



Finance & Audit Committee

# **CENTRAL VALLEY STATUS REPORT**

May 2022 Report (data through March 2022)

## Executive Summary

### Construction Packages (CP) Design-Build Expenditures ([Page 5](#))

- March 2022 Expenditures totaled \$49.5M:
  - Construction Package 1 – Expenditures totaled \$17.5M.
  - Construction Package 2-3 – Expenditures totaled \$19.1M.
  - Construction Package 4 – Expenditures totaled \$12.9M.
- Total CP Cumulative Actual Expenditures (Pages 15, 24, and 33) – \$3,837.2M.
- Total Cumulative Current Contract Amount (Pages 15, 24, and 33) – \$5,574.7M.

### Change Orders

- Executed Change Orders this period – 23 for a total of \$7.5M:
  - Construction Package 1 – Seven for a total of \$1.5M (Page 17).
  - Construction Package 2-3 – Four for a total of \$1.5M (Page 26).
  - Construction Package 4 – 12 for a total of \$4.5M (Page 35).

### Risk Contingency ([Page 6](#))

- Original Contract Contingency – \$4,000.7M budgeted contract contingency. Contingency balance is \$1,182.2M as of March 31, 2022.
  - Construction Package 1 (Page 18) – \$1,944.5M budgeted contract contingency. Contingency balance is \$587.0M as of March 31, 2022.
  - Construction Package 2-3 (Page 27) – \$1,638.4M budgeted contract contingency. Contingency balance is \$505.6M as of March 31, 2022.
  - Construction Package 4 (Page 36) – \$417.8M budgeted contract contingency. Contingency balance is \$89.6M as of March 31, 2022.

### CP Design (Structures/Guideway)

- Expected completion of all CP major design - Ready for Construction (RFC) by the Second Quarter of 2022:
  - Construction Package 1 – 39 of 40 total design packages cleared for construction. Forecasted completion is Second Quarter of 2022 (2.5 mile Caltrans Segment awaiting railroad approvals). Sweeper Package elements being finalized.
  - Construction Package 2-3 – 108 of 109 total design packages cleared for construction. Expect completion Second Quarter of 2022 (Geotech data collection is complete and data analysis is underway for Dutch John).
  - Construction Package 4 – 14 of 14 total design packages cleared for construction.

### CP Construction Labor ([Page 7](#))

- March 2022, Average Daily Site Workers (by Week) – 891 workers. A decrease of 15 workers from the previous period (from 906):
  - Construction Package 1 (Page 19) – 250 workers. An increase of 4 workers from the previous month (246).
  - Construction Package 2-3 (Page 28) – 482 workers. An increase of 6 workers from the previous month (476).
  - Construction Package 4 (Page 37) – 159 workers. A decrease of 25 workers from the previous month (184).
- Daily Average Contracted CP Employees Quarantined for COVID-19 in March 2022 – 3. A decrease of 7 from the daily average of 10 in February 2022.
- 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 Progress (Page 8)**

- Structures – 66 underway/Construction complete compared to 93 structures total. No change from the previous period:
  - Construction Package 1 – 26 structures underway/Construction complete.
  - Construction Package 2-3 – 29 structures underway/Construction complete.
  - Construction Package 4 – 11 structures underway/Construction complete.
- Guideway – 87 miles constructed/underway compared to 119 miles total. No change from the previous period:
  - Construction Package 1 – 17 miles underway/Construction complete.
  - Construction Package 2-3 – 48 miles underway/Construction complete.
  - Construction Package 4 – 22 miles underway/Construction complete.

**Utility Relocations Status (Page 9)**

- Relocated: 796 (43%); In Progress: 435 (24%); Approved to Start: 101 (5%); Not Started: 518 (28%); Total: 1,850. Ten relocated in March 2022 reporting period. A sequence of activities must be completed to begin utility relocation work. These activities include environmental clearance, executed third-party agreement(s), design approval, construction work plans, pre-construction walkthroughs, acquisition of real property, and/or land right conveyances:
  - Construction Package 1 – Relocated: 335 (34%); In Progress: 372 (37%); Approved to Start: 0 (0%); Not Started: 285 (29%); Total: 992.
  - Construction Package 2-3 – Relocated: 386 (56%); In Progress: 41 (6%); Approved to Start: 65 (9%); Not Started: 202 (29%); Total: 694.
  - Construction Package 4 – Relocated: 75 (46%); In Progress: 22 (13%); Approved to Start: 36 (22%); Not Started: 31 (19%); Total: 164.

**CP Real Property/Right-of-Way (ROW) (Pages 10 - 12)**

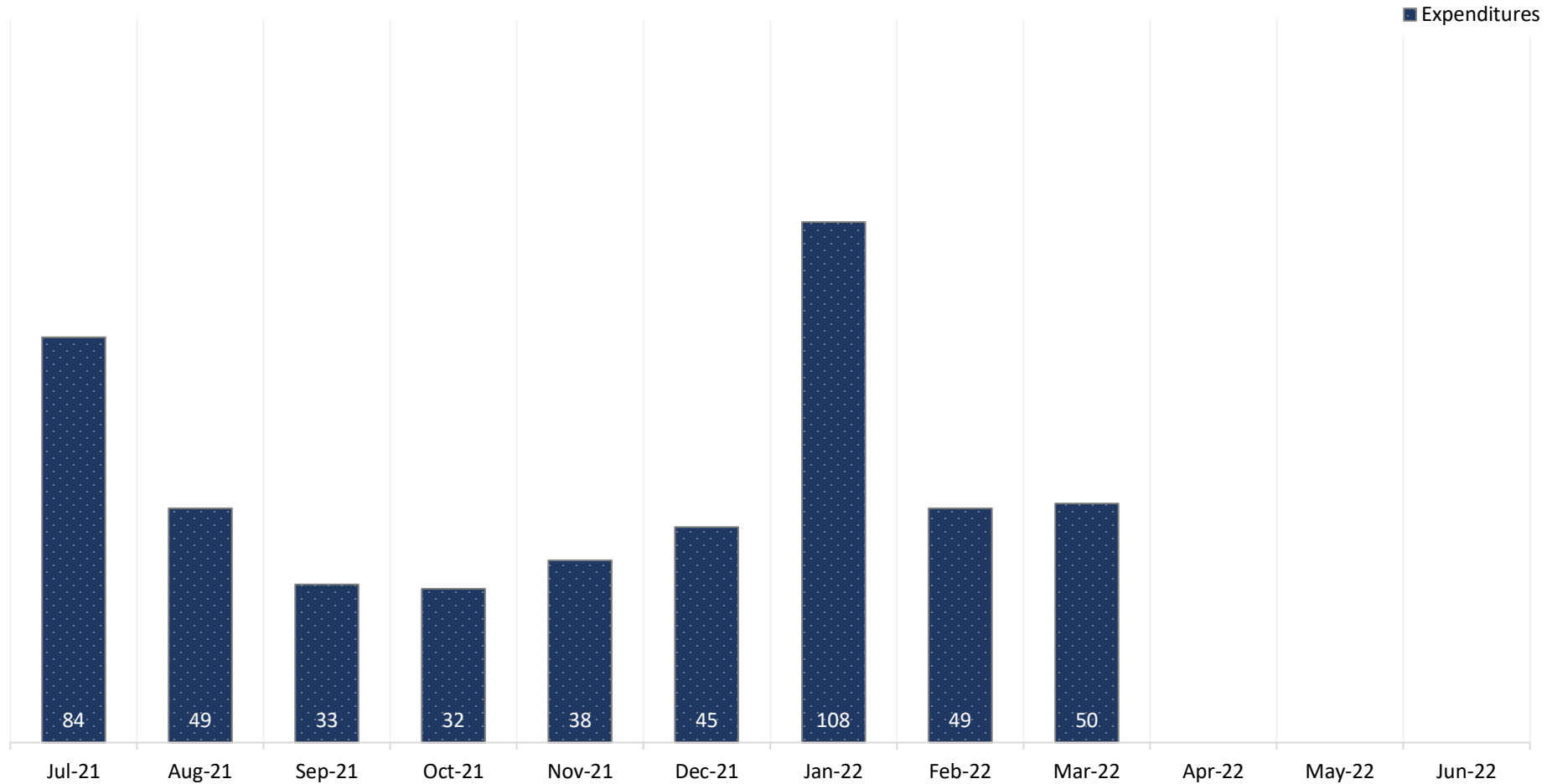
- Total Parcels Delivered to Date – 2,077 parcels compared to an estimated 2,304 parcels needed.
- Parcels Delivered to Design-Builder (DB) – Eight parcels in March 2022.
- Construction Packages 1-4 – 15 parcels added and two removed due to design refinements and third party requirements. The Authority continues to receive requests for additional parcels primarily related to third-party requirements. The Authority reviews these as received and if merit is found, those parcels will be added and acquired per contractual terms.
- Railroad Parcels Delivered to Design-Builder – Zero parcels.
- Total Railroad Parcels Delivered to Date – 123 parcels delivered compared to an estimated 168 total railroad parcels needed.
- Land Right Conveyances (Tier 1, Prior to Construction):
  - Seven land right conveyances approved.
  - To date, the Authority received approval on 647 land right conveyances.

**Project Development (Environmental Clearance) Schedule – Notice of Determination (NOD)/Record of Decision (ROD) ([Pages 42 - 43](#))**

- San Francisco to San Jose – Engineering and Environmental Consultant (EEC) submitted Final Environmental Impact Report/Environmental Impact Statement (EIR/EIS) #3 and NEPA Assignment Team (NAT)/Environmental Services (ES)/Legal completed reviews. Received Biological Opinion from National Marine Fisheries Service on March 18, 2022. Release of Final EIR/EIS planned for August 2022.
- San Jose to Merced – Final EIR/EIS was published on February 25, 2022. Secured regulatory agency approvals for Cultural Resources Memorandum of Agreement, Air Quality General Conformity Determination, and Section 4(f). **The High-Speed Rail Authority Board of Directors approved the San Jose to Merced Final EIR/EIS on April 28, 2022.**
- Bakersfield to Palmdale – Work through Notice of Determination/Record of Decision (NOD/ROD) has been completed. Continued meeting with key stakeholders (Center for Biological Diversity).
- Palmdale to Burbank – Continued working through Step 7 - Required Approval Sequence. In February 2022, a risk emerged related to validating costs (as per the CEO), and that effort would require multiple weeks to complete and extended the start of the Public Comment period to May 2022.
- Burbank to Los Angeles – The Authority’s Chief Executive Officer (CEO) signed the Record of Decision on March 7, 2022. Work through NOD/ROD has been completed.
- Los Angeles to Anaheim – The team continued integrating additional Burlington Northern Santa Fe Corporation (BNSF) deliverables pertaining to the Colton and Lenwood facilities into the assembled Administrative Draft EIR/EIS and continued Preliminary Engineering for Project Definition (PEPD) reviews with external stakeholders.

## CP 1-4 – Design-Build Expenditures

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

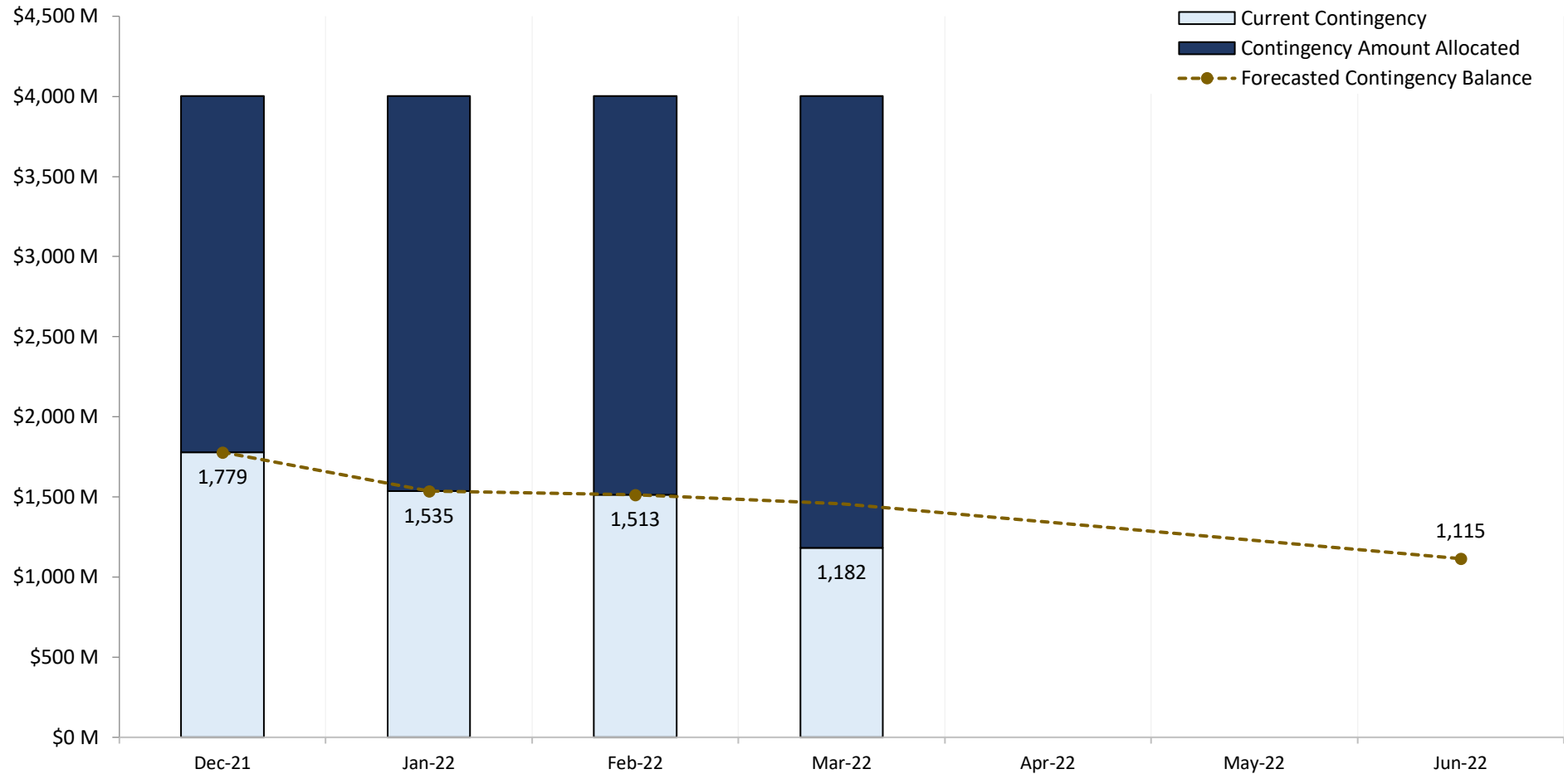


**Notes:**

1. Expenditures in the chart above are specific to the Design-Builder production and based on the Capital Outlay and Expenditure Report.
2. March2022 Expenditures totaled \$49.5M:
  - a. Construction Package 1 – Expenditures totaled \$17.5M.
  - b. Construction Package 2-3 – Expenditures totaled \$19.1M.
  - c. Construction Package 4 – Expenditures totaled \$12.9M.

## CP 1-4 – Risk Contingency

CP 1-4 – Risk Contingency Status (\$ Millions)

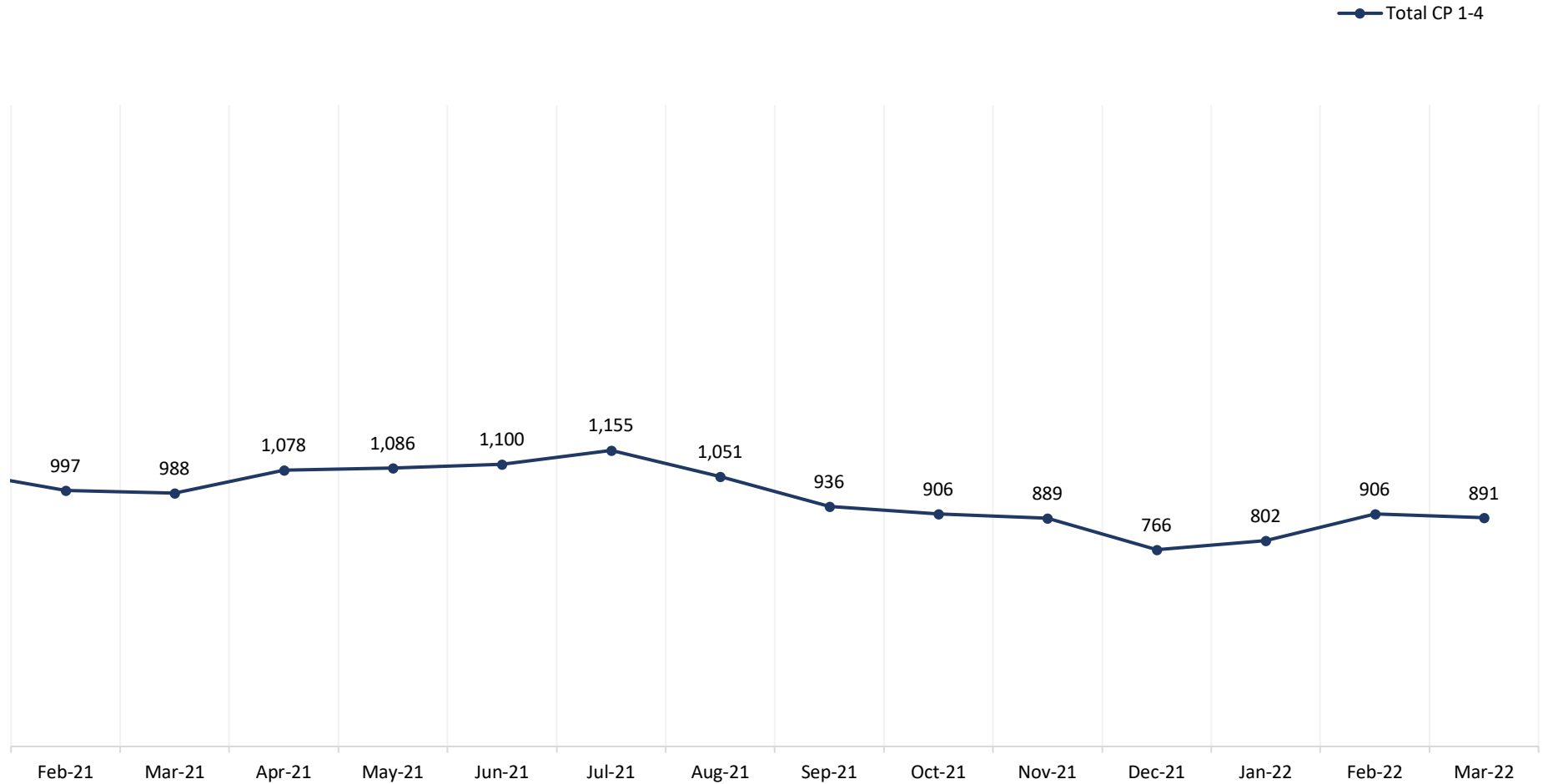


**Notes:**

1. Program baseline is \$4,000.7M.
2. Contingency balance updated to reflect the Board’s adoption of Resolution #HSR21-11 (Expenditure Authorization Increase).
3. Contingency Amount Allocated reflects all executed change orders and Business Oversight Committee (BOC) approved items for all CPs.
4. The Forecasted Contingency Balance drawdown curve is based on the estimated change orders expected to be executed within the three-month window.

