



California High-Speed Rail: Operations Report

**FY14-15, FY15-16, FY16-17, FY17-18, FY18-19 and Program
Metrics**

January 2019

Agenda

▶ Operations Report Metrics

- Executive Summary
- Right-of-Way (ROW)
- Project Development
- Third Party Agreements
- Contract Management
- Finance/Budget
- ARRA State Match Schedule
- Risk

Executive Summary

ROW Acquisition

- ▶ Remaining Parcels by Construction Package: CP 1, CP 2-3, and CP 4 acquisition forecasts and delivery is challenged by railroad parcel approvals, condemnation process and timing and complexity of relocations, phase in the acquisition process (OP hearing/settlement, DGS contract approval, or certification for delivery). In addition to the foregoing, in the case of CP 4, the forecast is also impacted by DB's compliance with environmental permitting.
- ▶ The current report presents ROW acquisition progress relative to CPI thru CP4 through **November 30, 2018**. As of that date, the Authority has secured legal possession of **1,410** parcels with **1,392** delivered to the Design-Builders (DB). The total number of parcels acquired (legally possessed) by the Authority was **33** parcels. Of the total number of parcels acquired, **11** parcels delivered **were delivered to the DB** during the month of **November**. **No parcels were** delivered for CP 1, **2** parcels delivered for CP 2-3, and **9** parcels delivered for CP 4. **18** parcels have been acquired pending vacancy or certification to the DB. The total percent of cumulative parcels delivered to the DB increased to **76%**. From last month's total remaining parcels, the total remaining parcels for **November 30, 2018** has been reduced by **62** parcels. **The total number of parcels required for the project are also commensurately reduced by 53 parcels**. The total parcels and percentage delivered to date are as follows:

Section	# of Parcels	Acquired By HSR Pending Delivery to DB	Delivered to DB	% Delivered to DB	Remaining Parcels	Remaining Parcels on DB Hold	Remaining DB Identified Critical Parcels	Remaining Railroad Parcels
CP 1	888	1	793	89%	94	4	15	64
CP 2-3	772	11	456	59%	305	65	11	43
CP 4A	178	6	143	80%	29	0	11	9
Total	1838	18	1392	76%	428	69	37	116

Executive Summary

ROW Acquisition

- ▶ Railroad Parcels: Acquisition of ROW for Railroad parcels is contingent upon the completion of 100% design by the DB and approval by the railroads before the Authority can commence the acquisition process. **The total number of remaining railroad parcels has not changed from the previous month and remains at 116 parcels.**
- ▶ CP 1 Summary: In CP 1, **no** parcels were delivered **November**. There are 15 **DB Critical** parcels remaining. Nine of the remaining **DB Critical** parcels are either public agency parcels or railroad parcels, one of the parcels require a long-lead time for relocation, and the other five parcels are private parcels where **four** are heading toward condemnation, and **one with signed contract pending**.
- ▶ CP 2-3 Summary: In CP 2-3, **2** parcels were delivered in **November**, including 1 DB Critical parcel. **Of the 11 DB Critical parcels remaining, one parcel with signed contract pending, two parcels acquired pending vacancy and eight are proceeding toward condemnation. In November, CP 2-3 committed to a review of all remaining parcels needed for CP 2-3, including parcels on a DB Design-Hold. As a result of this review, the CP 2-3 DB has identified that 59 parcels are no longer needed for the project including some which have been on a DB Design-Hold. The Authority will formally rescind these 59 parcels at the next Public Works Board meeting. Similar reviews are under way by CP 1.**
- ▶ CP 4 Summary: In CP 4, **9** parcels were delivered **in November, including 5 DB Critical parcels**. Eight of the remaining **11 DB Critical** parcels are either public agency parcels or railroad parcels, five have Orders of Possession with a future date for vacancy, two with signed Order of Possession pending legal possession, and one is pending updated appraisal.
- ▶ Excess parcels: DB requests for use of the Authority's Excess Lands have increased. **The Authority will release 19 parcels for use by the DBs pending the amendment of the Incidental Take Permit (ITP) application and the parcels will be certified to the DB for Project purposes.**
- ▶ DB Design Hold Parcels: **In the October F&A Report, the total number of parcels on a DB Design Hold was 88 with CP 2-3 carrying the majority of the parcels for which the DB is still refining the design. The total number of parcels on DB Design Hold have been reduced to 69.**
- ▶ Legal Possession: In **November**, the Authority legally acquired (possessed) **18** parcels, pending vacancy, certification to DB and cost to cure obligations. Upon vacancy, Real Property branch will certify the parcels to the Authority's Infrastructure Delivery branch for delivery to the DB team.

Executive Summary

Project Development – Key Issues

- ▶ Resolved 54 of 66 programmatic decisions on which the FRA and Authority need to reach agreement to help achieve delivery of the administrative draft Environmental Impact Reports/Environmental Impact Statements.
- ▶ For San Francisco to San Jose, reviewed comments for the draft Preliminary Engineering for Project Definition (PEPD) drawings with project team. FRA comments were addressed on November 27th. Revised Checkpoint B comments were reviewed with the project team. The first submittals for several technical reports of the DEIR/EIS were delivered and reviewed.
- ▶ For the San Jose to Merced project section, completed Authority, NEPA, and legal review of the initial draft Checkpoint B Summary Report Addendum No. 4 to add the blended, at-grade baseline to the range of alternatives for PEPD and the Draft EIR/EIS.
- ▶ For the Fresno to Bakersfield Locally Generated Alternative, the Authority received the administrative draft Final Supplemental Environmental Impact Statement (Final SEIS) and returned it to the Regional Consultant team with comments. NEPA approval delays have prevented completion of the EIR/EIS.
- ▶ For the Bakersfield to Palmdale project section, the Authority received the administrative draft for legal, consistency and NEPA review on November 14, 2018. The review is to be completed by December 28, 2018.
- ▶ For the Palmdale to Burbank project section, the staff presented its recommended State's Preferred Alternative to the Authority Board on November 15, 2018 for its acceptance.
- ▶ Increased level of engagement between the Authority and California Department of Fish and Wildlife (CDFW) in an effort to support efficient processing of Section 2081 Incidental Take Permit (ITP) amendments.
- ▶ Issued a request for proposals (RFP) requesting the services of a natural resources mitigation contractor to fulfill compensatory mitigation obligations on behalf of the Authority for impacts to California tiger salamander and hairy Orcutt grass impacts.
- ▶ The Authority and PCM design, engineering and environmental teams collaborated on the Intrusion Protection Barrier (IPB) design to avoid conflicts with approved dedicated wildlife crossings. Obtaining approval of the final design from CDFW and the U.S. Fish and Wildlife Service (USFWS) that does not conflict with wildlife movement and will support project implementation on CP 1, 2-3 and 4.

Executive Summary

Third Party Agreement Execution

- ▶ The current report presents agreement execution progress relative to the Central Valley, North, South, and Valley to Valley through **November 30, 2018**.
- ▶ All Provisional Sum work has been released for design for CP 1, CP 2-3 and CP 4.
- ▶ **15** of the 19 AT&T design packages have been approved are in construction in CP 1.
 - **2 Packages are in 90% design. 2 Packages are in 30% design stage.**
- ▶ Provisional Sum work is progressing as planned for CP 2-3 and CP 4.
- ▶ The team is continuously assessing lessons learned from all CPs for improvements in current construction, as well as improved management practices for future construction.

Executive Summary

Contract Management

- ▶ **CPI** - The project consumed approximately **87.2%** of the approved contract duration through to the end of **November 2018**; about **58.2%** of the current contract value has been earned during that time; there are several significant issues that will affect the new contractual completion date; currently, the main issues that will affect the contract completion date are: the **Basin ROW**, **AT&T Cut-over Durations**, **UPRR Submittal Reviews**, **Downtown Shoofly**, and **Kinder Morgan Pipeline relocation (at Herndon)**; **the Contractor has alleged 8 critical or near critical delays that could delay the contract completion date**; additionally, there are several monetary issues that **may** affect the project budget; and major cost contributors are **Intrusion Protect Barrier (IPB)**, **Herndon Ave**, **North Extension**, **Excluded 3rd Parties**, and the **Mechanical Stabilized Earth (MSE) to Cast in Place (CIP) wall issue and TIA's**.
- ▶ **CP 2-3** - Based on the revised contract completion date of **May 22, 2020**, the project consumed approximately **69.4%** of the contract time through the end of **November 2018**; about **43.2%** of the current contract amount has been earned during that time; delays have contributed to an extended design phase and it is anticipated that the design will be substantially complete by **1st quarter of 2019**; The field operations to date primarily have included clear and grub, and earthwork, including embankment for the first 2.5 miles of guideway, embankment for the overhead structures at Kent and Kansas Avenues, embankment for the guideway between Floral and Nebraska Avenues, embankment for the guideway between Mountain View Avenue and Willow Avenue, and embankment for the guideway between Davis Avenue and State Route 43; the Authority staff and DFJV are working collaboratively to resolve issues that are associated with the commencement of construction for the overhead structures, which would result in significant progress; DFJV submitted a revised baseline schedule, as required by the Change Order #45, however, it has been rejected by the Authority as the submittal did not meet the contract requirements; and CHSRA is currently working with DFJV to agree and finalize the revised baseline schedule.
- ▶ **CP 4** – The project consumed approximately **83.8%** of the contract time through the end of **November 2018**; about **24.1%** of the current contract amount has been earned during that time; the CP 4 Design-Build contract contractual completion date currently remains at the original contract date; **Environmental Reexams, Incidental Take Permits and/or other environmental issues are preventing construction activities at various areas of the site and PCM is assisting CRB in addressing these issues**; as of the end of November 2018, approximately **11 miles of alignment was available for construction activity**; CRB has submitted requests for additional time totaling **145 days in TIA-01 and-02**, the Authority acknowledges **11 days**, and the DRB has requested additional information before issuing its finding; the Authority acknowledged but did not accept the DRB findings and is pursuing discussions with CRB; CRB's TIA-03 is requesting an additional **183 days of compensable delay for the period of April 2017 through October 2017** and the Authority is developing an initial response after receiving PCM analysis and recommendation; CRB has submitted a COP for the additional SR46 construction scope, PCM/HSR are engaged in negotiations with CRB regarding the scope and pricing of SR-46 COP; and acquisition of remaining ROW parcels is critical or near critical.

Executive Summary

Contract Management

- ▶ **SR-99 Realignment** - The project consumed **98.6%** of the contract time as of the end of **November** 2018 and **86.4%** of the current contract amount has been spent during that time. Caltrans continues to work on the Main Package, which includes; grading and paving operations, construction of retaining walls, drainage systems, electrical work and demolition. Work is ongoing at the Clinton Ave interchange. Structure construction is ongoing for the new eastbound span of the Ashlan Ave OH. The Northbound traffic is now on the new alignment lanes.

Executive Summary

Finance/Budget

- ▶ FY2018-19 Capital Outlay expenditures totaled \$75.8M for November 2018 compared to \$89.5M for October 2018, a 15.3% decrease. The decrease is primarily attributed to the timing of CPI Real Property Acquisition expenditures.
- ▶ The FY2018-19 budget supports activities reflected within the 2018 Business Plan and is based on a prioritization of executed contracts necessary for Central Valley development and construction, Silicon Valley to Central Valley segment planning, and Bookend Corridor project construction. In addition, the FY2018-19 budget prioritizes work related to completing the scope within the ARRA and FY10 grants.
- ▶ The FY2018-19 Capital Outlay budget remains \$1.787B.
- ▶ The FY2018-19 Forecast remains \$1.473B.
- ▶ The Total Program budget is \$13.659B. Total Program CPI Real Property Acquisition budget decreased by \$132.9K to reflect the impact of ROW related ARRA credits/refunds that have been returned to the FRA and will no longer be available for use by the Authority.
- ▶ As a result of the Authority's focus on State Match to ARRA Grant funds, information on State Match expenditures are now in the ARRA State Match Schedule section.

Agenda

- ▶ Operations Report Metrics
 - Executive Summary
 - Right-of-Way (ROW)
 - Project Development
 - Third Party Agreements
 - Contract Management
 - Finance/Budget
 - ARRA State Match Schedule
 - Risk

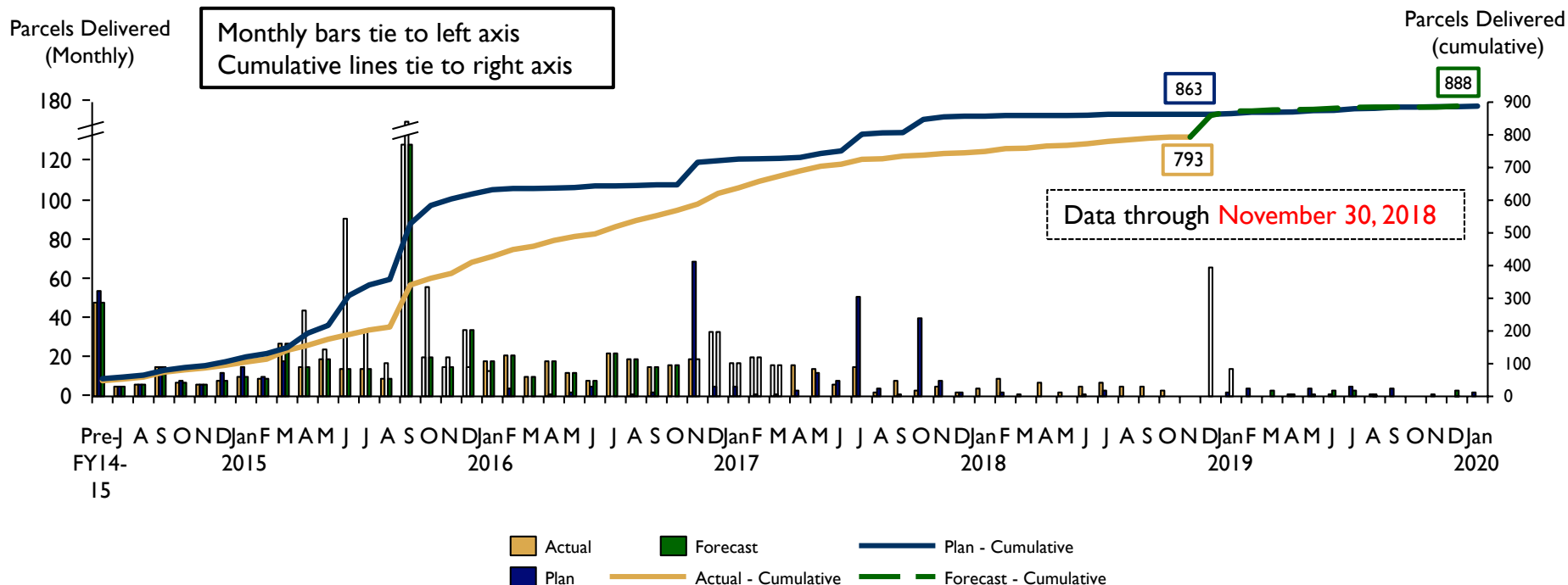
ROW Metrics - Context

- ▶ For the purposes of this summary, “DB Critical Parcels” are parcels which have been identified by the DB as having precedence over any other DB acquisition request but have not been verified by the Authority. “DB Design Hold” are parcels which have been placed on a temporary hold by the DB either due to design refinements, environmental reviews, etc. Parcels which have been placed on “hold” by the DB are deemed inactive until the DB releases the hold. In accordance with the DB contract, a “Critical Path” parcel is a parcel identified by the DB and approved by the Authority based on a resource loaded schedule. No parcel has been identified by the DB as “Critical Path”.
- ▶ The following slides track parcels delivered to *design-builder (DB)*, which is the last step of the ROW process
 - Four metrics related to “delivered to DB” are tracked:
 - Plan: For CP 1, the negotiated schedule of parcel delivery as of December 2014 plus additional public parcels and design changes; for CP 2-3 and CP 4, a rebaselining has been implemented to reflect “contractual delivery dates” for each parcel resulting from design changes. The 2014 Acquisition Plan has been revised considerably and is no longer a relevant data point to be used to assess the ROW delivery due to the repeated design refinements introduced by the DB which require the ROW acquisition process to be recommenced and unnecessarily prolonged. This “Plan” has been modified by the Authority in consultation with the construction and DB teams, to re-prioritize the acquisition need and align it with the “Get to Construction” plan.
 - Actual: Actual parcels delivered each month.
 - Early Forecast: Refined every month based on future expected delivery.
 - Alternative Forecast (CP 1 only): Forecast that anticipates additional delays for elements outside the control of the Authority, and reflects rates more in line with historic delivery. Forecast is locked as of September 2015, except when new parcels are added due to design changes.
- ▶ Forecasts are based on inputs from the ROW Consultants and the Authority, in consultation with the Infrastructure and DB team, based on agreed task orders. For all three CPs, the multiple impacts to existing parcels after the design is finalized by the DB continues to strain the ROW process and taxes existing resources. To abate this unnecessary delay, the Authority have implemented a process improvement requiring all additional requests for ROW (either increases or decreases) to be presented, reviewed and approved by the Business Oversight Committee prior to implementation.
- ▶ For ROW expenditure analysis, this report presents 1) Actual expenditures: reported each month and 2) Forecast: adjusted quarterly based on the Funding Contribution Plan.

ROW – CP 1 Parcels Delivered to DB by Month

Plan vs. Actual vs. Forecast

CPI - Delivered to DB (number of parcels)



Notes:

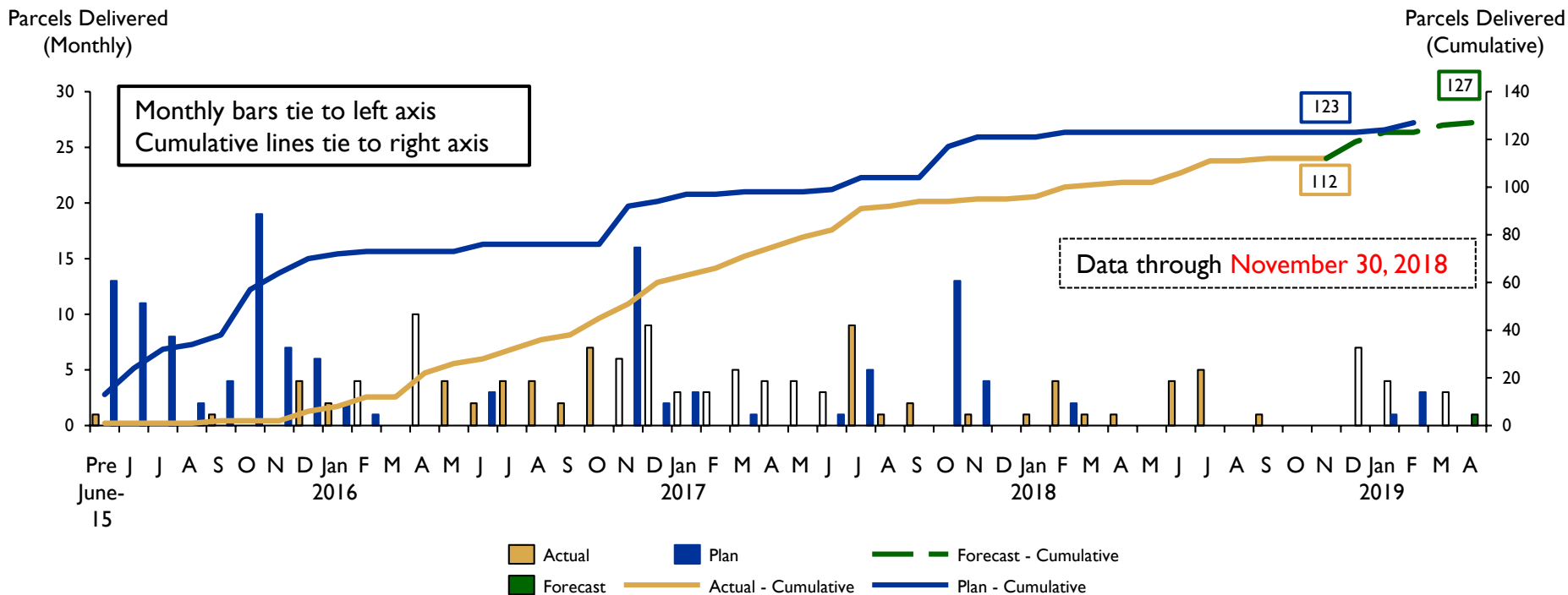
1. "Plan": Negotiated schedule as of December 2014 plus public parcels, and new parcels added for design developments and utility relocations. Addition of new parcels extends full Plan delivery to later date.
2. "Forecast": Forecast is continually refined based on expected delivery schedule.
3. CPI total parcels are continually updated as design changes are approved.

Source: December 1, 2018 ROW Executive Report

ROW – CP 1 Priority Parcels Delivered to Design-Build by Month

Plan vs. Actual vs. Forecast

CPI –Delivered to DB (in number of parcels)



Notes:

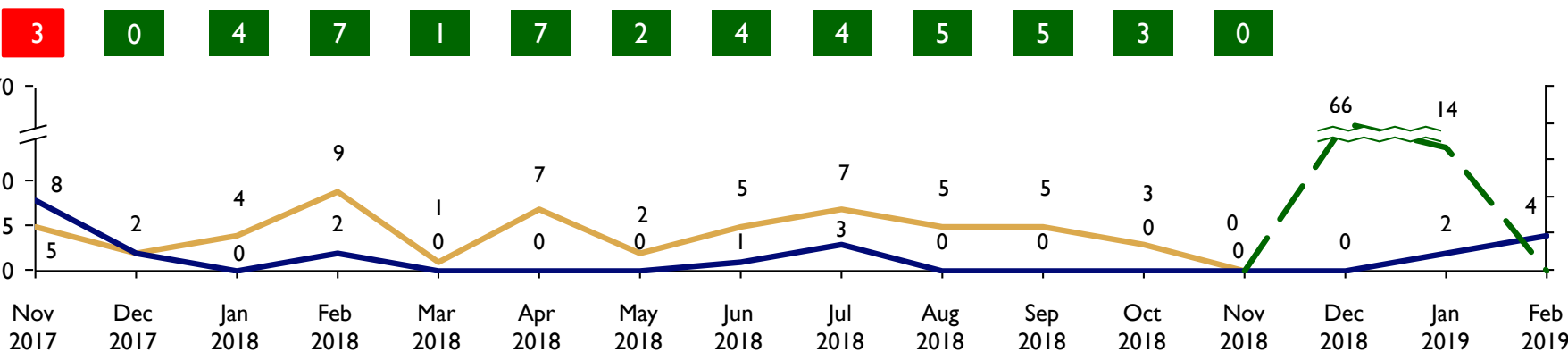
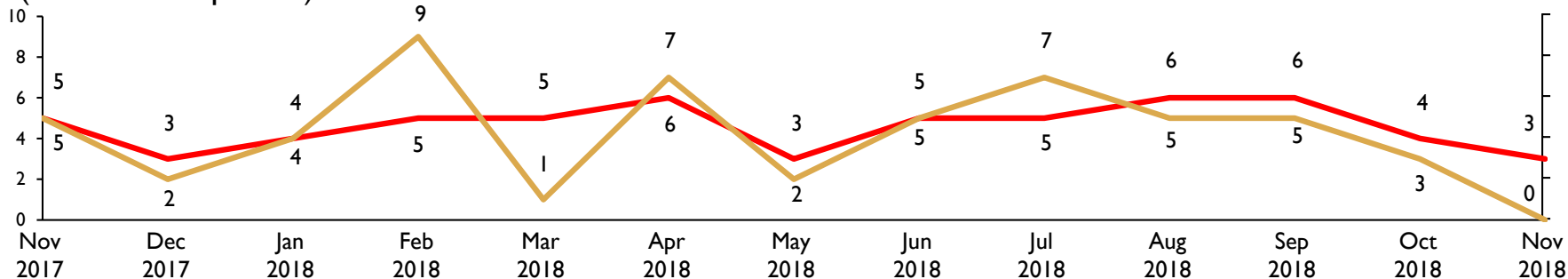
1. "Plan": Negotiated schedule as of December 2014 plus public parcels, and new parcels added for design developments and utility relocations. Addition of new parcels extend Plan full delivery to later date.
2. "Forecast": Continually refined based on expected delivery (driven by pending design changes, legal settlements/agreements, and timing and complexity of relocations).
3. Total number of parcels will be updated as priority parcels are approved.

Source: December 1, 2018 ROW Executive Report

ROW – CP 1 Historic Performance

CPI Performance (in number of parcels)

Data through **November 30, 2018**



— Actual — Plan — Forecast

Notes:

- 1. "Plan": Negotiated schedule as of December 2014.
- 2. Design developments and lag in data entry can cause slight changes to plan and actual counts.

- # Actual parcels delivered compared to planned (negative)
- # Actual parcels delivered compared to planned (positive)

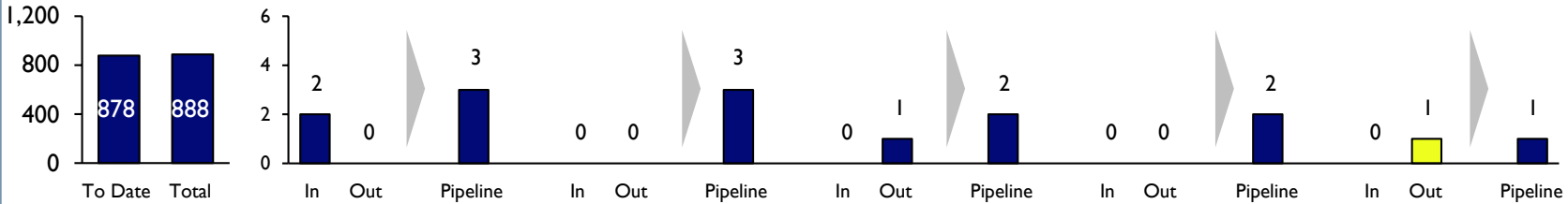
Source: **December 1, 2018** ROW Executive Report

ROW – CP 1 Pipeline by Process (1 out of 4 pages)

Volume of Activity by Process (Flow) - Pipeline

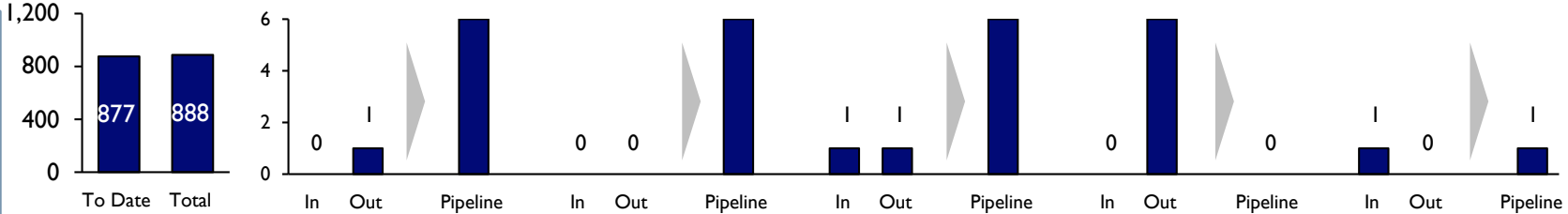
Completion July 2018 August 2018 September 2018 October 2018 **November 2018**

Appraisal



- Parcels in pipeline are a function of pending design refinement submittals, reviews and approvals.

