



California High-Speed Rail: Operations Report

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

April 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 **February 28, 2019**. As of that date, the Authority has secured legal possession of **1,471** parcels with **1,456** delivered to the Design-Builders (DB). The total number of parcels acquired (legally possessed) by the Authority was **40** parcels. Of the total number of parcels legally acquired, **twenty-five** parcels delivered were delivered to the DB during the month of **February**. **One parcel** was delivered for CP 1, **twenty** parcels delivered for CP 2-3, and **four** parcels delivered for CP 4. **Fifteen** parcels have been acquired pending vacancy or certification to the DB. The total percent of cumulative parcels delivered to the DB has increased to **81%**. From last month's total remaining parcels, the total remaining parcels for **February 28, 2019** has been reduced by **42** 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	879	0	815	93%	64	2	7	49
CP 2-3	739	11	494	67%	234	130	8	42
CP 4A	178	4	147	83%	27	7	11	9
Total	1796	15	1456	81%	325	139	26	100

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 decreased by **2** parcels from the previous month and have been reduced to **100** parcels. Overpass Agreements (specific to BNSF parcels) do not require acquisitions and have been removed from the total number of parcels and the overall Railroads parcels. Overpass Agreements are licenses granted by BNSF which are the responsibility of the DB and not the Authority to acquire.
- ▶ CP 1 Summary: In CP 1, **1 DB Critical parcel** was delivered in **February**. There are **7** DB Critical parcels remaining. Four of the remaining DB Critical parcels are either public agency parcels or railroad parcels, The other three parcels are private parcels where one parcel requires a long-lead time for relocation and two are heading toward condemnation.
- ▶ CP 2-3 Summary: In CP 2-3, **20** parcels were delivered in **February**. The eight DB Critical parcels remaining are proceeding toward condemnation. **In February, the DB reduced the overall number of total parcels needed for CP 2-3 by 30 parcels which were identified through the Request for ROW Log (RRL process) as no longer needed for the project.**
- ▶ CP 4 Summary: In CP 4, **4** parcels were delivered in February. Eight of the remaining **11** DB Critical parcels are either public agency parcels or railroad parcels, three are pending master agreement approval, and the other three parcels are private parcels **where two are acquired pending certification and delivery**, and one is pending **an** updated appraisal.
- ▶ DB Design Hold Parcels: **The DB Hold category is representative of parcels for which acquisition activities cannot commence or continue due either to a design refinement or the DB having not submitted a Certificate of Sufficiency (COS) confirming that the mapping produced for the DB by the Authority (contractual requirement) is sufficient for the DB to construct the project. In February the number of parcels requiring COS increased to 95. The total number of parcels on DB Design Hold has increased from 44 to 139 parcels. As of the date of the report, the CP 2-3 DB has committed to submit the COS for all parcels by the publication of the March F&A Report.**
- ▶ Legal Possession: In **February**, the Authority legally acquired (possessed) **15** 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

- ▶ Reviewed and approved one environmental reexamination for utility relocations within Construction Package 1C to achieve construction schedules in the Central Valley.
- ▶ For the San Francisco to San Jose project section, prepared for coordination meetings with Bay Conservation and Development Commission (BCDC) on impacts to Visitacion Creek. Also, internal reviews are underway for sections of the administrative draft EIR/EIS.
- ▶ For the San Jose to Merced project section, received agreement from U.S. Environmental Protection Agency (USEPA) on February 1 on the Checkpoint B Summary Report (Addendum No. 4). Checkpoint B is a key coordination milestone with USACE and USEPA.
- ▶ Also for San Jose to Merced, helped develop Checkpoint C data requirements, workflow and schedule for identifying the Least Environmentally Damaging Practicable Alternative in conjunction with identifying the preferred alternative.
- ▶ For the Central Valley Wye, The Authority will proceed with releasing the Draft EIR/EIS under the State authority under the California Environmental Quality Act (CEQA) under a CEQA-first strategy to advance the environmental review. The Authority is currently evaluating options and risks associated with the delays to NEPA and the Record of Decision (ROD). In addition, submitted California Department of Conservation notification letter and accompanying package for Williamson Act parcels on February 27, 2019.
- ▶ For the Fresno to Bakersfield (LGA) project section, continued to prepare the administrative final Supplemental Environmental Impact Statement by facilitating internal technical reviews.
- ▶ For Bakersfield to Palmdale project section, conducting internal reviews to meet project schedule for draft EIR/EIS.
- ▶ For the Palmdale to Burbank project section, continued to refine the Checkpoint B package based on commits received from the USACE and USEPA.
- ▶ For Burbank to Los Angeles project section, initiated internal reviews for the administrative draft EIR/EIS.
- ▶ For Los Angeles to Anaheim project section, submitted to the State Historic Preservation Officer (SHPO) the Section 106 Historic Architectural Survey Report.
- ▶ Continued to coordinate with Legal to produce consistent text in all EIRs/EISs and provide direction to Strategic Delivery and regional consultants, thereby producing cost and schedule savings and strengthening the documents.