## CP 1-4 – Construction Labor

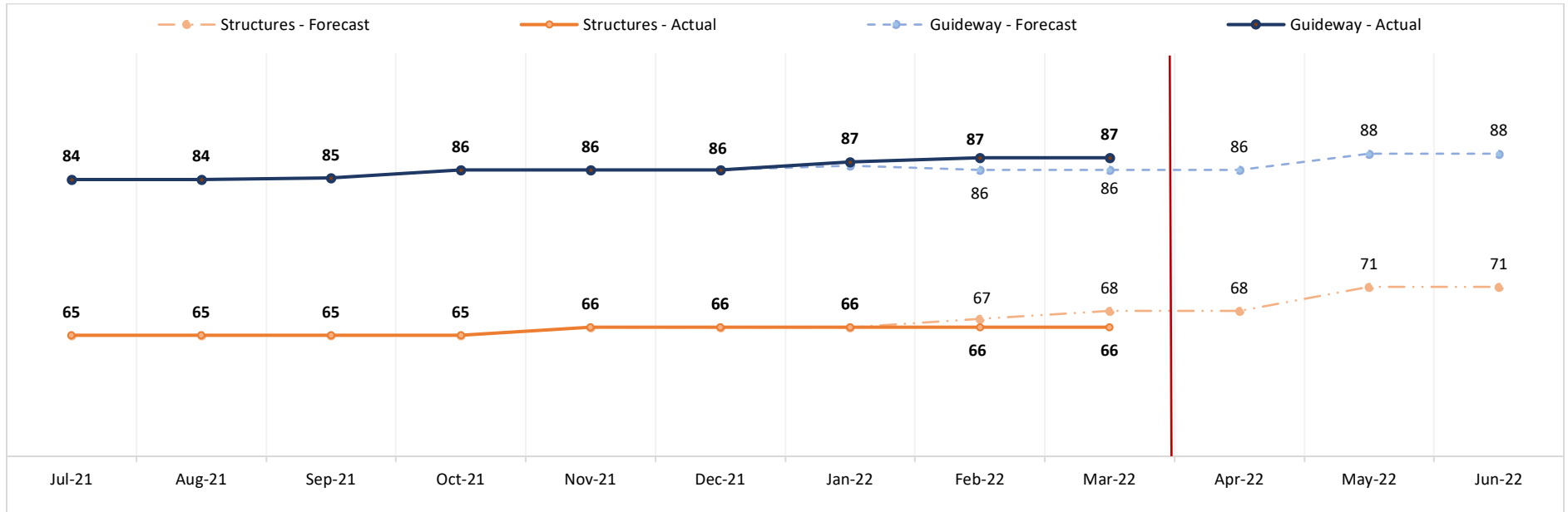
### CP 1-4 – Monthly Construction Workforce Total – Actual (FTE)



- 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 and represents the Average Daily Site Workers (by week).
  2. March 2022, Average Daily Site Workers (by week) – 891 workers. A decrease of 15 workers from the previous period (from 906):
    - a. Construction Package 1 (Page 19) – 250 workers. An increase of 4 workers from the previous month (246).
    - b. Construction Package 2-3 (Page 28) – 482 workers. An increase of 6 workers from the previous month (476).
    - c. Construction Package 4 (Page 37) – 159 workers. A decrease of 25 workers from the previous month (184).

## CP 1-4 – Construction Progress

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



### Monthly Construction Status – In Progress 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>Structures</b>	12	14	18	11	8	3	38	28	<b>66</b>
<b>Guideway</b>	15	2	15	33	6	16	36	51	<b>87</b>

**Notes:**

- The chart above incorporates provisional forecast numbers pending submission and approval of Revised Baseline Schedules (RBS) Revision 3.
- Total Structures: 93.
- Total Guideway: approximately 119 miles.
- Structures – 66 underway/Construction complete compared to 93 structures total. No change from the previous period:
  - CP 1 – 26 structures underway/Construction complete.
  - CP 2-3 – 29 structures underway/Construction complete. CP2-3 delay at SR43 Curved Bridge and Grangeville. At Curved Bridge it’s due to environmental burrow excavation taking longer than anticipated. Schedule has been pushed to end of -April 2022. At Grangeville, it is due to utility relocation of SCE transmission line.
  - CP 4 – 11 structures underway/Construction complete.
- Guideway – 87 miles underway/Construction complete compared to 119 miles total. No change from the previous period.
  - CP 1 – 17 miles underway/Construction complete.
  - CP 2-3 – 48 miles underway/Construction complete.
  - CP 4 – 22 miles underway/Construction complete.

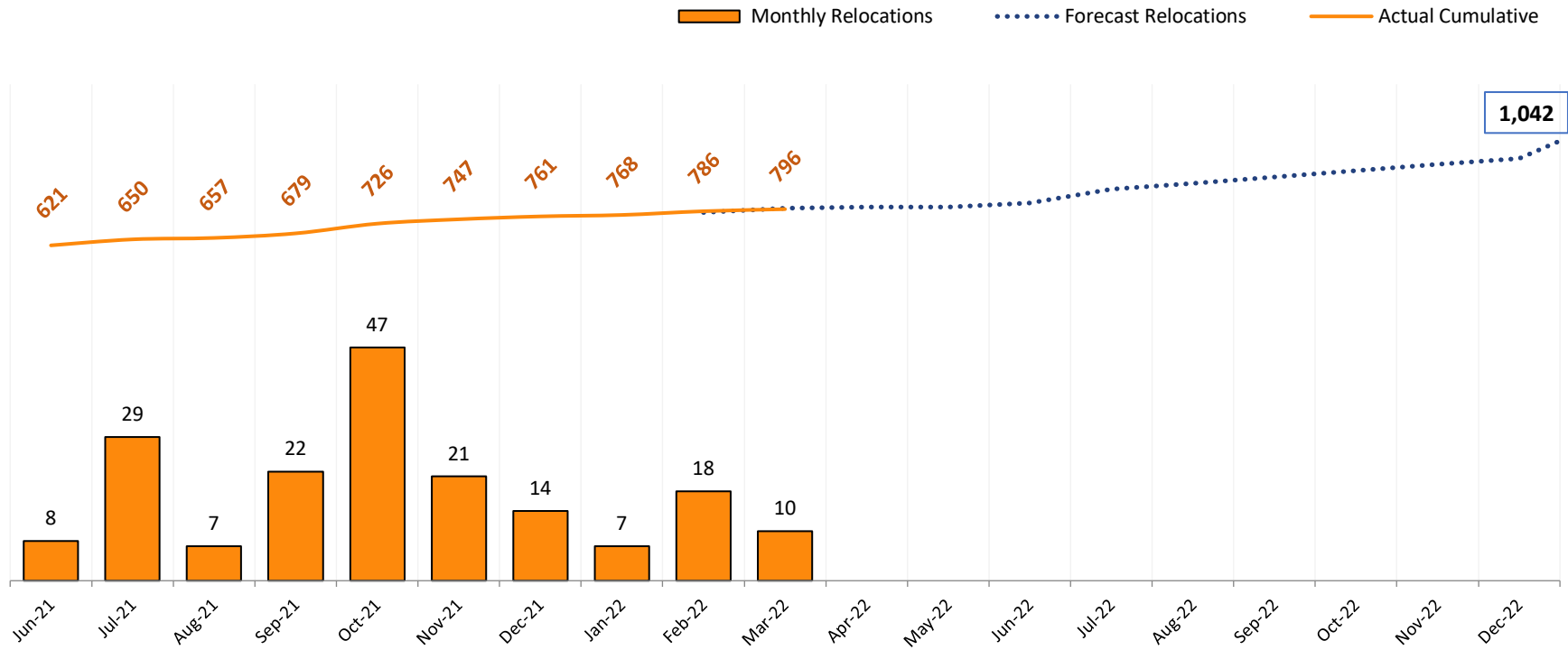


# CP 1-4 – Utility Relocations

## CP 1-4 – Utility Relocation Summary

Construction Package	Total Relocations March 31, 2022	Total Utilities Relocated to Date March 31, 2022	Remaining Utility Relocations March 31, 2022
CP 1	992	335	657
CP 2-3	694	386	308
CP 4	164	75	89
<b>Total</b>	<b>1,850</b>	<b>796</b>	<b>1054</b>

## CP 1-4 – Utility Relocation Status Summary-Monthly



**Notes:**

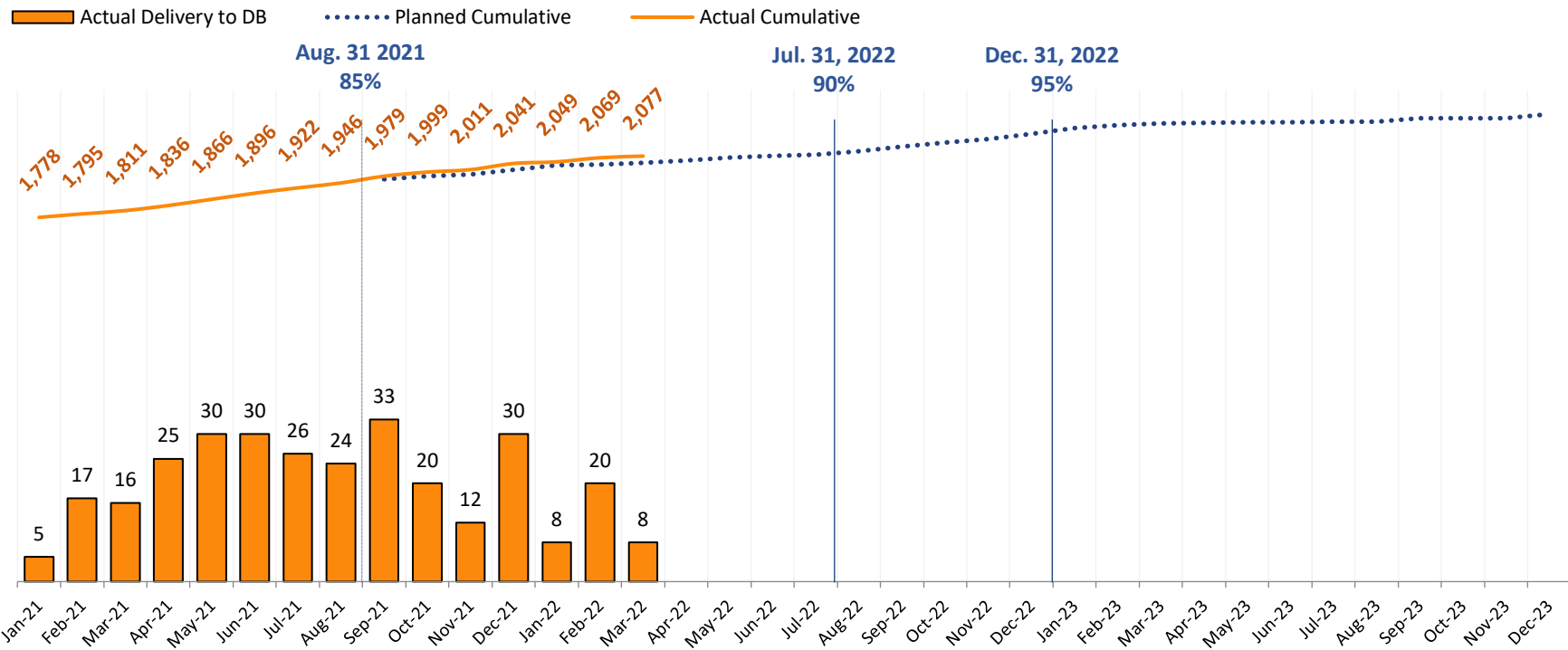
1. In Progress 435 (24%).
2. Approved to start 101 (5%).
3. Not Started 518 (28%).

## CP 1-4 – Real Property/Right-of-Way (ROW)

### CP 1-4 – Right-of-Way (ROW) Summary

Construction Package	Total Needed Parcels March 31, 2022	Total Parcels Delivered to Date March 31, 2022	Remaining Parcels to be Delivered March 31, 2022
CP 1	1,075	995	80
CP 2-3	990	882	108
CP 4	239	200	39
<b>Total</b>	<b>2,304</b>	<b>2,077</b>	<b>227</b>

### CP 1-4 – Parcel Delivery to Design-Builder (DB) Summary



**Notes:**

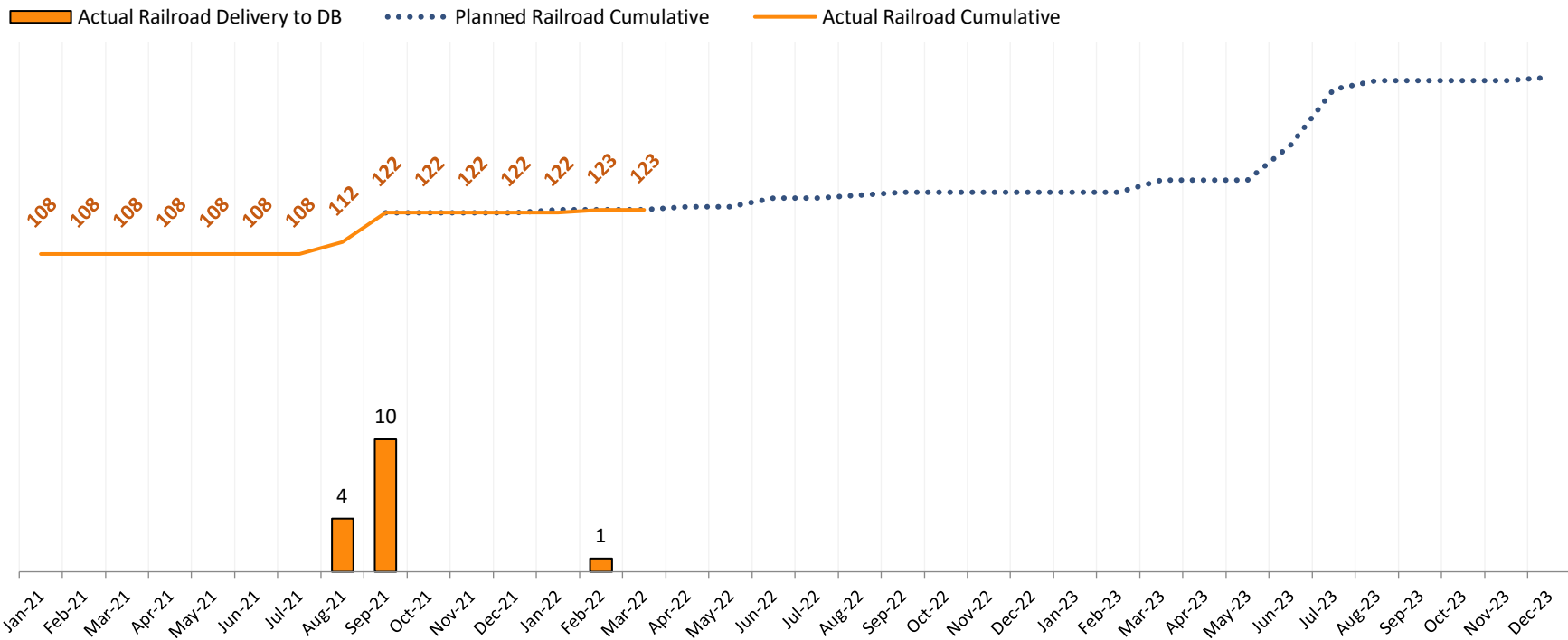
1. This reflects the actual parcels delivered to the Design-Builder by month compared to the planned delivery schedule which identifies 90% and 95% milestone completion for CP 1-4. The 90% and 95% milestone completion does not include any additional parcels that may be added.
2. Fifteen parcels added to Total Needed Parcels and two removed due to design refinements and third party requirements.