Just Compensation



- Parcels in pipeline pending DGS setting Just Compensation.

Note: Lag in data entry and parcel count changes due to design developments may create month-to-month variances in the parcel flow pipeline.

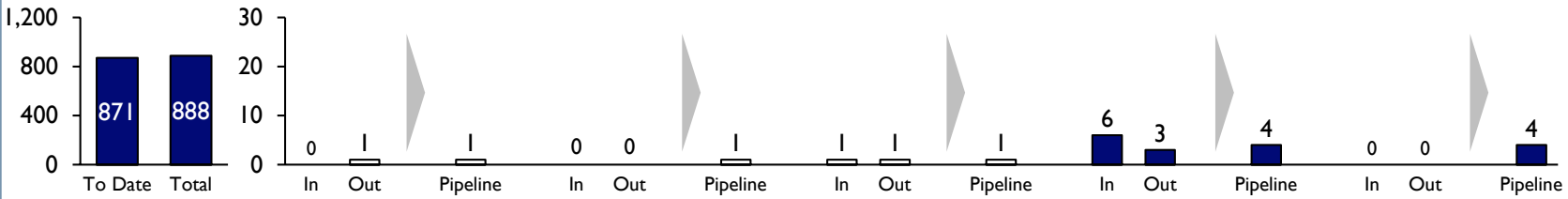
Source: December 1, 2018 ROW Executive Report

ROW – CP 1 Pipeline by Process (2 out of 4 pages)

Volume of Activity by Process (Flow) - Pipeline

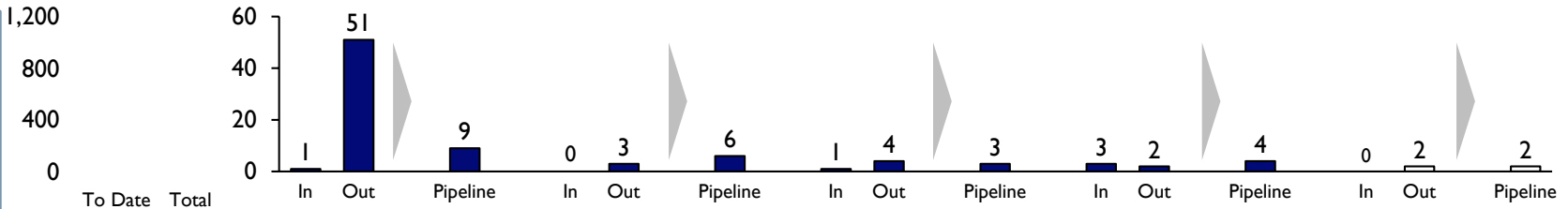
Completion July 2018 August 2018 September 2018 October 2018 **November 2018**

First Written Offer



- Pipeline consists of railroad parcels and non-railroad parcels.

Negotiation Acquisition



- Pipeline consists of signed agreements being processed through escrow, pending offers at property owners' decision to sign or enter condemnation and pending revised First Written Offer (FWO).

Note: Lag in data entry and parcel count changes due to design developments may create month-to-month variances in the parcel flow pipeline.

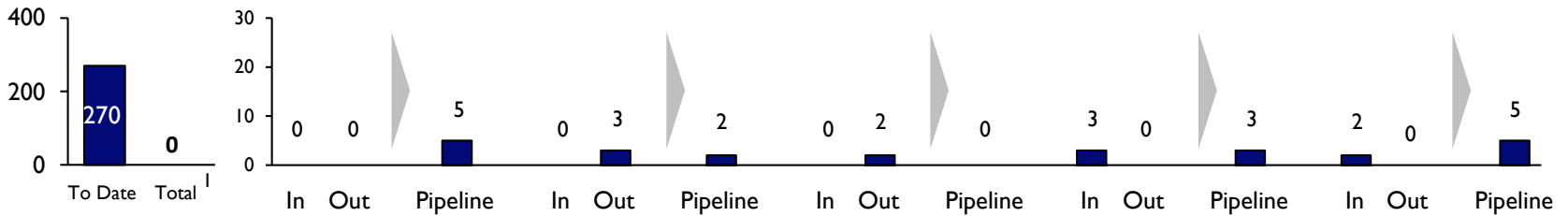
Source: December 1, 2018 ROW Executive Report

ROW – CP 1 Pipeline by Process (3 out of 4 pages)

Volume of Activity by Process (Flow) - Pipeline

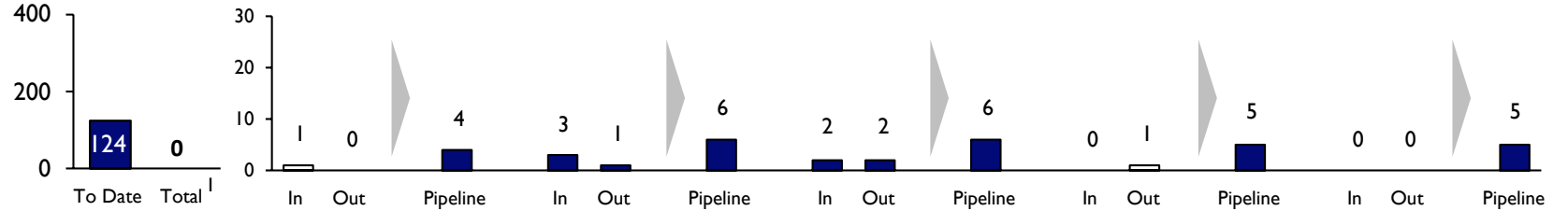


Condemnation



- Pipeline comprised of Resolution of Necessities (RONs) being processed by the Authority and ROW consultants and awaiting adoption by the Public Works Board (PWB). Also includes parcels being prepared by the Authority to transfer to Caltrans Legal.

Eminent Domain



- Pipeline illustrates total number of parcels in the Eminent Domain process with Caltrans legal with lawsuits filed. An Order of Possession (OP) is the next step if a settlement is not reached.

Notes:

1. Total number of parcels that may take the condemnation route is unknown.
2. Lag in data entry and parcel count changes due to design developments may create month-to-month variances in the parcel flow pipeline.

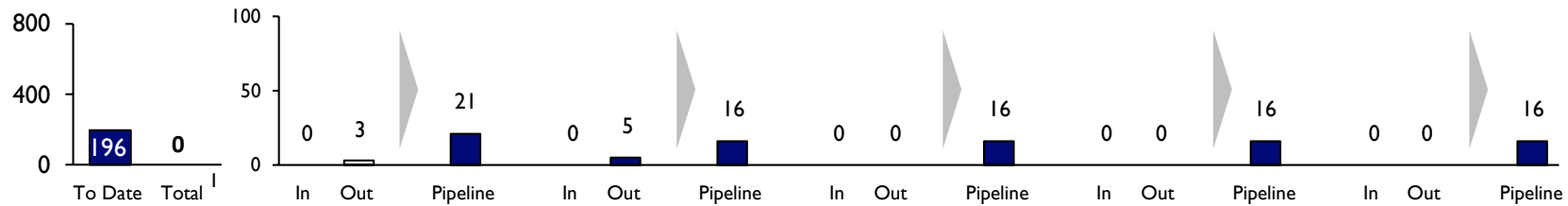
Source: December 1, 2018 ROW Executive Report

ROW – CP 1 Pipeline by Process (4 out of 4 pages)

Volume of Activity by Process (Flow) - Pipeline

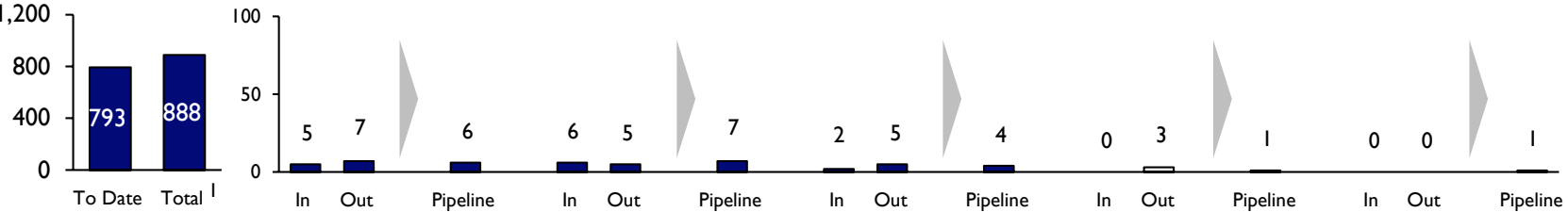


Public Agency / Railroad



- Comprised of railroad parcels and public parcels. Public parcels are being processed with Master Agreements before proceeding to individual utility relocations and acquisitions. Most railroad parcels are dependent on the DB completing designs so the railroad issues a construction and maintenance agreement.

Delivery



- Pipeline consists of parcels requiring relocation and parcels available to be transferred to DB.

Notes:

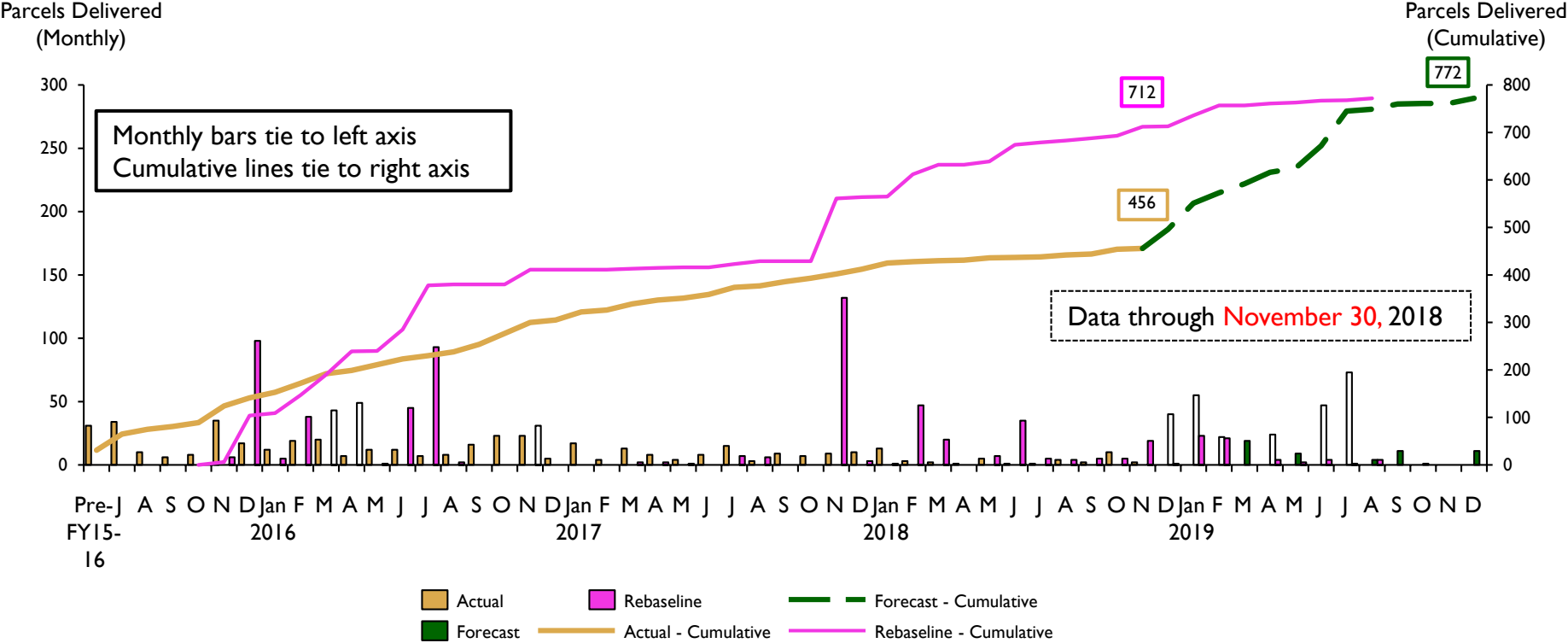
- Total number of public parcels to be identified.
- Lag in data entry and parcel count changes due to design developments may create month-to-month variances in the parcel flow pipeline.

Source: December 1, 2018 ROW Executive Report

ROW – CP 2-3 Parcels Delivered to DB by Month

Plan vs. Actual vs. Forecast

CP 2-3 - Delivered to DB (in number of parcels)



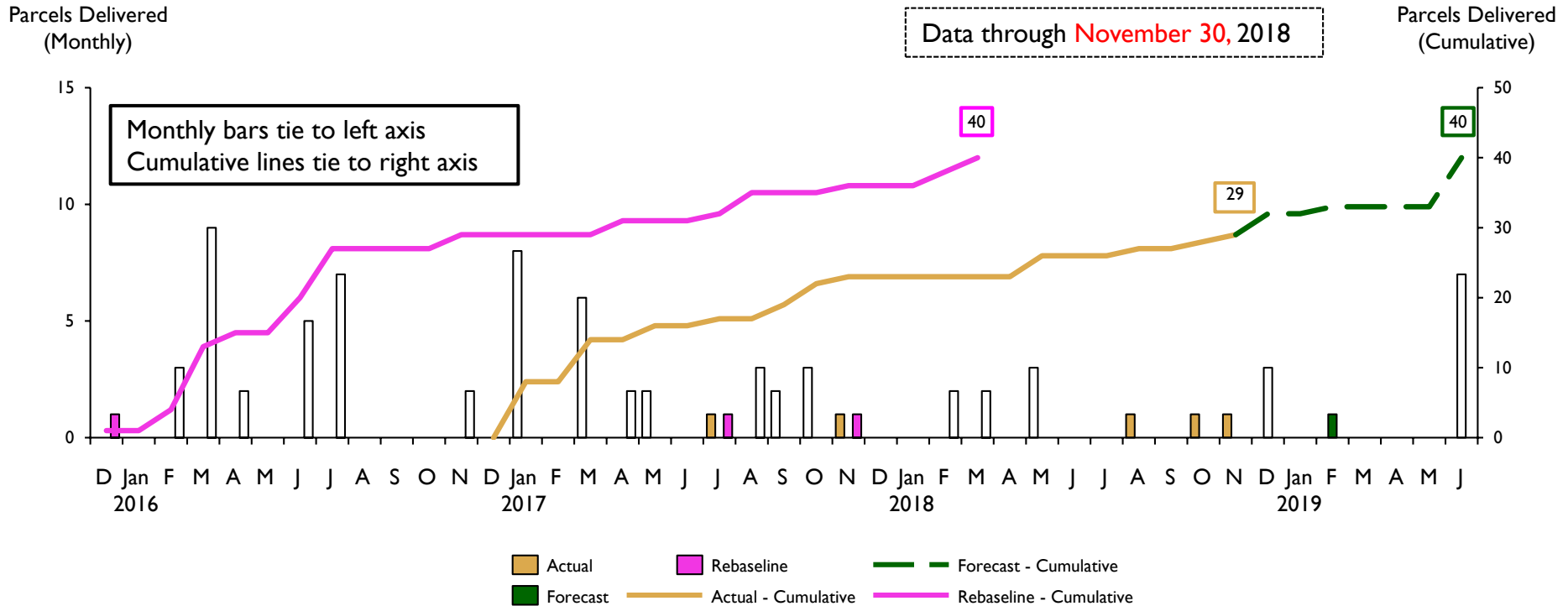
- Notes:
1. The “Plan” schedule shown previously has been replaced with the “Rebaseline” schedule that reflects current contractual delivery schedule based on design developments.
 2. “Forecast”: Continually refined based on expected delivery.
 3. Total number of parcels will be updated as new parcels added for design developments and utility relocations are approved.

Source: December 1, 2018 ROW Executive Report

ROW – CP 2-3 Priority Parcels Delivered to Design-Build by Month

Plan vs. Actual vs. Forecast

CP 2-3 - Delivered to DB (in number of parcels)



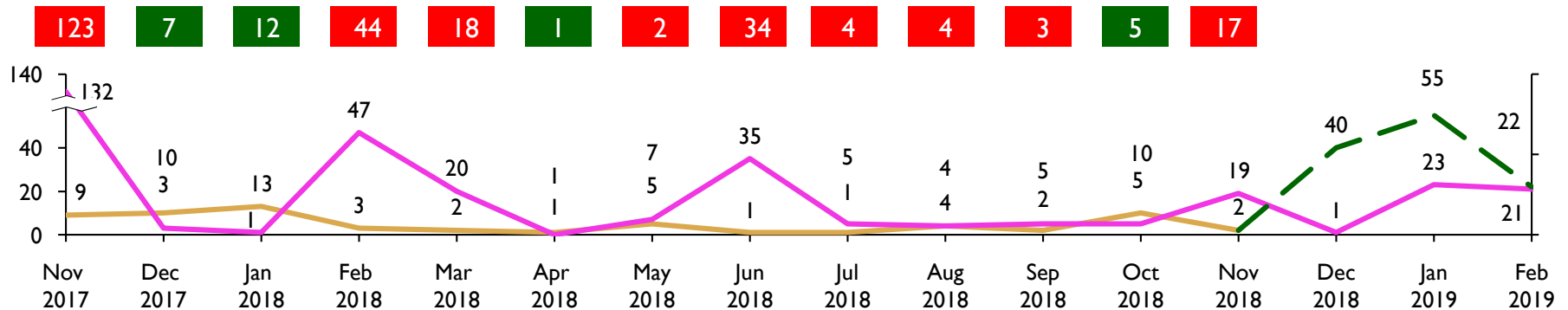
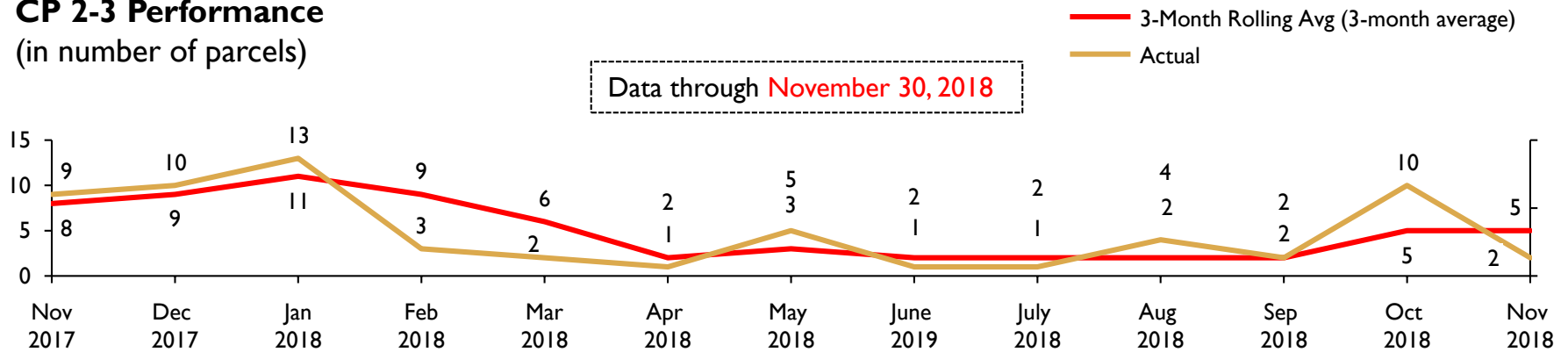
- Notes:
1. The "Plan" schedule shown previously has been replaced with the "Rebaseline" schedule that reflects current contractual delivery schedule based on design developments.
 2. "Forecast": Continually refined based on expected delivery depending on phase in acquisition process (such as hearing scheduled, suit filed, DGS contract approval, or parcels certified for delivery) or stage in the design process.
 3. Total number of parcels will be updated as priority parcels are approved.

Source: December 1, 2018 ROW Executive Report

ROW – CP 2-3 Historic Performance

CP 2-3 Performance (in number of parcels)

Data through **November 30, 2018**



Actual parcels delivered compared to planned (negative)
Actual parcels delivered compared to planned (positive)

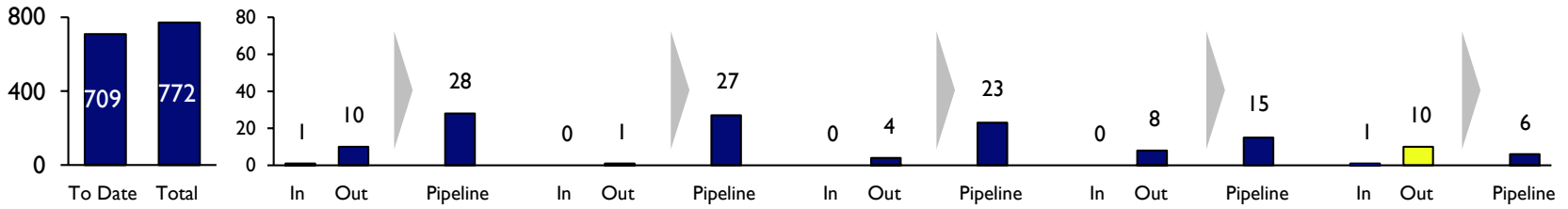
- Notes:
- The “Plan” schedule shown previously has been replaced with the “Rebaseline” schedule that reflects current contractual delivery schedule based on design developments.
 - Contract executed in June 2015; 31 parcels delivered after contract execution
 - Design developments and lag in data entry can cause slight changes to plan and actual counts.
- Source: **December 1, 2018** ROW Executive Report

ROW – CP 2-3 Pipeline by Process (1 out of 4 pages)

Volume of Activity by Process (Flow) - Pipeline

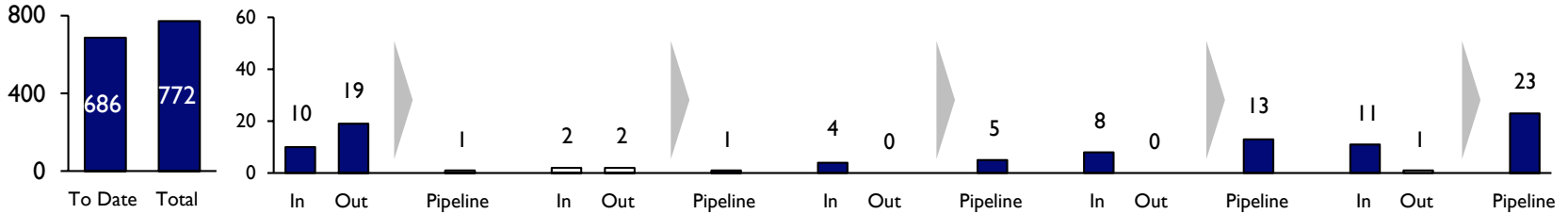
Completion July 2018 August 2018 September 2018 October 2018 **November 2018**

Appraisal



- Parcels in pipeline a function of pending design refinement submittals, reviews and approvals.

Just Compensation



- Parcels in pipeline pending DGS setting Just Compensation.

Note: Lag in data entry and parcel count changes due to design developments may create month-to-month variances in the parcel flow pipeline.

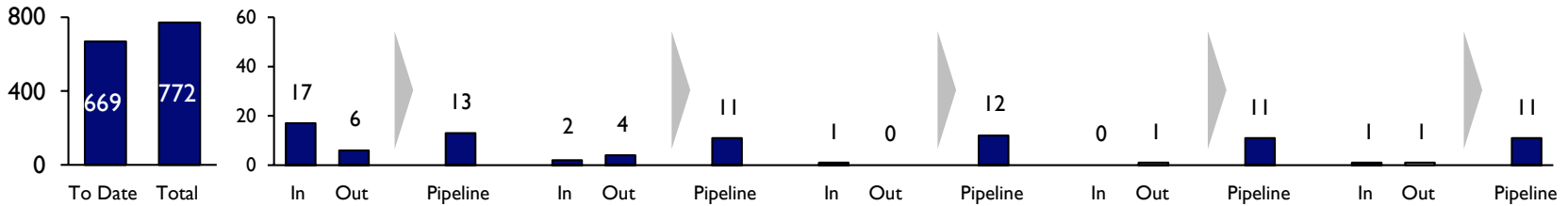
Source: December 1, 2018 ROW Executive Report

ROW – CP 2-3 Pipeline by Process (2 out of 4 pages)

Volume of Activity by Process (Flow) - Pipeline

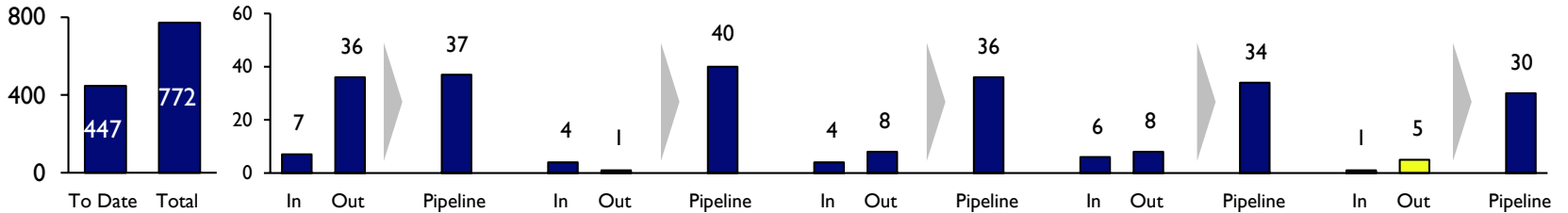
Completion July 2018 August 2018 September 2018 October 2018 **November 2018**

First Written Offer



- Pipeline consists of railroad parcels and non-railroad parcels.

Negotiation Acquisition



- Pipeline consists of signed agreements being processed through escrow, pending offers at property owners' decision to sign or enter condemnation and pending revised First Written Offer (FWO).

Note: Lag in data entry and parcel count changes due to design developments may create month-to-month variances in the parcel flow pipeline.

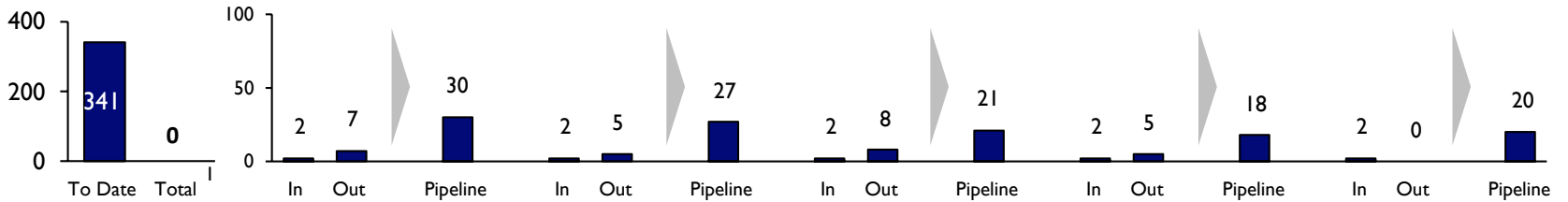
Source: December 1, 2018 ROW Executive Report

ROW – CP 2-3 Pipeline by Process (3 out of 4 pages)

Volume of Activity by Process (Flow) - Pipeline

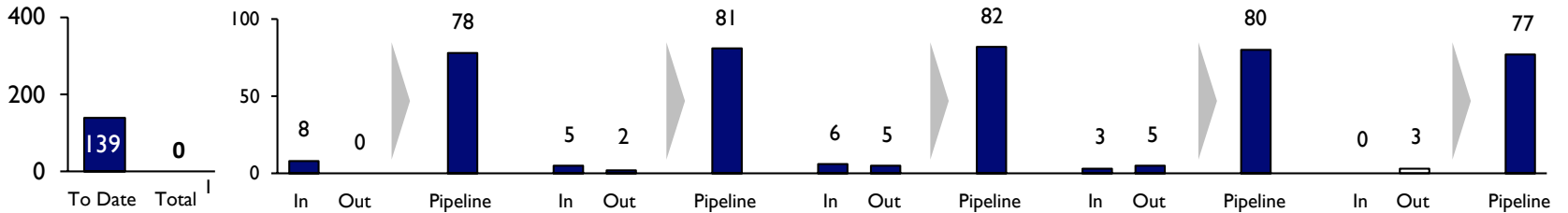
Completion July 2018 August 2018 September 2018 October 2018 **November 2018**

Condemnation



- Pipeline comprised of RONS being processed by the Authority and ROW consultants and awaiting adoption by PWB.