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 [February 28, 2019](#).
- ▶ All Provisional Sum work has been released for CP 1, CP 2-3 and CP 4 Design.
- ▶ 15 of the 19 AT&T design packages have been approved are in construction in CP 1.
 - ▶ - Stanislaus and Sprint Diversity packages are at 90%
 - ▶ - Road 26 and Avenue 17 are still in the conceptual stage which is the reason we have them at 30%. These designs have not progressed until there is an executed change order.
- ▶ 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 **91.4%** of the approved contract duration through to the end of **February 2019**; about **59.3%** of the current contract value has been earned during that time. In addition, work performed were as follows; Road 27 diaphragm work being done which fills in the gaps to tie each girder to girder; Road 26 diaphragm work was completed; American Ave. diaphragm work being done as well; Ave. 15.5, the west abutment wall was poured; Ave.12 guideway work being performed and California Tiger Salamander fencing was put up to keep the animals out of the construction area; Ave. 11, preparatory work done for the aggregate base; work continues on the San Joaquin River viaduct as barrier walls were put up and post-tensioning performed for spans 10-1; and ongoing utility relocation work at Downtown Fresno for AT&T.
- ▶ **CP 2-3** - Based on the revised contract completion date of May 22, 2020, the project consumed approximately **74.5%** of the contract time through the end of **February 2019**; about **44.2%** of the current contract amount has been earned during that time; the design is forecast to be substantially complete by December 31, 2019; there are five (5) structures with design issues pushing that date (Nebraska Ave - access for DFJV Geotech rigs, Dutch John Cut - access for DFJV Geotech rigs, Caltrans Curve Bridge – Caltrans, Cross Creek – CDFW, and Deer Creek – CDFW); construction work underway includes demolition, earthwork, and utility relocations; HSR embankment from Houston to Lansing delayed due to weather; continuing structure works on Kent and Kansas Ave.; installation of diaphragm rebar for Kent Ave structure; construct bent cap for Kansas Ave structure; started excavation for Excelsior Ave structure abutments; AT&T and Frontier relocations are underway at fifteen (15) locations; DFJV precast plant has satisfactorily completed casting girders for eleven (11) bridges; the Authority and DFJV are collaborating to resolve issues associated with the start of construction for five (5) overhead structures; and DFJV and the PCM continue to hold schedule workshops to improve the Revised Baseline Schedule (RBS) and establish mitigations to reduce time impacts, time related overhead and overall cost impacts.
- ▶ **CP 4** – The project consumed approximately **91.7%** of the contract time through the end of **February 2019**; about **27.3%** of the current contract amount has been earned during that time; the CP4 Design-Build contractual completion date currently remains at the original contract date; there are several significant issues and identified potential changes that have affected the projected completion date and will require contractor mitigation to mitigate the projected delay or Authority contractual action to revise the Contractual Completion milestones . The Authority and CRB are currently holding Level 2 dispute discussions regarding this issue. These issues include challenges for right-of-way acquisition, third party coordination with both utilities and water districts, slow design progression by the Design-Builder, design changes for intrusion protection barrier (IPB), contractor environmental compliance issues causing the need for re-exams and additional ITP amendments, and potential additional scope of work due to the widening of SR-46 underpass. In addition to potential delays to project completion, a number of the identified issues include significant potential cost impacts, such as the potential additional scope of work at SR-46, and the IPB requirement changes based on Authority directives. The SR46 scope addition is due to the third party agreement with Kern County and Caltrans. The IPB is not new, it is due to changing requirements of railroads and resulting design criteria.

