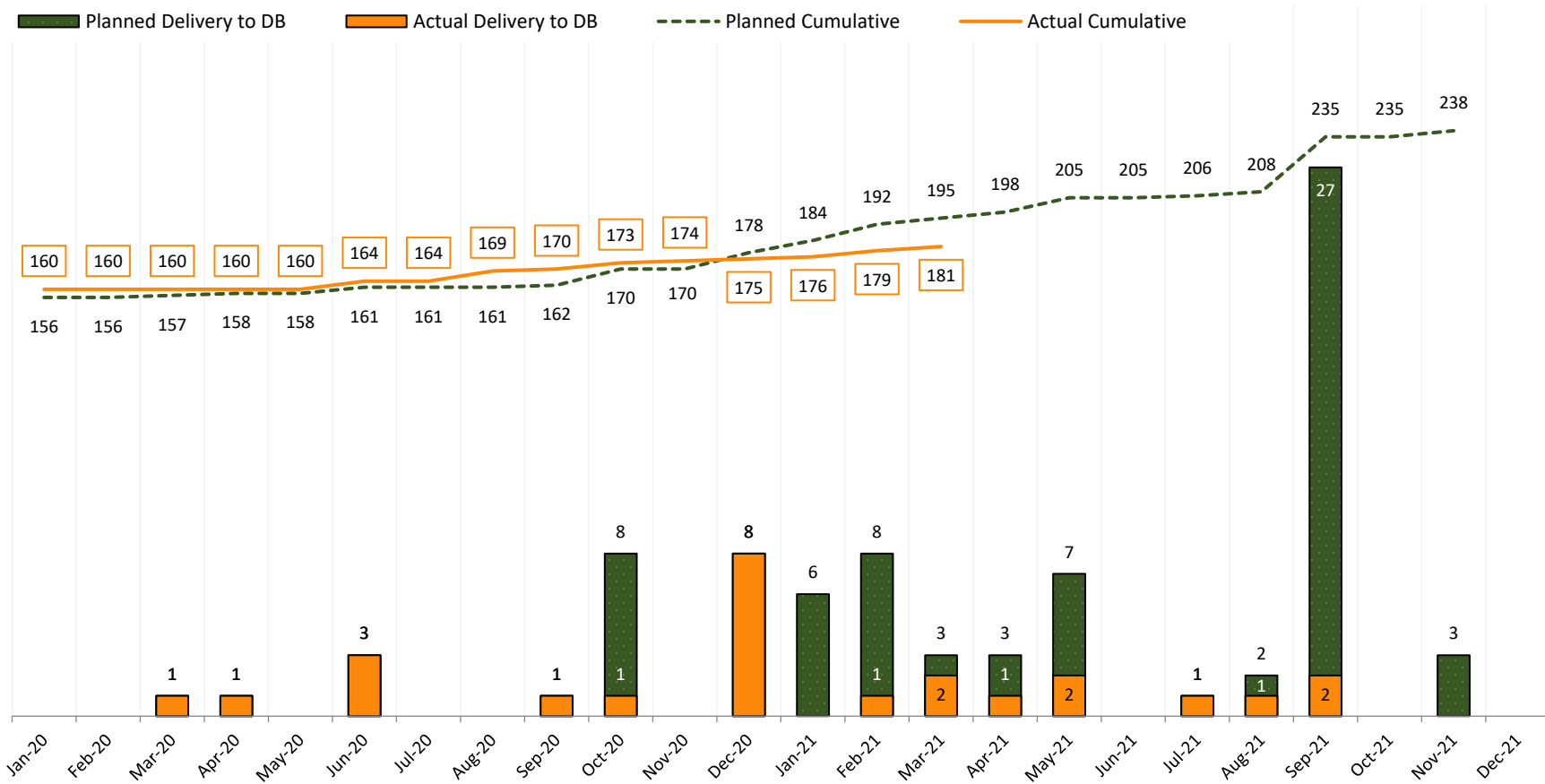
**Notes:**

1. Number of Small Business Enterprise Awarded Contracts: 117.
2. Value of overall Small Business Goal (30%): \$194.4M.
3. Value of Current Small Business Enterprise Awarded Contracts: \$100.7M (Increase of \$5.7M from January 2021).
4. Value of Small Business expended: \$68.0M.
5. 30% Goal Value for Small Business expended: \$117.2M.
6. Small Business Enterprise Utilization percentage based on Contractor Invoices Paid to Date: 17.4%.
7. Small Business Enterprise Utilization towards Value of overall Small Business Goal: 35%.
8. Due to processing and confirmation of Contractor submitted data, Small Business Enterprise Values are as of February 2021.

## CP 4 – ROW Summary

Construction Package	Total Needed Parcels March 31, 2021	Total Parcels Delivered to Date March 31, 2021	Remaining Parcels to be Delivered March 31, 2021