Eminent Domain



- Pipeline comprised of suits (parcels) at Caltrans legal pending filing with the courts seeking Court Orders of Possession.

Notes:

1. Total number of parcels that may take the condemnation route is unknown.
2. Lag in data entry and parcel count changes due to design developments may create month-to-month variances in the parcel flow pipeline.

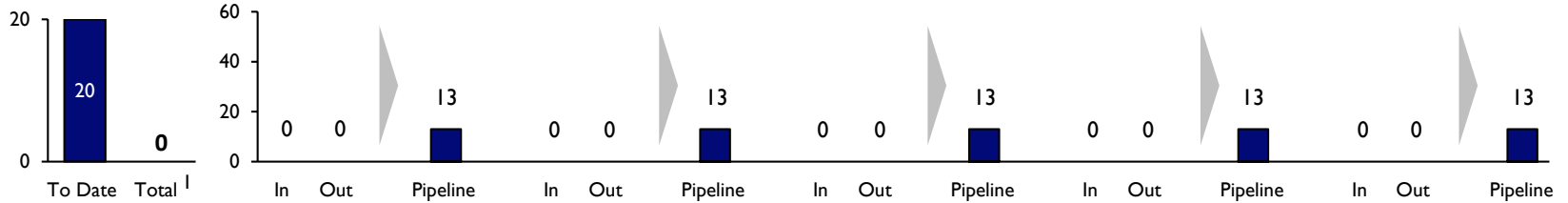
Source: December 1, 2018 ROW Executive Report

ROW – CP 2-3 Pipeline by Process (4 out of 4 pages)

Volume of Activity by Process (Flow) - Pipeline

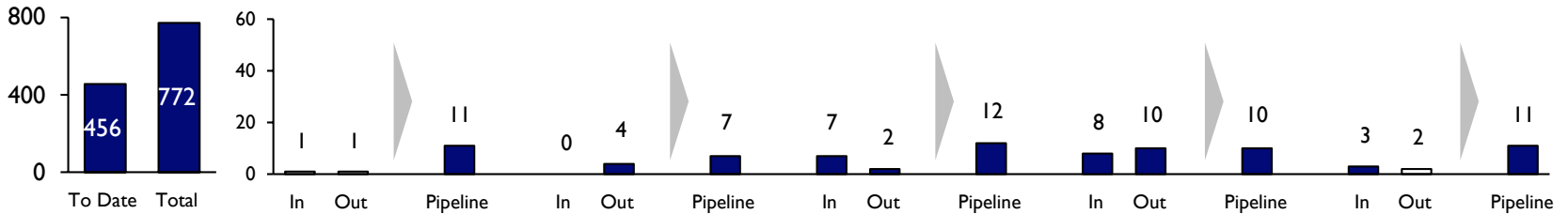


Public Agency / Railroad



- Current parcel count only includes public parcels with APNs and value. Public Roadway parcels will be defined to add to the total number of distinct parcels.

Delivery



- Pipeline consists of parcels requiring relocation and parcels available to be transferred to DB.

Notes:

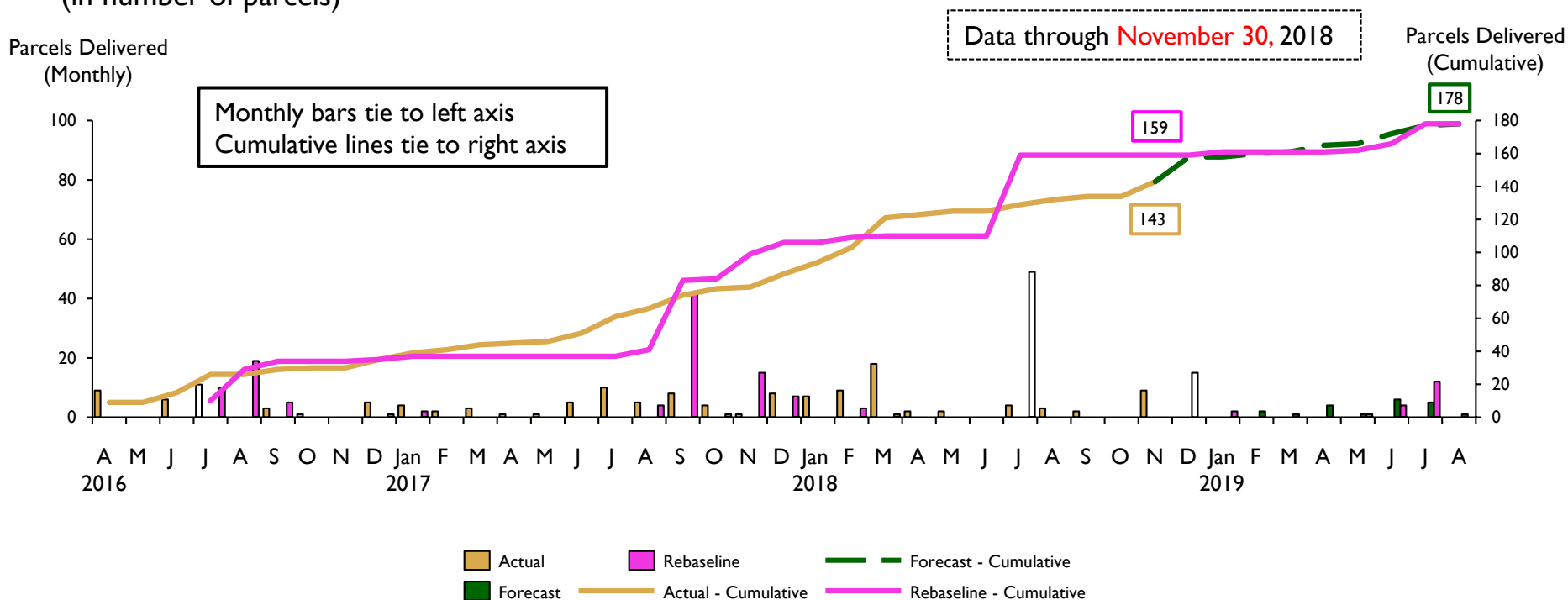
1. Total number of public parcels to be identified.
2. Lag in data entry and parcel count changes due to design developments may create month-to-month variances in the parcel flow pipeline.

Source: December 1, 2018 ROW Executive Report

ROW – CP 4 Parcels Delivered to DB by Month

Plan vs. Actual vs. Forecast

CP 4 - Delivered to DB (in number of parcels)



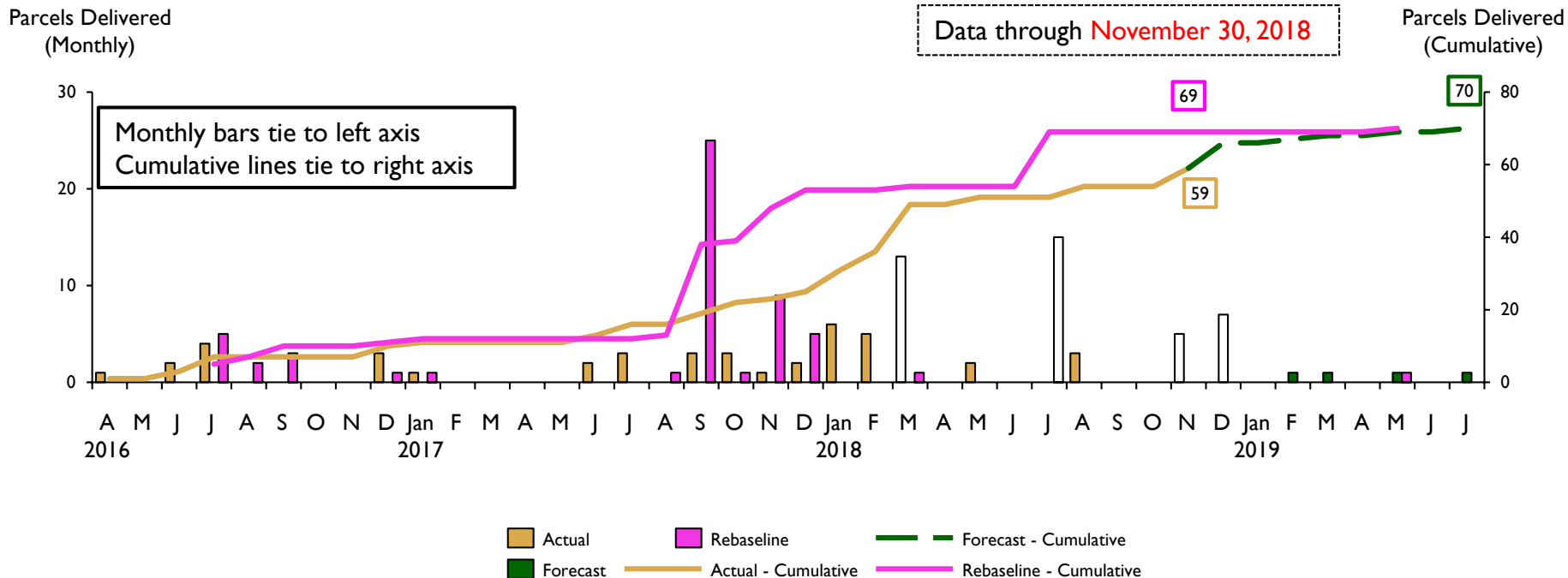
- Notes:
1. The “Plan” schedule shown previously has been replaced with “Rebaseline” schedule that reflects current contractual delivery schedule based on new parcels added for design developments and utility relocations.
 2. “Forecast”: Continually refined based on expected delivery.
 3. Total number of parcels will be updated as new parcels added for design developments and utility relocations are approved.

Source: December 1, 2018 ROW Executive Report

ROW – CP 4 Priority Parcels Delivered to Design-Build by Month

Plan vs. Actual vs. Forecast

CP 4 - Delivered to DB (in number of parcels)



- Notes:
1. The "Plan" schedule shown previously has been replaced with the "Rebaseline" schedule that reflects current contractual delivery schedule based on new parcels added for design developments and utility relocations.
 2. "Forecast": Continually refined based on expected delivery which is driven by factors such as design developments, owner suit, and phase in the acquisition process (OP hearing/settlement, DGS contract approval, or certification for delivery).
 3. Total number of parcels will be updated as priority parcels are approved.
 4. Planned delivery spike in delivery September 2017 is due to major design change (ATC 11).
 5. Planned delivery spike in December 2018 is due to major change (Sunny Gem and Wasco Viaduct).

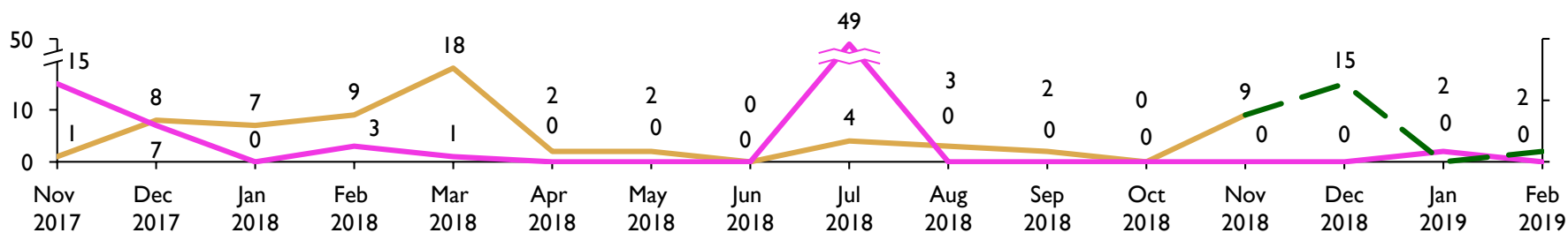
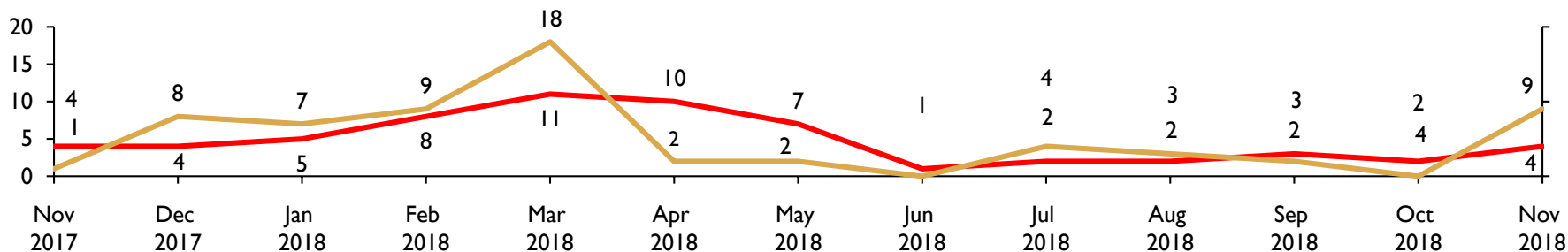
Source: December 1, 2018 ROW Executive Report

ROW – CP 4 Historic Performance

CP 4 Performance (in number of parcels)

Data through **November 30, 2018**

— 3-Month Rolling Avg (3-month average)
— Actual



— Actual — Rebaseline — Forecast

Actual parcels delivered compared to planned (negative)
Actual parcels delivered compared to planned (positive)

Notes:
 1. The “Plan” schedule shown previously has been replaced with the “Rebaseline” schedule that reflects current contractual delivery schedule based on design developments.
 2. Design developments and lag in data entry can cause slight changes to plan and actual counts.

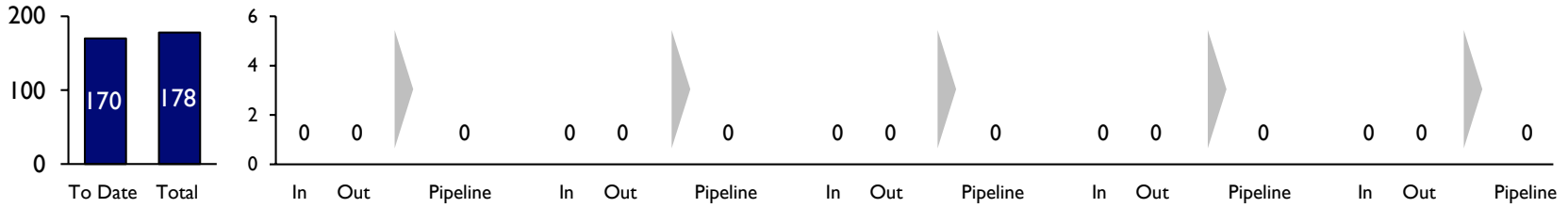
Source: **December 1, 2018** ROW Executive Report

ROW – CP 4 Pipeline by Process (1 out of 4 pages)

Volume of Activity by Process (Flow) - Pipeline

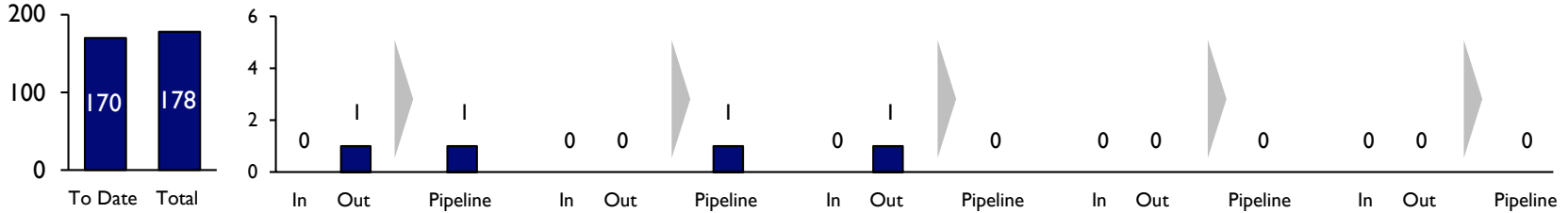


Appraisal



- Parcels in pipeline a function of pending design refinement submittals, reviews and approvals.

Just Compensation



- Parcels in pipeline pending DGS setting Just Compensation.

Note: Lag in data entry and parcel count changes due to design developments may create month-to-month variances in the parcel flow pipeline.

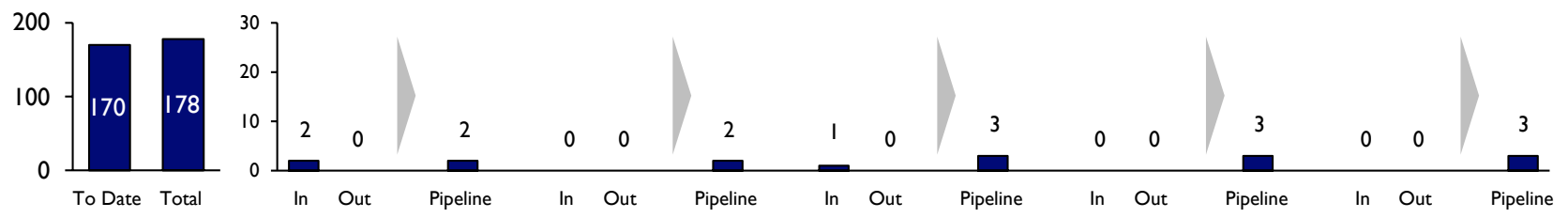
Source: December 1, 2018 ROW Executive Report

ROW – CP 4 Pipeline by Process (2 out of 4 pages)

Volume of Activity by Process (Flow) - Pipeline

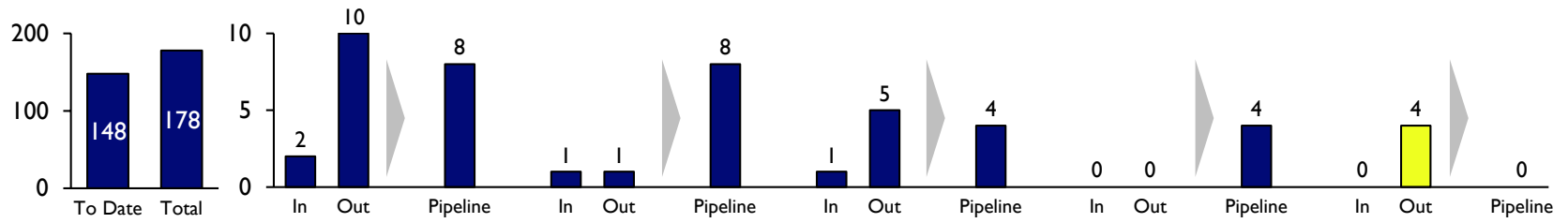


First Written Offer



- Pipeline consists of railroad parcels and non-railroad parcels.

Negotiation Acquisition



- Pipeline consists of signed agreements being processed through escrow, pending offers at property owners' decision to sign or enter condemnation and pending revised First Written Offer (FWO).

Note: Lag in data entry and parcel count changes due to design developments may create month-to-month variances in the parcel flow pipeline.

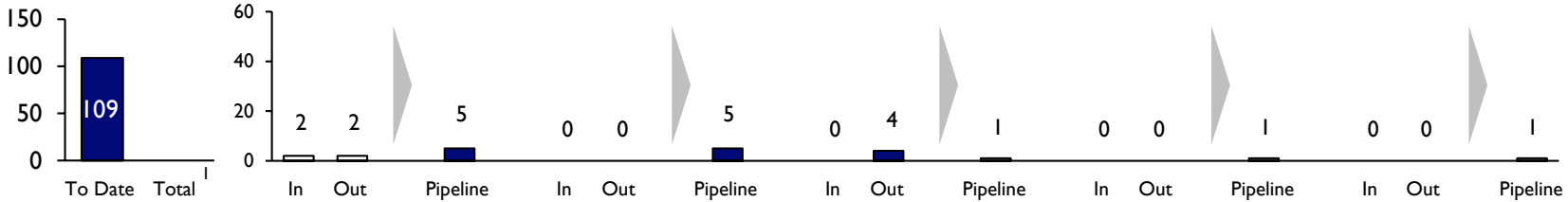
Source: December 1, 2018 ROW Executive Report

ROW – CP 4 Pipeline by Process (3 out of 4 pages)

Volume of Activity by Process (Flow) - Pipeline

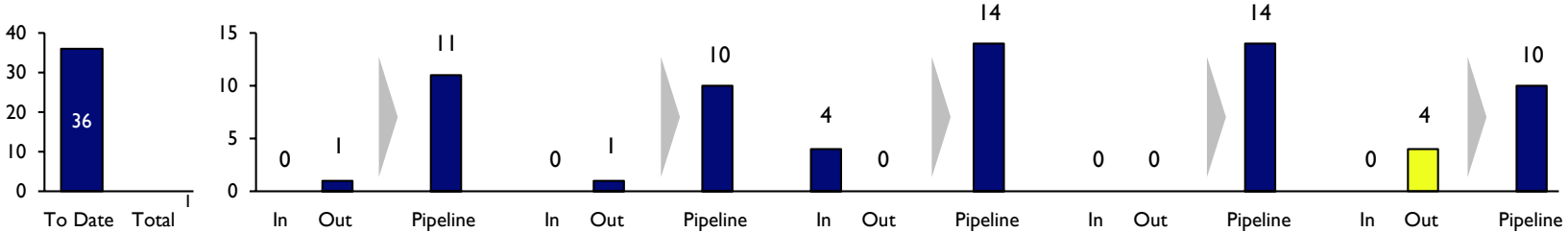
Completion July 2018 August 2018 September 2018 October 2018 **November 2018**

Condemnation



- Pipeline comprised of RONS being processed by the Authority and ROW consultants and awaiting adoption by PWB.

Eminent Domain



- Pipeline comprised of suits (parcels) at Caltrans legal pending filing with the courts seeking Court Orders of Possession.

Notes:

1. Total number of parcels that may take the condemnation route is unknown.
2. Lag in data entry and parcel count changes due to design developments may create month-to-month variances in the parcel flow pipeline.

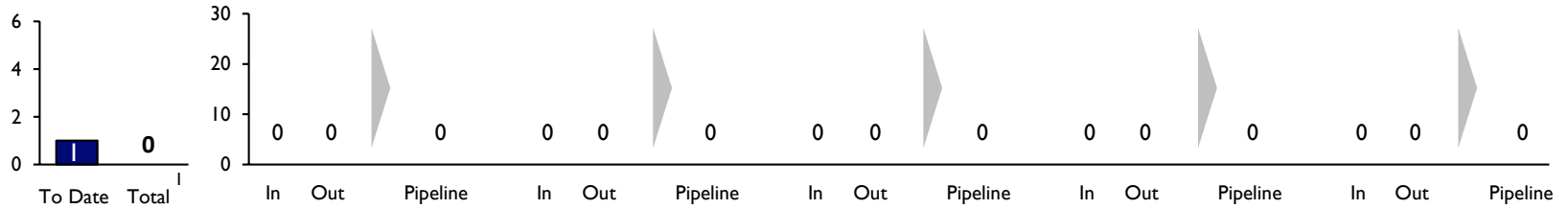
Source: December 1, 2018 ROW Executive Report

ROW – CP 4 Pipeline by Process (4 out of 4 pages)

Volume of Activity by Process (Flow) - Pipeline

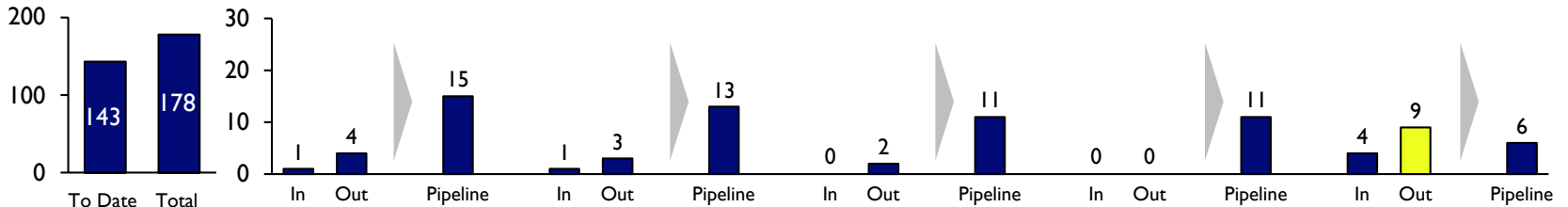


Public Agency / Railroad



- Current parcel count only includes public parcels with APNs and value. Public Roadway parcels will be defined to add to the total number of distinct parcels.

Delivery



- Pipeline consists of parcels requiring relocation and parcels available to be transferred to DB.

Notes:

1. Total number of public parcels to be identified.
2. Lag in data entry and parcel count changes due to design developments may create month-to-month variances in the parcel flow pipeline.

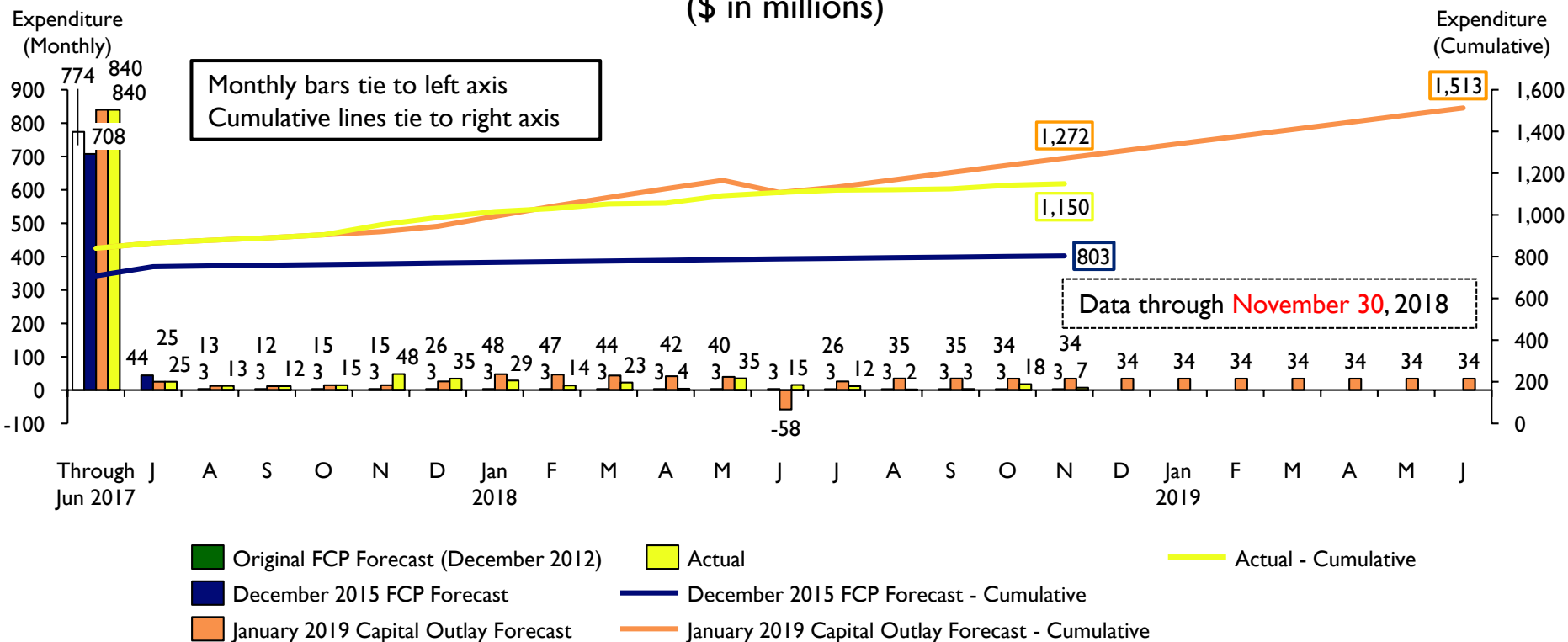
Source: December 1, 2018 ROW Executive Report

Total ROW Expenditure by Month

Forecast vs. Actual

Total ROW Expenditure Schedule

(\$ in millions)



Notes:

1. Amounts represent monthly totals; not parcel-by-parcel forecast and actual expenditures.
2. \$24M of ROW preliminary costs is not allocated to specific construction package (CP).
3. "Original FCP Forecast" refers to the first Funding Contribution Plan approved by the FRA in December 2012.
4. Total ROW budget in Original FCP is \$774M, and was forecasted to be fully spent by June 2015.
5. December 2015 FCP was not approved, and was only used to track expenditure performance prior to the approval of March 2016 FCP.
6. Numbers may not add due to rounding. Variance in FCP and Capital Outlay numbers due to timing differences.
7. The forecast source is now the Capital Outlay report which captures all funding. The FCP only captured FRA (ARRA) eligible costs.