## CP 1-4 – Real Property/Right-of-Way (ROW) Railroad

### CP 1-4 – Right-of-Way (ROW) Railroad Summary

Construction Package	Total Needed Railroad Parcels March 31, 2022	Total Railroad Parcels Delivered to Date March 31, 2022	Remaining Railroad Parcels to be Delivered March 31, 2022
CP 1	83	57	26
CP 2-3	56	37	19
CP 4	29	29	0
<b>Total</b>	<b>168</b>	<b>123</b>	<b>45</b>

### CP 1-4 – Railroad Parcel Delivery to Design-Builder (DB) Summary



**Notes:**

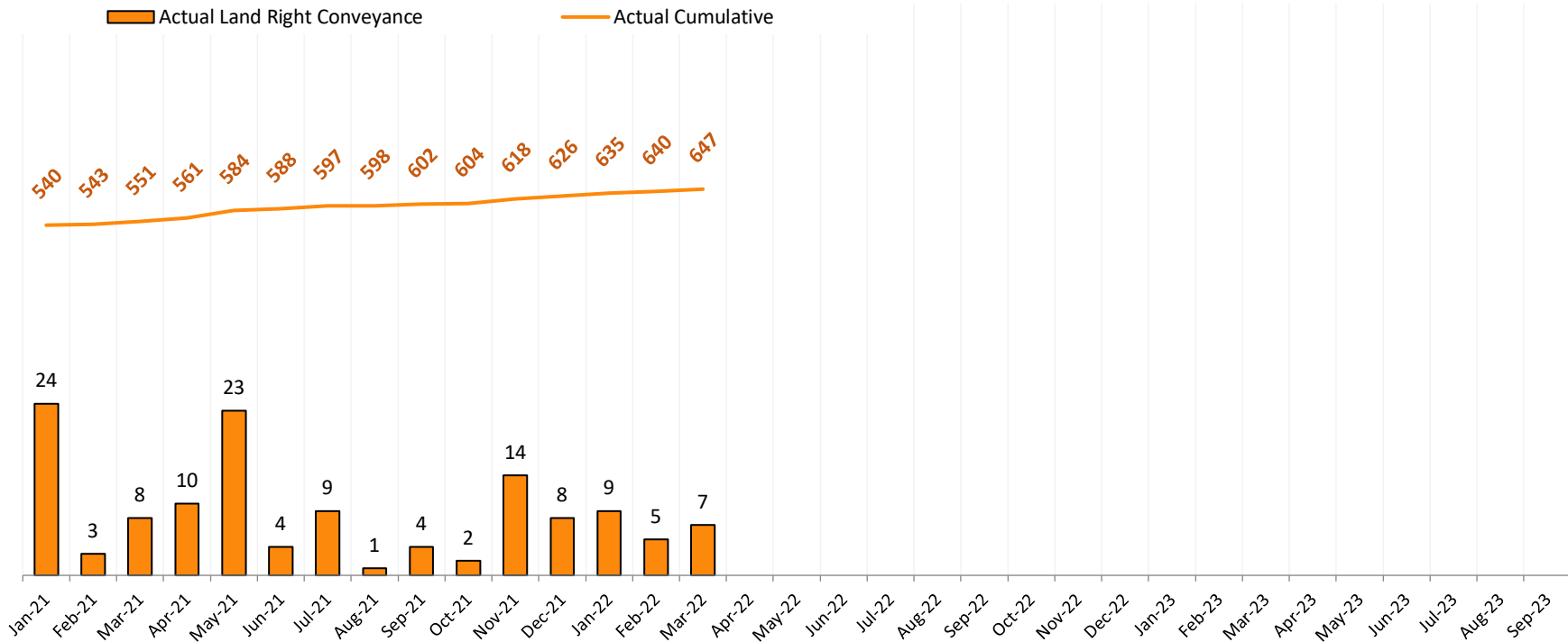
1. The Planned Cumulative line for Railroad Parcel Delivery reflects Revised Baseline Schedule (RBS) Revision 3.

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

### 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 March 31, 2022	Total Land Right Conveyances Approved <sup>(2)</sup> March 31, 2022	Remaining Land Right Conveyances to be Approved March 31, 2022
CP 1	393	338	55
CP 2-3	433	264	169
CP 4	88	45	43
<b>Total</b>	<b>914</b>	<b>647</b>	<b>267</b>

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

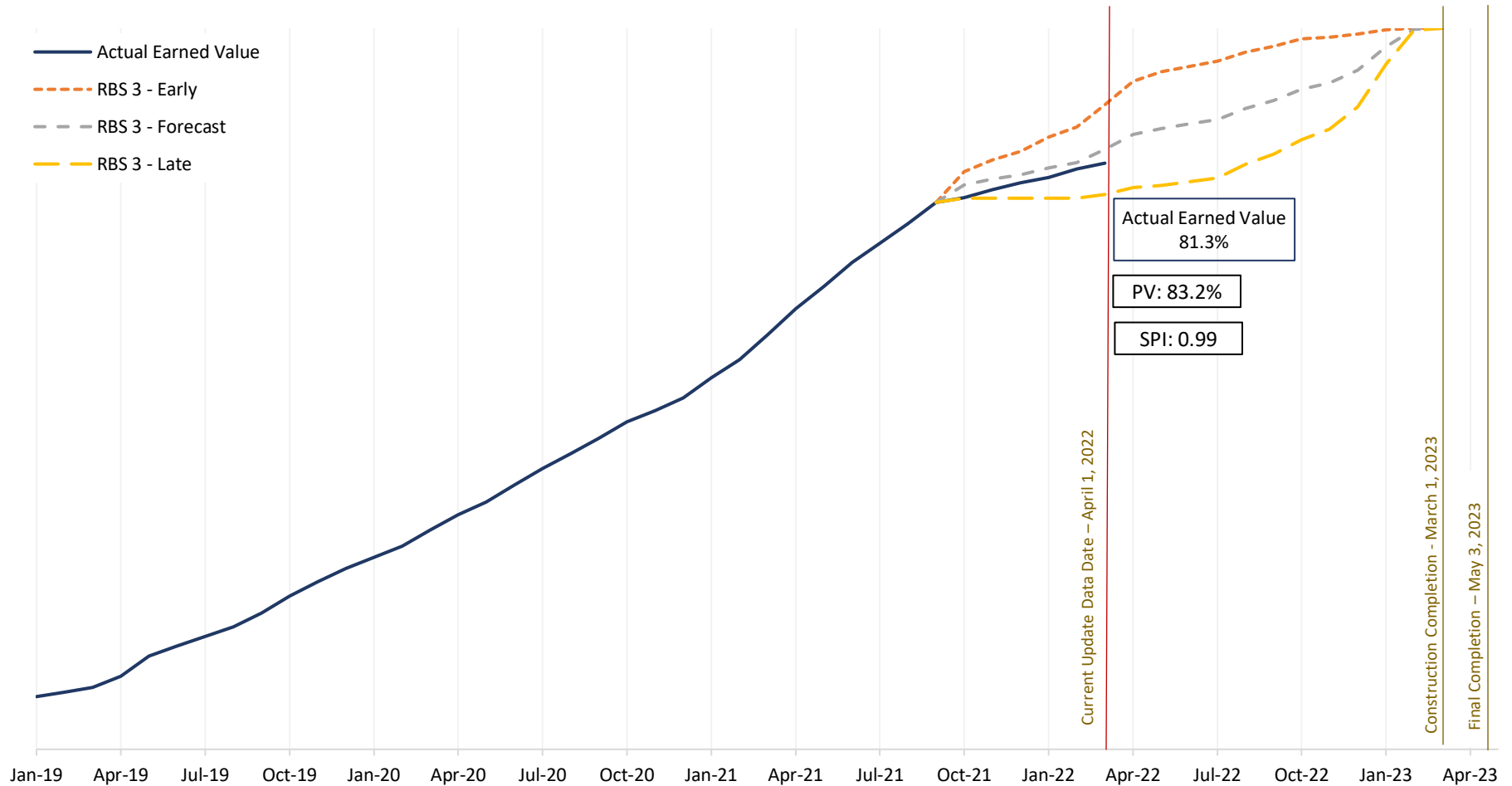


**Notes:**

1. The Planned Cumulative line for Land Right Conveyances is being adjusted to reflect Revised Baseline Schedule (RBS) Revision 3 and will be reflected in a subsequent report.
2. The term "Approved" is defined as land right conveyances with Director of Real Property for signature, PG&E for signature, or recorded.

## CP 4 – Earned Value

### CP 4 – Earned Value Summary (%)

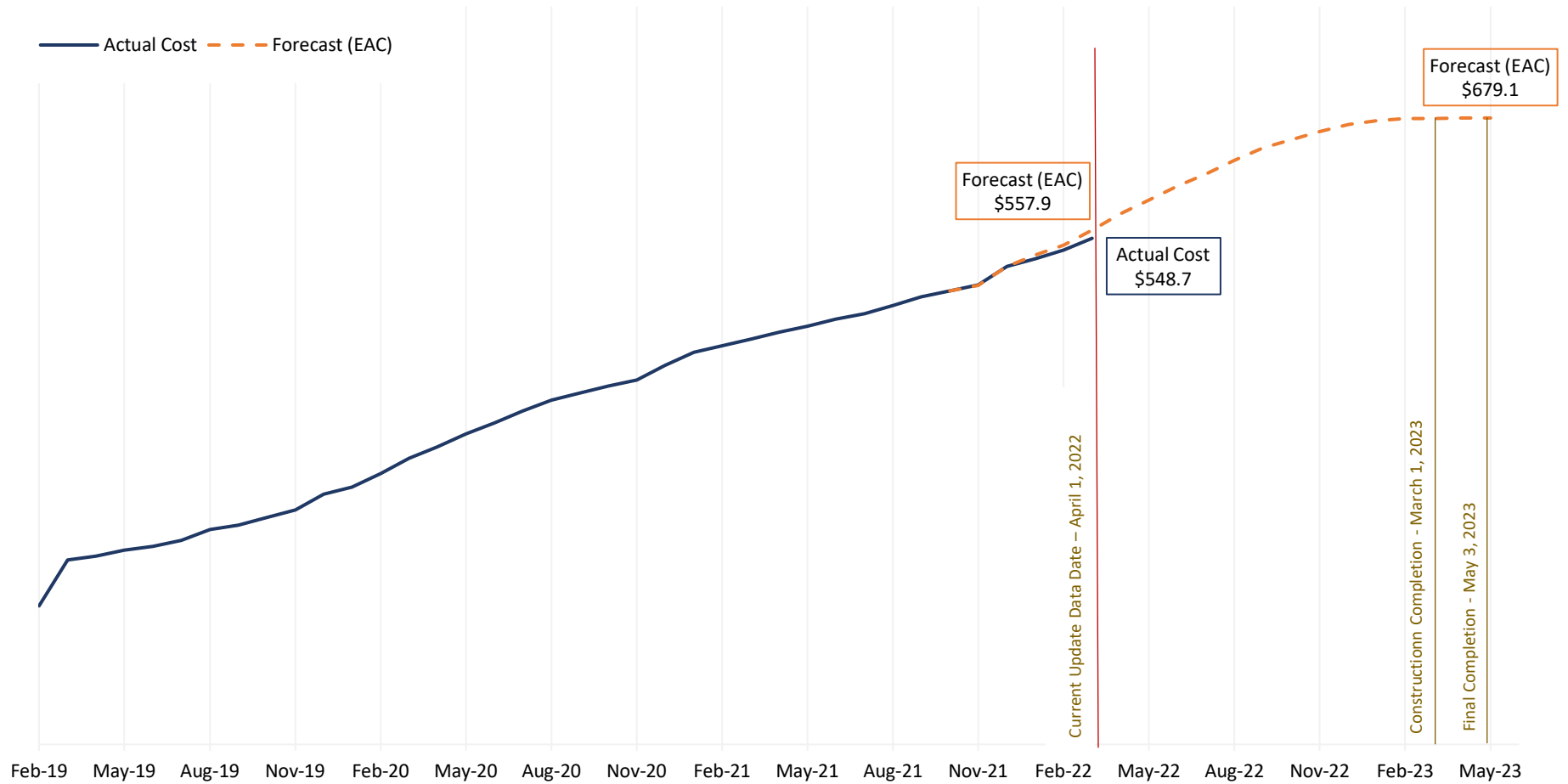


**Notes:**

1. The plan graphs are based on RBS Revision 3, which has a data date of October 1, 2021 and a construction completion date of March 1, 2023. Actual graph is as of March 31, 2022.
2. Earned Value represents physical progress of site activities, which is based on project team verification of site progress measurements.
3. The early dates graph is optimistic and assumes activities will take place on the schedule early dates.
4. Average graph assumes non-critical path activities are taking place mid-way of early and late dates.
5. The late dates graph assumes activities will take place on the schedule late dates. If actuals fall below late graph, it indicates schedule slippage. To provide contingency, the Schedule Performance Index (SPI) is measured against the average graph.
6. Time contingency is not included in these forecasts. This is Authority owned contingency.

## CP 4 – Cost Trend

### CP 4 – Cost Trend Summary (\$ Millions)



**Notes:**

1. The graph provides a comparison of the project actual cost performance against the target Estimate at Completion (EAC).
2. The target EAC forecast is based on the contract value and the estimated cost of expected change orders.

# CONSTRUCTION PACKAGE 1 (CP 1) OVERVIEW

## CP 1 – Design-Build Contract Summary<sup>(1)</sup>

### Milestones

Milestone	Date
Request for Quote (RFQ) Date:	11/15/2011
Statement of Qualification (SOQ) Date:	12/19/2011
Request for Proposal (RFP) Date:	03/22/2012
Proposal:	01/18/2013
Bid Open Date:	04/13/2013
Award Date:	08/16/2013
Notice to Proceed (NTP) 1 Date:	10/15/2013
Notice to Proceed (NTP) 2 Date:	11/22/2013
Notice to Proceed (NTP) 3 Date:	07/11/2014
Original Completion Date:	03/31/2018
Current Forecast Contract Completion Date <sup>(2)</sup> :	03/04/2024
<b>Current Forecast Construction Completion Date<sup>(3)</sup>:</b>	<b>12/29/2023</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:	\$1,645,279,390.31
Current Contract Amount:	\$2,668,267,390.31
Approved Invoices to Date:	\$1,764,881,256.03
<b>Remaining Contract Balance:</b>	<b>\$903,386,134.28</b>

### Contract Time Status

Description	Duration
Original Contract Days:	1,628
Extension of Time Awarded:	2,099
Current Forecast Contract Days:	3,727
Calendar Days Worked (thru 03/31/2022):	3,089

### Expended to Date

Description	Percentage
Time:	82.9%
Dollars:	66.1%

### Growth Percentage

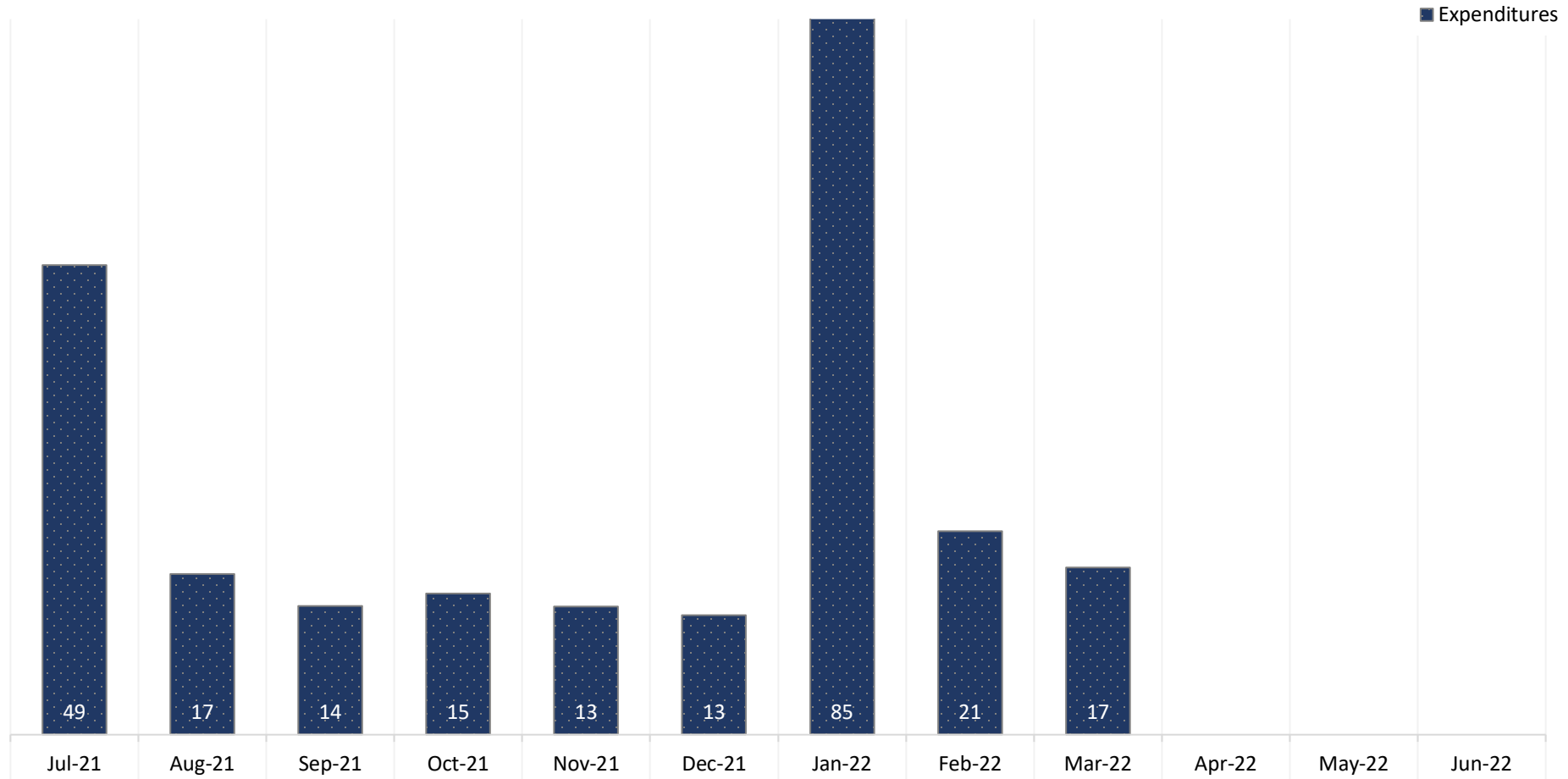
Description	Percentage
Time:	128.9%
Dollars:	160.8%

### Notes:

- Information in this section is coming from data provided by the PCM – Monthly Status Report.
- Updated to align with Current Forecast Contract Completion Date based on Expenditure Authorization (pending executed change order).
- Expenditure Authorization Current Forecast Construction Completion Date (pending executed change order) – December 29, 2023.
- Subject to finalization of Revised Baseline Schedules (RBS) Revision 3 and execution of contract changes of any time extensions.
- Contract Time Status (Extension of Time Awarded and Current Contract Days), Expended to Date (Time), and Growth Percentage (Time) calculation is based on the Current Construction Completion Date.

## CP 1 – Design-Build Expenditures

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



**Notes:**

1. Expenditures in the chart above are specific to the Design-Builder production and based on the Capital Outlay and Expenditure Report.
2. Expenditures totaled \$17.5M.