CP 4	238	181	57

### CP 4 – Parcel Delivery to DB Summary



**Notes:**

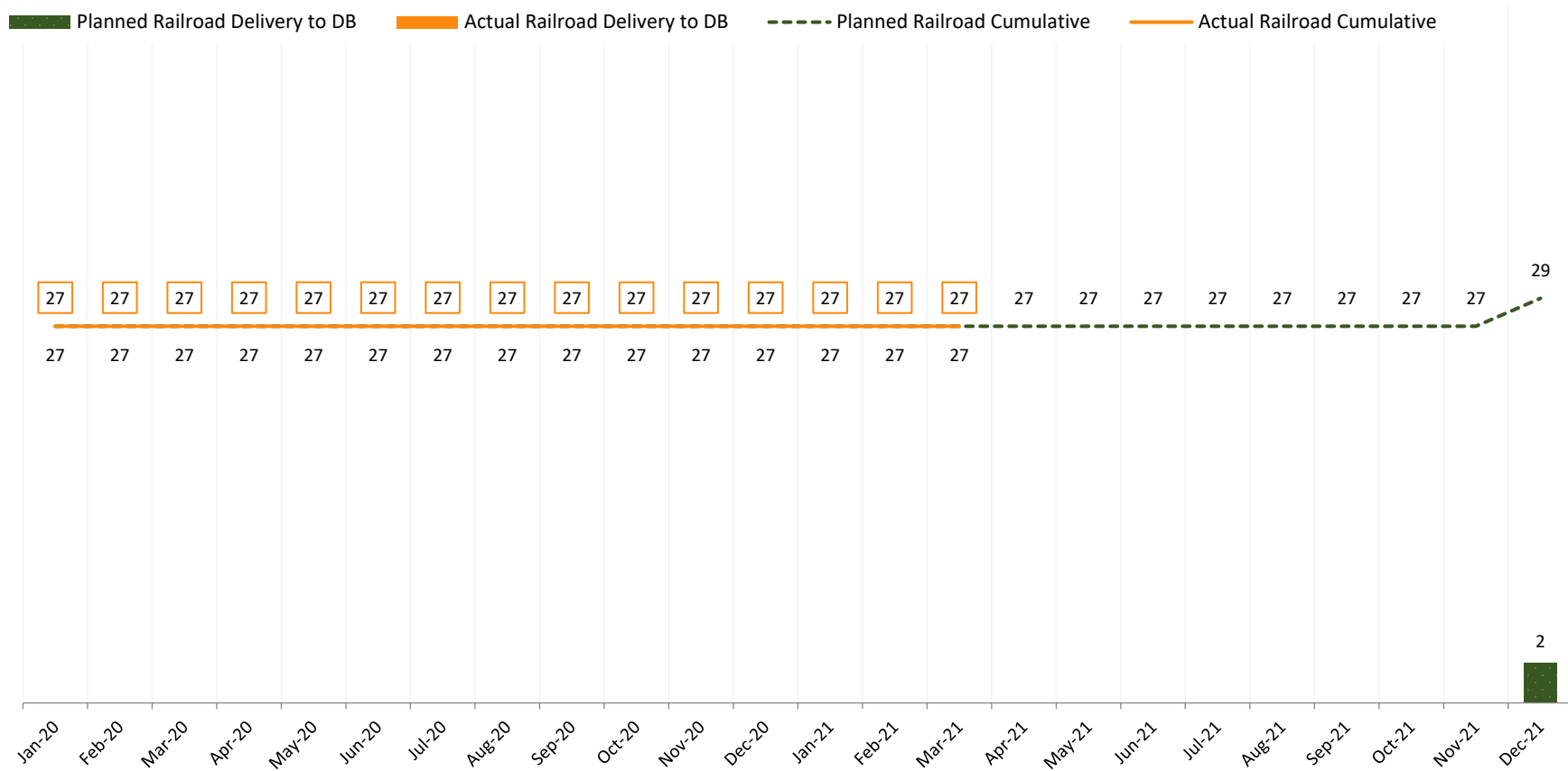
1. This reflects the current Revised Baseline Schedule 1 (RBS) for CP 4.
2. The current RBS schedules are being revised to incorporate and mitigate ROW delays which will result in adjusted parcel time frames.
3. Actual cumulative line for March 2021 reflects delivered parcels that are forecasted in future months.
4. 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. Six parcels in January (two at McCombs and four at Peterson), seven parcels in February (four at Garces Highway and three at 4th Street), and one parcel missed in March at Sherwood. DB performing out-of-sequence work to mitigate.