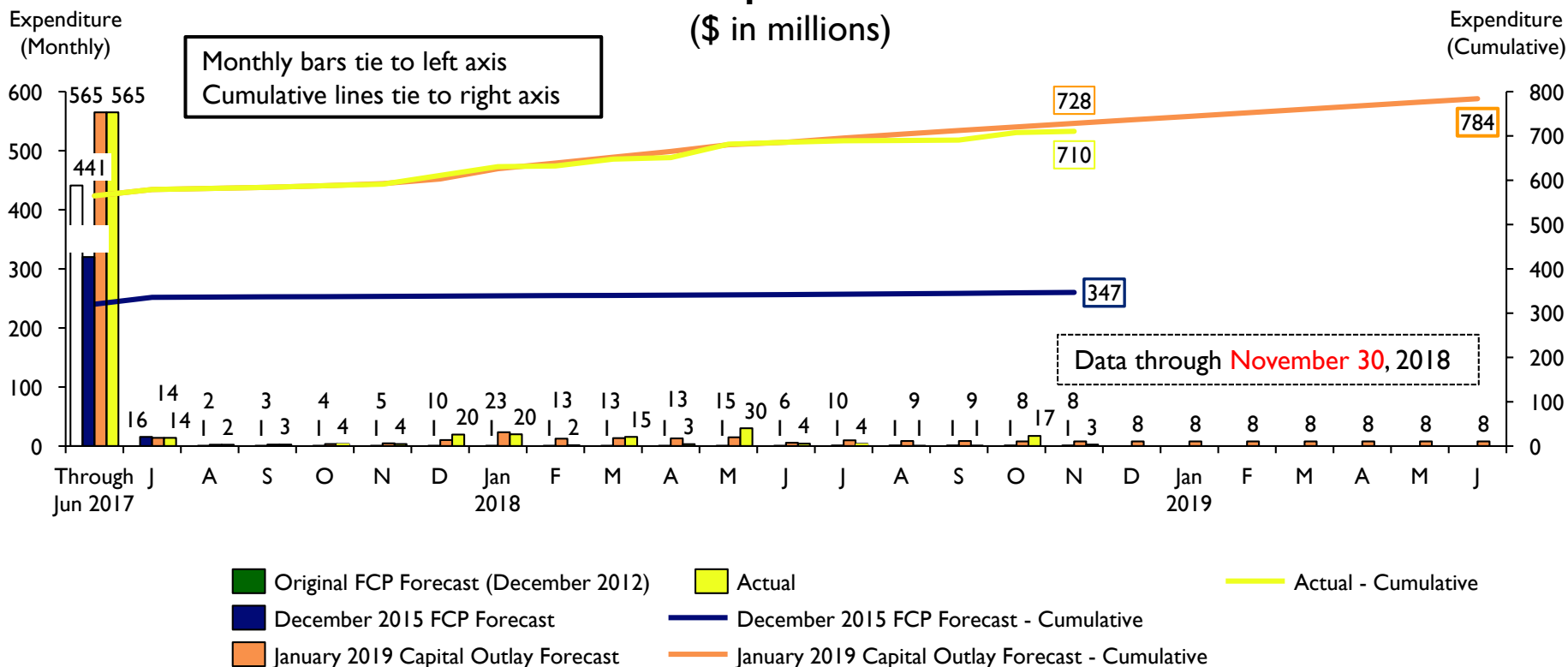
Sources:

1. Capital Outlay Report, **January 2019**
2. Funding Contribution Plan, December 2015
3. Funding Contribution Plan, December 2012

ROW-CP 1 Expenditure by Month

Forecast vs. Actual

ROW-CP I Expenditure Schedule (\$ in millions)



Notes:

1. Amounts represent monthly totals; not parcel-by-parcel forecast and actual expenditures.
2. Does not include CP ID (North Extension) acquisition costs.
3. "Original FCP Forecast" refers to the first Funding Contribution Plan approved by the FRA in December 2012.
4. CP I ROW budget in Original FCP is \$441M, and was forecasted to be fully spent by June 2015.
5. December 2015 FCP was not approved, and was only used to track expenditure performance prior to the approval of March 2016 FCP.
6. Numbers may not add due to rounding. Variance in FCP and Capital Outlay numbers due to timing differences.
7. The forecast source is now the Capital Outlay report which captures all funding. The FCP only captured FRA (ARRA) eligible costs.

Sources:

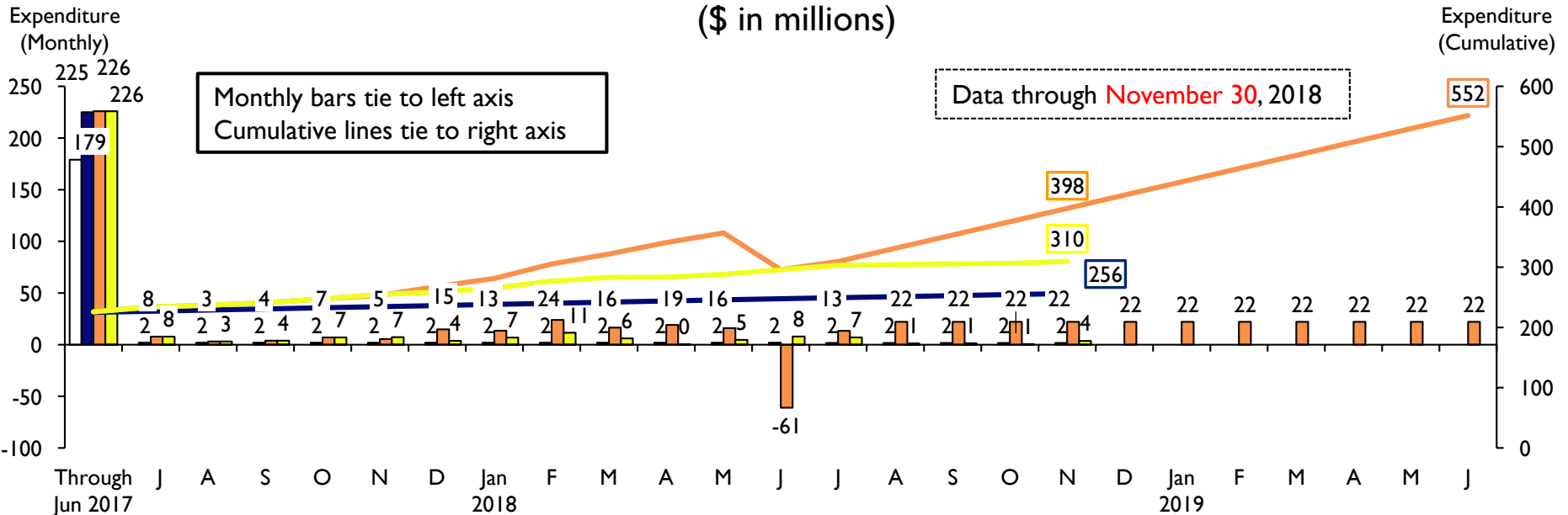
1. Capital Outlay Report, **January 2019**
2. Funding Contribution Plan, December 2015
3. Funding Contribution Plan, December 2012

ROW-CP 2-3 Expenditure by Month

Forecast vs. Actual

ROW-CP 2-3 Expenditure Schedule

(\$ in millions)



Monthly bars tie to left axis
Cumulative lines tie to right axis

Data through November 30, 2018

■ Original FCP Forecast (December 2012) ■ Actual — Actual - Cumulative
■ December 2015 FCP Forecast — December 2015 FCP Forecast - Cumulative
■ January 2019 Capital Outlay Forecast — January 2019 Capital Outlay Forecast - Cumulative

Notes:

- Amounts represent monthly totals; not parcel-by-parcel forecast and actual expenditures.
- “Original FCP Forecast” refers to the first Funding Contribution Plan approved by the FRA in Dec-012.
- CP 2-3 ROW budget in Original FCP is \$179M, and was forecasted to be fully spent by Jun-2015.
- December 2015 FCP was not approved, and was only used to track expenditure performance prior to the approval of March 2016 FCP.
- March 2017 actual expenditure includes ROW Working Capital Allocation (WCA) reversal reallocation.
- The forecast source is now the Capital Outlay report which captures all funding. The FCP only captured FRA (ARRA) eligible costs.

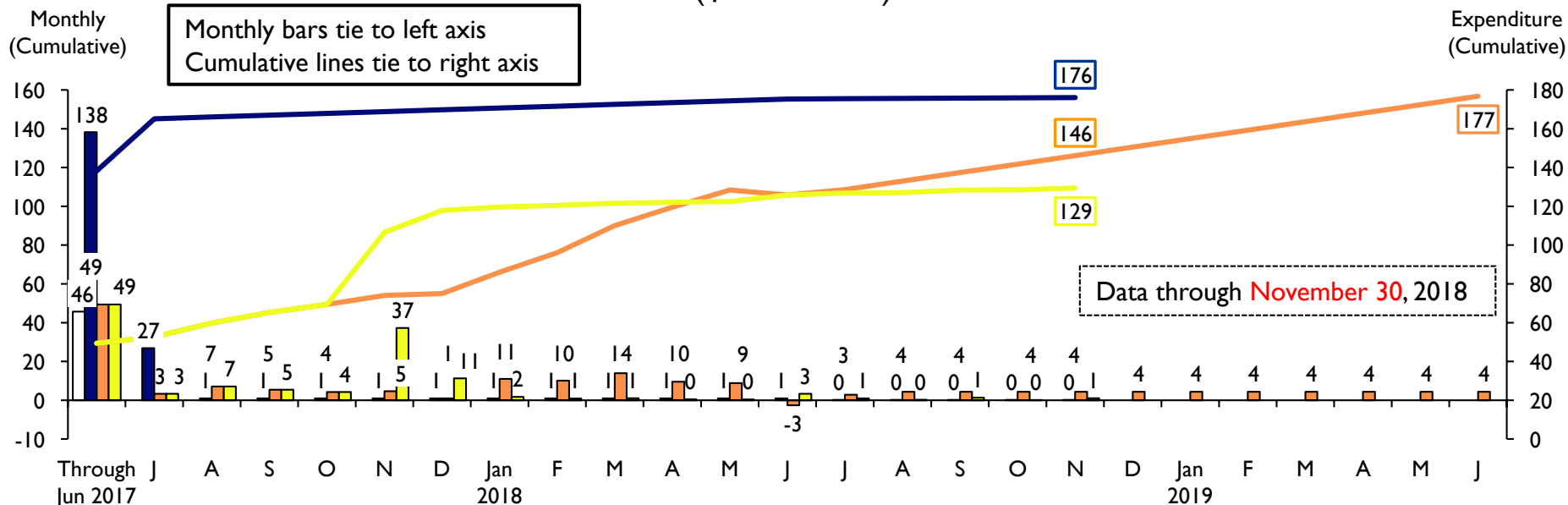
Sources:

- Capital Outlay Report, **January 2019**
- Funding Contribution Plan, December 2015
- Funding Contribution Plan, December 2012

ROW-CP 4 Expenditure by Month

Forecast vs. Actual

ROW-CP 4 Expenditure Schedule (\$ in millions)



- Original FCP Forecast (December 2012)
- December 2015 FCP Forecast
- January 2019 Capital Outlay Forecast
- Actual
- December 2015 FCP Forecast - Cumulative
- January 2019 Capital Outlay Forecast - Cumulative
- Actual - Cumulative

Notes:

1. Amounts represent monthly totals; not parcel-by-parcel forecast and actual expenditures.
2. CP 4 ROW parcel delivery data will be added to Operations Report once deliveries ramp-up.
3. "Original FCP Forecast" refers to the first Funding Contribution Plan approved by the FRA in December 2012.
4. CP 4 ROW budget in Original FCP is \$46M, and was forecasted to be fully spent by June 2015.
5. December 2015 FCP was not approved, and was only used to track expenditure performance prior to the approval of March 16 FCP.
6. Numbers may not add due to rounding. Variance in FCP and Capital Outlay numbers due to timing differences.
7. The forecast source is now the Capital Outlay report which captures all funding. The FCP only captured FRA (ARRA) eligible costs.

Sources:

1. Capital Outlay Report, **January 2019**
2. Funding Contribution Plan, December 2015
3. Funding Contribution Plan, December 2012

Agenda

- ▶ Operations Report Metrics
 - Executive Summary
 - Right-of-Way (ROW)
 - Project Development
 - Third Party Agreements
 - Contract Management
 - Finance/Budget
 - ARRA State Match Schedule
 - Risk

Project Development Clearance Metrics - Context

- ▶ The following slides track several metrics for each project section/project related to:
 - Schedule and physical percent complete.
 - Key milestones.
 - Actual, planned and forecasted costs-to-completion dates:
 - Program, RC, and EEC budgets and schedules have been updated following Board approval of the 2018 Business Plan and Program Baseline Delivery Plan.
 - For this report, the budget and forecast estimates are identical. Actuals have been updated through November 2018.
 - Monthly actual costs come from RC and EEC invoices the Authority receives.
 - Project Development Milestone Schedule page provides an overview of upcoming milestones across all project sections and projects.

Note: The Project Development budgets in this Operations Report include all funding sources (Prop IA, ARRA, and Cap and Trade). This report differs from the Funding Contribution Plan (FCP) since it is limited to the scope of the ARRA grant and state match requirements.

Project Development Milestones Schedule (to ROD)

Information through *November 30, 2018*¹

Segment	Progress to Date	Next Steps
1 San Francisco to San Jose (F2J)	<ul style="list-style-type: none"> Continued to confirm rail operating assumptions for baseline alternative. Completed Legal review of Revised Checkpoint B. Received several technical reports for DEIR/EIS. Completed comment resolution to FRA's comments on Draft Preliminary Engineering for Project Definition (PEPD). Coordinated with Bay Conservation Development Committee (BCDC) regarding permit mitigations. 	<ul style="list-style-type: none"> Move forward with the development and review of selected technical reports and EIR/EIS sections and chapters. Complete Checkpoint B Summary Report. Continue coordination with BCDC. Authority senior staff will continue to meet with Caltrain executive staff regarding 4th and King Station, Millbrae Station and blended operations.
2 San Jose to CV Wye (J2Y)	<ul style="list-style-type: none"> Incorporated Authority and stakeholder comments on in-progress review of draft PEPD. Completed Legal and NEPA reviews of draft Checkpoint B Addendum 4. Document to be submitted to USEPA and USACE in December. Continue analyses of the blended, at-grade study alternative as Alternative 4, and changes to Alternatives 1, 2, and 3 in administrative draft EIR/EIS sections and technical reports. 	<ul style="list-style-type: none"> Continue analyses of the blended, at-grade study alternative as Alternative 4, and changes to Alternatives 1, 2, and 3 in the administrative draft EIR/EIS sections and technical reports. Advance environmental clearance for geotechnical investigations needed for construction procurement in Santa Clara and Merced counties.
3 Central Valley Wye (M-F)	<ul style="list-style-type: none"> Biological Assessment submitted to USFWS and NMFS. Completed Draft Supplemental EIR/EIS for publication and circulation. Delay in NEPA Assignment is causing a delay in circulating EIR/EIS. 	<ul style="list-style-type: none"> Receive FRA signature or NEPA assignment for publication and circulation of the CVY Draft Supplemental EIR/EIS or pursue CEQA-first option for publication and circulation of Draft Supplemental EIR. Continue production efforts for the CVY Draft Supplemental EIS and adjust schedule for delays from signature approval. Publish and circulate the draft supplemental document for a 45-day review and comment period. Hold community workshop and Draft EIR/EIS public hearing.
4 Locally- Generated Alternative (F-B) ²	<ul style="list-style-type: none"> Authority received the administrative draft Final Supplemental Environmental Impact Statement (Final SEIS) on November 6, 2018 and returned it to the Regional Consultant team with comments on November 21, 2018. 	<ul style="list-style-type: none"> Facilitate a Legal review of the administrative Final Supplemental EIS and send it to the federal cooperating agencies for review.

1. Text identified in red indicate change from previous month.
2. Previously referred to as the Bakersfield F Street Station Alignment.

1 Program Priority #

Project Development Milestones Schedule (to ROD)

Information through *November 30, 2018*

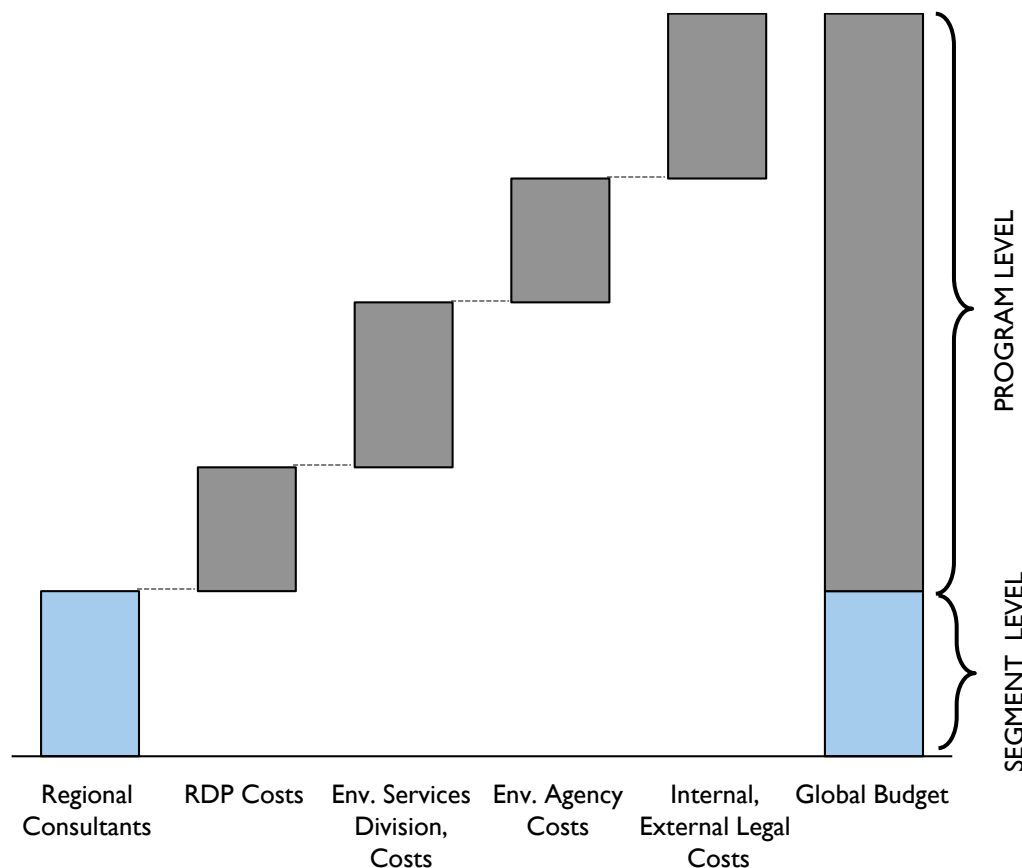
Segment	Progress to Date	Next Steps
5 LA to Anaheim	<ul style="list-style-type: none"> Complete incorporation of legal and technical review comments into the administrative draft EIR/EIS. Additional engineering changes were developed and included in updated preliminary project footprint. Changes to the project footprint required updating administrative draft EIS and technical reports. 	<ul style="list-style-type: none"> Continue coordination with Metro, Metrolink and other operators on LA Union Station Program and shared corridor strategies. Present State Preferred Alternative at November Board Meeting.
6 Burbank to LA	<ul style="list-style-type: none"> Ongoing review/back-check workshops for review of administrative draft EIR/EIS and supporting technical reports. Finalized conceptual design (15%) for the Burbank Airport Station Option. Presented staff recommended State Preferred Alternative at the November Board meeting. 	<ul style="list-style-type: none"> Coordination meeting with Federal Aviation Administration on Burbank Airport Station. Complete reviews for the administrative draft EIR/EIS.
7 Palmdale to Burbank	<ul style="list-style-type: none"> Presented staff recommended State Preferred Alternative at the November Board meeting. Submitted compiled administrative Draft EIR/EIS. chapters/sections for initial legal review. Updated and resubmitted Checkpoint B document to address USACE and EPA comments. Updating PEPD to reflect project definition changes. 	<ul style="list-style-type: none"> Prepare technical reports, chapters and the compiled administrative Draft EIR/EIS for Legal, consistency and NEPA review. Update and submit revised Draft PEPD to incorporate changes in project definition. Conduct follow-up Checkpoint B meeting with USACE and USEPA.
8 Bakersfield to Palmdale	<ul style="list-style-type: none"> Submitted the revised compiled administrative Draft EIR/EIS for legal, consistency, and NEPA review. Submitted the Draft Finding of Effect (FOE) as part of the continued consultation with the Cesar Chavez National Center (CCNC) and other parties on a minimalization design option near the CCNC. Updated the PEPD to incorporate CCNC design option. 	<ul style="list-style-type: none"> Complete initial review of the administrative Draft EIR/EIS Continue consultation with the CCNC and other consulting parties. Submit Draft PEPD to incorporate CCNC design option.
HMF	<ul style="list-style-type: none"> Environmental clearance approach on hold. Environmental screening criteria and clearance approach still under discussion. 	<ul style="list-style-type: none"> Assess schedule performance once screening criteria and environmental clearance approach are finalized.

I. Text identified in red indicate change from previous month.

I Program
Priority #

Global Project Development Budget includes activities involved in the scope at the program and segment levels

Cost Categories for Scope and Budget Definition



Cost Categories
<ul style="list-style-type: none"> ▪ Regional consultants' and Engineering and Environmental consultants' costs include project management, outreach, planning, engineering and environmental activities. ▪ RDP costs include environmental management, coordination, and technical reviews. ▪ Environmental Services Division costs reflect management and staff costs for overseeing project development program delivery. ▪ Environmental agency costs are costs for agency staff to attend meetings, review technical reports, and provide technical guidance. ▪ Internal, External Legal costs are costs associated with in-house and outside legal reviews.

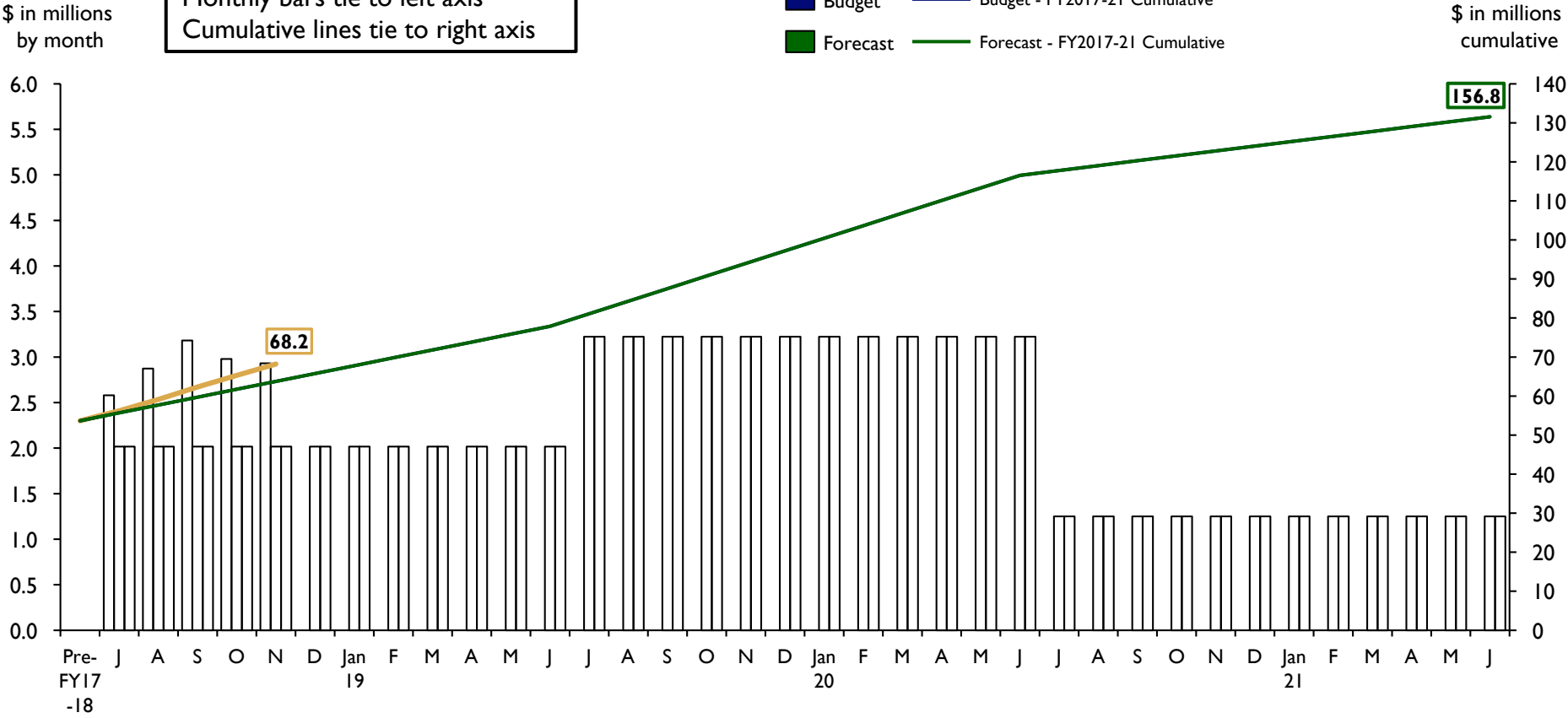
Notes:

- 1) August 2018 reporting update reflected the reallocation of costs to more clearly distinguish between Regional Consultants and Program Costs which include categories identified in Gray.
- 2) Program and Project Mitigation Budgets and Forecasts are included within the ROW Construction Budget (refer to Total ROW Expenditure by Month slide).