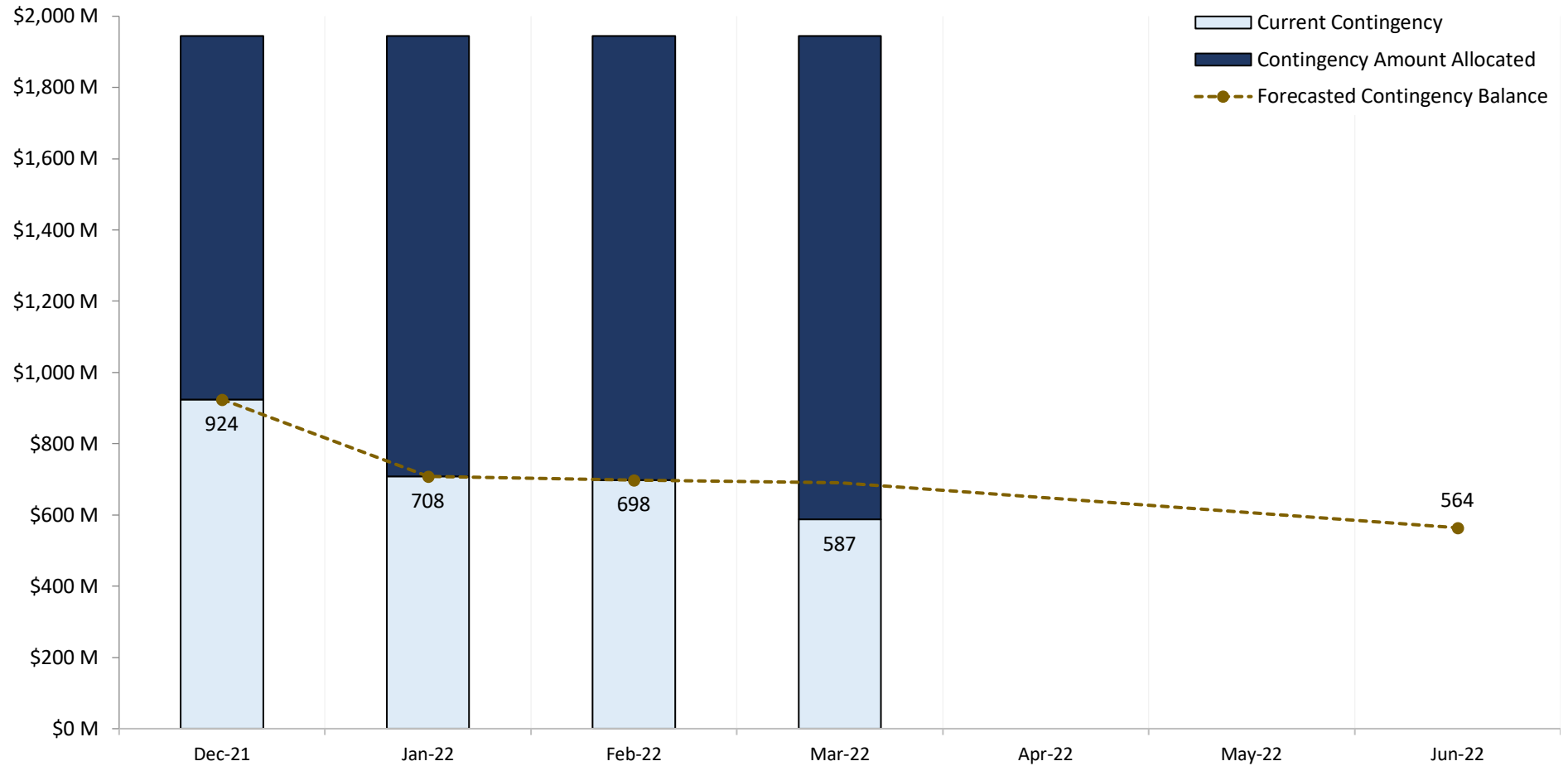
## CP 1 – Change Orders (CO)

### CP 1 – Change Order Status

CO Number	Title	Change Status	Amount	Executed Date
00420	MSE to CIP Walls Along Underpass – Design	Executed	\$178,753.00	03-18-22
00421	Basin Modifications at FB-10-0118 and FB-10-0121 – Design	Executed	\$31,999.00	03-04-22
00422	W Belmont Overhead Structure Requirements – Design	Executed	\$147,527.00	03-18-22
00423	Reconstruction and Reopening of Mono Street – Construction	Executed	\$118,329.00	03-04-22
00425	Mono Street SJVR Crossing – Design	Executed	\$26,103.00	03-18-22
00426	California & Cherry Storm Drain Revisions due to UPRR Comments – Design	Executed	\$50,931.64	03-04-22
00428	Tuolumne Basin Redesign due to Hazardous Material – Construction	Executed	\$958,586.00	03-18-22
<b>TOTAL</b>			<b>\$1,512,228.64</b>	

## CP 1 – Risk Contingency

CP 1 – Risk Contingency Status (\$ Millions)

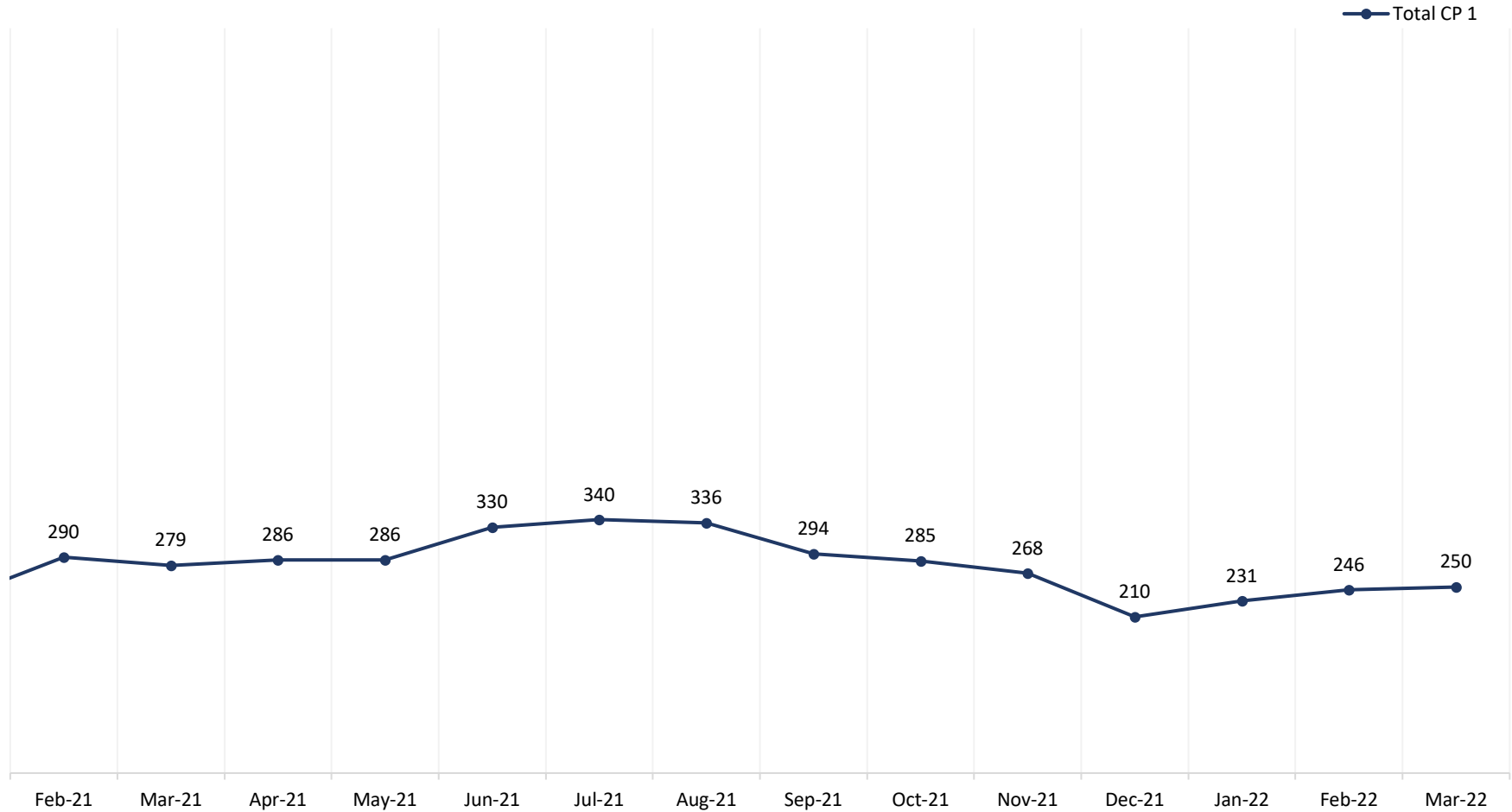


**Notes:**

1. Program baseline is \$1,945M.
2. Contingency balance updated to reflect the Board’s adoption of Resolution #HSR21-11 (Expenditure Authorization Increase).
3. Contingency Amount Allocated reflects executed change orders and Business Oversight Committee (BOC) approved items.
4. The Forecasted Contingency Balance drawdown curve is based on the estimated change orders expected to be executed within the three-month window.

## CP 1 – Monthly Construction Labor

### CP 1 – Monthly Construction Workforce Total – Actual (FTE)

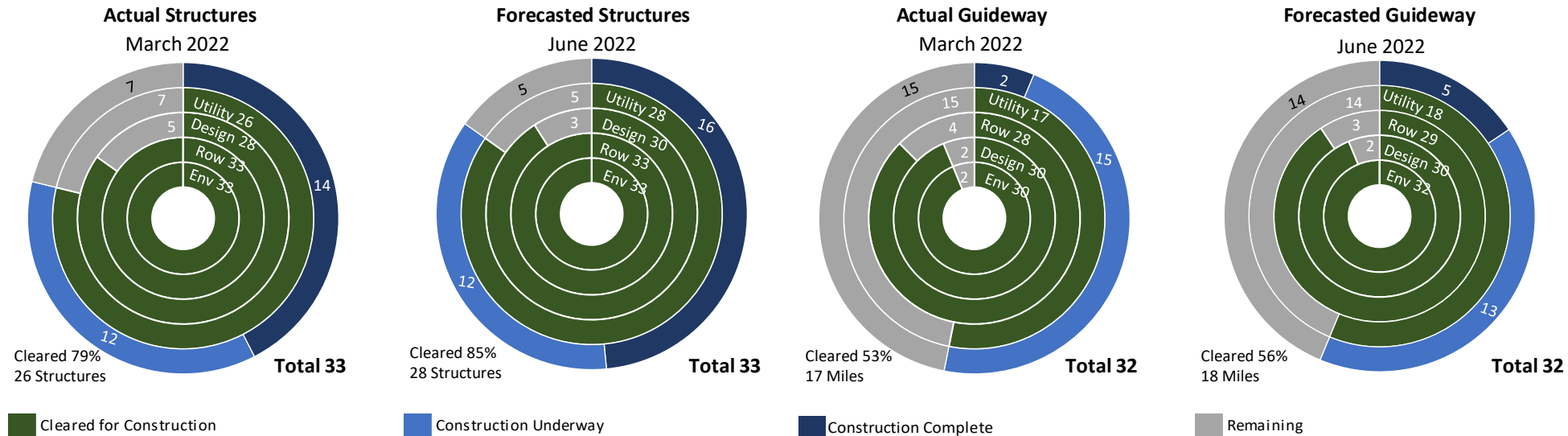


**Notes:**

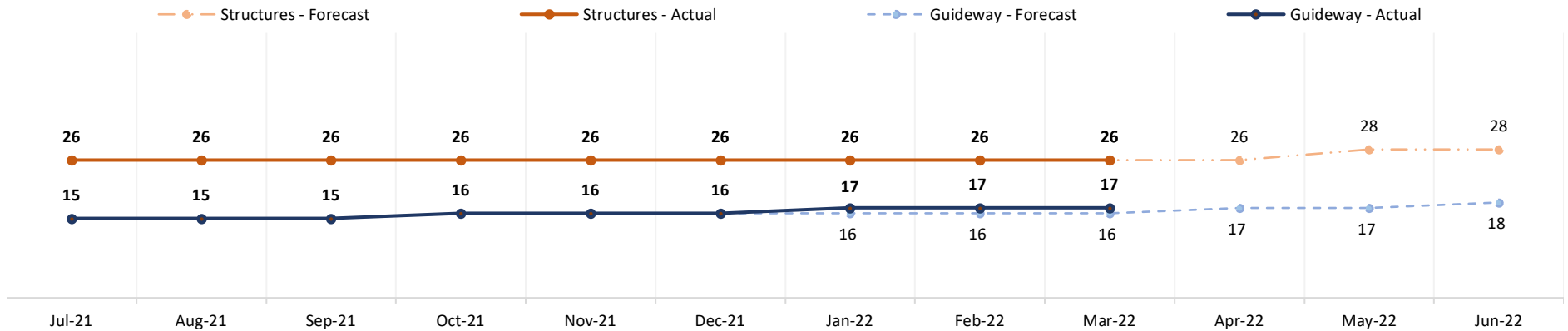
1. The construction labor numbers (full-time employees) are based on the weekly totals divided by the number of weeks within the working calendar month and represents the Average Daily Site Workers (by week).
2. An increase of 4 workers from the previous month (246).

# CP 1 – Construction Progress

## CP 1 – Construction Progress



## CP 1 – Structures and Guideway Progress – Forecast vs. Actual



**Notes:**

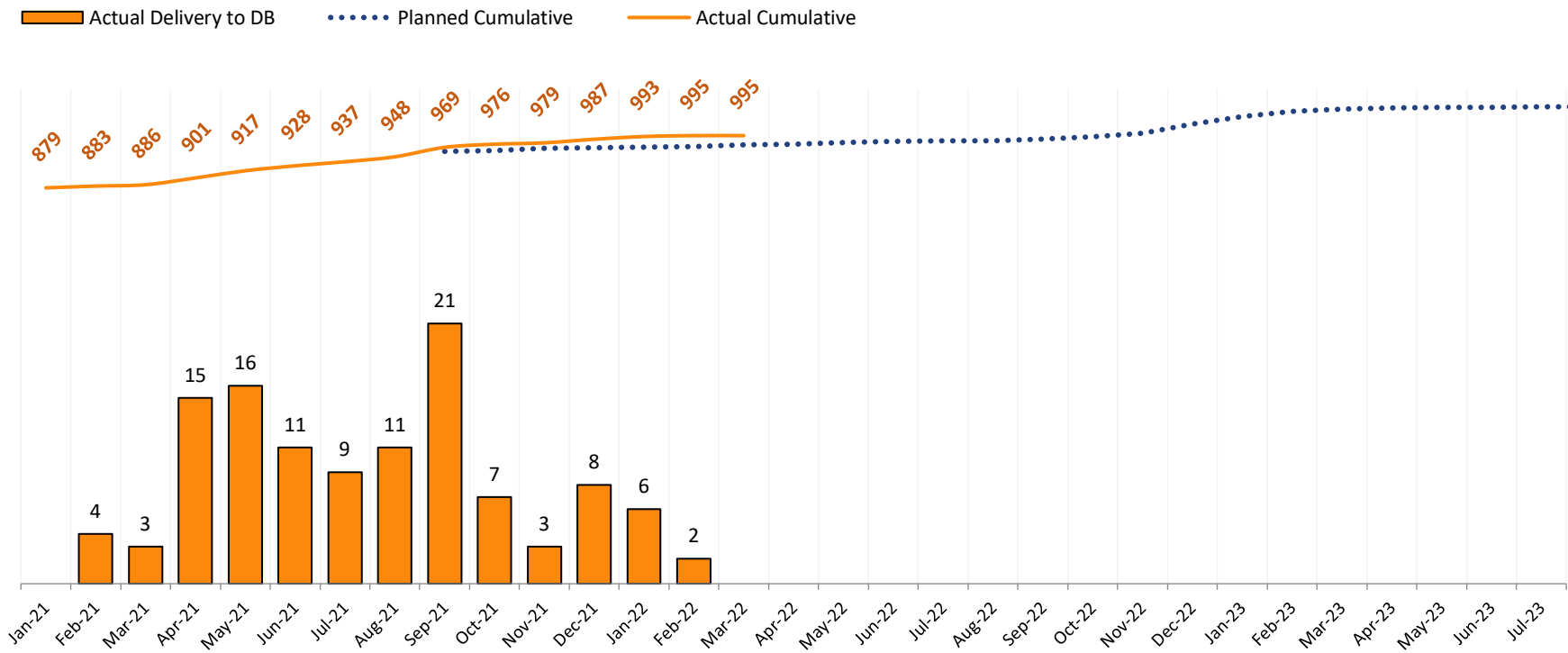
- The circle charts above incorporate Revised Baseline Schedules (RBS) Revision 3 data pending approval.
- The line chart above incorporates provisional forecast numbers pending submission and approval of RBS Revision 3.
- Total Structures: 33:
  - 26 structures underway/Construction complete.
- Total Guideway: 32 miles:
  - 17 miles underway/Construction complete.

# CP 1– Real Property/Right-of-Way (ROW)

## CP 1 – Right-of-Way (ROW) Summary

Construction Package	Total Needed Parcels March 31, 2022	Total Parcels Delivered to Date March 31, 2022	Remaining Parcels to be Delivered March 31, 2022
CP 1	1,075	995	80

## CP 1 – Parcel Delivery to Design-Builder (DB) Summary



**Notes:**

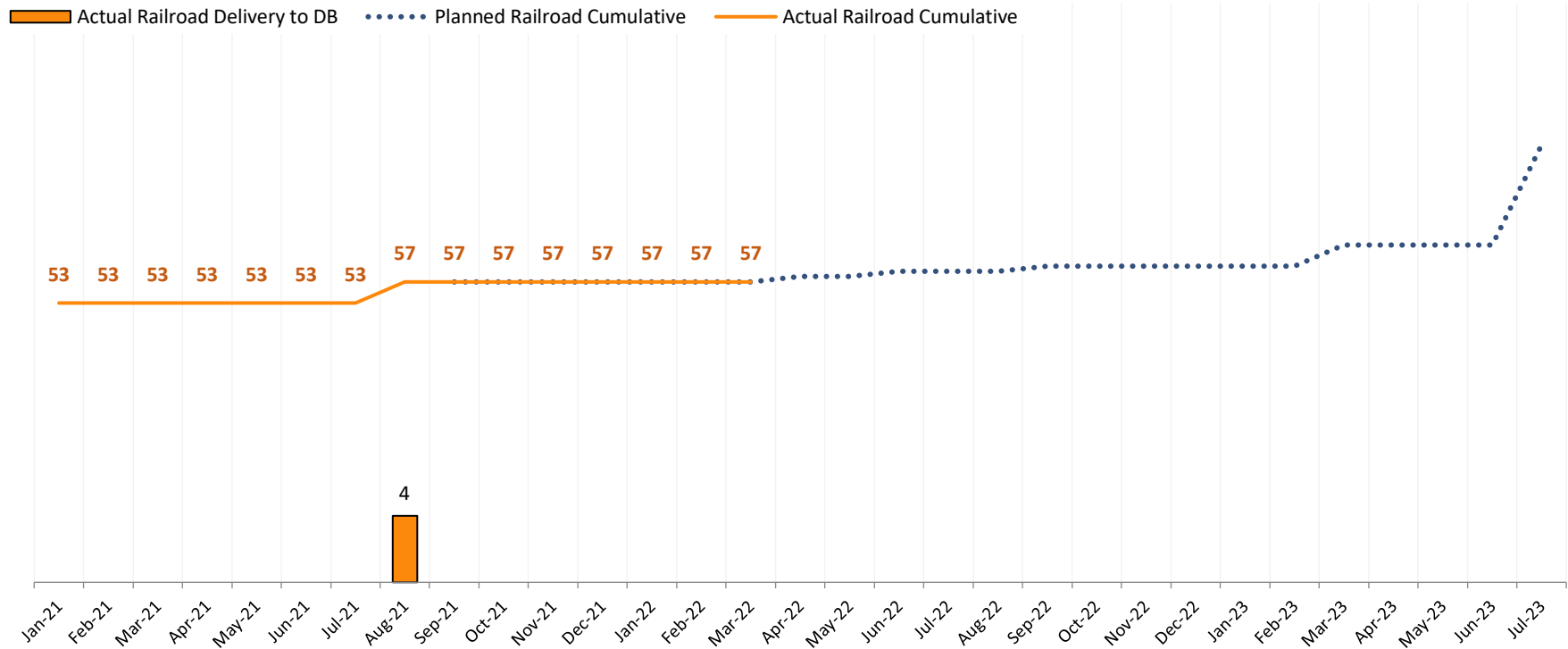
1. This reflects the actual parcels delivered to the Design-Builder by month and projection based on the Revised Baseline Schedules (RBS) Revision 3.
2. Two parcels added to Total Needed Parcels.