Executive Summary

Contract Management

- ▶ **SR-99 Realignment** - The project consumed 81.8% of the contract time as of the end of February 2019 and 89.8% of the current contract amount has been spent during that time. Caltrans continues to work on the Main Package, which includes; grounding and bonding at Golden State Bridge North Bound off-ramp, landscaping Golden State Bridge North Bound mainline, working on the barrier to RW17, demobilizing job yard, drainage system sign-off, project/electrical punch list, and project clean up. Held a ribbon cutting ceremony on February 15, 2019 with Caltrans, CHSRA, Contractors and the public.

Executive Summary

Finance/Budget

- ▶ FY2018-19 Capital Outlay expenditures totaled \$52M for February 2019, a \$541K decrease compared to \$52.5M for January 2019. The decrease is primarily attributed to a decrease in Real Property Acquisition.
- ▶ 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 increased by \$13.7M (from \$1.443B to \$1.457B) due to FY2018-19 SR 99 expenditures occurring ahead of plan and budget. Forecasts are reviewed throughout the fiscal year and are updated quarterly or as needed once they are approved by Program Delivery.
- ▶ The Total Program budget remains \$13.659B.
- ▶ 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
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 - Project Development
 - Third Party Agreements
 - Contract Management
 - Finance/Budget
 - ARRA State Match Schedule
 - Risk

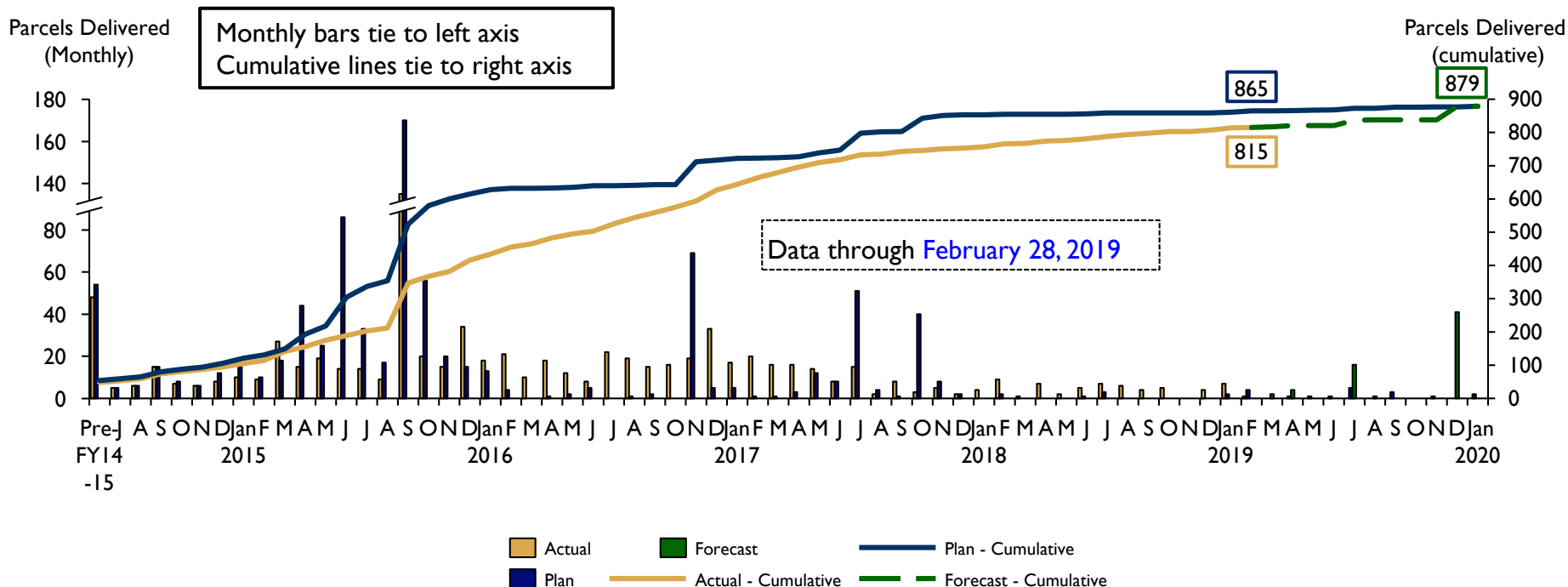
ROW Metrics - Context

- ▶ 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)