Program Level Budget (Non-Section Specific Costs)¹

Monthly bars tie to left axis
Cumulative lines tie to right axis

■ Actual — Actual - FY2017-21 Cumulative
■ Budget — Budget - FY2017-21 Cumulative
■ Forecast — Forecast - FY2017-21 Cumulative



- Notes:
- 1) Based on actual costs and future estimates for the Authority environmental staff, RDP Environmental, in-house and external legal review and resource agency staffing agreements and review.
 - 2) A new workplan was implemented beginning October 15, 2018 and extends through June 2020.
 - 3) Program forecasts have been updated for July 1, 2018 through March 2021 when the last project-level EIR/EIS is to be completed.

Project Development Schedule (to ROD)-Information through *November 30, 2018*

Segment	Progress	Complete Purpose & Need Statement		Complete Alternatives Analysis		Board Concurrence of Preliminary Preferred Alternative for Draft EIR/EIS		Publish Draft EIR/EIS		Publish Final EIS and Obtain ROD		Date EIR/EIS To Be Completed	
		Due Dates	Last Month	Current Month	Last Month	Current Month	Last Month	Current Month	Last Month	Current Month	Last Month	Current Month	Original Target
✓ 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%
✓ 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%
✓ 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%
1 San Francisco to San Jose	Plan Forecast % Complete	Complete Complete 100%	Complete Complete 100%	Complete Complete 100%	Complete Complete 100%	Dec-19 Dec-19 53%	Dec-19 Dec-19 56%	Mar-20 Mar-20 5%	Mar-20 Mar-20 5%	Mar-21 Mar-21 0%	Mar-21 Mar-21 0%	Mar-21	Mar-21
2 San Jose to Merced	Plan Forecast % Complete	Complete Complete 100%	Complete Complete 100%	Complete Complete 100%	Complete Complete 100%	Sep-19 Sep-19 66%	Sep-19 Sep-19 67%	Dec-19 Dec-19 28%	Dec-19 Dec-19 29%	Nov-20 Nov-20 0%	Nov-20 Nov-20 0%	Nov-20	Nov-20
3 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%	Sep-18 Sep-18 98%	Sep-18 TBD ² 98%	Jul-19 Jul-19 0%	Jul-19 TBD ² 0%	Jul-19	TBD ³
4 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%	Oct-18 TBD 95%	Oct-18 TBD 93% ³	Oct-18	TBD ⁴
5 LA to Anaheim	Plan Forecast % Complete	Complete Complete 100%	Complete Complete 100%	Complete Complete 100%	Complete Complete 100%	Complete Complete 100%	Complete Complete 100%	Nov-18 Nov-18 73%	Nov-18 TBD ⁵ 80%	Oct-19 Oct-19 0%	Oct-19 TBD ⁵ 0%	Oct-19	Oct-19
6 Burbank to LA	Plan Forecast % Complete	Complete Complete 100%	Complete Complete 100%	Complete Complete 100%	Complete Complete 100%	Complete Complete 100%	Complete Complete 100%	Sep-19 Sep-19 63%	Sep-19 Sep-19 63%	Jul-20 Jul-20 0%	Jul-20 Jul-20 0%	Jul-20	Jul-20
7 Palmdale to Burbank	Plan Forecast % Complete	Complete Complete 100%	Complete Complete 100%	Complete Complete 100%	Complete Complete 100%	Complete Complete 100%	Complete Complete 100%	Dec-19 Dec-19 55%	Dec-19 Dec-19 57%	Jan-21 Jan-21 0%	Jan-21 Jan-21 0%	Jan-21	Jan-21
8 Bakersfield to Palmdale	Plan Forecast % Complete	Complete Complete 100%	Complete Complete 100%	Complete Complete 100%	Complete Complete 100%	Complete Complete 100%	Complete Complete 100%	Jul-19 Jul-19 72%	Jul-19 Jul-19 74%	Jun-20 Jun-20 0%	Jun-20 Jun-20 0%	Jun-20	Jun-20
HMF ²	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%	May-17 TBD 0%	May-17 TBD 0%	May-17	TBD

Notes:

- Dates identified in red indicate change from previous month. Green cells indicates that the EIR/EIS or other milestone has been completed.
- Draft not released in September. Release date to be modified based on discussion with Executive Management. Environmental clearance approach on hold and under review.
- The 93% complete reflects EIS only; percent complete lower than last month's 95% which reflected the combined EIR/EIS progress. EIR approval has since been split from EIS and was completed in Oct 2018.
- The Board certified the Final Supplemental EIR and approved the project. A Draft Final Supplemental EIS and ROD are in preparation.
- Release date to be modified based on discussion with Executive Management.

 Program Priority #
  Completed Document

Project Development Schedule (to ROD) – Information through *November 30, 2018*¹

Segment	Schedule Status and Mitigation Strategies
✓ Merced to Fresno	EIR certified and project approved May 2012; FRA ROD issued September 2012
✓ Fresno to Bakersfield	EIR certified and project approved May 2014; FRA ROD issued June 2014
✓ CV Electrical Interconnections	Environmental Evaluation Has Been Completed Using an environmental re-examination process, it was determined that the electrical interconnection and network upgrades for PG&E sites 8 through 12 supporting the test track do not require preparation of a supplemental environmental document. As a result, the environmental review has been completed, shaving a year off the schedule.
1 San Francisco to San Jose	Schedule updated consistent with June 2018 Board-approved baseline to achieve ROD in March 2021.
2 San Jose to Merced	Schedule updated consistent with June 2018 Board-approved baseline to achieve ROD in November 2020.
3 Central Valley Wye (M–F)	Delay in Publishing Draft EIR/EIS. Rationale for schedule impact: delay in NEPA Assignment prevents circulation of Draft EIS. Consequence: a date for publication of the Draft EIR/EIS is still under discussion with Executive Management Mitigation: the schedule continues to be reviewed to identify opportunities for compressing activities and other efficiencies.
4 Locally Generated Alternative (F–B)	Delay in Publishing Final Supplemental EIS Rationale for schedule impact: delay in NEPA Assignment prevents publication of Final Supplemental EIS. Consequence: a date for publication of the Final Supplemental EIS is still under discussion with Executive Management Mitigation: the schedule continues to be reviewed to identify opportunities for compressing activities and other efficiencies.
5 LA to Anaheim	Delay in Publishing Draft EIR/EIS. Rational for schedule impact: there is a need to respond to stakeholder issues that will require modification of the environmental document. Consequence: A date for publication of the Draft EIR/EIS is still under discussion with Executive Management. Mitigation: The schedule continues to be reviewed to identify opportunities for compressing activities and other efficiencies.
6 Burbank to LA	Schedule updated consistent with June 2018 Board-approved baseline to achieve ROD in July 2020.
7 Palmdale to Burbank	Schedule consistent with June 2018 Board-approved baseline to achieve ROD in January 2021.
8 Bakersfield to Palmdale	Schedule consistent with June 2018 Board-approved baseline to achieve ROD in June 2020.
HMF	Environmental clearance approach on hold and under review; dates are subject to change pending Authority decision regarding site screening criteria and type of environmental clearance documentation needed.

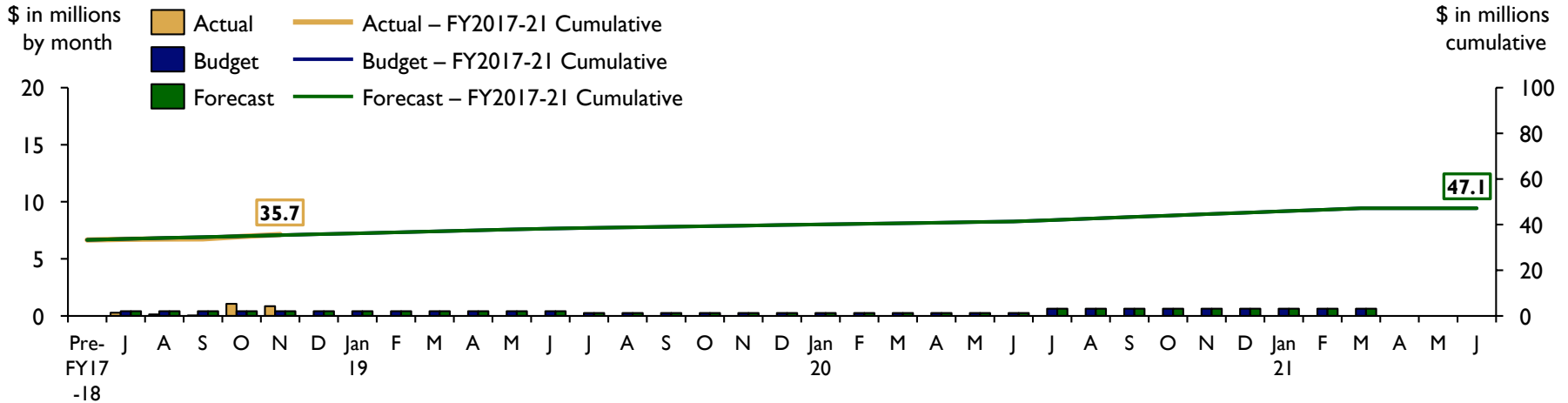
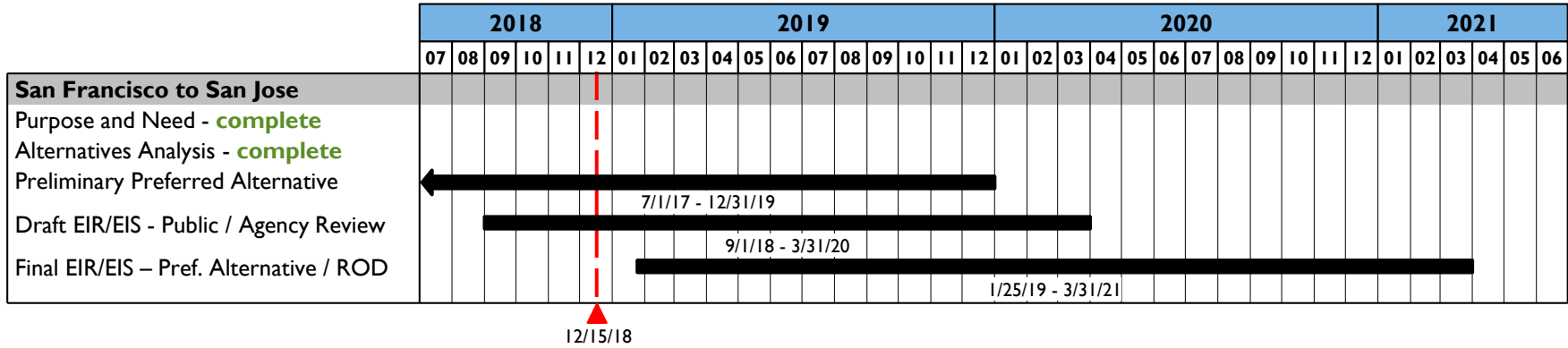
Note:

1. Text identified in green indicates environmental document completed. Text identified in red indicate change from previous month.

1 Program Priority #

✓ Completed Document

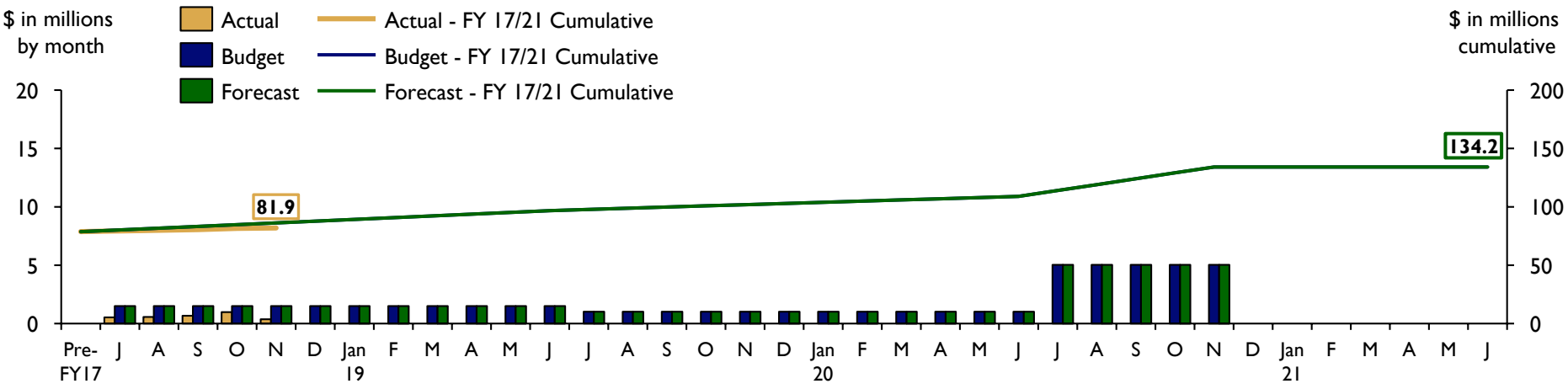
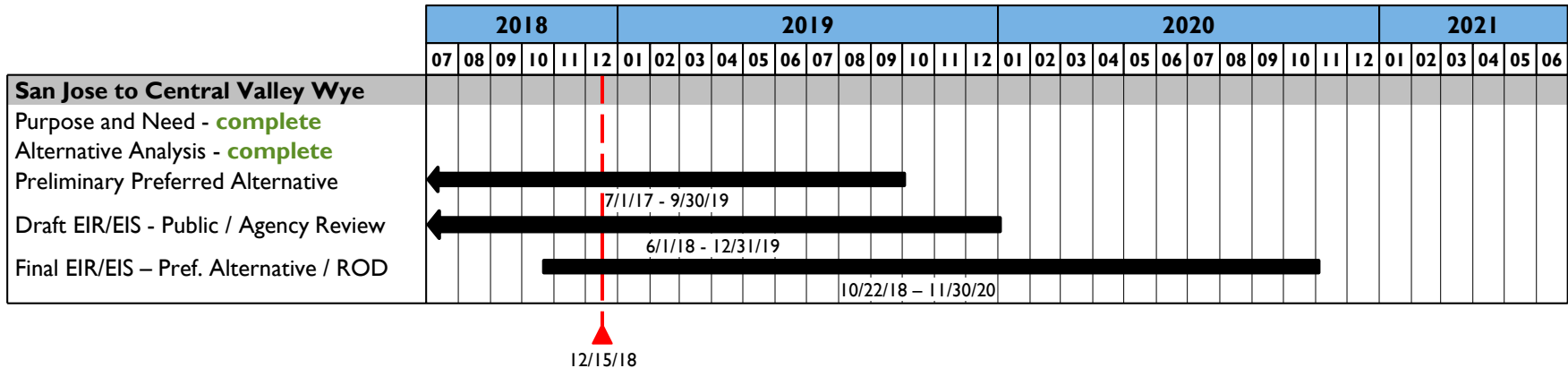
San Francisco to San Jose



Notes:

- 1) All estimates are preliminary and subject to change.
- 2) For financial estimates, actuals have been updated through **November** 2018. Forecast cost are through June 2021.
- 3) Cumulative actuals to-date and cumulative budget are aligned with Capital Outlay and Expenditure Report, **November** 2018.
- 4) Budget and Forecast have been updated to reflect the revised ROD date changes. Note that for this report, the budget and forecast are identical.

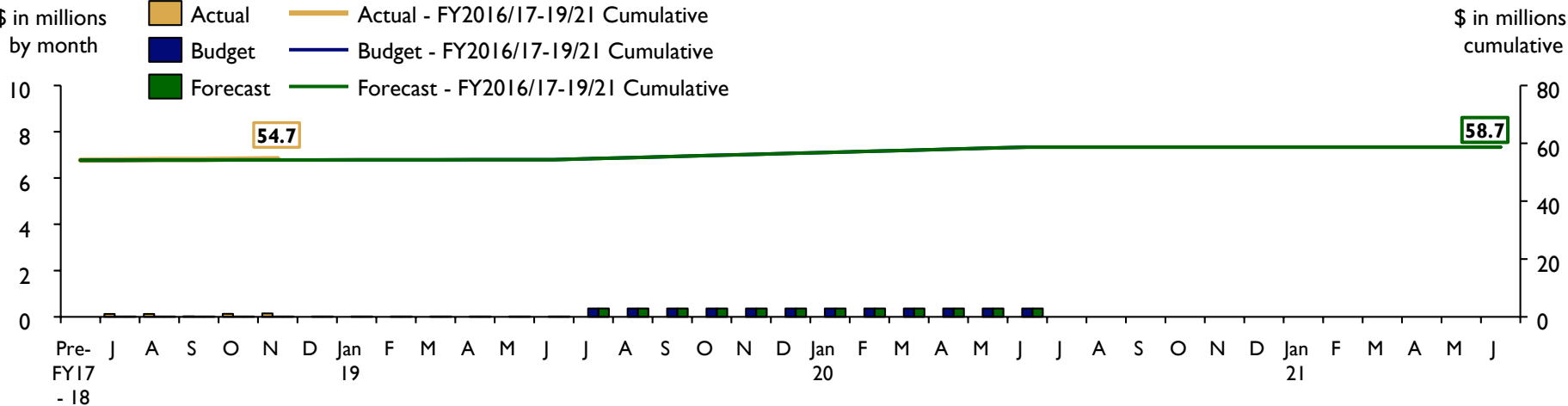
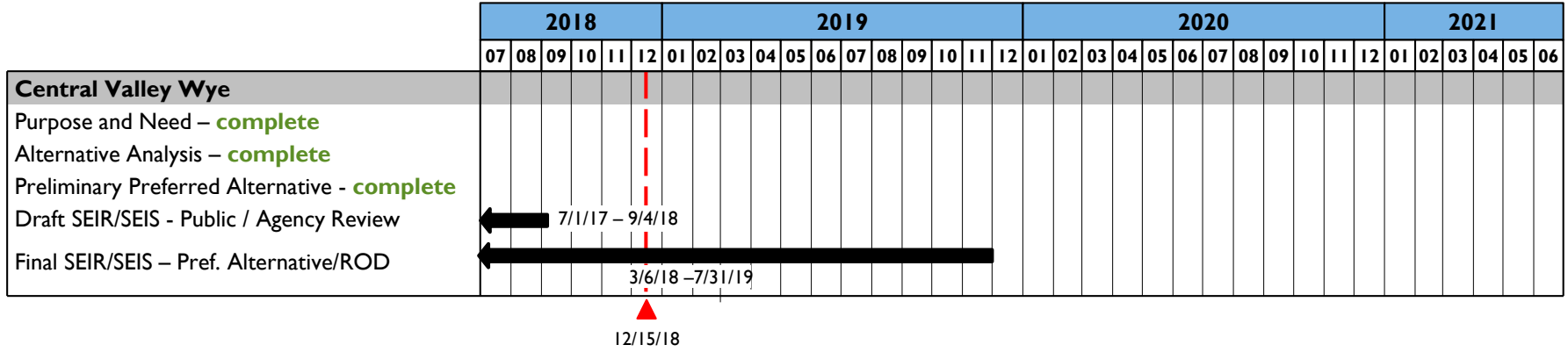
2 San Jose to Merced



Notes:

- 1) All estimates are preliminary and subject to change.
- 2) For financial estimates, actuals have been updated through **November** 2018. Forecast cost are through June 2021.
- 3) Cumulative actuals to-date and cumulative budget are aligned with Capital Outlay and Expenditure Report, **November** 2018.
- 4) Budget and Forecast have been updated to reflect the revised ROD date changes. Note that for this report, the budget and forecast are identical.

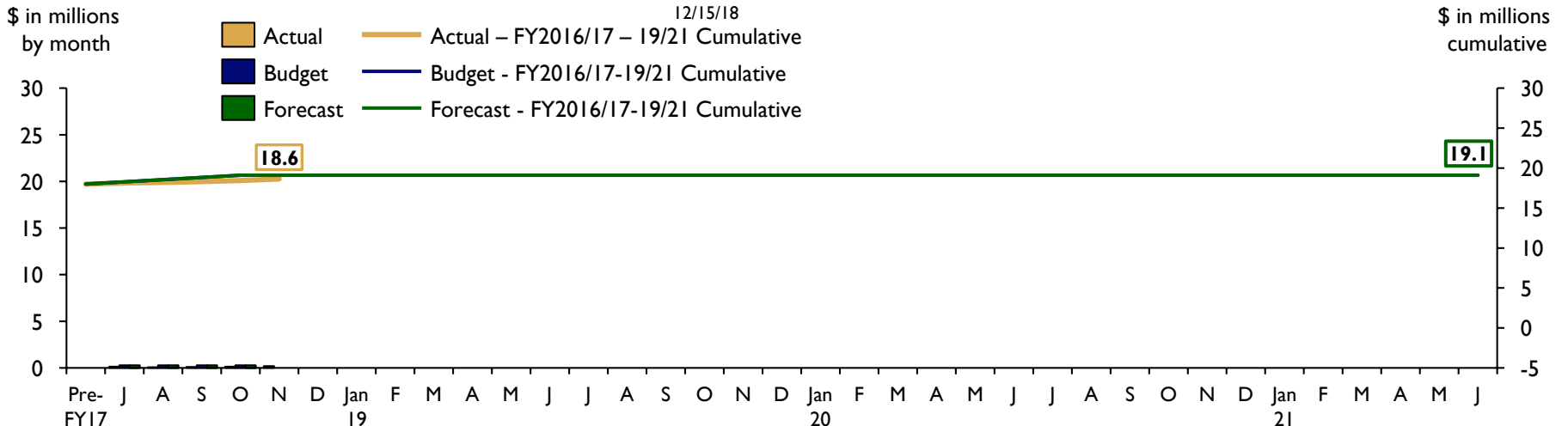
3 Central Valley Wye (M-F)



- Notes:
- 1) All estimates are preliminary and subject to change.
 - 2) Purpose and Need and the Alternatives Analysis were achieved as part of the Merced to Fresno EIR/EIS, completed in September 2012.
 - 3) For financial estimates, actuals have been updated through **November 2018**. Forecast cost are through June 2021.
 - 4) Cumulative actuals to-date and cumulative budget are aligned with Capital Outlay and Expenditure Report, **November 2018**.

4 Locally Generated Alternative (F-B)

	07	08	09	10	11	12	01	02	03	04	05	06	07	08	09	10	11	12	01	02	03	04	05	06	07	08	09	10	11	12	01	02	03	04	05	06
Bakersfield F Street Alignment																																				
Purpose and Need – complete																																				
Alternative Analysis – complete																																				
Preliminary Preferred Alternative – complete																																				
Draft SEIR/SEIS - Public / Agency Review - complete																																				
Final SEIR/SEIS – Pref. Alt./ROD																																				

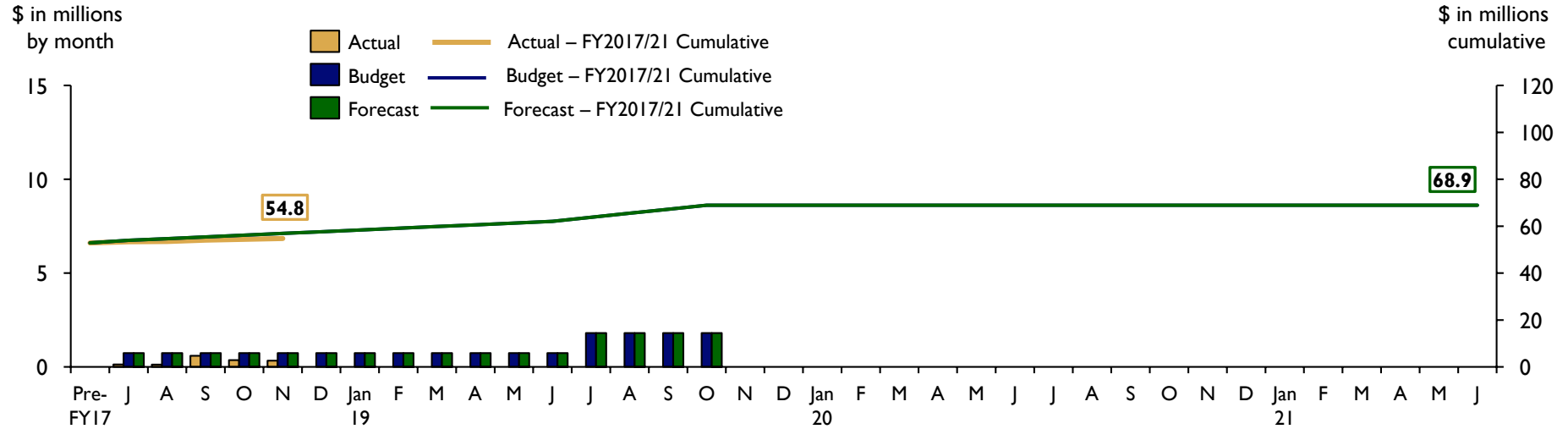


- Notes:
- 1) All estimates are preliminary and subject to change.
 - 2) Purpose and Need and the Alternatives Analysis were achieved as part of the Fresno to Bakersfield EIR/EIS, completed in June 2014.
 - 3) For financial estimates, actuals have been updated through **November** 2018. Forecast cost are through January 2019.
 - 4) Cumulative actuals to-date and cumulative budget are aligned with Capital Outlay and Expenditure Report, **November** 2018.
 - 5) CEQA NOD will be delivered in October 2018, while NEPA ROD is awaiting NEPA assignment / FRA for ROD.

5 LA to Anaheim

	2018												2019												2020												2021					
	07	08	09	10	11	12	01	02	03	04	05	06	07	08	09	10	11	12	01	02	03	04	05	06	07	08	09	10	11	12	01	02	03	04	05	06						
LA to Anaheim																																										
Purpose and Need – complete																																										
Alternative Analysis – complete																																										
Preliminary Preferred Alternative – complete																																										
Draft EIR/EIS - Public / Agency Review	←																																									
Final EIR/EIS – Pref. Alternative/ROD	←												←																													

12/15/18



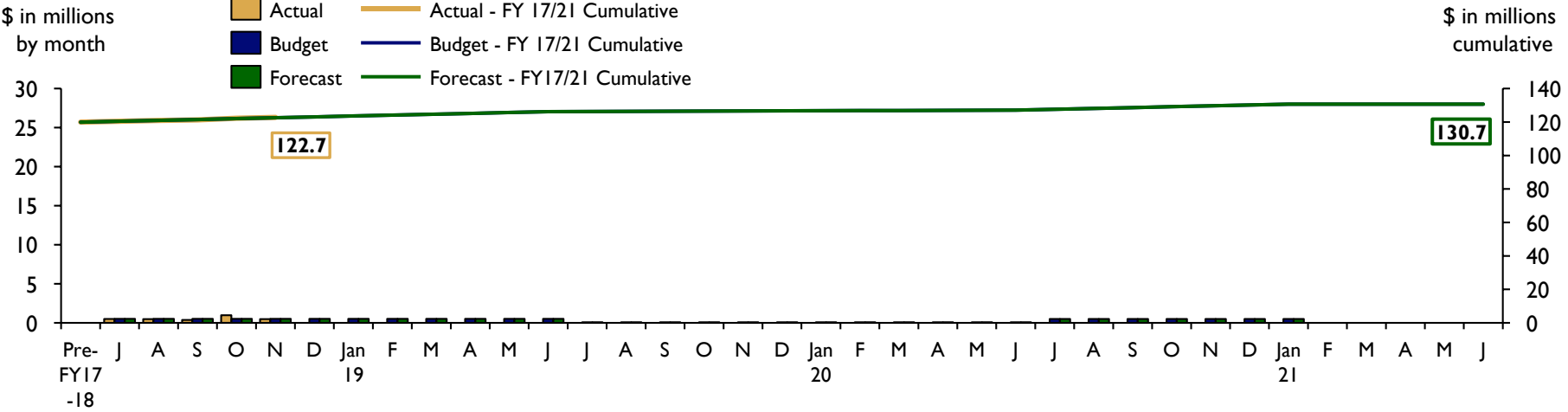
Notes:

- 1) All estimates are preliminary and subject to change.
- 2) For financial estimates, actuals have been updated through **November** 2018. Forecast cost are through June 2021.
- 3) Cumulative actuals to-date and cumulative budget are aligned with Capital Outlay and Expenditure Report, **November** 2018.
- 4) Budget and Forecast have been updated to reflect the revised ROD date changes.
- 5) Release date to be modified based on discussion with Executive Management.