# CP 1 – Real Property/Right-of-Way (ROW) Railroad

## CP 1 – Right-of-Way (ROW) Railroad Summary

Construction Package	Total Needed Railroad Parcels March 31, 2022	Total Railroad Parcels Delivered to Date March 31, 2022	Remaining Railroad Parcels to be Delivered March 31, 2022
CP 1	83	57	26

## CP 1 – Railroad Parcel Delivery to Design-BUILDER (DB) Summary



**Note:**

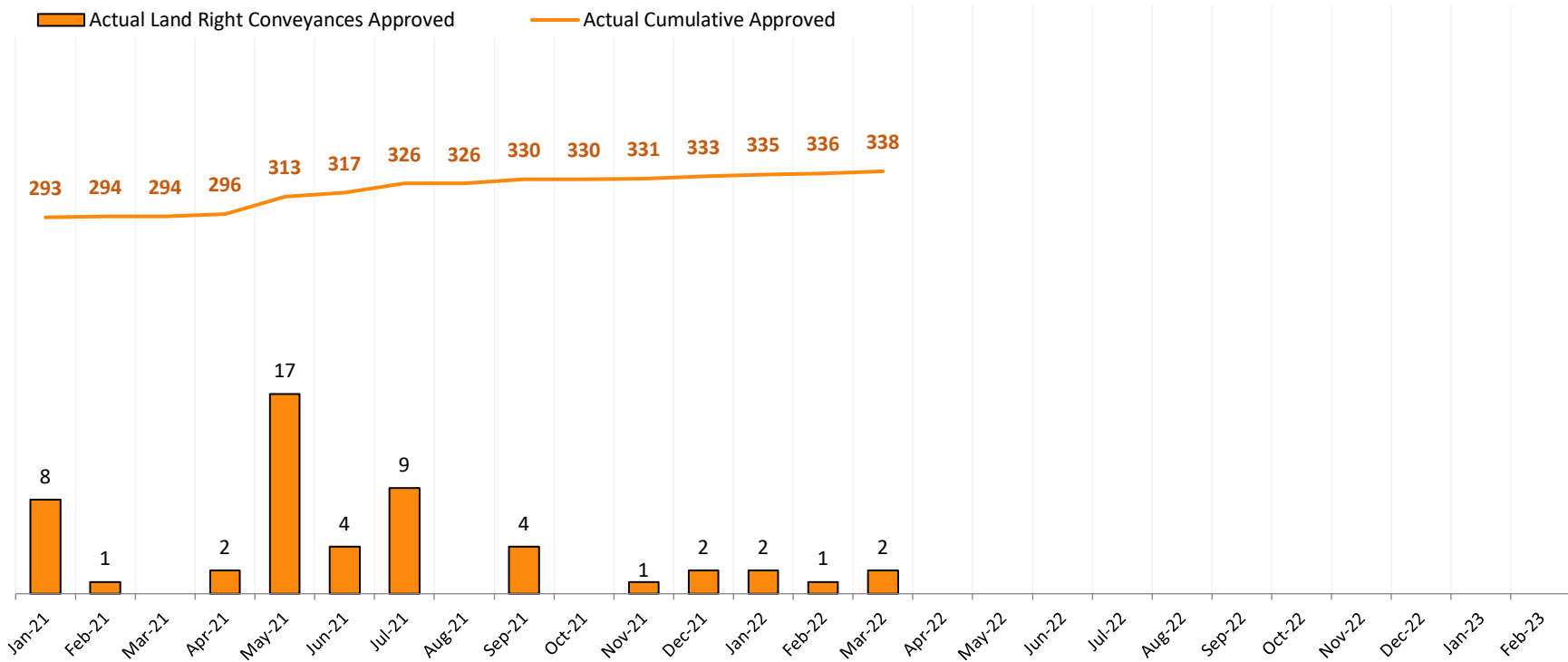
1. The Planned Cumulative line for Railroad Parcel Delivery reflects Revised Baseline Schedule (RBS) Revision 3.

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

### 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, 2022	Total Land Right Conveyances Approved <sup>(2)</sup> to Date March 31, 2022	Remaining Land Right Conveyances to be Approved March 31, 2022
CP 1	393	338	55

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



**Notes:**

1. The Planned Cumulative line for Land Right Conveyances is being adjusted to reflect Revised Baseline Schedule (RBS) 3 and will be reflected in a subsequent report.
2. The term "Approved" is defined as land right conveyances with Director of Real Property for signature, PG&E for signature, or recorded.

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

## CP 2-3 – Design-Build Contract Summary<sup>(1)</sup>

### Milestones

Milestone	Date
Request for Quote (RFQ) Date:	10/09/2013
Statement of Qualification (SOQ) Date:	12/13/2013
Request for Proposal (RFP) Date:	04/03/2014
Proposal:	10/30/2014
Bid Open Date:	12/11/2014
Award Date:	06/10/2015
Late Notice to Proceed (LNTP) Date:	06/12/2015
Notice to Proceed (NTP) Date:	07/25/2015
Original Completion Date:	08/19/2019
Current Forecast Contract Completion Date <sup>(2)</sup> :	03/06/2024
<b>Current Forecast Construction Completion Date<sup>(3)</sup>:</b>	<b>12/31/2023</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:	\$860,765,763.42
Current Contract Amount:	\$2,226,101,653.42
Approved Invoices to Date:	\$1,523,599,945.57
<b>Remaining Contract Balance:</b>	<b>\$702,501,707.85</b>

### Contract Time Status

Description	Duration
Original Contract Days:	1,486
Extension of Time Awarded:	1,595
Current Forecast Contract Days:	3,081
Calendar Days Worked (thru 03/31/2022):	2,441

### Expended to Date Percentage

Description	Percentage
Time:	79.2%
Dollars:	68.4%

### Growth Percentage

Description	Percentage
Time:	107.3%
Dollars:	63.0%

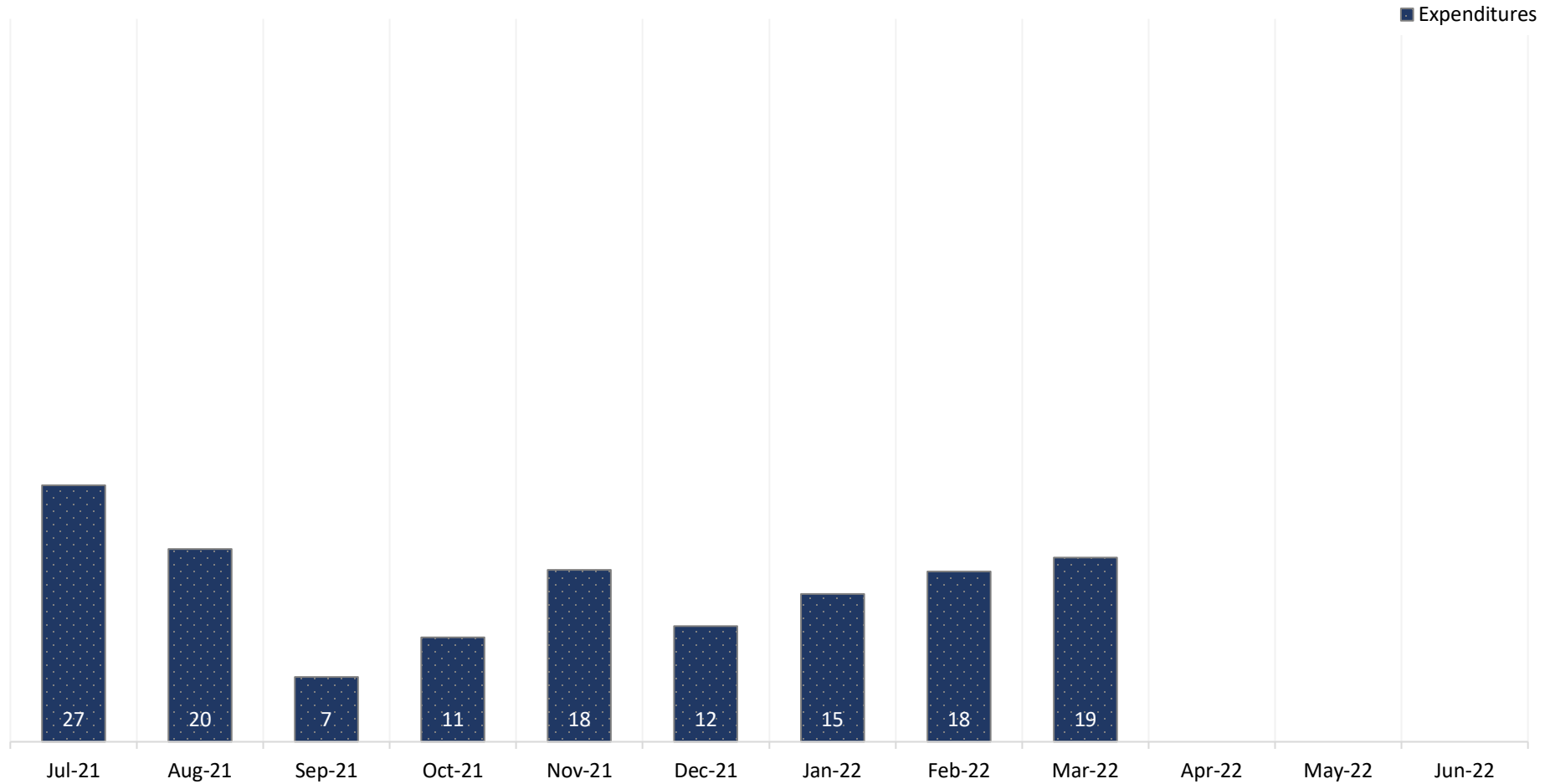
### Notes:

- Information in this section is coming from data provided by the PCM – Monthly Status Report.
- Updated to align with Current Forecast Contract Completion Date based on Expenditure Authorization (pending executed change order).
- Expenditure Authorization Current Forecast Construction Completion Date (pending executed change order) – December 31, 2023.
- Subject to finalization of Revised Baseline Schedules (RBS) Revision 3 and execution of contract changes of any time extensions.
- Contract Time Status (Extension of Time Awarded and Current Contract Days) Expended to Date (Time), and Growth Percentage (Time) calculation is based on the Current Construction Completion Date.



## CP 2-3 – Design-Build Expenditures

### CP 2-3 – Monthly Expenditures (\$ Millions)



**Notes:**

1. Expenditures in the chart above are specific to the Design-Builder production and based on the Capital Outlay and Expenditure Report.
2. Expenditures totaled \$19.1M.

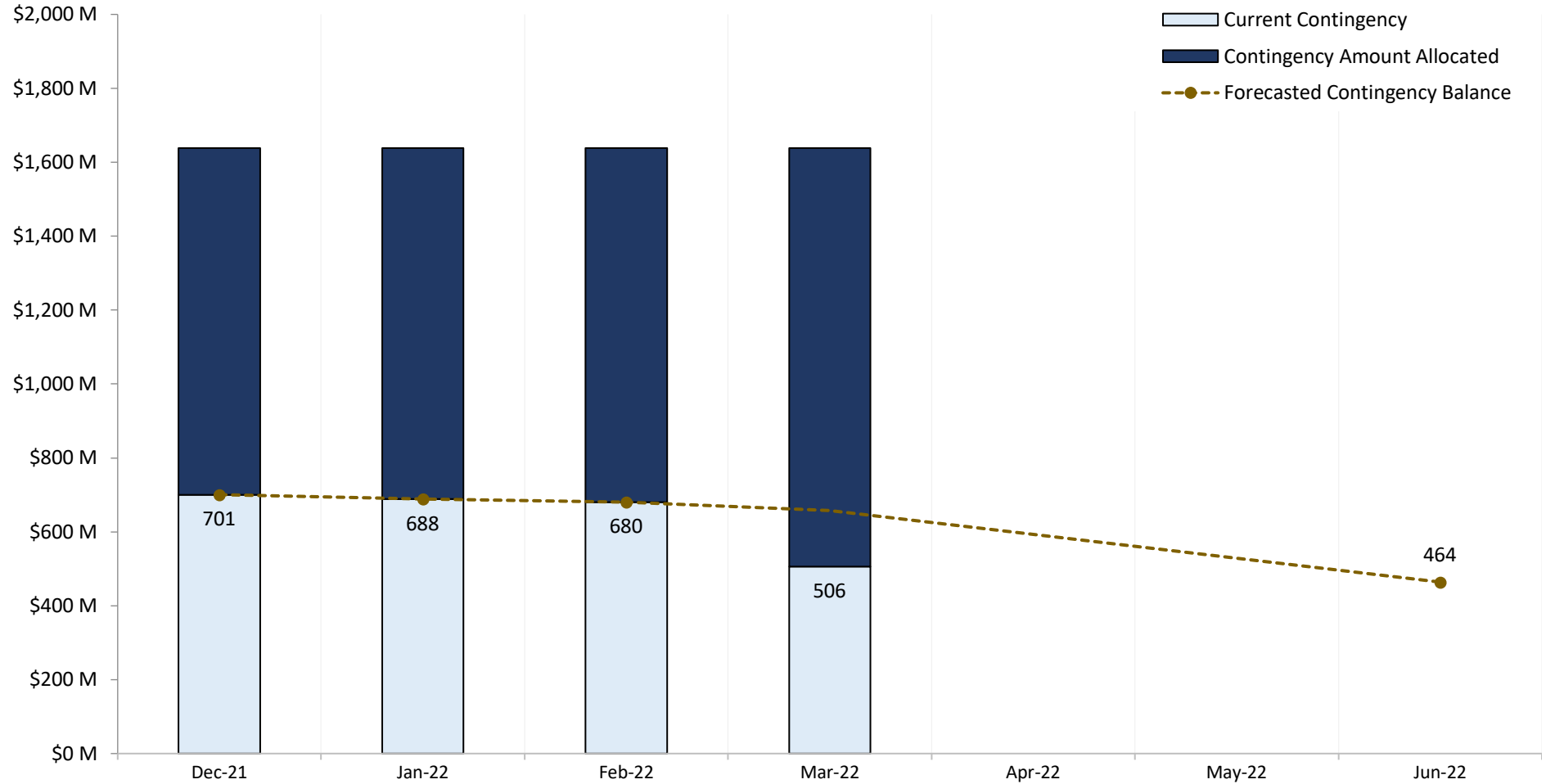
## CP 2-3 – Change Orders (CO)

### CP 2-3 – Change Order Status

CO Number	Title	Change Status	Amount	Executed Date
00282	Fresno Irrigation District Pipeline Damage	Executed	\$29,817.00	03-24-22
00045.29	Escalation Costs – January 2021	Executed	\$847,503.00	03-24-22
00045.28	Escalation Costs – December 2021	Executed	\$455,106.00	03-24-22
00261.2	Getting to Construction-Peach Avenue (Construction only) and South Avenues (Design Only)	Executed	\$178,000.00	03-03-22
<b>TOTAL</b>			<b>\$1,510,426.00</b>	

## CP 2-3 – Risk Contingency

### CP 2-3 – Risk Contingency Status (\$ Millions)

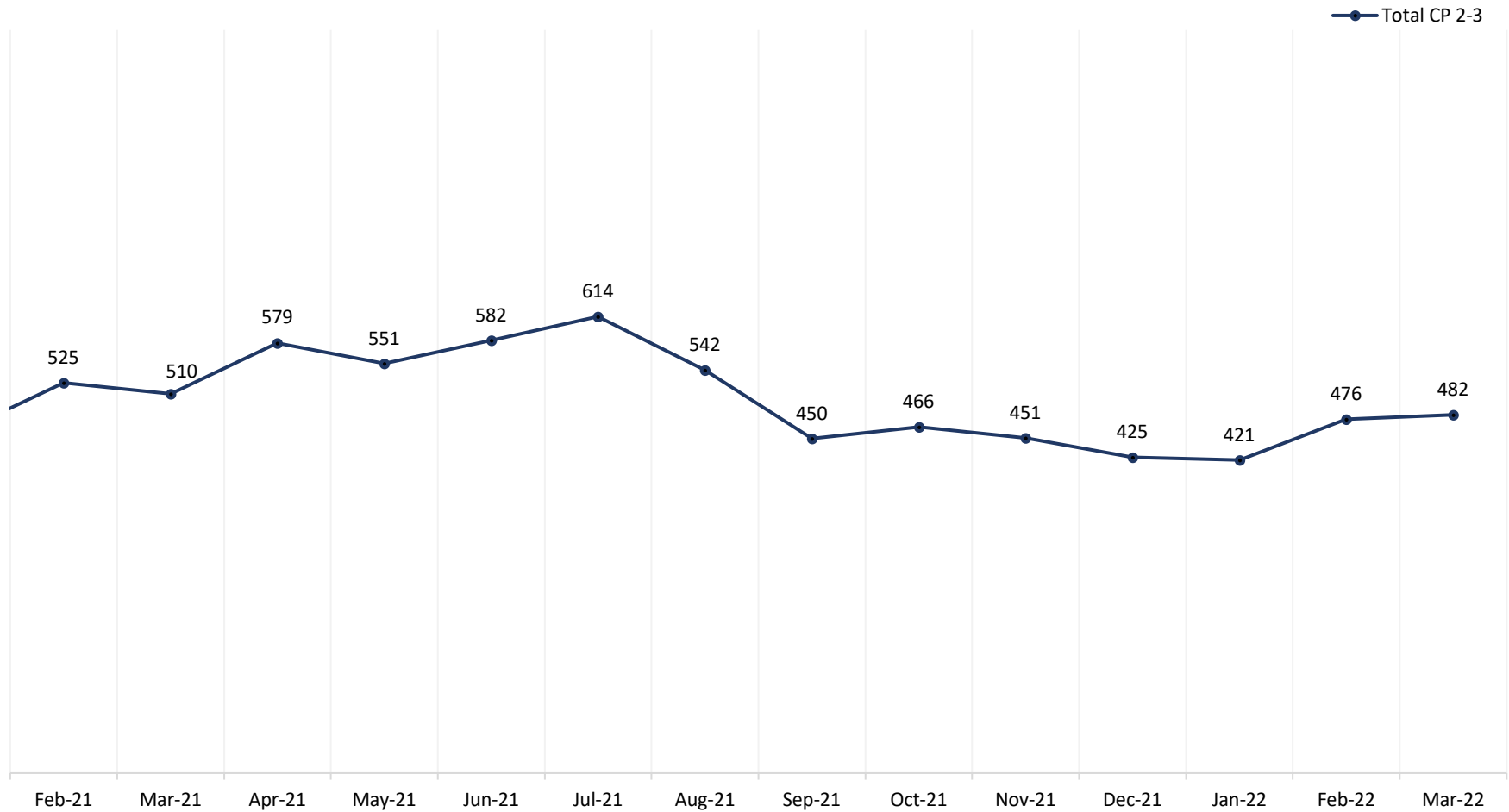


**Notes:**

1. Program baseline is \$1,638M.
2. Contingency balance updated to reflect the Board’s adoption of Resolution #HSR21-11 (Expenditure Authorization Increase).
3. Contingency Amount Allocated reflects executed change orders and Business Oversight Committee (BOC) approved items.
4. The Forecasted Contingency Balance drawdown curve is based on the estimated change orders expected to be executed within the three-month window.