## CP 4 – ROW Railroad Summary

Construction Package	Total Needed Railroad Parcels March 31, 2021	Total Railroad Parcels Delivered to Date March 31, 2021	Remaining Railroad Parcels to be Delivered March 31, 2021
CP 4	29	27	2

### CP 4 – Railroad Parcel Delivery to DB Summary



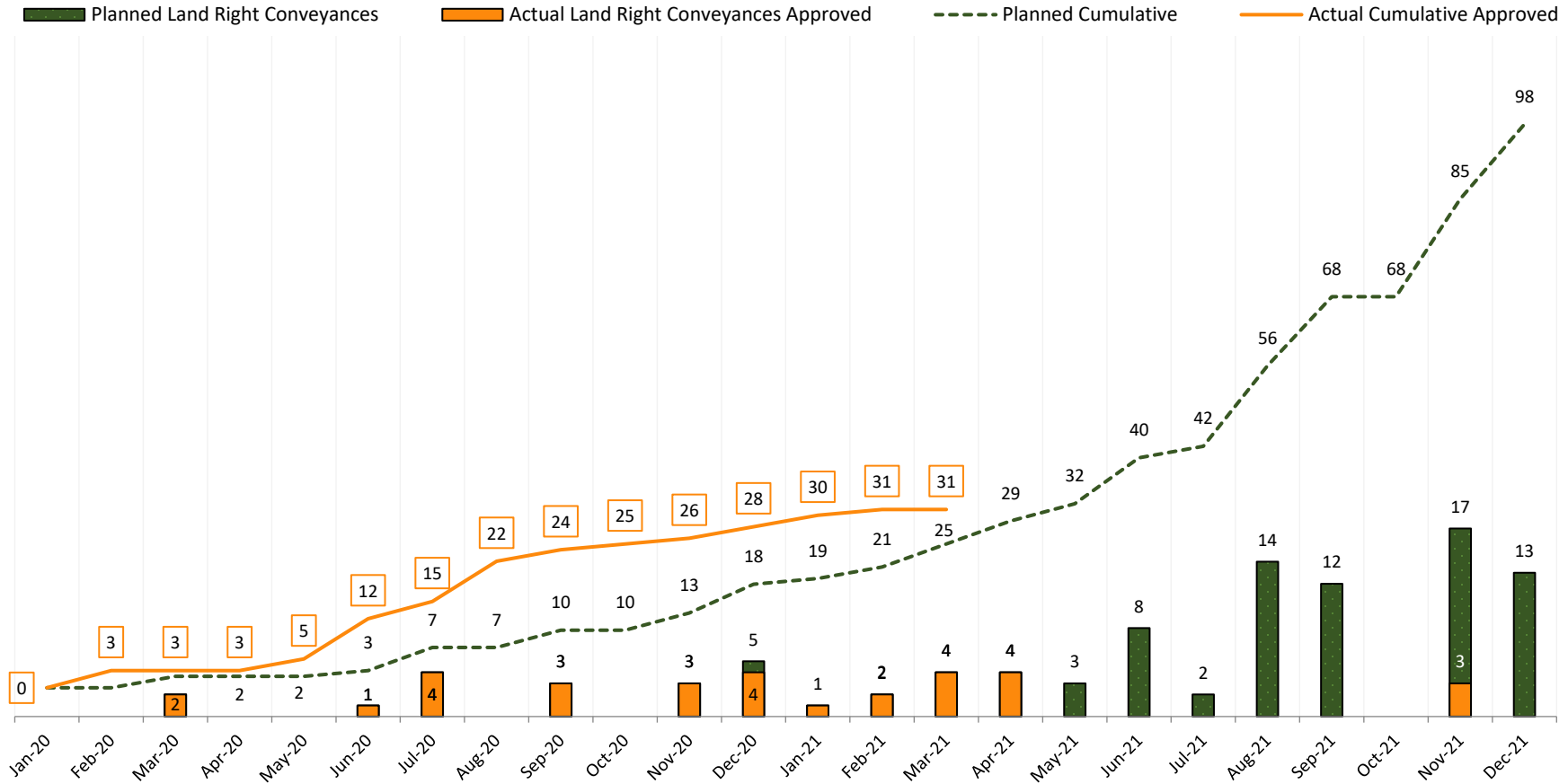
**Notes:**

1. This reflects the current Railroad Revised Baseline Schedule 1 (RBS) for CP 4.
2. The current RBS schedules are being revised to incorporate and mitigate ROW delays.

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

Construction Package	Total Needed Land Right Conveyances March 31, 2021	Total Land Right Conveyances Approved <sup>(4)</sup> to Date March 31, 2021	Remaining Land Right Conveyances to be Approved March 31, 2021
CP 4	98	31	67

### 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 Schedule 1 (RBS) for CP 4.
2. The current RBS schedules are being revised to incorporate and mitigate land right conveyances delays.
3. Actual Cumulative for March 2021 includes completed land right conveyances that are forecasted in future months.
4. The term "Approved" is defined as land right conveyances with Director of Real Property for signature, PG&E for signature, or recorded.
5. One delinquent land right conveyance at Scofield Avenue. (December 2020).