7 Palmdale to Burbank

	2018												2019												2020												2021											
	07	08	09	10	11	12	01	02	03	04	05	06	07	08	09	10	11	12	01	02	03	04	05	06	07	08	09	10	11	12	01	02	03	04	05	06												
Palmdale to Burbank																																																
Purpose and Need – complete																																																
Alternative Analysis – complete																																																
Preliminary Preferred Alternative – complete																																																
Draft EIR/EIS - Public / Agency Review	←												4/12/18 - 12/31/19																																			
Final EIR/EIS – Preferred Alternative/ROD													10/23/18 - 1/31/21																																			

12/15/18

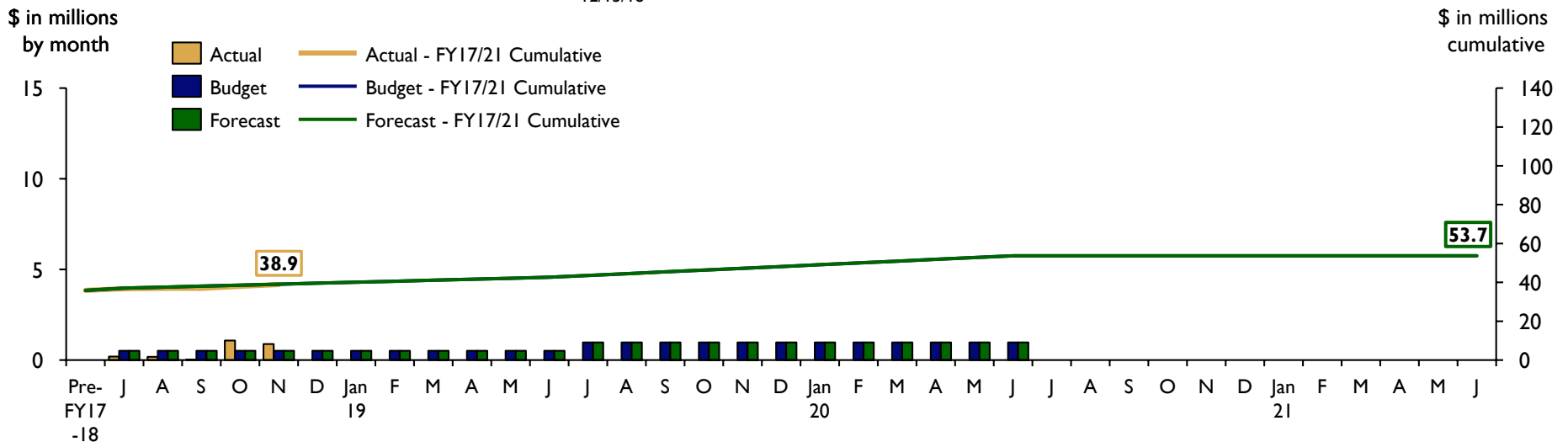


- Notes:
- 1) All estimates are preliminary and subject to change.
 - 2) For financial estimates, actuals have been updated through **November** 2018. Forecast cost are through June 2021.
 - 3) Cumulative actuals to-date and cumulative budget are aligned with Capital Outlay and Expenditure Report, **November** 2018.
 - 4) Budget and Forecast have been updated to reflect the revised ROD date changes. Note that for this report, the budget and forecast are identical.

8 Bakersfield to Palmdale

	2018						2019						2020						2021																													
	07	08	09	10	11	12	01	02	03	04	05	06	07	08	09	10	11	12	01	02	03	04	05	06	07	08	09	10	11	12	01	02	03	04	05	06												
Bakersfield to Palmdale																																																
Purpose and Need – complete																																																
Alternative Analysis – complete																																																
Pre. Preferred Alternative – complete																																																
Draft EIR/EIS - Public / Agency Review	←												←																																			
Final EIR/EIS – Pref. Alternative ROD	←												←												←																							

12/15/18



Notes:

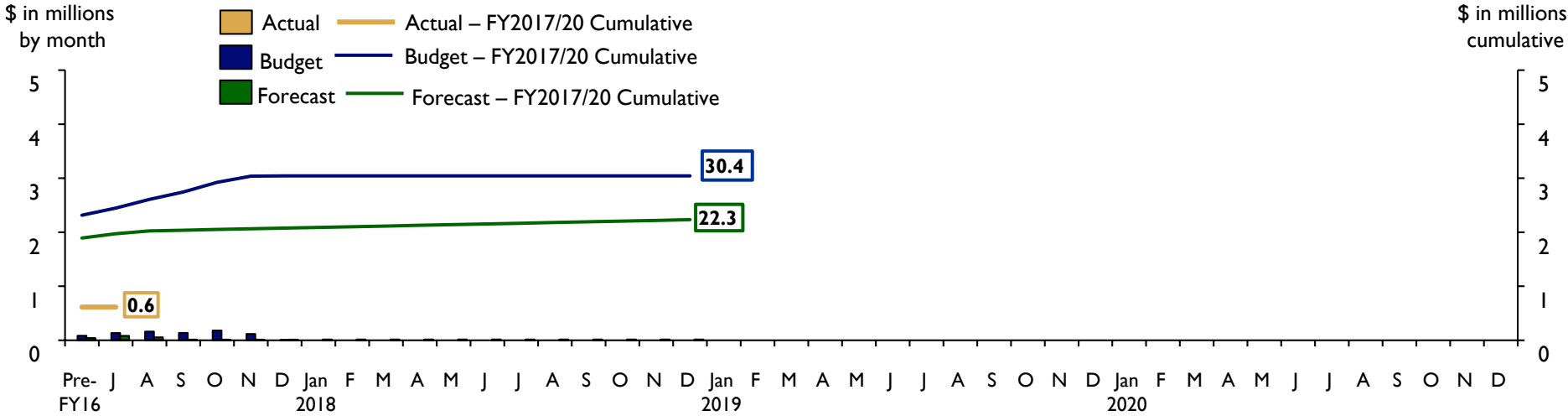
- 1) All estimates are preliminary and subject to change.
- 2) For financial estimates, actuals have been updated through **November** 2018. Forecast cost are through June 2021.
- 3) Cumulative actuals to-date and cumulative budget are aligned with Capital Outlay and Expenditure Report, **November** 2018.
- 4) Budget and Forecast have been updated to reflect the revised ROD date changes. Note that for this report, the budget and forecast are identical.

Heavy Maintenance Facility¹

	2017					2018						2019						2020																							
	07	08	09	10	11	12	01	02	03	04	05	06	07	08	09	10	11	12	01	02	03	04	05	06	07	08	09	10	11	12	01	02	03	04	05	06	07	08	09	10	11
Heavy Maintenance Facility																																									
Purpose and Need – complete																																									
Alternatives Analysis – complete																																									
Preliminary Preferred Alternative																																									
Draft EIR/EIS - Public / Agency Review																																									
Final EIR/EIS – Pref. Alternative/ROD																																									

Dates to be Determined

12/15/18



Notes:

- 1) Environmental clearance approach on hold and under review.
- 2) All estimates are preliminary and subject to change.
- 3) Budget and Forecast have not been updated to reflect the revised ROD date changes.

Four-month look ahead - milestones and other key deliverables, all sections/projects: *Information through November 30, 2018*

	Milestone	Project Section	Due Date	% Completion	Status
1	Recommendation of preferred alternative to Board	San Francisco to San Jose	December 2019	56%	On target.
2	Preliminary Engineering for Project Definition (PEPD)	San Jose to Merced	March 2019	84%	On target.
3	Publish draft Supplemental EIR/EIS for public review	Central Valley Wye (M-F)	TBD	98%	FRA was to sign CVY Draft SEIR/SEIS signature August 9. Not received.
4	Prepare Final EIS for publication	Locally Generated Alternative (F-B)	TBD	93%	Delay in NEPA Assignment causes a delay in achieving ROD.
5	Prepare administrative draft EIR/EIS for legal and technical review	Los Angeles to Anaheim	August 2018	96%	Delayed because of need to respond to stakeholder issues that will require modification of the environmental document.
6	Prepare administrative draft EIR/EIS for legal and technical review	Burbank to Los Angeles	February 2019	90%	On target.
7	Obtain Checkpoint B concurrence	Palmdale to Burbank	November 2018	70%	Delayed. Submitted to USACE and EPA and met with agencies in October. Responding to feedback received. Resubmitting revised Checkpoint B in December.

Note:

1. Text and dates identified in red indicate change from previous month.

Four-month look ahead - milestones and other key deliverables, all sections/projects: *Information through November 30, 2018¹*

Milestone	Project Section	Due Date	% Completion	Status
8 Publish Draft EIR/EIS for public review	Bakersfield to Palmdale	July 2019	74%	Initial Legal review conducted of Admin Draft. Full Legal / NEPA / Consistency review underway .

Note:

¹ Text and dates identified in red indicate change from previous month.

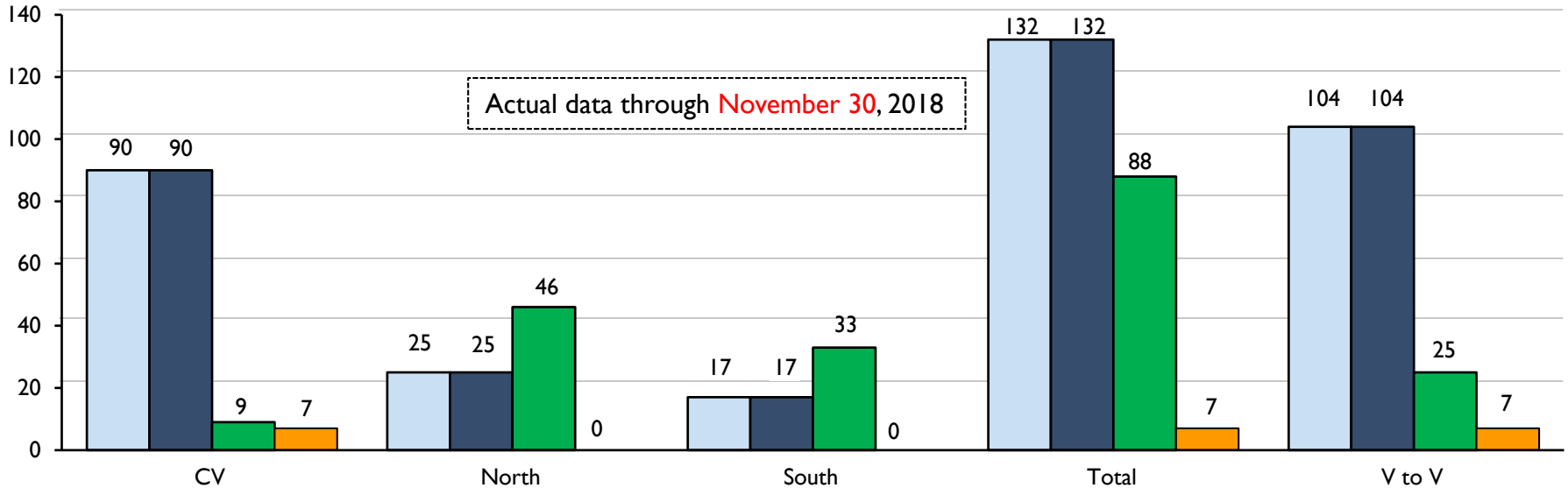
 Program Priority #

Agenda

- ▶ Operations Report Metrics
 - Executive Summary
 - Right-of-Way (ROW)
 - Project Development
 - Third Party Agreements
 - Contract Management
 - Finance/Budget
 - ARRA State Match Schedule
 - Risk

Central Valley, North, South, and Valley to Valley Executed and Unexecuted Agreements

Total Executed/Unexecuted Agreements
(in number of agreements)

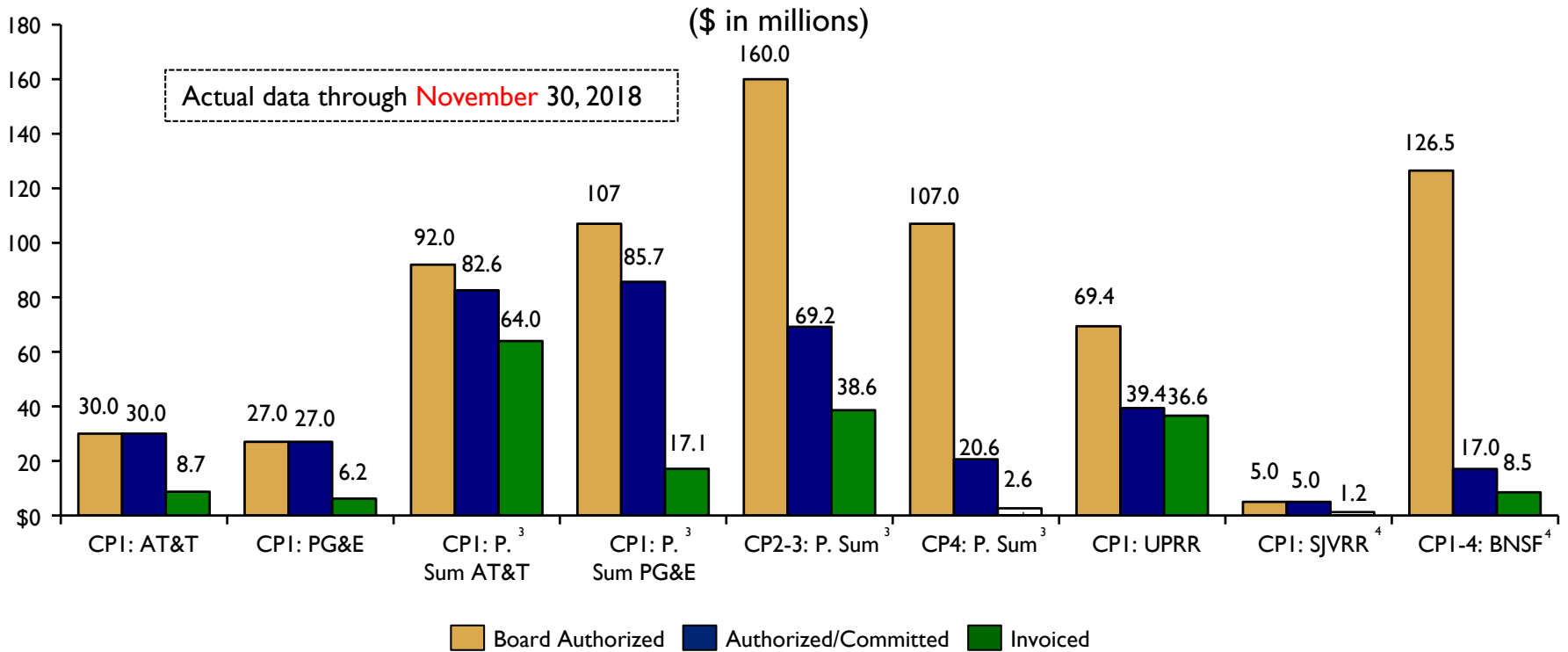


■ Executed Count Prior Quarter (Ending Sept 2018)
 ■ Agreements Pending Execution (Through Nov 2018)
■ Executed Count Current Quarter (Through Nov 2018)
 ■ New Requests for Agreements or Amendments (Nov 2018)

- Notes:
1. Central Valley, North and South total counts include Master/Cooperative Agreements and Reimbursement Agreements for environmental coordination and project development only.
 2. Valley to Valley count is a subset of the agreements already represented.
 3. The count for unexecuted agreements may change regularly due to changes in alignments; new information as investigations continue; agreements being combined; mergers, acquisitions, spin-offs, and other transactions; identification of different legal entities as asset owners and operators; etc.

AT&T, PG&E, Level 3, & Railroads

Current Invoiced Amounts, Authorized/Committed Amounts, and Board Authorized Amounts



Notes:

1. Third Party Agreements are agreements that enable the design and construction of the CA High-Speed Rail System. These agreements are for the relocation, modification, reconstruction, and/ or protection of utilities, irrigation facilities, and roadways that are in physical conflict with the proposed alignment.
2. Amounts shown for each Third Party agreement are inclusive of funds shown in both the project budget and Third Party budget line items.
3. Amounts expended by the DB's for this work will be reported as received.
4. \$5 million of SJVRR and BNSF agreements are both part of CEO delegated authority and not separate board items.

Agenda

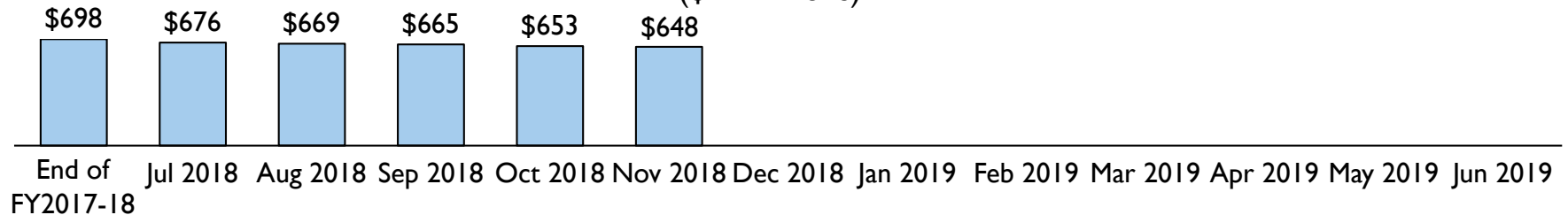
- ▶ Operations Report Metrics
 - Executive Summary
 - Right-of-Way (ROW)
 - Project Development
 - Third Party Agreements
 - Contract Management
 - Finance/Budget
 - ARRA State Match Schedule
 - Risk

Contract Management Metrics - Context

- ▶ There are 2 contract management metrics included:
 - Contingency Value
 - This value is based on remaining contingency as a percentage of the remaining contract balance.
 - Expenditure Schedule
 - Earned Value (EV) = Approved Invoices to Date.
 - Planned Value (PV) = Average Planned Values from the Original Approved Baseline Schedule.
 - Revised Planned Value = Average Planned Values from the most recent Approved Baseline Schedule.
 - Funding Contribution Plan (FCP) forecast value refers to forecasted Design-Build Contract expenditure in quarterly FCP.
- ▶ Contract management metrics for CP 1, CP 2-3, CP 4, and SR-99 are included.
 - For the SR-99 realignment project contract the Authority is in an oversight role, with Caltrans directly managing the project.
- ▶ Updates to the report are made monthly.

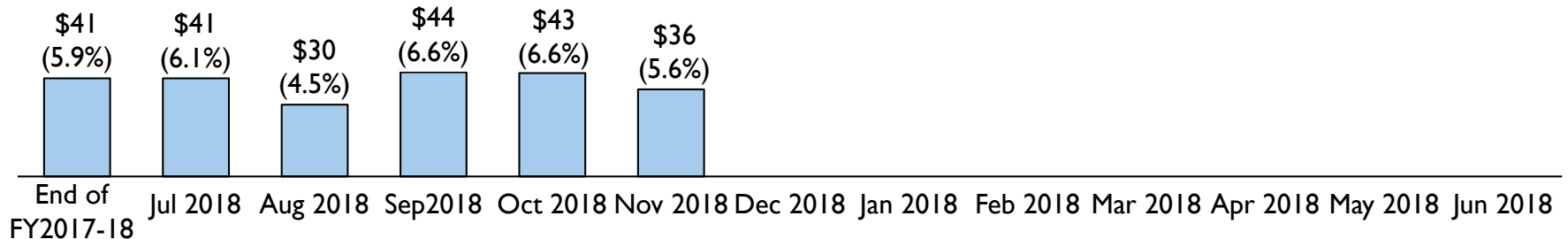
CP 1 Contract Management – Contingency Value

CP I – Contract Balance Remaining¹
(\$ in millions)



If remaining contingency against amount of contract / work left falls below 10%, corrective action may be necessary.

CP I – Contingency Balance Remaining
(\$ in millions)
(% of contract balance remaining)



Notes:

1. Contract Balance Remaining = [Revised DB Contract Amount] – [Authority Approved Invoices to Date].
2. Contract balance only accounts for invoices in determining contract balance, so this number may not reconcile with "earned value" in schedule performance index metric.

Source: November 30, 2018 CP I Monthly Status Report.

CP 1 Contract Management Raw Data: Contingency Value

CP I – Contingency (\$ in millions)

	End of FY17 18	July 2018	Aug 2018	Sept 2018	Oct 2018	Nov 2018	Dec 2018	Jan 2018	Feb 2018	Mar 2018	Apr 2018	May 2018	June 2018
Contract Balance Remaining ¹	\$698.2M	\$676.2M	\$669.2M	\$664.6M	\$653.0M	\$648.0M							
Contingency		\$207.0M	\$207.0M	\$237.3M	\$237.3M								
Change Orders (from contingency)		\$0.1M	\$11.0M	\$16.7M	\$0.3M								
Contingency Balance Remaining		\$41.0M	\$30.0M	\$43.6M	\$43.3M								
		6.1%	4.5%	6.6%	6.6%								

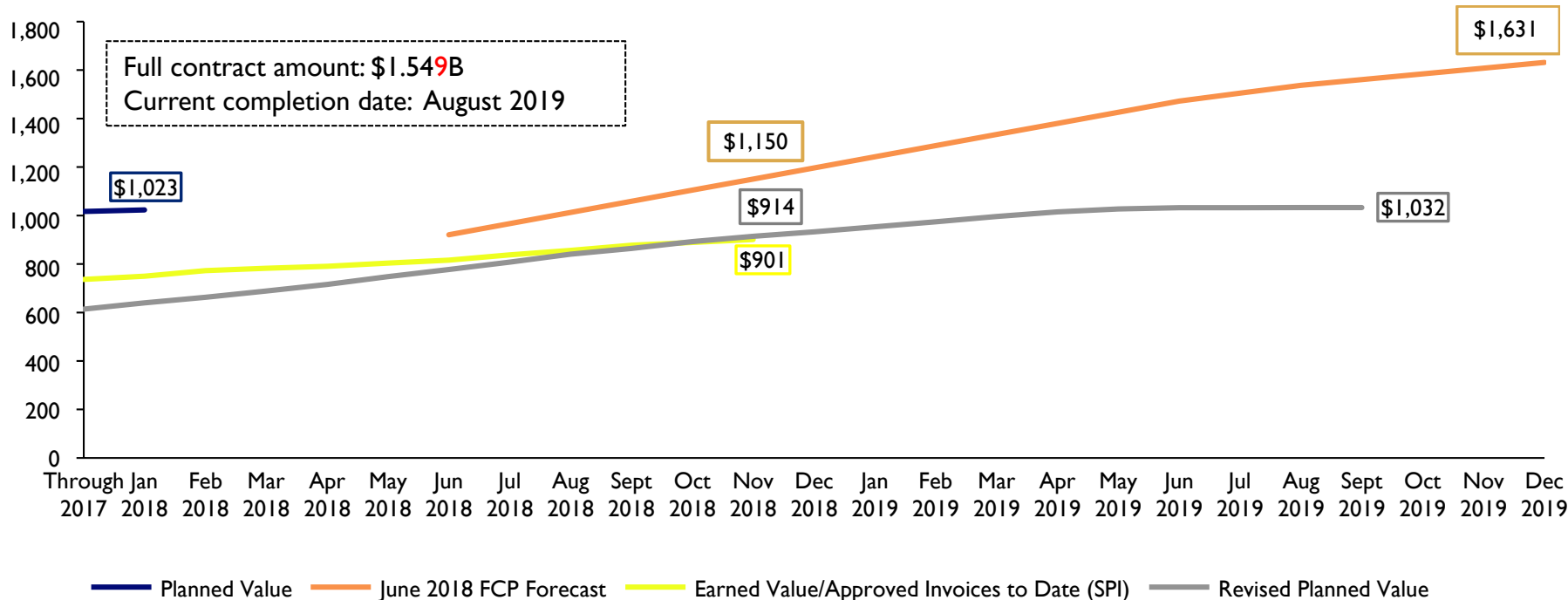
- Note:
1. Contract Balance Remaining is the sum of the previous month’s Contract Balance Remaining less the monthly approved invoice amount plus change orders (from contingency).
 2. Adjusted to reflect cumulative approved change orders from contingency through June, 2018.

Source: **November 30**, 2018 CP I Monthly Status Report.

CP 1 Contract Management – Schedule Performance Index

\$ in millions

CP I Schedule – Total Planned Value of Contract Earned (\$ in millions)



Notes:

1. Full contract amount includes bid amount, provisional sums and executed change order amounts.
2. The Planned Value line shown above is shown for historical reference. The Revised Planned Value line shown is from the accepted mid-point Planned Value curve from the current approved baseline schedule.

Sources:

1. FCP Forecast: Funding Contribution Plan, September 2018.
2. Earned Value/Approved Invoices to Date: **November 30**, 2018 CP I Performance Metric Report.
3. FCP Forecast will be updated based on quarterly Funding Contribution Plan.

CP 1 Contract Management Raw Data: Schedule Performance Index

FY2017-18 CP I – Schedule (\$ in millions)

	End of FY2017 18	Jul 2018	Aug 2018	Sep 2018	Oct 2018	Nov 2018	Dec 2018	Jan 2019	Feb 2019	Mar 2019	Apr 2019	May 2019	Jun 2019
	\$920.8M	\$966.7M	\$1,012M	\$1,059M	\$1,105M								
	\$581.4M/ \$816.0M	\$591.4M/ \$837.9M	\$609.4M/ \$856.0M	\$614.2M/ \$877.3M	\$619.7M/ \$889.2M								
Planned Value See Note 2	\$777.3M	\$807.8M	\$840.6M	\$864.4M	\$892.6								

Notes

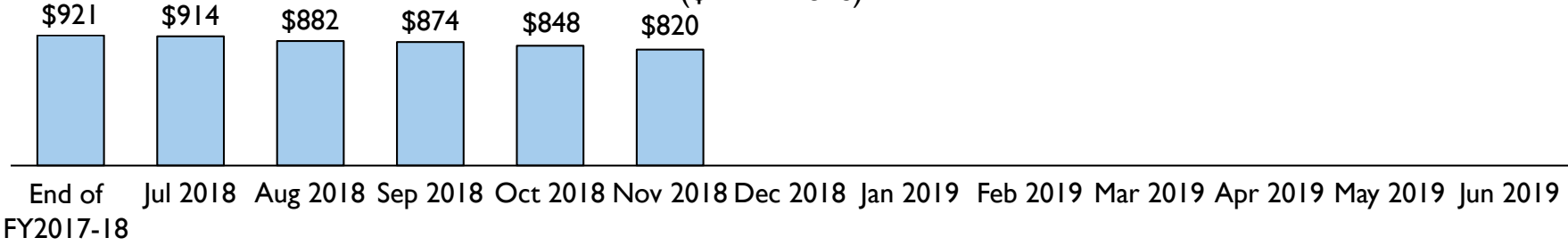
1. The first value shown is EV associated with only the scope included in the revised approved baseline. The second value is the Earned Value taken from Performance Metric Reports and associated with the current contract total.
2. The Planned Values shown are from the accepted mid-point Planned Value curve from the approved baseline schedule.
3. This SPI reflects schedule performance on the \$1.033B of work included in the revised baseline.