## CP 2-3 – Monthly Construction Labor

### CP 2-3 – Monthly Construction Workforce Total – Actual (FTE)

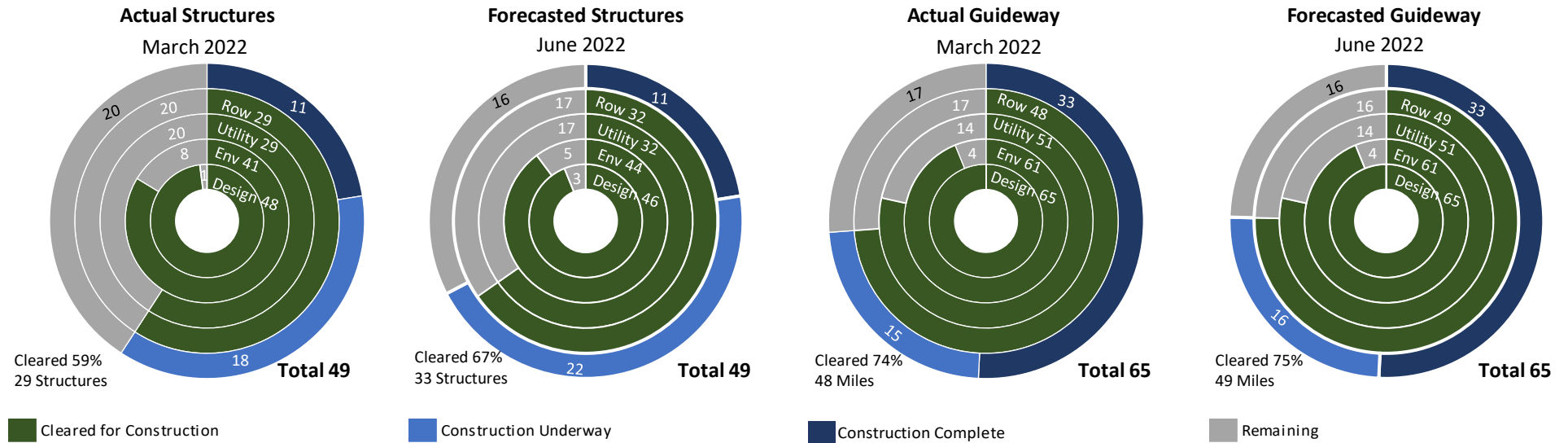


**Notes:**

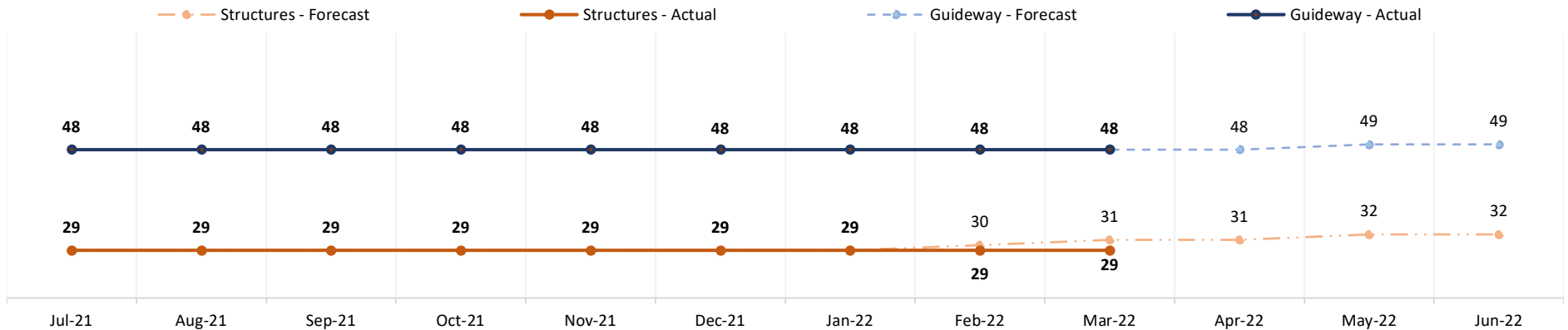
1. The construction labor numbers (full-time employees) are based on the weekly totals divided by the number of weeks within the working calendar month and represents the Average Daily Site Workers (by week).
2. An increase of 6 workers from the previous month (476).

# CP 2-3 – Construction Progress

## CP 2-3 – Construction Progress



## CP 2-3 – Structures and Guideway Progress – Forecast vs. Actual



- Notes:**
- The circle charts above incorporate Revised Baseline Schedules (RBS) Revision 3 data pending approval.
  - The line chart above incorporates provisional forecast numbers pending submission and approval of RBS Revision 3.
  - Total Structures: 49:
    - 29 structures underway/Construction complete. CP2-3 delay at SR43 Curved Bridge and Grangeville. At Curved Bridge, it is due to environmental burrow excavation taking longer than anticipated. Schedule has been pushed to end of April 2022. At Grangeville, it's due to utility relocation of SCE transmission line.
  - Total Guideway: 65 miles:
    - 48 miles underway/Construction complete.

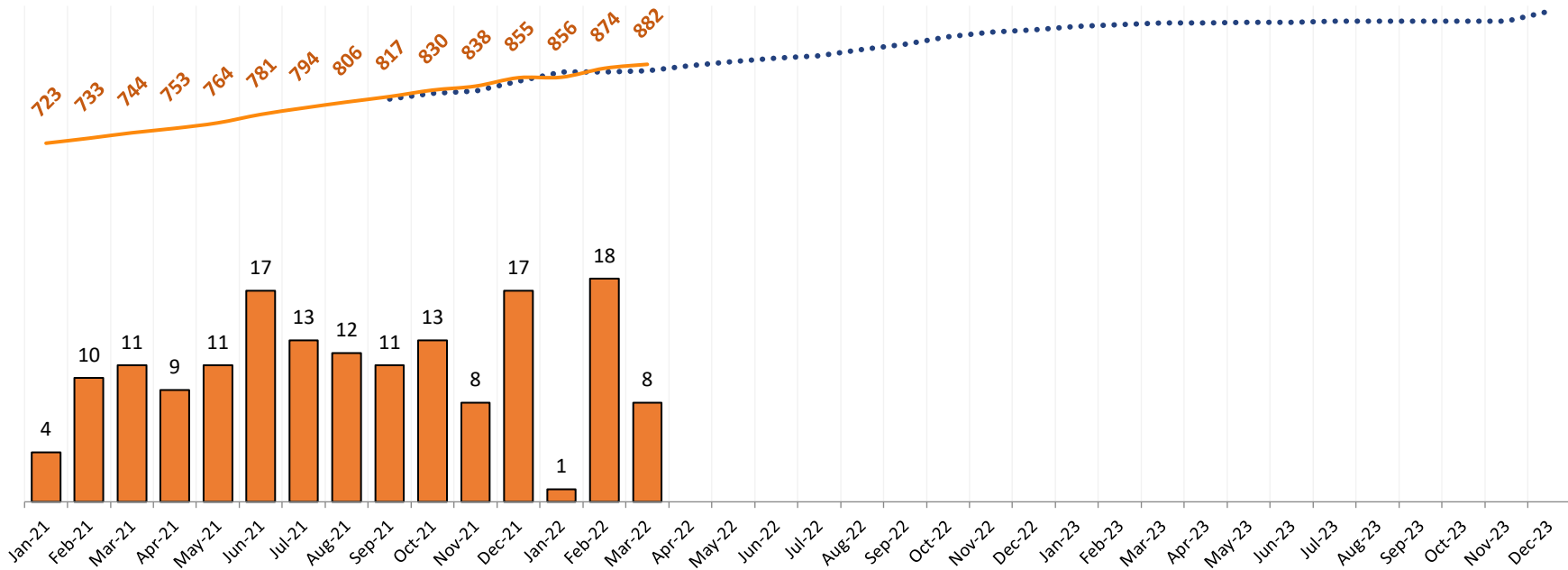
## CP 2-3 – Real Property/Right-of-Way (ROW)

### CP 2-3 – Right-of-Way (ROW) Summary

Construction Package	Total Needed Parcels March 31, 2022	Total Parcels Delivered to Date March 31, 2022	Remaining Parcels to be Delivered March 31, 2022
CP 2-3	990	882	108

### CP 2-3 – Parcel Delivery to Design-Builder (DB) Summary

■ Actual Delivery to DB    
 ●●●● Planned Cumulative    
 — Actual Cumulative



**Notes:**

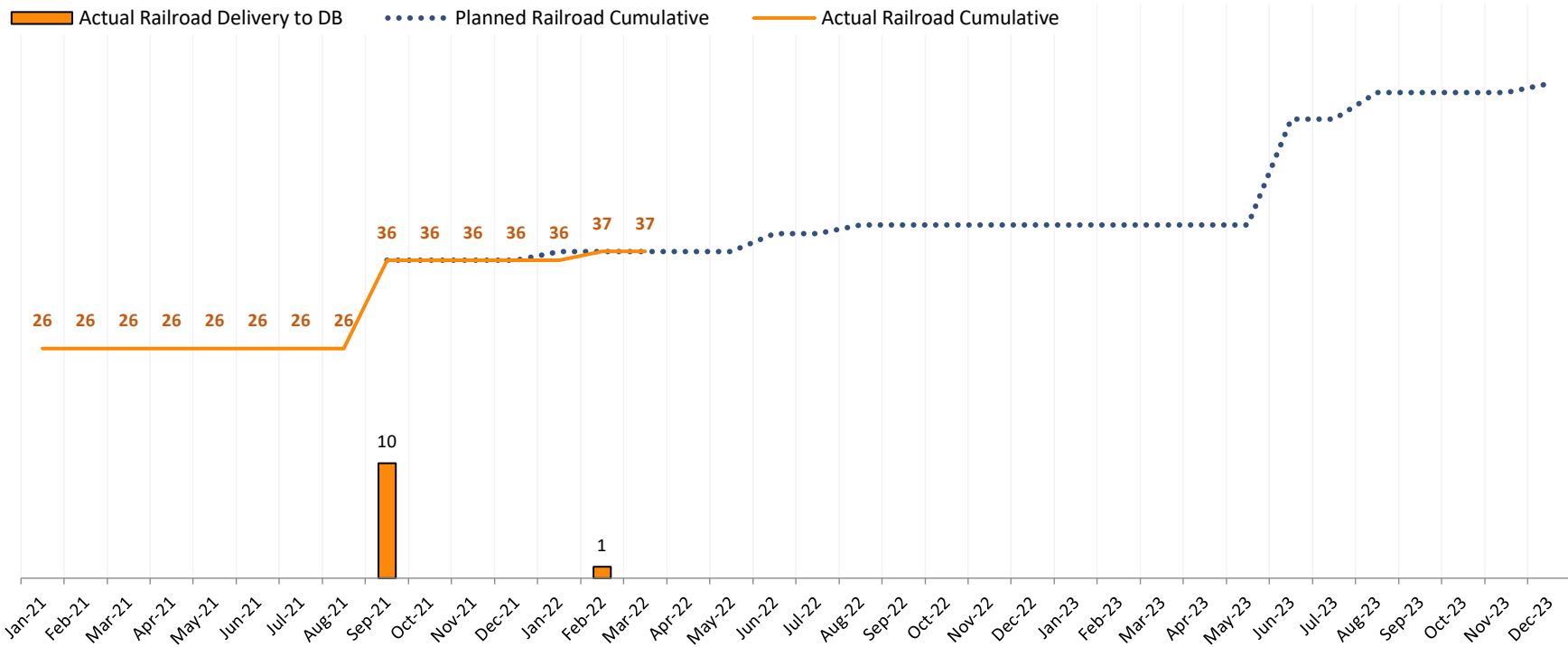
1. This reflects the actual parcels delivered to the Design-Builder by month and projection based on the Revised Baseline Schedule (RBS) Revision 3.
2. Eleven CP 2-3 parcel added to Total Needed Parcels.

## CP 2-3 – Real Property/Right-of-Way (ROW) Railroad

### CP 2-3 – Right-of-Way (ROW) Railroad Summary

Construction Package	Total Needed Railroad Parcels March 31, 2022	Total Railroad Parcels Delivered to Date March 31, 2022	Remaining Railroad Parcels to be Delivered March 31, 2022
CP 2-3	56	37	19

### CP 2-3 – Railroad Parcel Delivery to Design-Builder (DB) Summary



**Note:**

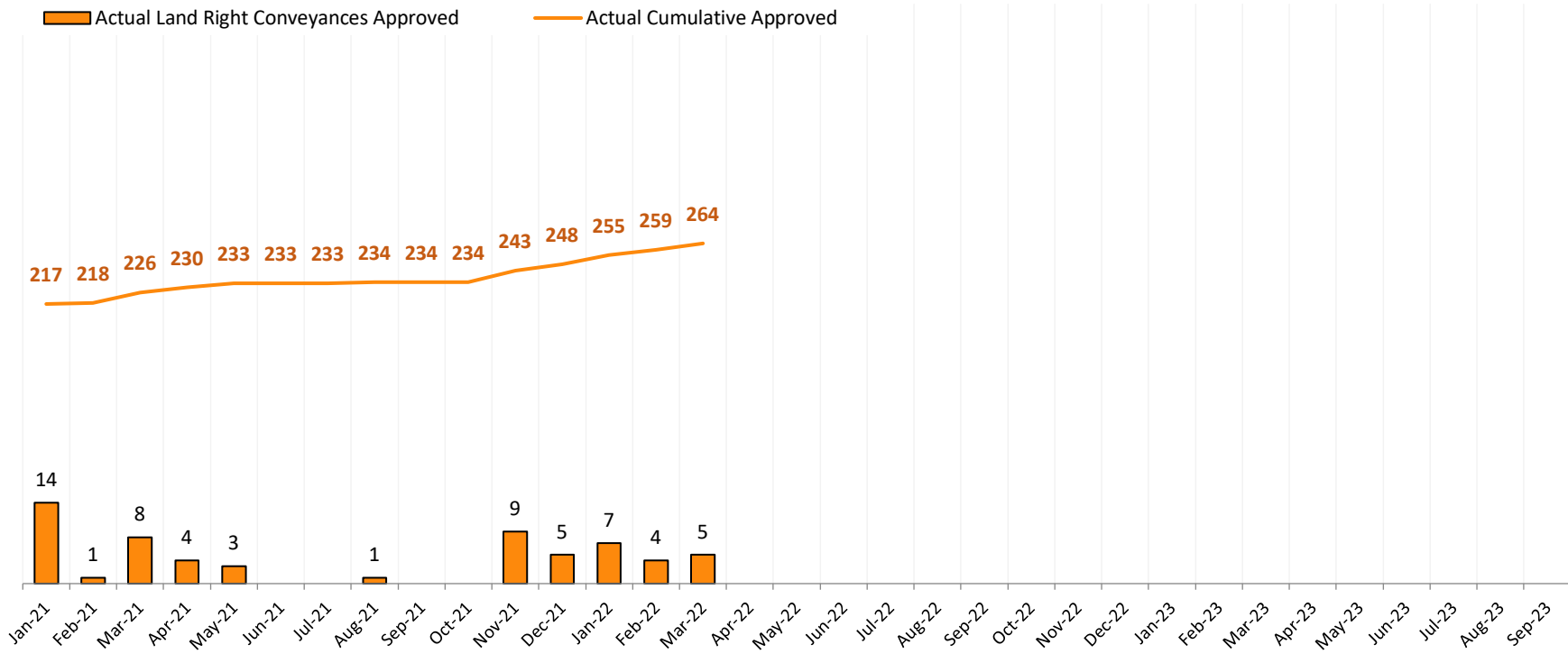
1. The Planned Cumulative line for Railroad Parcel Delivery reflects Revised Baseline Schedule (RBS) Revision 3.