# 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 40%	Jun-21 Mar-22 <sup>1</sup> 44%	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 47%	Apr-21 Jan-22 <sup>2</sup> 52%	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 Feb-22 93%	Nov-20 Feb-22 <sup>3</sup> 93%	Dec-21 Mar-23 0%	Dec-21 Mar-23 <sup>3</sup> 0%	Mar-23	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 61%	Jan-21 Aug-21 <sup>4</sup> 70%	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 Sep-21 65%	Feb-20 Sep-21 <sup>5</sup> 71%	Aug-21 Oct-22 0%	Aug-21 Oct-22 <sup>5</sup> 0%	Oct-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 80%	Feb-21 Jun-21 <sup>6</sup> 84%	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:**

- Cumulative 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.
- Cumulative 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 March 2021, the Authority continued responding to comments and preparing San Francisco to San Jose and San Jose to Merced RDEIR/SDEIS and Administrative Final EIR/EIS; submitted the second revised Bakersfield to Palmdale Final EIR/EISS for review by Legal, ES, and NAT; and actively monitored public comments received on the RDEIR/SDEIS; continued preparing responses to comments received on the Cooperative Agency review of the Palmdale to Burbank Administrative Draft EIR/EIS; initiated the Cooperating and Responsible Agency review of the Burbank to Los Angeles Administrative Final EIR/EIS; and continued ES/NAT rolling review of available chapters and technical reports for the Los Angeles to Anaheim Administrative Draft EIR/EIS.