Sources: 1. FCP Forecast: Funding Contribution Plan, September 2018.
2. EV: November 30, 2018 CP I Performance Metric Report.

CP 2-3 Contract Management – Contingency Value

CP 2-3 – Contract Balance Remaining¹

(\$ in millions)

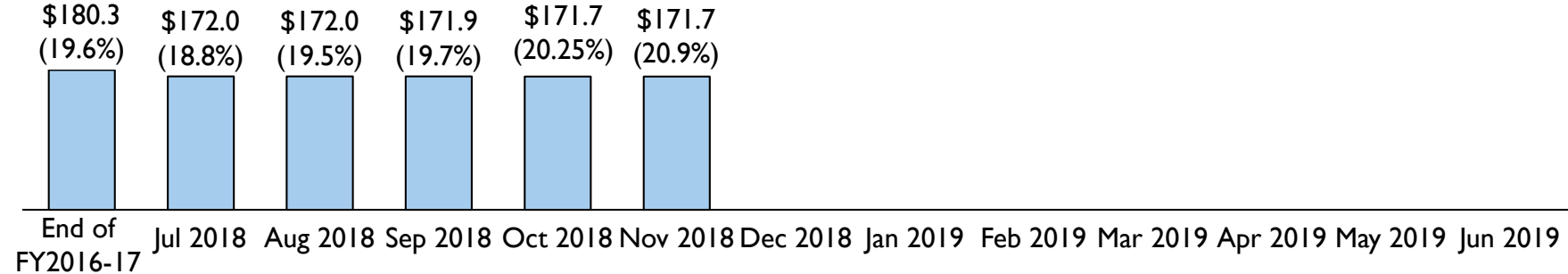


If remaining contingency against amount of contract / work left falls below 10%, corrective action may be necessary.

CP 2-3 – Contingency Balance Remaining

(\$ in millions)

(% of contract balance remaining)



Notes:

1. Contract Balance Remaining = [Revised DB Contract Amount] – [Authority Approved Invoices to Date].
2. Contract balance only accounts for invoices in determining contract balance, so this number may not reconcile with "earned value" in schedule performance index metric.

Source: November 30, 2018 CP 2-3 Monthly Status Report.

CP 2-3 Contract Management Raw Data: Contingency Value

CP 2-3 – Contingency (\$ in millions)

	End of FY2017 18	Jul 2018	Aug 2018	Sep 2018	Oct 2018	Nov 2018	Dec 2018	Jan 2019	Feb 2019	Mar 2019	Apr 2019	May 2019	Jun 2019
Contract Balance Remaining ¹	\$921.4M	\$914.1M	\$881.5M	\$874.2M	\$847.9M	\$820.2M							
Contingency		\$261.2M	\$261.2M	\$261.2M	\$261.2M								
Change Orders (from contingency)		\$8.3M	\$0.0M	\$0.1M	\$0.1M								
Contingency Balance Remaining		\$172.0M	\$172.0M	\$171.9M	\$171.7M								
		18.8%	19.5%	19.7%	20.3%								

Note:

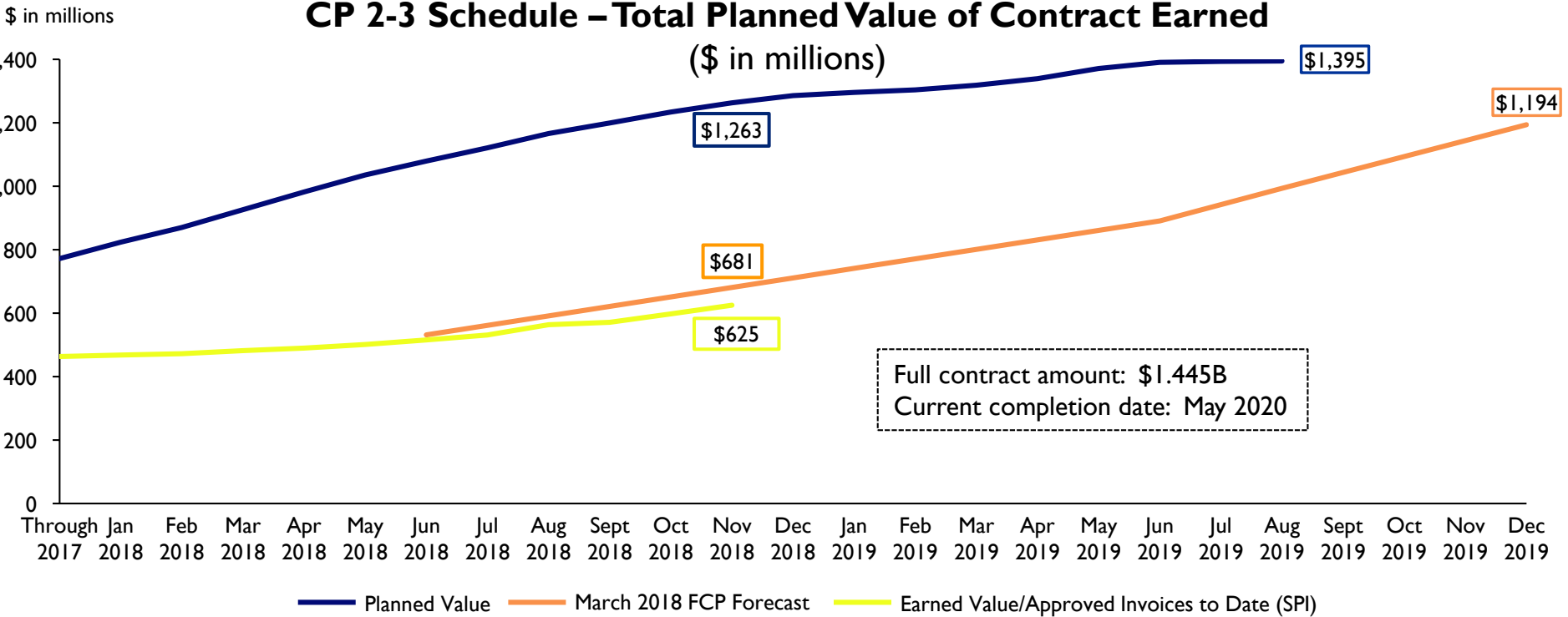
1. Contract Balance Remaining is the sum of the previous month’s Contract Balance Remaining less the monthly approved invoice amount plus change orders (from contingency).
2. The executed positive and negative change orders for the period result in a net decrease in the current contract amount.
3. Adjusted to reflect cumulative approved change orders from contingency through June, 2018.

Source: **November 30**, 2018 CP 2-3 Monthly Status Report.

CP 2-3 Contract Management – Schedule Performance Index

CP 2-3 Schedule – Total Planned Value of Contract Earned

(\$ in millions)



Full contract amount: \$1.445B
Current completion date: May 2020

Notes:

1. Full contract amount includes bid amount, provisional sums and executed change order amounts.
2. The Planned Values shown are from the accepted mid-point Planned Value curve from the approved baseline schedule. Reports prior to February 2017 showed a Planned Value curve from the early dates in the approved baseline schedule.
3. Revised planned values are being developed to align with the revised contract amount and completion date.

Sources:

1. FCP Forecast: Funding Contribution Plan, September 2018.
2. Earned Value/Approved Invoices to Date: November 30, 2018 CP 2-3 Performance Metric Report.
3. FCP Forecast will be updated based on quarterly Funding Contribution Plan.

CP 2-3 Contract Management Raw Data: Schedule Performance Index

FY2017-18 CP 2-3 – Schedule (\$ in millions)

	End of FY2017 18	Jul 2018	Aug 2018	Sep 2018	Oct 2018	Nov 2018	Dec 2018	Jan 2019	Feb 2019	Mar 2019	Apr 2019	May 2019	Jun 2019
FCP Forecast Value	\$531.3M	\$561.2M	\$591.2M	\$621.1M	\$651.0M	\$681.0M							
Earned Value/ Invoiced to Date <small>See Note 1</small>	\$515.3M	\$530.9M	\$563.5M	\$570.9M	\$597.3M	\$625.0M							
Planned Value <small>See Note 2</small>	\$1,079M	\$1,120M	\$1,166M	\$1,199M	\$1,234M	\$1263M							
Schedule Performance Index	48%	47%	48%	48%	48%	49%							

Notes

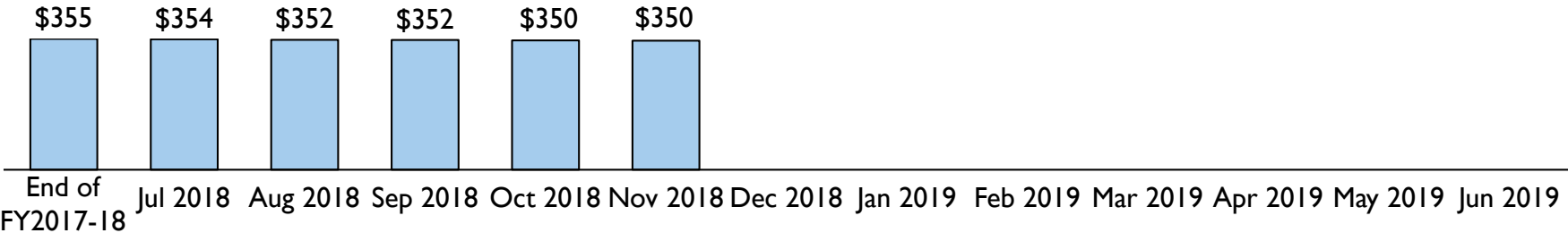
1. This is the Earned Value taken from Performance Metric Reports.
2. The Planned Values shown are from the accepted mid-point Planned Value curve from the approved baseline schedule.
3. Revised planned values are being developed to align with the revised contract amount and completion date.

Sources:

1. FCP Forecast: Funding Contribution Plan, September 2018.
2. EV: **November 30**, 2018 CP 2-3 Performance Metric Report.

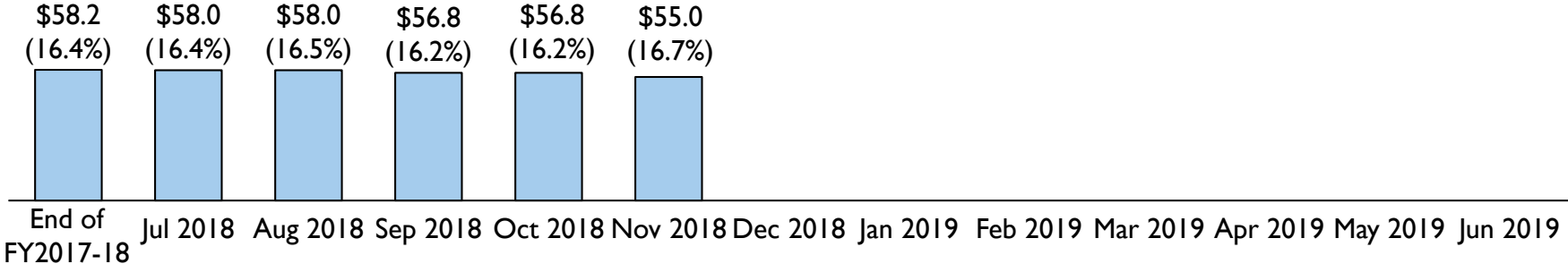
CP 4 Contract Management – Contingency Value

CP 4 – Contract Balance Remaining ¹
(\$ in millions)



If remaining contingency against amount of contract / work left falls below 10%, corrective action may be necessary.

CP 4 – Contingency Balance Remaining
(\$ in millions)
(% of contract balance remaining)



Notes:
 1. Contract Balance Remaining = [Revised DB Contract Amount] – [Authority Approved Invoices to Date].
 2. Contract balance only accounts for invoices in determining contract balance, so this number may not reconcile with "earned value" in schedule performance index metric.
 Source: **November 30, 2018** CP 4 Monthly Status Report.

CP 4 Contract Management Raw Data: Contingency Value

CP 4 – Contingency (\$ in millions)

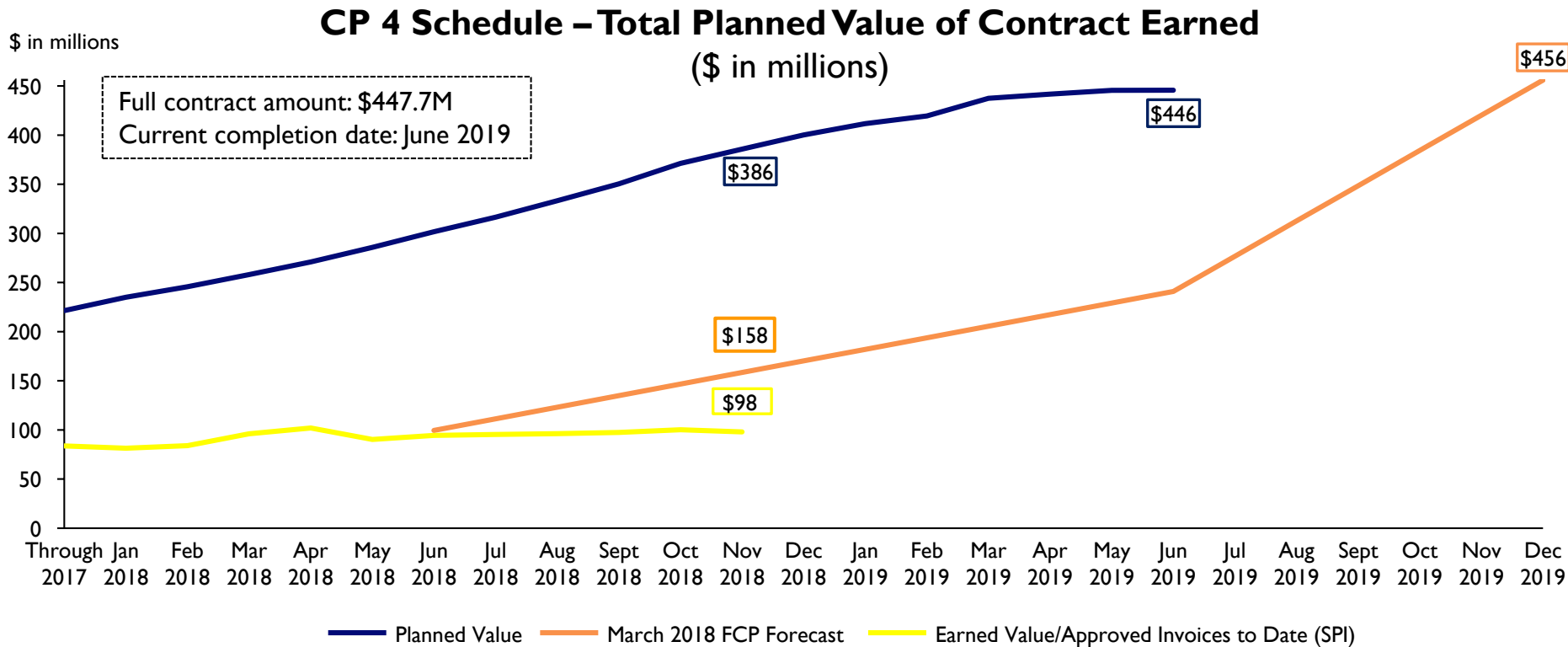
	End of FY2017 18	Jul 2018	Aug 2018	Sep 2018	Oct 2018	Nov 2018	Dec 2018	Jan 2019	Feb 2019	Mar 2019	Apr 2019	May 2019	Jun 2019
Contract Balance Remaining ¹	\$354.6M	\$353.5M	\$351.8M	\$351.5M	\$350.1M	\$349.7M							
Contingency		\$62.0M	\$62.0M	\$62.0M	\$62.0M								
Change Orders (from contingency)		\$0.2M	\$0.0M	\$1.2M	\$0.0M								
Contingency Balance Remaining		\$58.0M	\$58.0M	\$56.8M	\$56.8M								
		16.4%	16.5%	16.2%	16.2%								

Note:

- Contract Balance Remaining is the sum of the previous month's Contract Balance Remaining less the monthly approved invoice amount plus change orders (from contingency).
- Adjusted to reflect cumulative approved change orders from contingency through June, 2018.

Source: **November 30**, 2018 CP 4 Monthly Status Report.

CP 4 Contract Management – Schedule Performance Index



Notes:

1. Full contract amount includes bid amount, provisional sums and executed change order amounts.
2. Total amount earned refers to progress on the schedule, not approved contract invoices.
3. The Planned Values shown are from the accepted mid-point Planned Value curve from the approved baseline schedule.

Sources:

1. FCP Forecast: Funding Contribution Plan, September 2018.
2. Earned Value/Approved Invoices to Date: **November 30**, 2018 CP 4 Monthly Status Report.
3. FCP Forecast will be updated based on quarterly Funding Contribution Plan.

CP 4 Contract Management Raw Data: Schedule Performance Index

FY2017-18 CP 4 – Schedule (\$ in millions)

	End of FY2017 18	Jul 2018	Aug 2018	Sep 2018	Oct 2018	Nov 2018	Dec 2018	Jan 2019	Feb 2019	Mar 2019	Apr 2019	May 2019	Jun 2019
FCP Forecast Value	\$99.5M	\$111.3M	\$123.1M	\$134.9M	\$146.6M	\$158.4M							
Earned Value/ Invoiced to Date <small>See Note 1</small>	\$94.5M	\$102.0M	\$96.2M	\$97.4M	\$100.2M	\$98.0M							
Planned Value <small>See Note 2</small>	\$301.6M	\$316.4M	\$333.2M	\$350.3M	\$371.1M	\$385.8M							
Schedule Performance Index	31%	32%	29%	28%	27%	28%							

Notes:

1. This is the Earned Value taken from Performance Metric Reports and it is an estimate.
2. The Planned Values shown are from the accepted mid-point Planned Value curve from the approved baseline schedule.

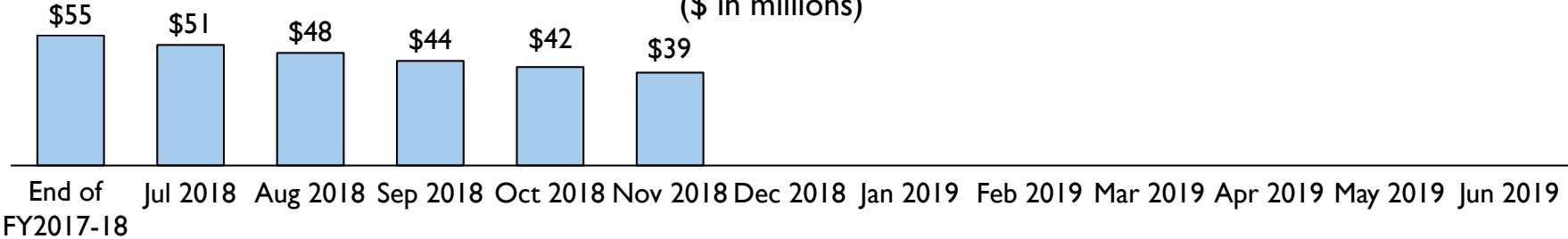
Sources:

1. FCP Forecast: Funding Contribution Plan, September 2018
2. EV: **November 30**, 2018 CP 4 Performance Metric Report

SR-99 Contract Management – Contingency Value

SR-99 – Contract Balance Remaining¹

(\$ in millions)



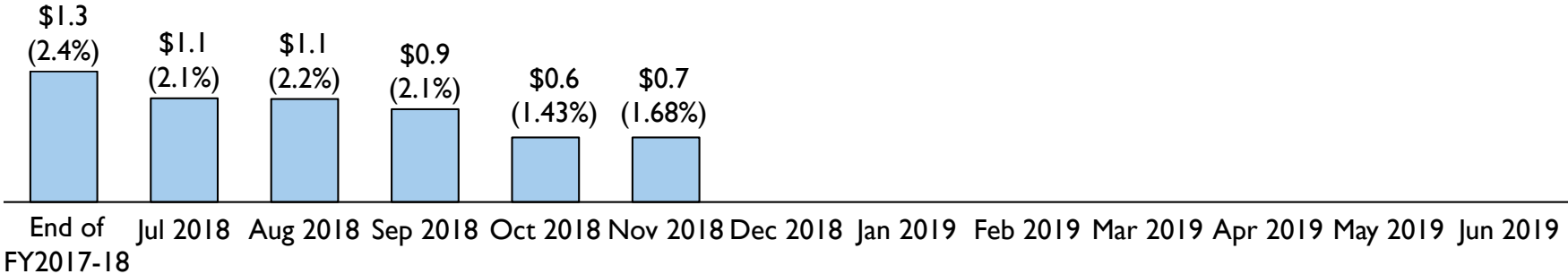
SR-99 – Contingency Balance Remaining

(\$ in millions)

(% of contract balance remaining)

If remaining contingency against amount of contract / work left falls below 5%, corrective action may be necessary.

The values shown are a sum of the Early Work Plan (EWP) and Main Package (MP) Contingencies.



Notes:

1. Contract Balance Remaining = [Revised DB Contract Amount] – [Authority Approved Invoices to Date].
2. Contract balance only accounts for invoices in determining contract balance, so this number may not reconcile with “earned value” in schedule performance index metric.

Source: November 30, 2018 SR-99 Monthly Status Report.

SR-99 Contract Management Raw Data: Contingency Value

SR-99 – Contingency (\$ in millions)

	End of FY2017 18	Jul 2018	Aug 2018	Sep 2018	Oct 2018	Nov 2018	Dec 2018	Jan 2019	Feb 2019	Mar 2019	Apr 2019	May 2019	Jun 2019
Contingency See Note 2		\$5.9M	\$5.9M		\$5.9M								
Change Orders (from contingency)	\$4.6M	\$0.2M	\$0.0M	\$0.1M									
Contingency Balance Remaining See Note 2	\$1.3M	\$1.1M	\$1.1M	\$0.9M	\$0.7M								
Contingency % See Note 2	4.9%	4.5%	5.1%	2.1%	1.6%								

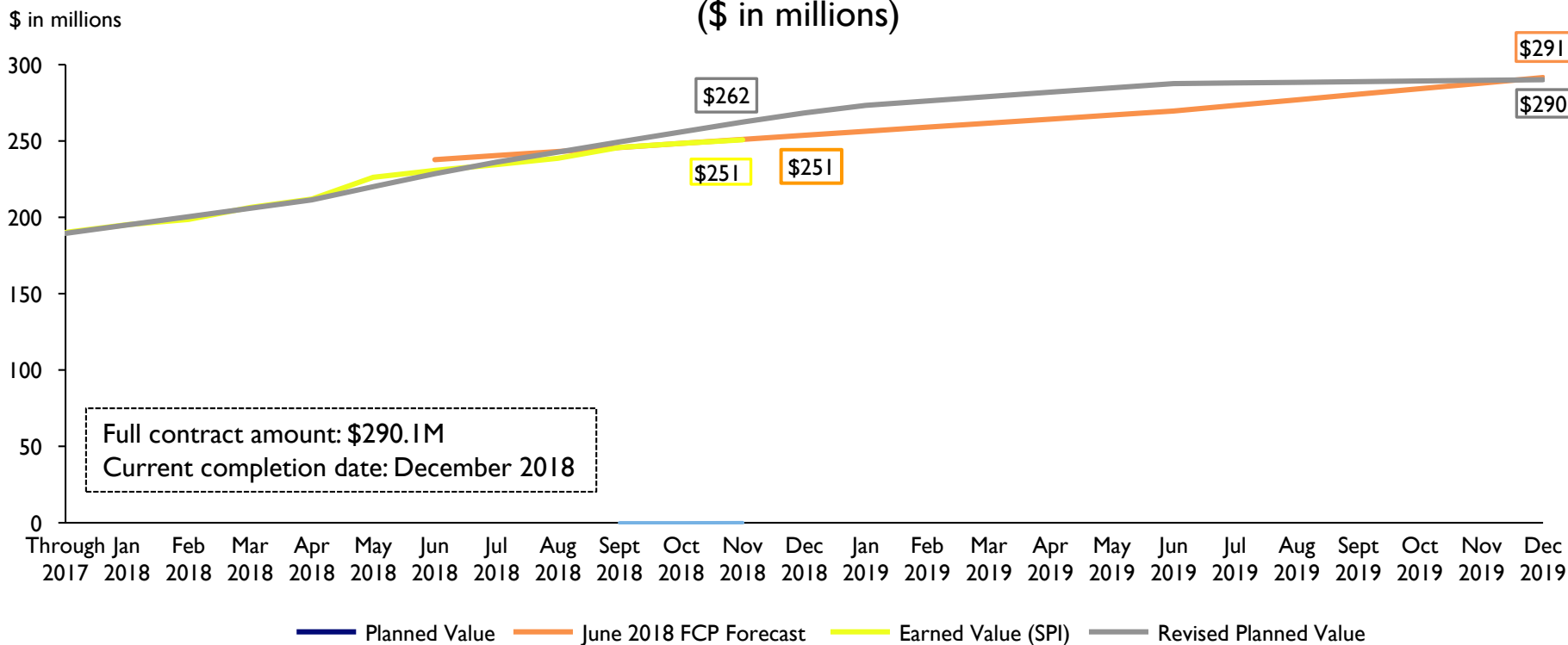
Notes:

1. Contract balance only accounts for invoices in determining contract balance, so this number may not reconcile with “earned value” in schedule performance index metric.
2. The contingency values shown are from the Main Package only.
3. The top value of the Contract Balance Remaining is a combination of the EWP and MP values. The bottom value is the Main Package only.

Source: **November 30**, 2018 SR-99 Monthly Status Report.

SR-99 Contract Management – Schedule Performance Index

SR-99 Schedule – Total Planned Value of Contract Earned (\$ in millions)



Notes:

1. Total amount earned refers to progress on the schedule, not approved contract invoices.
2. The Planned Value line shown above is shown for historical reference. The Revised Planned Value line shown is from the current forecast.

Sources:

1. FCP Forecast: Funding Contribution Plan, September 2018.
2. Earned Value: **November 30**, 2018 SR-99 Performance Metric Report.
3. FCP Forecast will be updated based on quarterly Funding Contribution Plan.