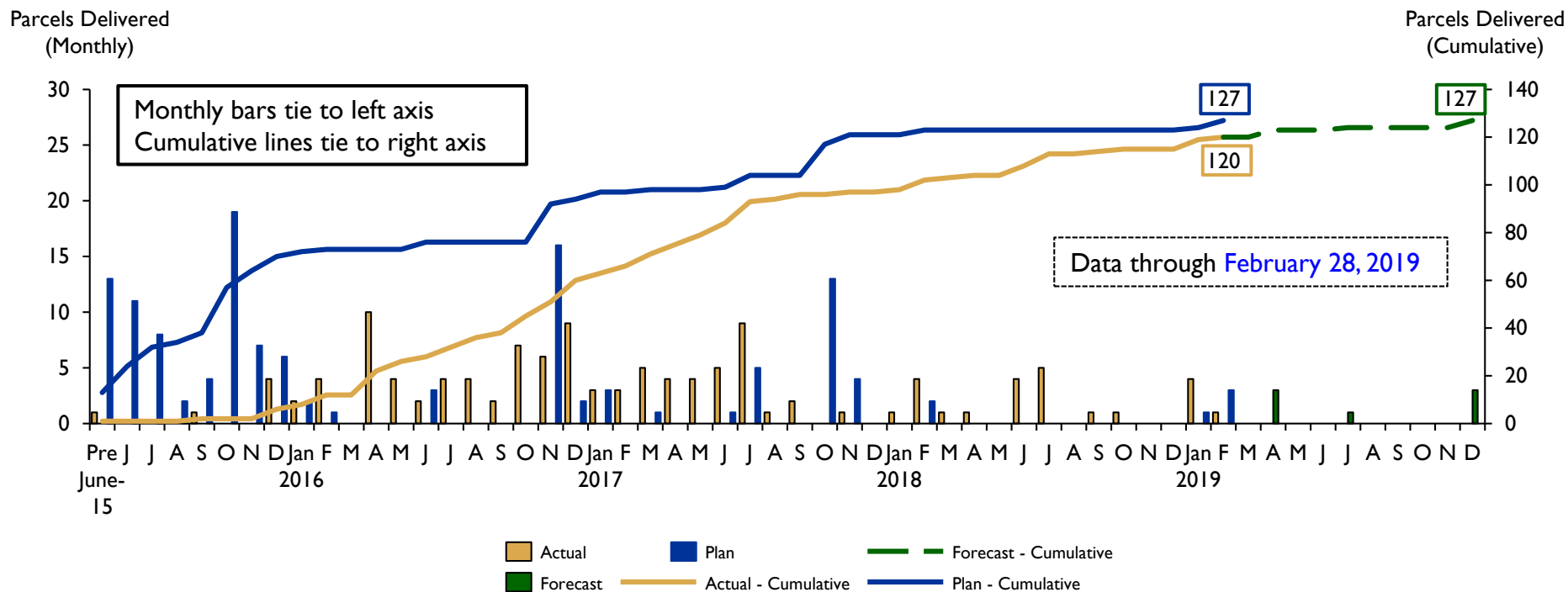
- Notes:
1. "Plan": Negotiated schedule as of December 2014 plus public parcels, and new parcels added for design developments and utility relocations. Addition of new parcels extends full Plan delivery to later date.
 2. "Forecast": Forecast is continually refined based on expected delivery schedule.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

Source: March 1, 2019 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.