### Project Development – Key Actions Summary

Project Section	Key Actions
<b>San Francisco to San Jose</b>	<ul style="list-style-type: none"> <li>• 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.</li> <li>• EEC is preparing the Administrative Draft RDEIR/SDEIS for review in April prior to a 45-day public circulation in June 2021.</li> <li>• EEC submitted revised Draft PEPD for review on March 23.</li> </ul>
<b>San Jose to Merced</b>	<ul style="list-style-type: none"> <li>• Preparing the RDEIR/SDEIS for a 45-day public review starting April 23, 2021.</li> <li>• ES, NAT and Legal have completed review of responses to comments, and the EEC is revising the Administrative Final EIR/EIS for submittal to Cooperating and Responsible Agencies in June 2021.</li> <li>• Program-wide guidance for OCS bird electrocution avoidance configuration (BEAC) was revised based on USFWS and CDFW agency comments.</li> </ul>
<b>Central Valley Wye</b>	<ul style="list-style-type: none"> <li>• Continued progress to reaching agreements with County of Madera, City of Chowchilla and Fairmead Community and Friends (FCF) for implementation of EJ mitigation measures.</li> <li>• Tolling Agreements in place until May 21 with Madera County, FCF, City of Chowchilla and City of Madera.</li> <li>• Permitting for the Central Valley Wye will progress following Board action on the Merced and Bakersfield extensions.</li> </ul>
<b>Locally Generated Alternative</b>	<ul style="list-style-type: none"> <li>• Permitting for the Locally Generated Alternative will progress following Board action on the Merced and Bakersfield extensions.</li> </ul>
<b>Bakersfield to Palmdale</b>	<ul style="list-style-type: none"> <li>• Received and reviewed technical studies from P-B's Palmdale subsection and incorporated the analysis into the B-P FEIR/S.</li> <li>• Prepared the second revised FEIR/S and submitted it to Legal, ES, and NAT.</li> <li>• Actively monitored the submission of public comments on the Recirculated Draft EIR/Supplemental Draft EIS.</li> <li>• Received concurrence from SHPO on Finding of Effect and 4(f) on March 8.</li> <li>• Continued to advance Section 106, Section 7 and other permitting activities related to ROD.</li> </ul>
<b>Palmdale to Burbank</b>	<ul style="list-style-type: none"> <li>• Transmitted the technical studies from the Palmdale subsection to the B-P section for inclusion in the B-P FEIR/S. Continued to prepare responses to comments received from the Cooperative Agency Review of the Admin Draft EIR/EIS. 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 outstanding comments coupled with the removal of the Palmdale subsection, a shift in the end date of Step 6 may was necessitated. The Public Comment period for the Draft EIR/EIS will occur mid-September 2021.</li> <li>• HSR and RC continue working on Checkpoint C (e.g., coordination of rolling revisions between permitting, legal, and the RC; workshops regarding rolling comments).</li> </ul>

<b>Burbank to Los Angeles</b>	<ul style="list-style-type: none"> <li>Released the Administrative Final EIR/EIS to Cooperating and Responsible Agencies for review on March 31, 2021.</li> <li>Continued with Section 7 consultations, and continued work on design refinements including the Main Street grade separation.</li> </ul>
<b>Los Angeles to Anaheim</b>	<ul style="list-style-type: none"> <li>ES and NAT continued a rolling review of available chapters and technical reports for the assembled Administrative Draft EIR/EIS.</li> <li>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.</li> <li>Continued development of Biological Assessment and continued PEPD reviews with external stakeholders.</li> </ul>