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

### 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, 2022	Total Land Right Conveyances Approved <sup>(2)</sup> to Date March 31, 2022	Remaining Land Right Conveyances to be Approved March 31, 2022
CP 2-3	433	264	169

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



**Notes:**

1. The Planned Cumulative line for Land Right Conveyances is being adjusted to reflect Revised Baseline Schedule (RBS) Revision 3 and will be reflected in a subsequent report.
2. 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<sup>(1)</sup>

### Milestones

Milestone	Date
Request for Quote (RFQ) Date:	11/20/2014
Statement of Qualification (SOQ) Date:	01/30/2015
Request for Proposal (RFP) Date:	05/27/2015
Proposal:	11/25/2015
Bid Open Date:	01/05/2016
Award Date:	02/29/2016
Late Notice to Proceed (LNTP) Date:	03/01/2016
Notice to Proceed (NTP) Date:	04/15/2016
Original Completion Date:	06/03/2019
Current Forecast Contract Completion Date <sup>(2)</sup> :	05/03/2023
<b>Current Forecast Construction Completion Date<sup>(3)</sup>:</b>	<b>03/01/2023</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:	\$236,078,577.59
Current Contract Amount:	\$680,325,577.59
Approved Invoices to Date:	\$548,681,312.93
<b>Remaining Contract Balance:</b>	<b>\$131,644,264.66</b>

### Current Time Status

Description	Duration
Original Contract Days:	1,144
Extension of Time Awarded:	1,367
Current Forecast Contract Days:	2,511
Calendar Days Worked (thru 03/31/2022):	2,176

### Expended to Date

Description	Percentage
Time:	86.7%
Dollars:	80.6%

### Growth Percentage

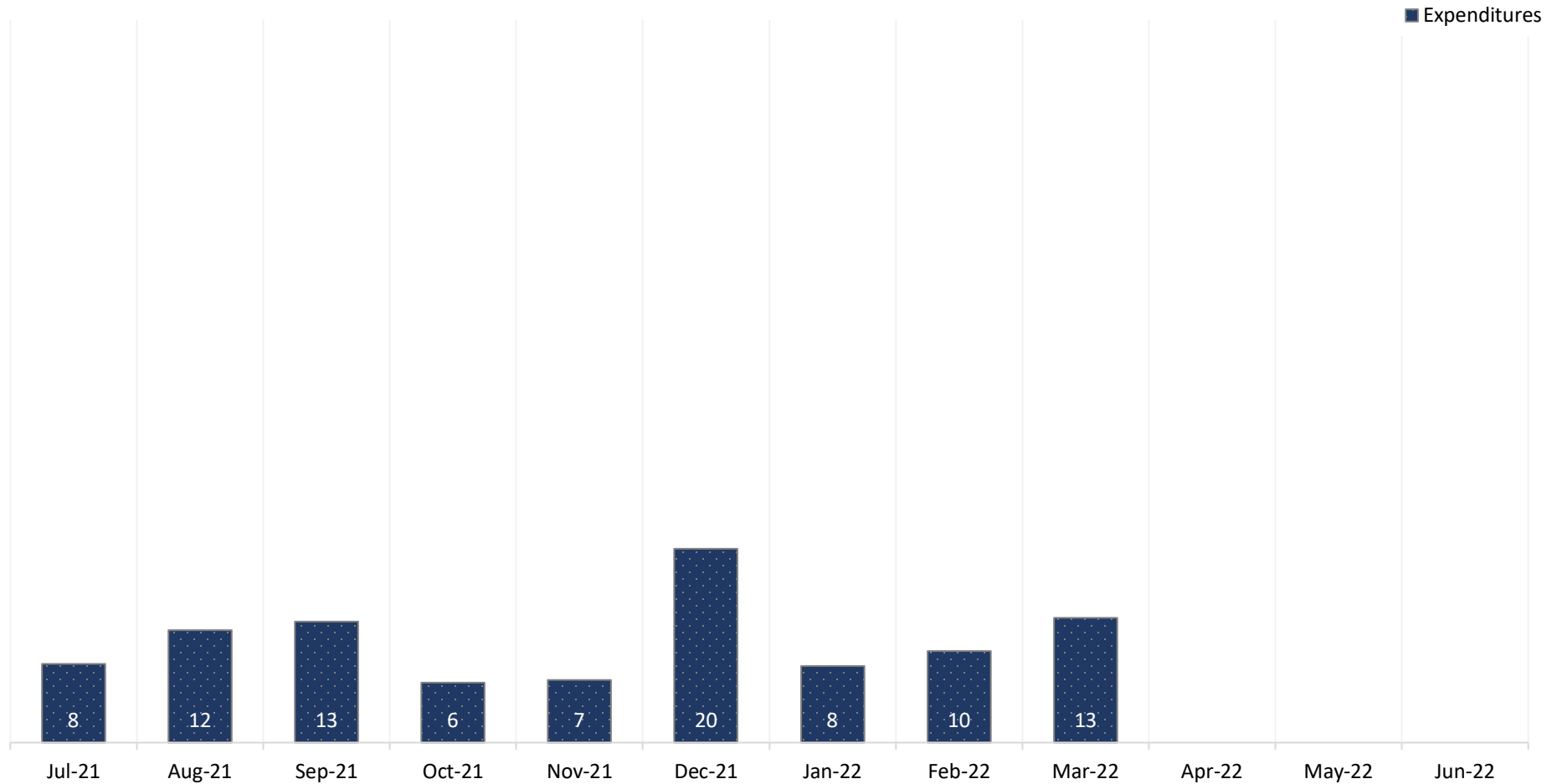
Description	Percentage
Time:	119.5%
Dollars:	53.1%

### Notes:

- Information in this section is coming from data provided by the PCM – Monthly Status Report.
- Updated to align with Current Forecast Contract Completion Date based on Expenditure Authorization (pending executed change order).
- Expenditure Authorization Current Forecast Construction Completion Date (pending executed change order) – March 1, 2023.
- Subject to finalization of Revised Baseline Schedules (RBS) Revision 3 and execution of contract changes of any time extensions.
- Contract Time Status (Extension of Time Awarded and Current Forecast Contract Days) Expended to Date (Time), and Growth Percentage (Time) calculation is based on the Current Construction Completion Date.

## CP 4 – Design-Build Expenditures

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



**Notes:**

1. Expenditures in the chart above are specific to the Design-Builder production and based on the Capital Outlay and Expenditure Report.
2. Expenditures totaled \$12.9M.

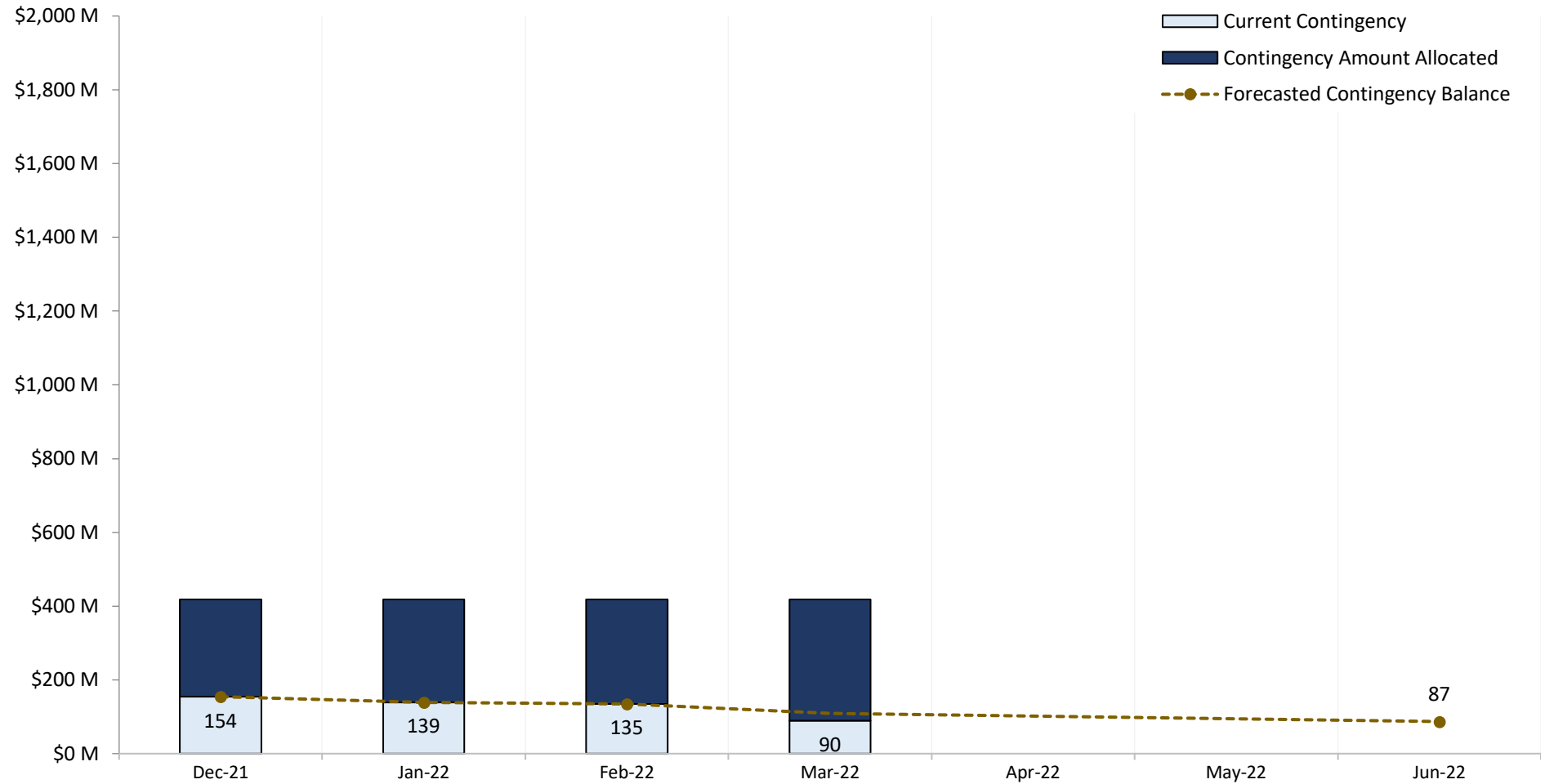
## CP 4 – Change Orders (CO)

### CP 4 – Change Order Status

CO Number	Title	Change Status	Amount	Executed Date
114	Environmental Monitoring Additional Cost – April 2021 through June 2021	Executed	\$460,984.69	03-10-22
127	Environmental Monitoring Additional Cost – June 2021 through July 2021	Executed	\$331,707.98	03-10-22
128	Environmental Monitoring Additional Cost – July 2021 through August 2021	Executed	\$295,329.96	03-10-22
129	Environmental Monitoring Additional Cost – August 2021 through September 2021	Executed	\$306,784.66	03-10-22
119	Additional Costs Associated with Quality Inspections and Testing (TIA 6)	Executed	\$754,819.38	03-11-22
120	Additional Permitting, Survey Equipment, and Drone Costs Resulting from Extension of Project Completion Deadlines Pursuant to CO-0032R1	Executed	\$296,280.34	03-11-22
121	Settlement of Claims for Costs of Technical Office, Foremen, Survey & Maintenance resulting from 158 WD Extension of Project Completion Deadlines (CO00032R1)	Executed	\$848,900.28	03-11-22
91.4	Escalation Payment for the Period from October 01, 2021 through December 31, 2021	Executed	\$349,237.08	03-30-22
130	Fees and Charges paid to North Kern Water Storage District for transactions between February 16, 2021 and November 15, 2021	Executed	\$34,143.11	03-30-22
131	Environmental Monitoring Additional Cost from October 2021 through November 2021	Executed	\$374,692.09	03-30-22
132	Semitropic Water Storage District Costs – Reimbursement and Costs	Executed	\$30,620.21	03-30-22
133	Environmental Monitoring Additional Cost September 20, 2021 to October 24, 2021	Executed	\$411,952.84	03-30-22
<b>TOTAL</b>			<b>\$4,495,452.62</b>	

## CP 4 – Risk Contingency

### CP 4 – Risk Contingency Status (\$ Millions)

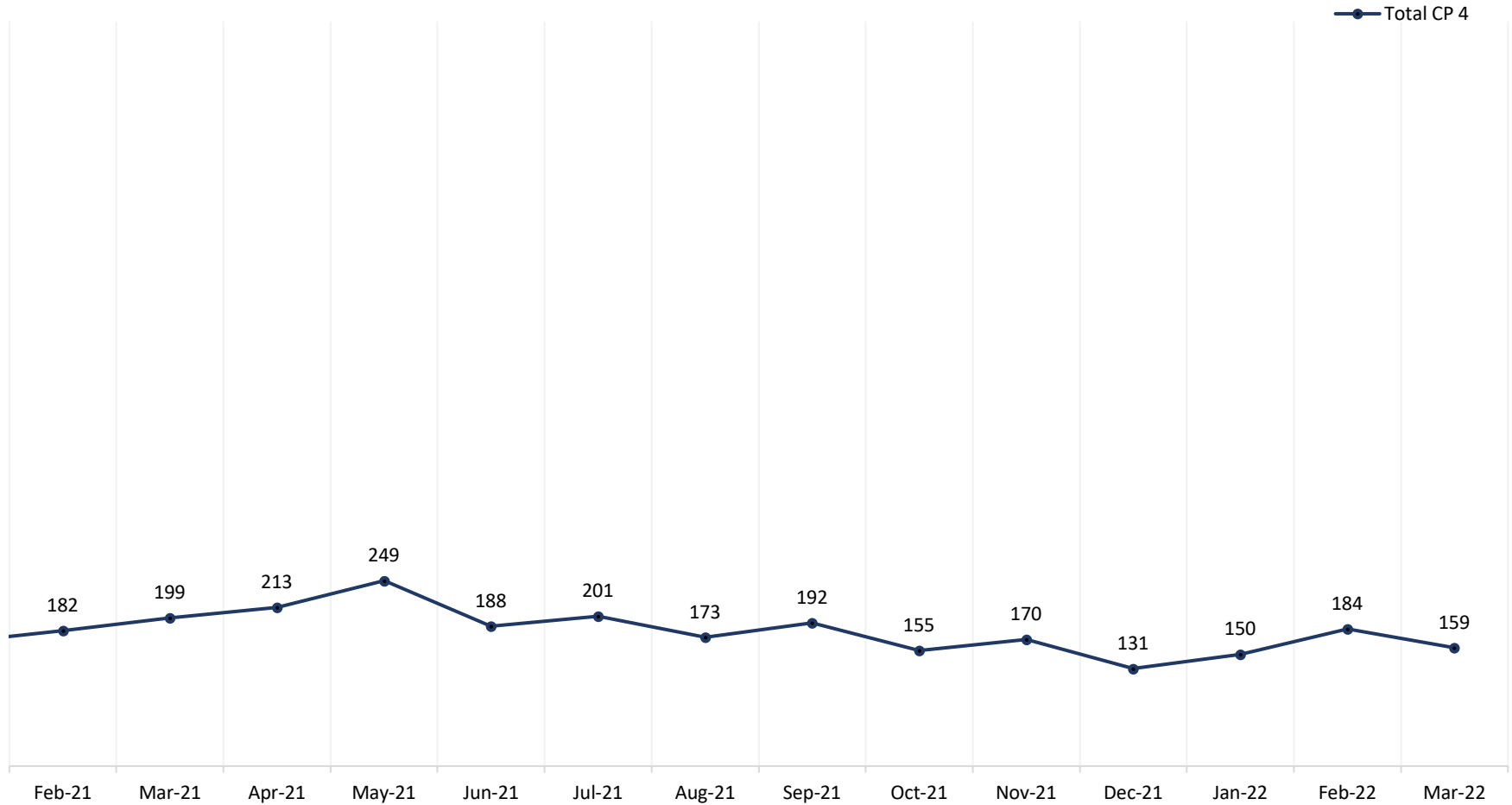


**Notes:**

1. Program baseline is \$418M.
2. Contingency balance updated to reflect the Board's adoption of Resolution #HSR21-11 (Expenditure Authorization Increase).
3. Contingency Amount Allocated reflects executed change orders and Business Oversight Committee (BOC) approved items.
4. The Forecasted Contingency Balance drawdown curve is based on the estimated change orders expected to be executed within the three-month window.

## CP 4 – Monthly Construction Labor

### CP 4 – Monthly Construction Workforce Total – Actual (FTE)

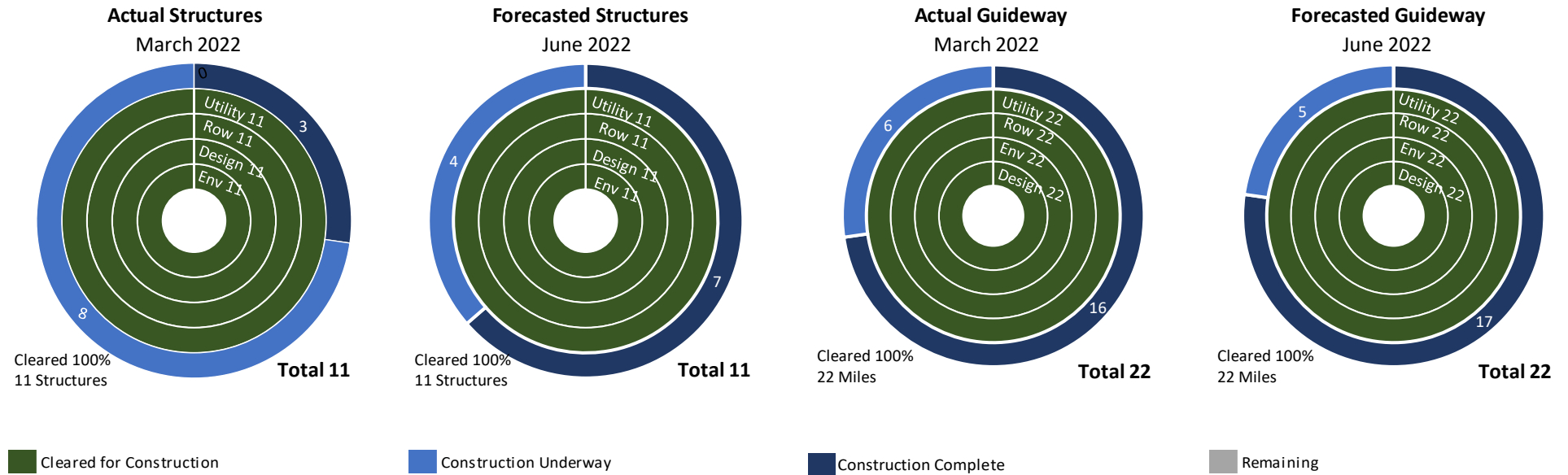


**Notes:**

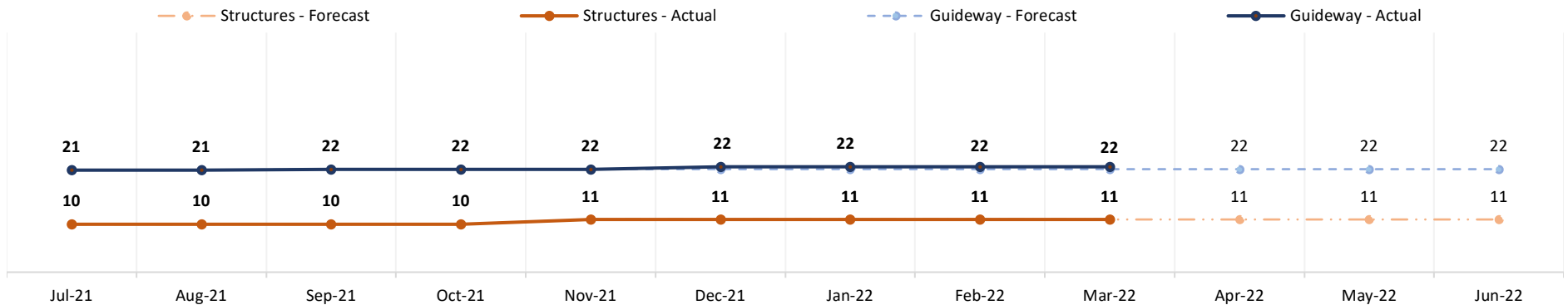
1. The construction labor numbers (full-time employees) are based on the weekly totals divided by the number of weeks within the working calendar month and represents the Average Daily Site Workers (by week).
2. A decrease of 25 workers from the previous month (184).