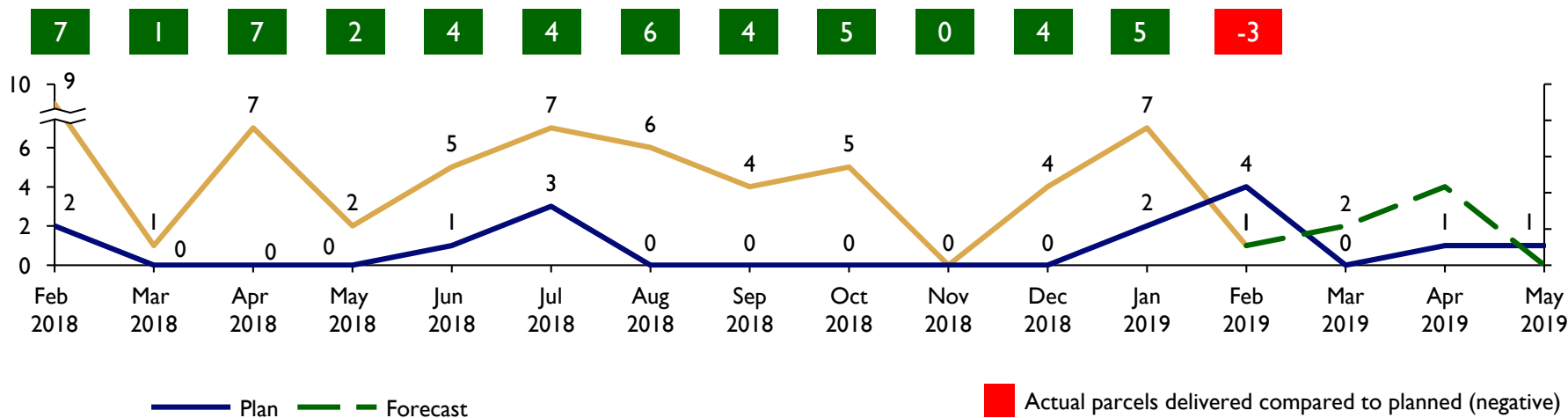
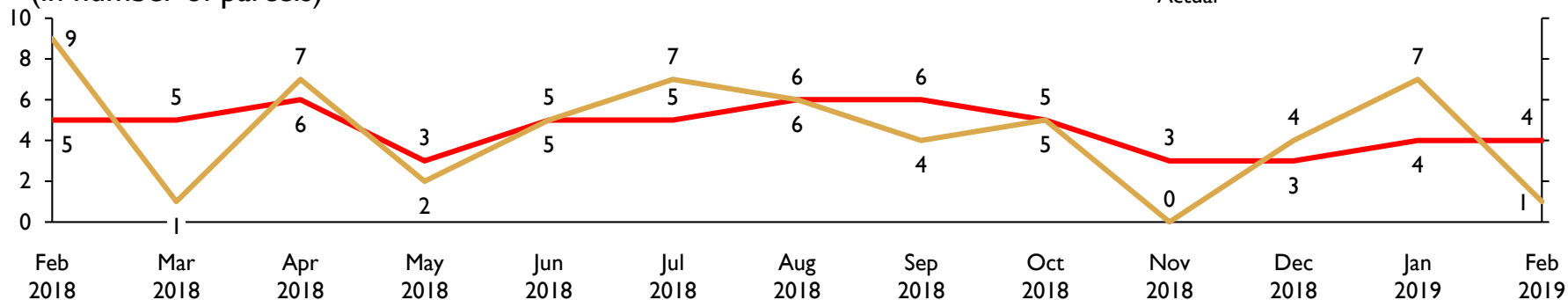
Source: [March 1, 2019 ROW Executive Report](#)

ROW – CP 1 Historic Performance

CPI Performance (in number of parcels)

Data through February 28, 2019

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



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)

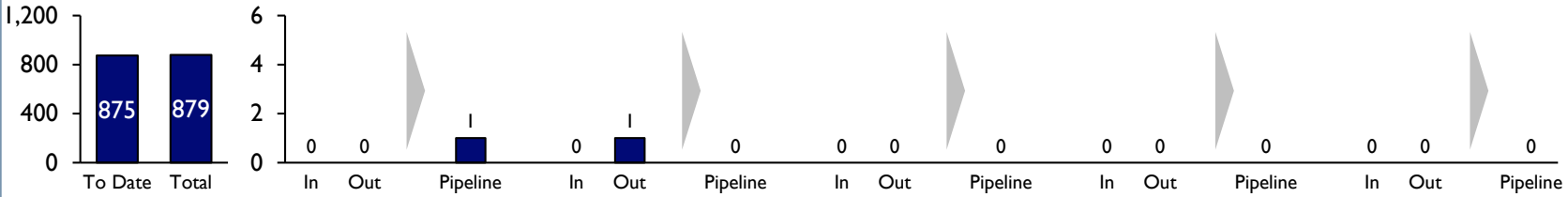
Source: [March 1, 2019 ROW Executive Report](#)