SR-99 Contract Management Raw Data: Schedule Performance Index

FY2017-18 SR-99 – Schedule (\$ in millions)

	End of FY2017 18	Jul 2018	Aug 2018	Sep 2018	Oct 2018	Nov 2018	Dec 2018	Jan 2019	Feb 2019	Mar 2019	Apr 2019	May 2019	Jun 2019
	\$237.8M	\$240.4M	\$243.1M	\$245.7M	\$248.4M								
	\$230.7M	\$234.5M	\$238.7M	\$242.1M	\$245.8M								
Planned Value	\$228.5M	\$236.1M	\$242.7M	\$249.3M	\$255.8M								

Note:

- SR-99 contract with Caltrans is not a Design-Build contract. Earned value is not necessarily equal to invoice to data/actual cost amount.

Sources:

- FCP Forecast: Funding Contribution Plan, September 2018
- EV: **November 30**, 2018 SR-99 Performance Metric Report

Agenda

- ▶ Operations Report Metrics
 - Executive Summary
 - Right-of-Way (ROW)
 - Project Development
 - Third Party Agreements
 - Contract Management
 - Finance/Budget
 - ARRA State Match Schedule
 - Risk

Finance/Budget Metrics – Context

- ▶ For FY2018-19, this report presents:
 - Budgeted expenditures based on the Capital Outlay budget.
 - Expenditures reflect paid invoices and material estimated costs for work performed, not yet **paid**.
 - Forecasts will shift **periodically** and align with FY2018-19 forecast from the F&A Capital Outlay Report.

- ▶ All data shown is at the end of each month:
 - There is a one month lag to produce the F&A Capital Outlay Report.
 - For example, the **January 2019** F&A Capital Outlay Report includes financial data through **November 30, 2018**.

As of November 30, 2018, the Authority has spent 22.3% of FY2018-19 budget and 100% of the FY2014-15 Cap and Trade appropriation.

FY2018-19 Expenditures to Date (\$ billions)

(Data as of November 30, 2018)

Total Appropriation ^{3,4}		FY2018-19 Budget ²		FY Expenditures to Date ⁵		FY Expenditures % of Budget	
Oct-18	Nov-18	Oct-18	Nov-18	Oct-18	Nov-18	Oct-18	Nov-18
\$19.233	\$19.233	\$1.787	\$1.787	\$0.323	\$0.398	18.1%	22.3%

Total Expenditures to Date (\$ billions)

(Data as of November 30, 2018)

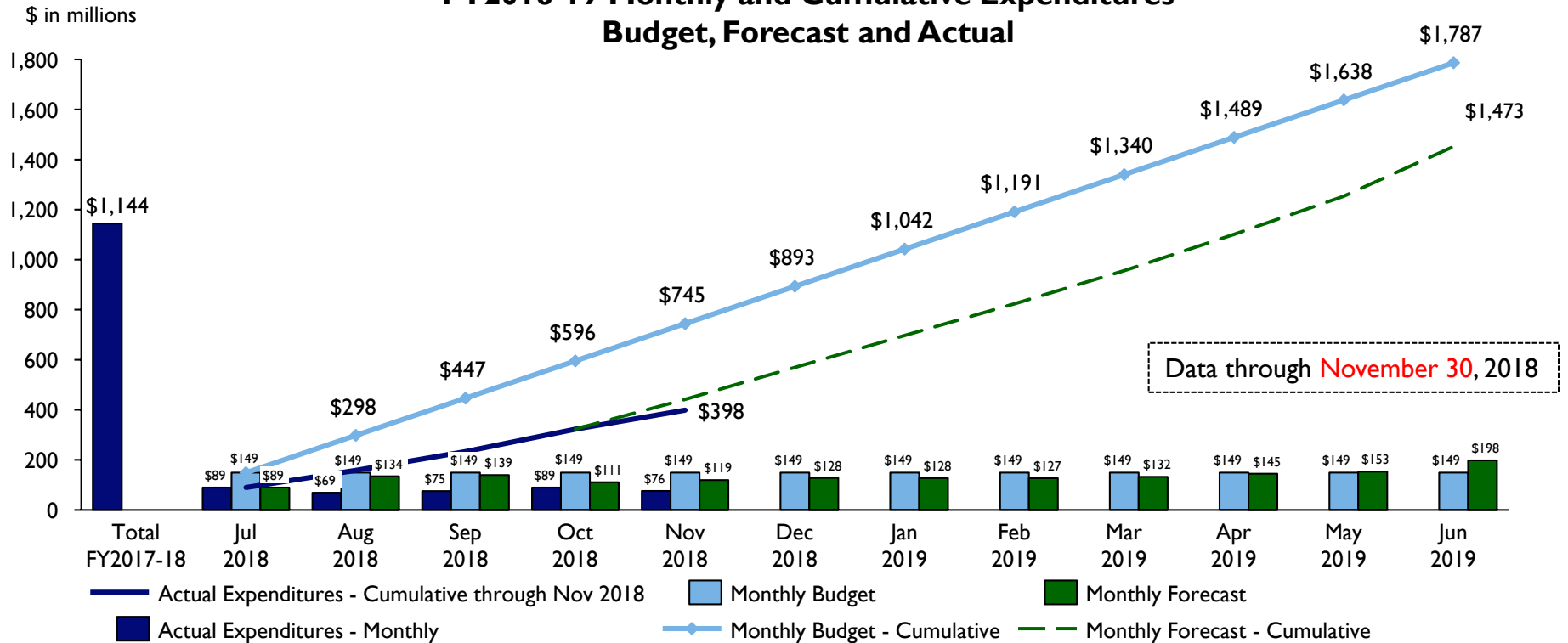
	TOTAL		Planning		Construction ²	
	Budget ⁷	Expenditures to Date ⁵	Budget	Expenditures to Date ⁵	Budget	Expenditures to Date ⁵
ARRA Grant⁸	\$2.547	\$2.547	\$0.487	\$0.487	\$2.060	\$2.060
FY10 Grant	\$0.929	\$-	\$-	\$-	\$0.929	\$-
Brownfields	\$0.001	\$-	\$0.001	\$-	\$-	\$-
PROP IA	\$3.184	\$1.764	\$0.575	\$0.417	\$2.609	\$1.347
Cap and Trade	\$5.899	\$0.602	\$0.454	\$0.124	\$5.445	\$0.477
Local Assistance	\$1.100	\$-	\$-	\$-	\$1.100	\$-
Total⁶	\$13.659	\$4.913	\$1.516	\$1.029	\$12.143	\$3.884

Notes:

- Source: F&A Capital Outlay Report, [January 2019](#); balance subject to change due to pending approval of federal reimbursements.
- The FY2018-19 budget supports activities reflected within the 2018 Business Plan and is based on a prioritization of executed contracts necessary for Central Valley development and construction, Silicon Valley to Central Valley segment planning, and Bookend Corridor project construction. In addition, the FY2018-19 budget prioritizes work related to completing the scope within the ARRA and FY10 grants.
- The Authority's appropriation totals will increase with the proceeds received from future Cap and Trade auctions, under Health and Safety Code 39719(b)(2).
- The Cap and Trade Appropriation Total of \$11.395B (\$478M Project Development, \$10.917B Construction) reflects a one-time FY2014-15 Budget Act appropriation of \$650M, auction proceeds to date of \$1.558B, and the forecasted Cap and Trade auction proceeds through December 2030, at \$750M per year (\$9.188B). The Appropriation will be updated quarterly based on actual Cap and Trade auction proceeds.
- Expenditures reflect paid invoices and material estimated costs for work performed, not yet paid.
- Numbers may not add due to rounding.
- The Total Program budget is \$13.659B. Total Program CPI Real Property Acquisition budget decreased by \$132.9K to reflect the impact of ROW related ARRA credits/refunds that have been returned to the FRA and will no longer be available for use by the Authority.
- ARRA Grant expenditures to date reflect \$5.4M in credits/refunds.

Finance/Budget – FY2018-19 Expenditures

FY2018-19 Monthly and Cumulative Expenditures Budget, Forecast and Actual



Source: F&A Capital Outlay Reports (August 2017 – January 2019)

1. The FY2018-19 budget supports activities reflected within the 2018 Business Plan and is based on a prioritization of executed contracts necessary for Central Valley development and construction, Silicon Valley to Central Valley segment planning, and Bookend Corridor project construction. In addition, the FY2018-19 budget prioritizes work related to completing the scope within the ARRA and FY10 grants.
2. The Authority's appropriation totals will increase with the proceeds received from future Cap and Trade auctions, under Health and Safety Code 39719(b)(2).
3. Expenditures reflect paid invoices and material estimated costs for work performed, not yet paid.
4. The Total Program budget is \$13.659B. Total Program CPI Real Property Acquisition budget decreased by \$132.9K to reflect the impact of ROW related ARRA credits/refunds that have been returned to the FRA and will no longer be available for use by the Authority.

Finance/Budget Raw Data

Capital Outlay Budget, Expenditures, and Forecast

FY2017-18 Raw Data

	July 2017	Aug 2017	Sept 2017	Oct 2017	Nov 2017	Dec 2017	Jan 2018	Feb 2018	Mar 2018	Apr 2018	May 2018	June 2018

FY2018-19 Raw Data

	July 2018	Aug 2018	Sept 2018	Oct 2018	Nov 2018	Dec 2018	Jan 2019	Feb 2019	Mar 2019	Apr 2019	May 2019	June 2019
Total FY Budget	\$1.8B	\$1.8B	\$1.8B	\$1.8B	\$1.8B							
Expense to Date	\$89.5M	\$158.4M	\$233.2M	\$322.7M								
Monthly Expenditures	\$89.5M	\$68.7M	\$75.0M	\$89.5M	75.8M							

Source: F&A Capital Outlay Reports (September 2017 – January 2019)

1. The FY2018-19 budget supports activities reflected within the 2018 Business Plan and is based on a prioritization of executed contracts necessary for Central Valley development and construction, Silicon Valley to Central Valley segment planning, and Bookend Corridor project construction. In addition, the FY2018-19 budget prioritizes work related to completing the scope within the ARRA and FY10 grants.
2. Expenditures reflect paid invoices and material estimated costs for work performed, not yet paid.
3. Numbers may not add due to rounding.
4. The Total Program budget is \$13.659B. Total Program CPI Real Property Acquisition budget decreased by \$132.9K to reflect the impact of ROW related ARRA credits/refunds that have been returned to the FRA and will no longer be available for use by the Authority.

Agenda

▶ Operations Report Metrics

- Executive Summary
- Right-of-Way (ROW)
- Project Development
- Third Party Agreements
- Contract Management
- Finance/Budget
- ARRA State Match Schedule
- Risk

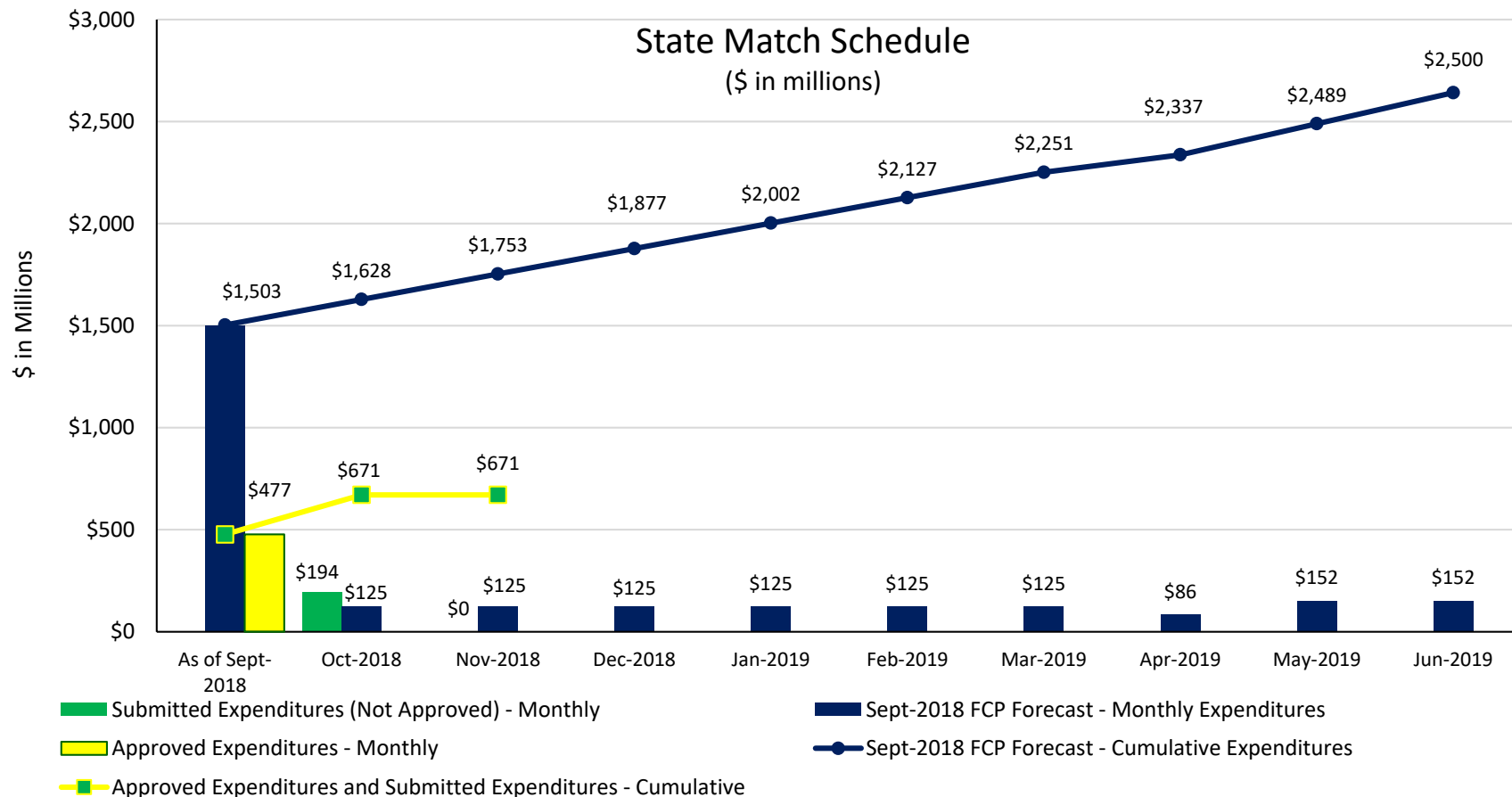
ARRA State Match Schedule – Context

- ▶ ARRA State Match is comprised of two expenditure types:
 - Project Development: Environmental Review, Preliminary Engineering Design, Project Administration, and other project development related costs.
 - Construction: Program Management, Project Construction Management, Right-of-Way, Design-Build Contracts, Third Party Agreements, Project Reserves, and Contingencies.

- ▶ The ARRA State Match schedule is based upon the Funding Contribution Plan, which includes:
 - Expenditures reflecting amounts paid and approved by the Federal Railroad Administration (FRA) as eligible ARRA Grant Match expenditures.
 - Forecast expenditures.

ARRA State Match Expenditure by Month

Forecast vs. Actual



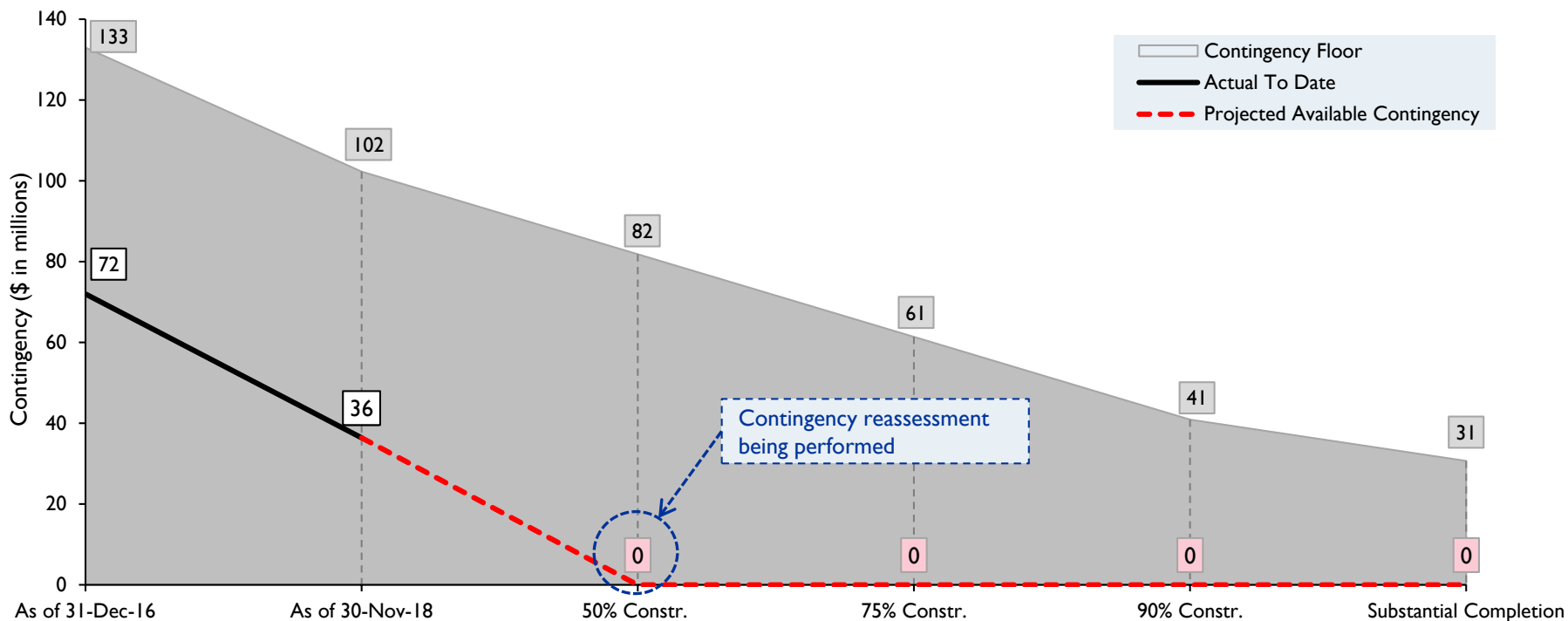
Notes:

1. Data as of **November 30, 2018**
2. Total ARRA State Match expenditures approved by Federal Railroad Administration (FRA) are \$477M or 19.1% of the \$2.500B State Match obligation.
3. **Total ARRA State Match expenditures submitted and pending FRA approval are \$194M.**
4. The September 2018 FCP has been submitted to the FRA, and is under review.
5. Numbers may not add due to rounding.

Agenda

- ▶ Operations Report Metrics
 - Executive Summary
 - Right-of-Way (ROW)
 - Project Development
 - Third Party Agreements
 - Contract Management
 - Finance/Budget
 - ARRA State Match Schedule
 - Risk

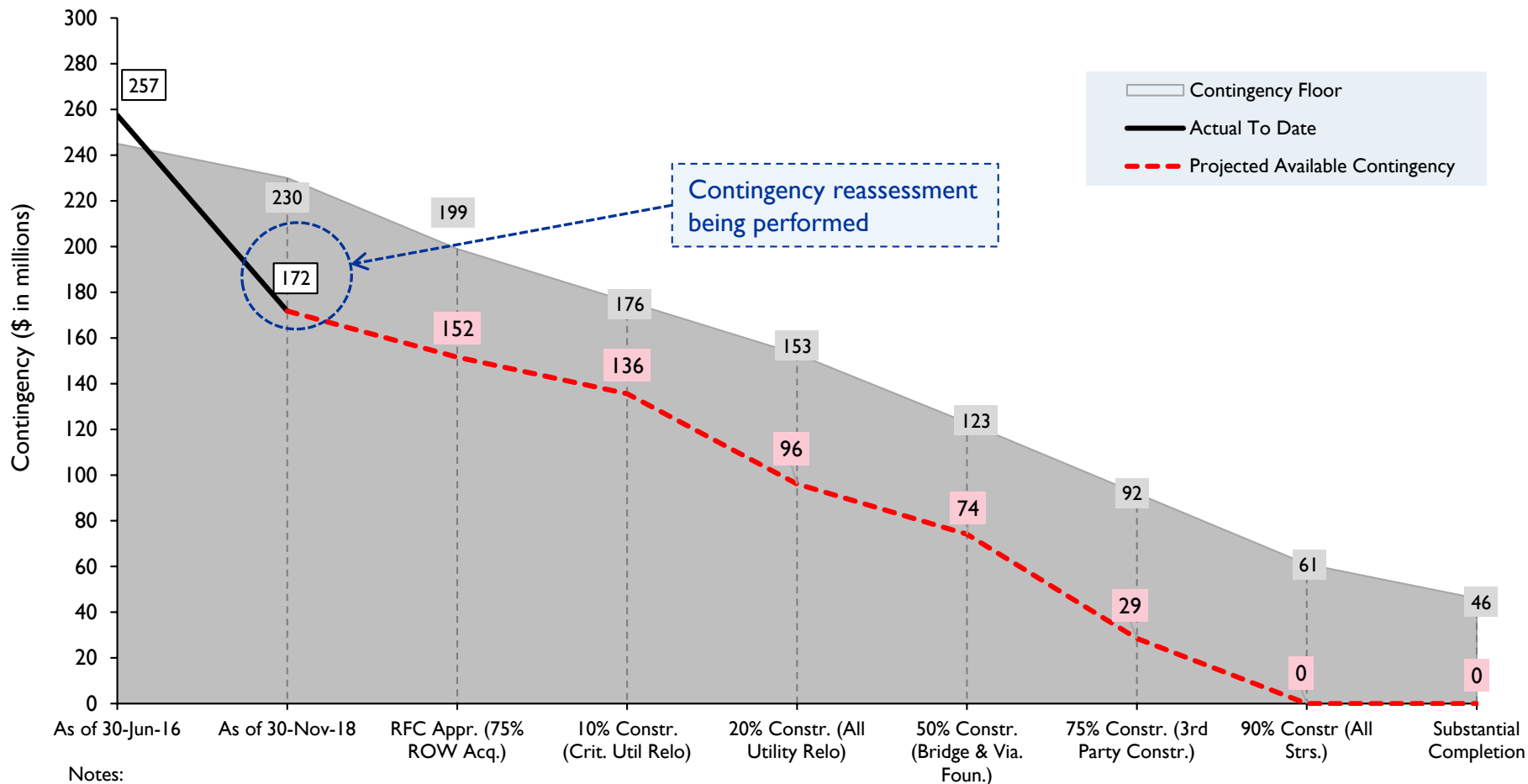
CP 1 Contract - Contingency report



Notes:

1. The Program Baseline was presented to and accepted by the CHSRA Board in June 2018. The adoption of the Program Baseline will result in changes to contingency amounts and drawdown schedule. Over the coming two quarters, the contingency drawdown curve will be revised as project-level information, budgets and schedules are reconciled with the Program Baseline and associated quantitative cost and schedule risk analysis is completed.
2. Content as of November 30, 2018.

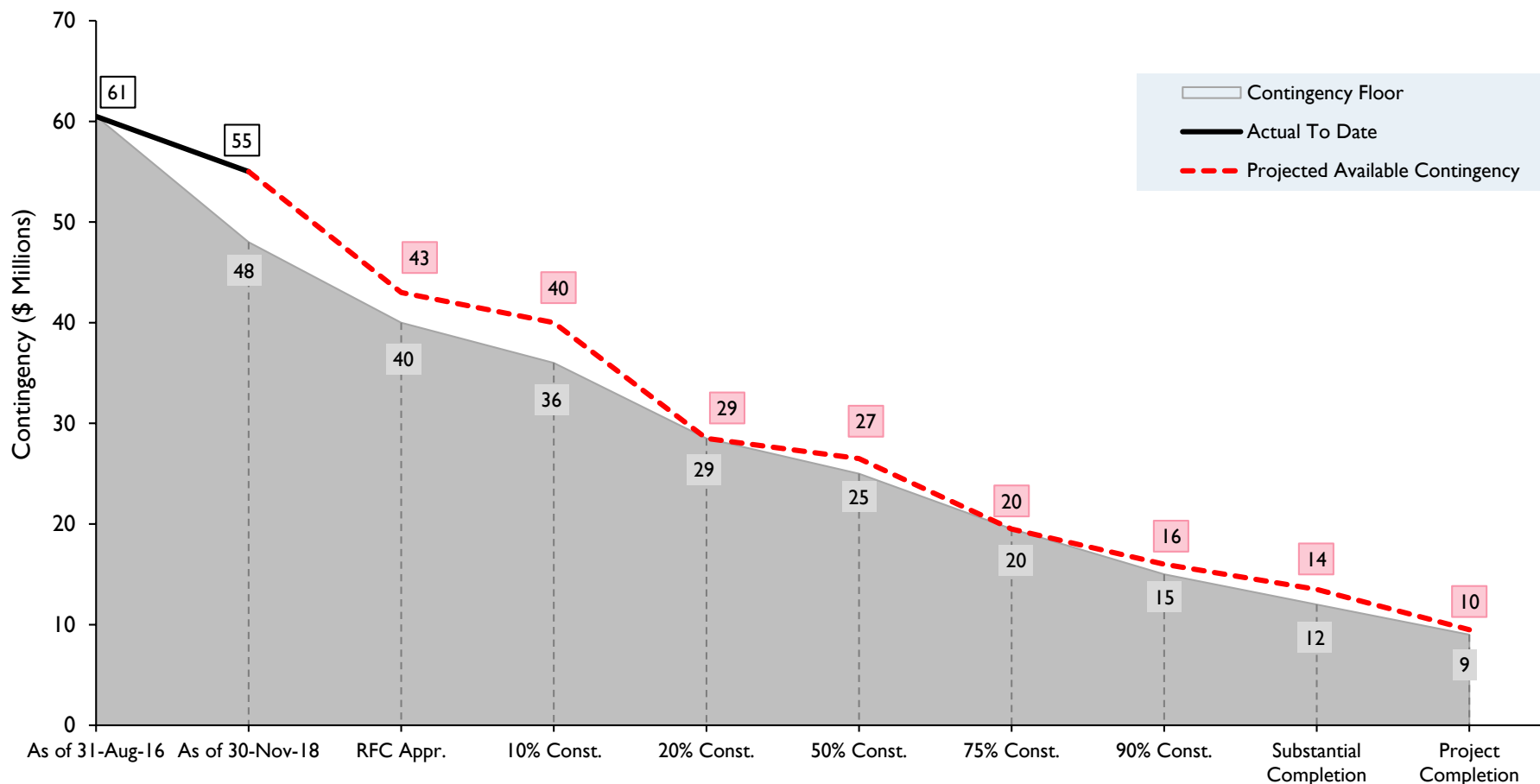
CP 2-3 Contract - Contingency report



Notes:

1. The Program Baseline was presented to and accepted by the CHSRA Board in June 2018. The adoption of the Program Baseline will result in changes to contingency amounts and drawdown schedule. Over the coming two quarters, the contingency drawdown curve will be revised as project-level information, budgets and schedules are reconciled with the Program Baseline and associated quantitative cost and schedule risk analysis is completed.
2. Content as of November 30, 2018.

CP 4 Contract - Contingency report



Notes:

1. The Program Baseline was presented to and accepted by the CHSRA Board in June 2018. The adoption of the Program Baseline will result in changes to contingency amounts and drawdown schedule. Over the coming two quarters, the contingency drawdown curve will be revised as project-level information, budgets and schedules are reconciled with the Program Baseline and associated quantitative cost and schedule risk analysis is completed.
2. Content as of November 30, 2018.