# CP 4 – Construction Progress

## CP 4 – Construction Progress



## CP 4 – Structures and Guideway Progress – Forecast vs. Actual



**Notes:**

1. The circle charts above incorporate Revised Baseline Schedules (RBS) Revision 2 data pending RBS Revision 3 updates.
2. Total Structures: 11:
  - a. 11 structures underway/Construction complete.
3. Total Guideway: 22 miles. The actual miles for CP 4 are 21.5 miles but rounded to 22 miles for consistency in reporting:
  - a. 22 miles underway/Construction complete.

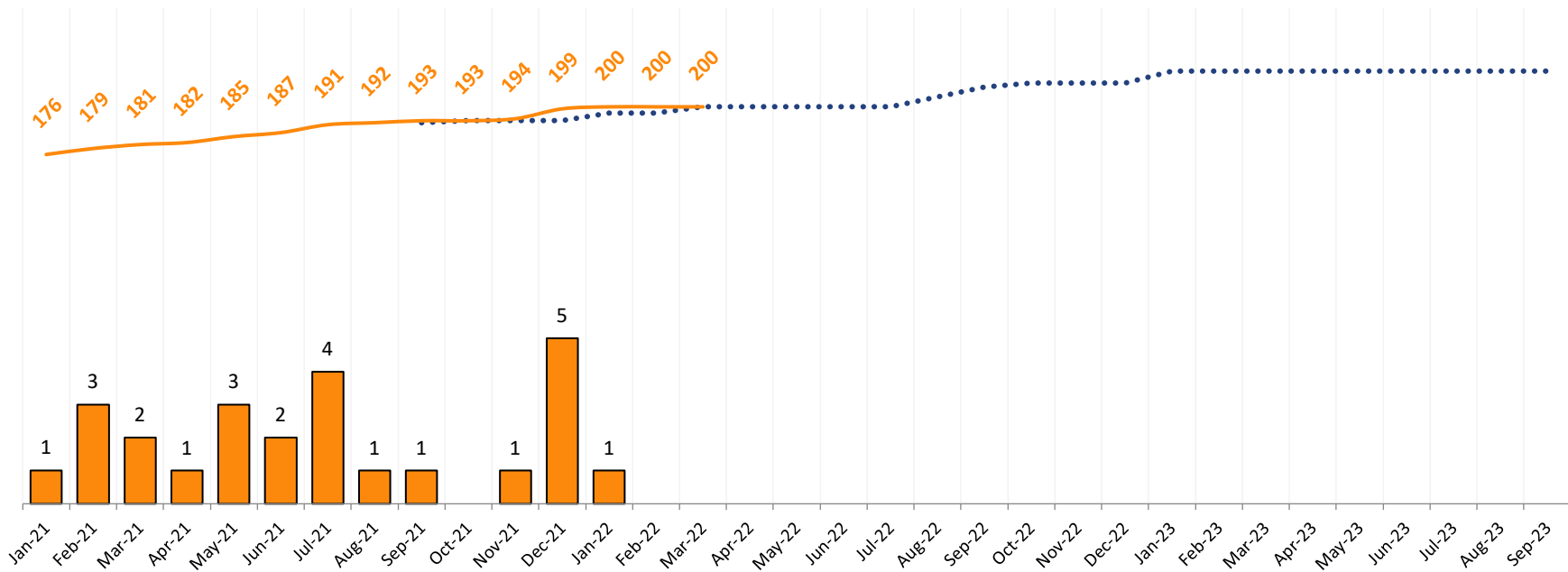
## CP 4 – Real Property/Right-of-Way (ROW)

### CP 4 – Right-of-Way (ROW) Summary

Construction Package	Total Needed Parcels March 31, 2022	Total Parcels Delivered to Date March 31, 2022	Remaining Parcels to be Delivered March 31, 2022
CP 4	239	200	39

### CP 4 – Parcel Delivery to Design-Builder (DB) Summary

■ Actual Delivery to DB    
 ●●●● Planned Cumulative    
 — Actual Cumulative



**Notes:**

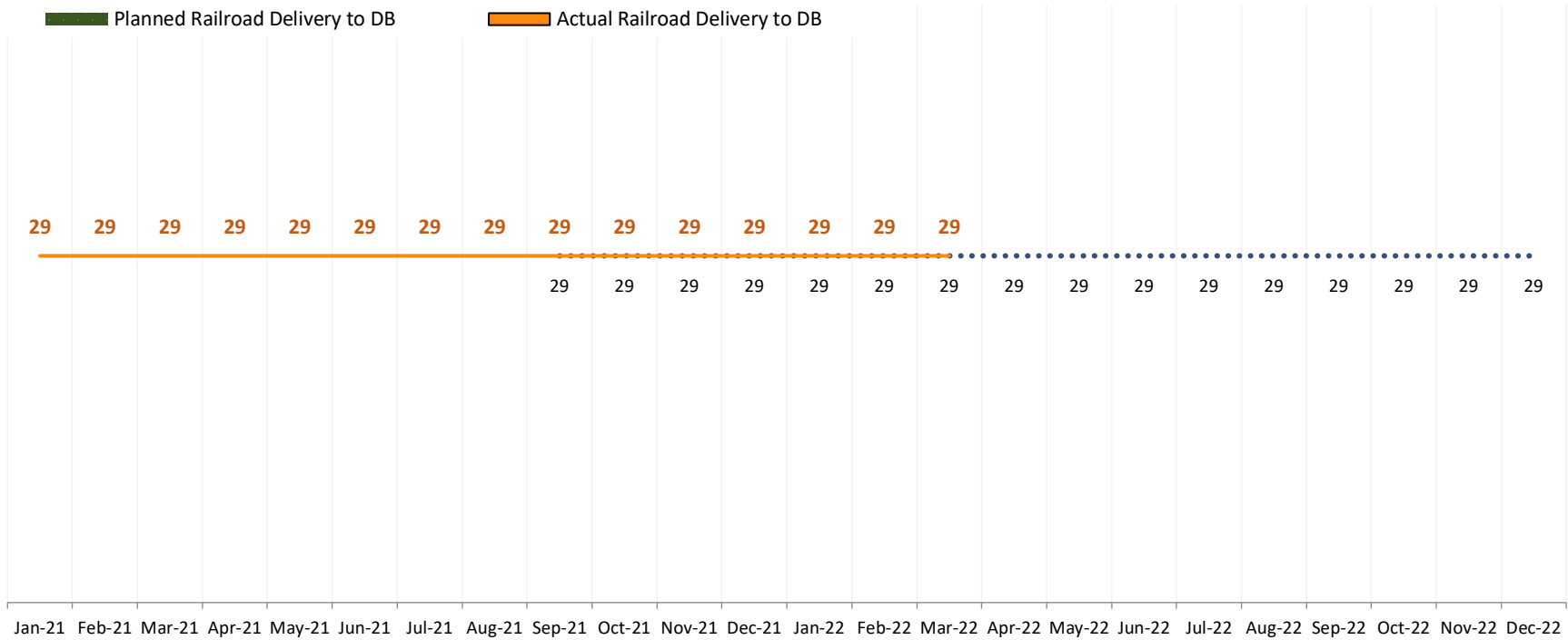
1. This reflects the actual parcels delivered to the Design-Builder by month compared to the Revised Baseline Schedule (RBS) Revision 3.

## CP 4 – Real Property/Right-of-Way (ROW) Railroad

### CP 4 – Right-of-Way (ROW) Railroad Summary

Construction Package	Total Needed Railroad Parcels March 31, 2022	Total Railroad Parcels Delivered to Date March 31, 2022	Remaining Railroad Parcels to be Delivered March 31, 2022
CP 4	29	29	0

### CP 4 – Railroad Parcel Delivery to Design-Builder (DB) Summary



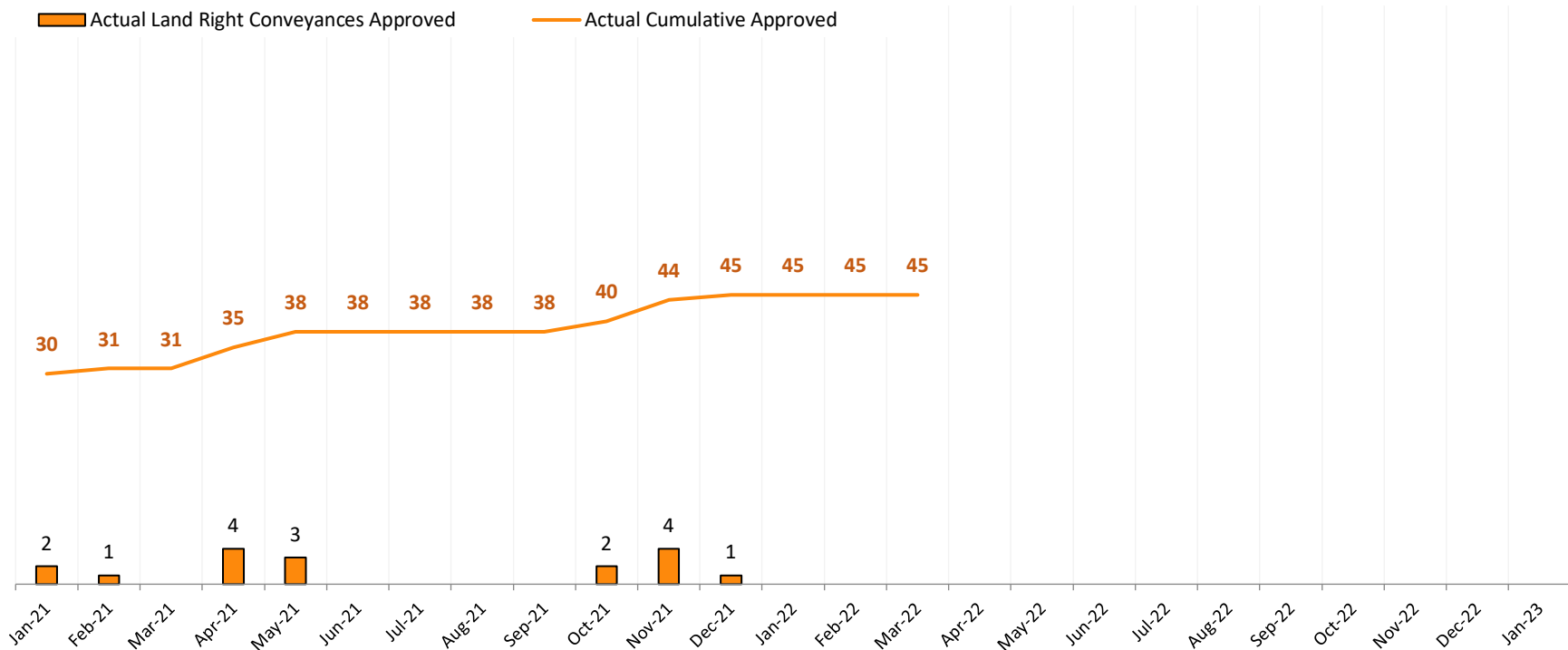


## CP 4 – Tier 1 Land Right Conveyances Required Prior to Construction (PG&E, SCE, FID, FMFCD)

### 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, 2022	Total Land Right Conveyances Approved <sup>(2)</sup> to Date March 31, 2022	Remaining Land Right Conveyances to be Approved March 31, 2022
CP 4	88	45	43

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



**Notes:**

1. The Planned Cumulative line for Land Right Conveyances is being adjusted to reflect Revised Baseline Schedule (RBS) Revision 3 and will be reflected in a subsequent report.
2. The term "Approved" is defined as land right conveyances with Director of Real Property for signature, PG&E for signature, or recorded.

# Project Development Schedule (Environmental Clearance) – Record of Decision (ROD)

## Project Development Schedule (to ROD)

Number	Segment	Progress	Complete Purpose and Need Statement		Complete Alternatives Analysis		Board Concurrence of Preliminary Preferred Alt. Draft EIR/EIS		Publish Draft EIR/EIS		Publish Final EIS and 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
<b>Document Complete</b>	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%
<b>Document Complete</b>	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%
<b>Document Complete</b>	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%
<b>Document Complete</b>	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%
<b>Document Complete</b>	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%
<b>Document Complete</b>	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%	Complete Complete 100%	Complete Complete 100%	Complete Complete 100%	Complete Complete 100%
<b>Document Complete</b>	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%	Complete Complete 100%	Complete Complete 100%	Complete Complete 100%	Complete Complete 100%
<b>1</b>	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%	Jul-22 Jul-22 82%	Jul-22 Aug-22 <sup>1</sup> 85%	Jul-22	Aug-22
<b>2</b>	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%	Jun-22 Apr-22 <sup>4</sup> 90%	Jun-22 Apr-22 <sup>4</sup> 93%	Apr-22 <sup>4</sup>	Apr-22 <sup>4</sup>
<b>3</b>	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%	May-23 May 23 74%	May-23 May-23 76%	Jun-24 Jun-24 0%	Jun-24 Jun-24 <sup>2</sup> 0%	Jun-24	Jun-24
<b>4</b>	Palmdale to Burbank	Plan Forecast % Complete	Complete Complete 100%	Complete Complete 100%	Complete Complete 100%	Complete Complete 100%	Complete Complete 100%	Complete Complete 100%	Mar-22 May-22 98%	May-22 May-22 98%	Dec-22 Jun-23 0%	Jun-23 Jun-23 <sup>3</sup> 0%	Jun-23	Jul-23
<b>5</b>	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:**

1. The San Francisco to San Jose ROD schedule was updated to include a one-month extension for additional effort to prepare the Final EIR/EIS resulting in the forecast for Board consideration of the NOD/ROD in August 2022.
2. The Los Angeles to Anaheim project segment completion dates were extended in February 2022 due to additional discussions with various stakeholders such as BNSF, the City of Colton, and the Lenwood community.
3. In February 2022 the release of the Draft EIR/EIS for Palmdale to Burbank was extended to May 2022 due to additional time needed to prepare the document for release.
4. The High-Speed Rail Authority Board of Directors approved the San Jose to Merced Final EIR/EIS on April 28, 2022.

# Project Development – Key Actions

## Project Development – Key Actions Summary

Project Section	Key Actions
<b>San Francisco to San Jose</b>	<p>Final Environmental Impact Report/Environmental Impact Statement (EIR/EIS) #3 was submitted and reviewed by NEPA Assignment Team (NAT)/Environmental Services (ES)/Legal. Page turn review was started on March 29, 2022.</p> <p>Draft General Conformity Determination (GCD) was submitted to Federal Railroad Administration (FRA) for review on March 21, 2022.</p> <p>Section 106 Memorandum of Agreement and associated treatment plans were submitted to the Authority March 25, 2022 for 30-day review by consulting parties in April 2022.</p> <p>Biological Opinion was received from National Marine Fisheries Service on March 18, 2022.</p>
<b>San Jose to Merced</b>	<p>Final EIR/EIS was published on February 25, 2022.</p> <p>Individual Section 4(f) Evaluation to address comments from Santa Clara County completed March 29, 2022.</p> <p>Checkpoint C Closure letter submitted to U.S. Army Corps of Engineers and Environmental Protection Agency on March 3, 2022.</p> <p>FRA published Final General Conformity Determination in Federal Register on March 30, 2022.</p> <p>State Historic Preservation Officer approved Section 106 Memorandum of Agreement on March 11, 2022.</p> <p>The High-Speed Rail Authority Board of Directors approved the San Jose to Merced Final EIR/EIS on April 28, 2022.</p>
<b>Central Valley Wye</b>	<p>Permitting for the Central Valley Wye will progress following Board action on the Merced and Bakersfield extensions.</p> <p>Conducted monthly progress meeting with County of Madera on Fairmead mitigation projects.</p>
<b>Locally Generated Alternative</b>	<p>Permitting for the Locally Generated Alternative will progress following Board action on the Merced and Bakersfield extensions.</p>
<b>Bakersfield to Palmdale</b>	<p>Work through Notice of Determination/Record of Decision (NOD/ROD) has been completed. However, the Authority, Rail Delivery Partner (RDP), and Regional Consultants (RC) have continued to meet with key stakeholders (e.g., Center for Biological Diversity), as necessary.</p>
<b>Palmdale to Burbank</b>	<p>Continued to work through Step 7 Required Approval Sequence. However, a schedule delay was incurred in February 2022 due to Authority decision to conduct additional analysis on/validate Business Plan – EIR/EIS Cost Estimates before release of the Draft EIR/EIS. The Draft EIR/EIS is scheduled to be released in May 2022.</p>
<b>Burbank to Los Angeles</b>	<p>The Authority’s Chief Executive Officer (CEO) signed the Record of Decision on March 7, 2022. Work through NOD/ROD has been completed.</p>
<b>Los Angeles to Anaheim</b>	<p>Continued integrating additional revised environmental deliverables from Burlington Northern Santa Fe Corporation (BNSF) pertaining to the Colton and Lenwood project components into the assembled Administrative Draft EIR/EIS.</p> <p>Continued draft Preliminary Engineering for Project Definition (PEPD) reviews with external stakeholders.</p>