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

Volume of Activity by Process (Flow) - Pipeline

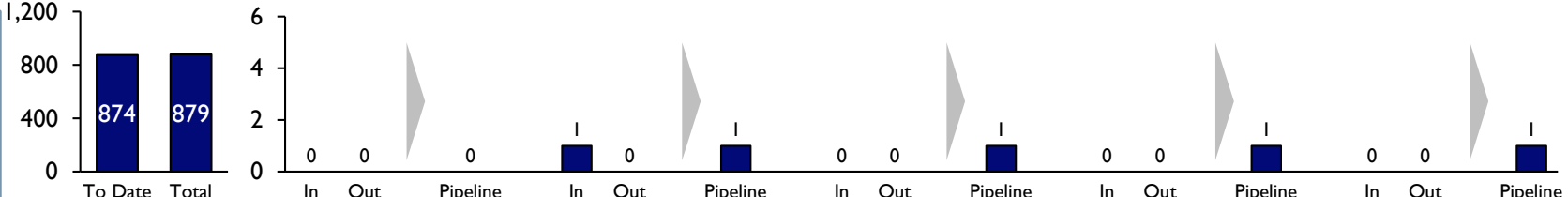
Completion October 2018 November 2018 December 2018 January 2019 **February 2019**

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.

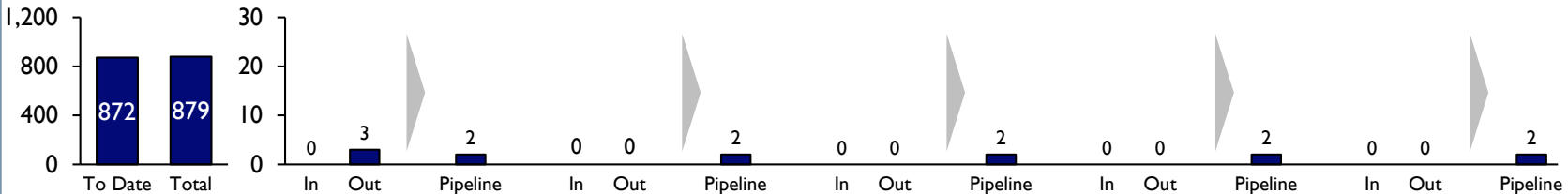
Source: [March 1, 2019 ROW Executive Report](#)

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

Volume of Activity by Process (Flow) - Pipeline

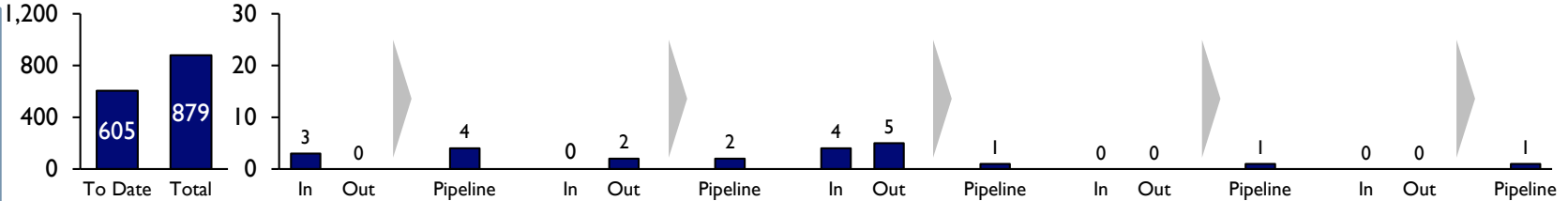


First Written Offer



- 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.

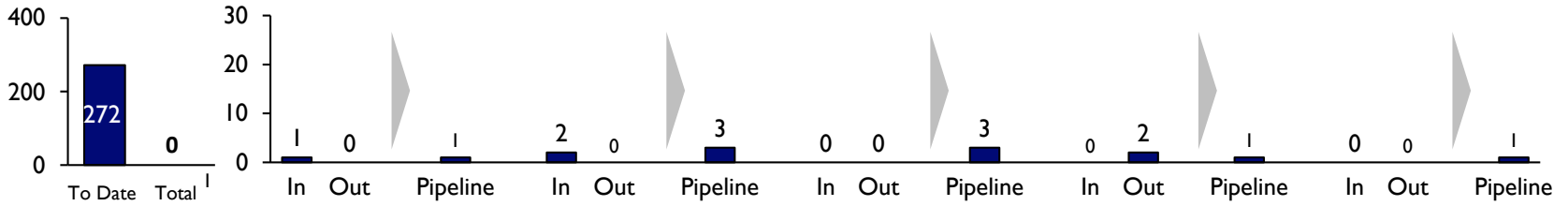
Source: [March 1, 2019](#) ROW Executive Report

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

Volume of Activity by Process (Flow) - Pipeline

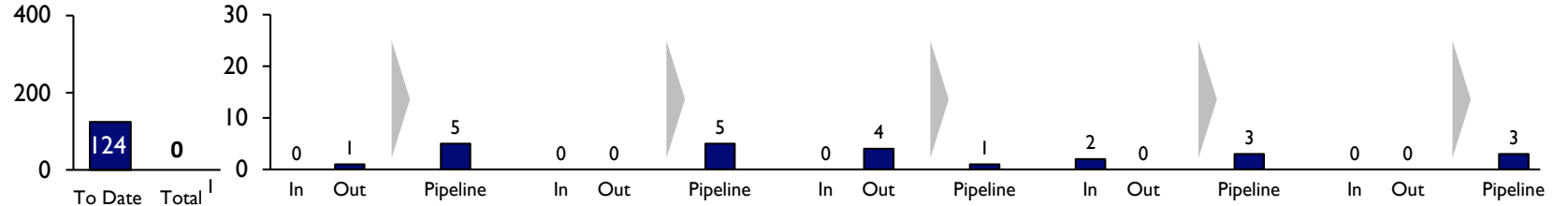


Condemnation



- 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.

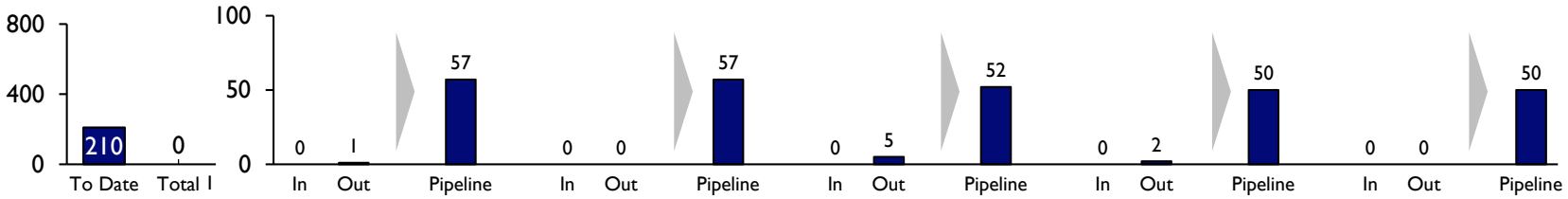
Source: [March 1, 2019](#) ROW Executive Report

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

Volume of Activity by Process (Flow) - Pipeline

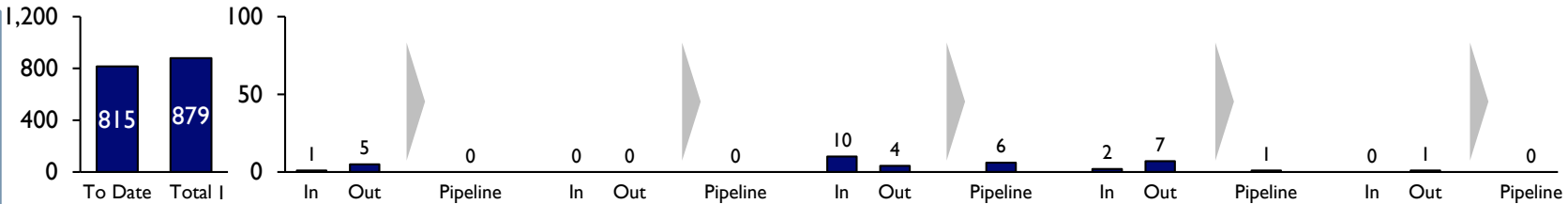


Public Agency / Railroad



- 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.

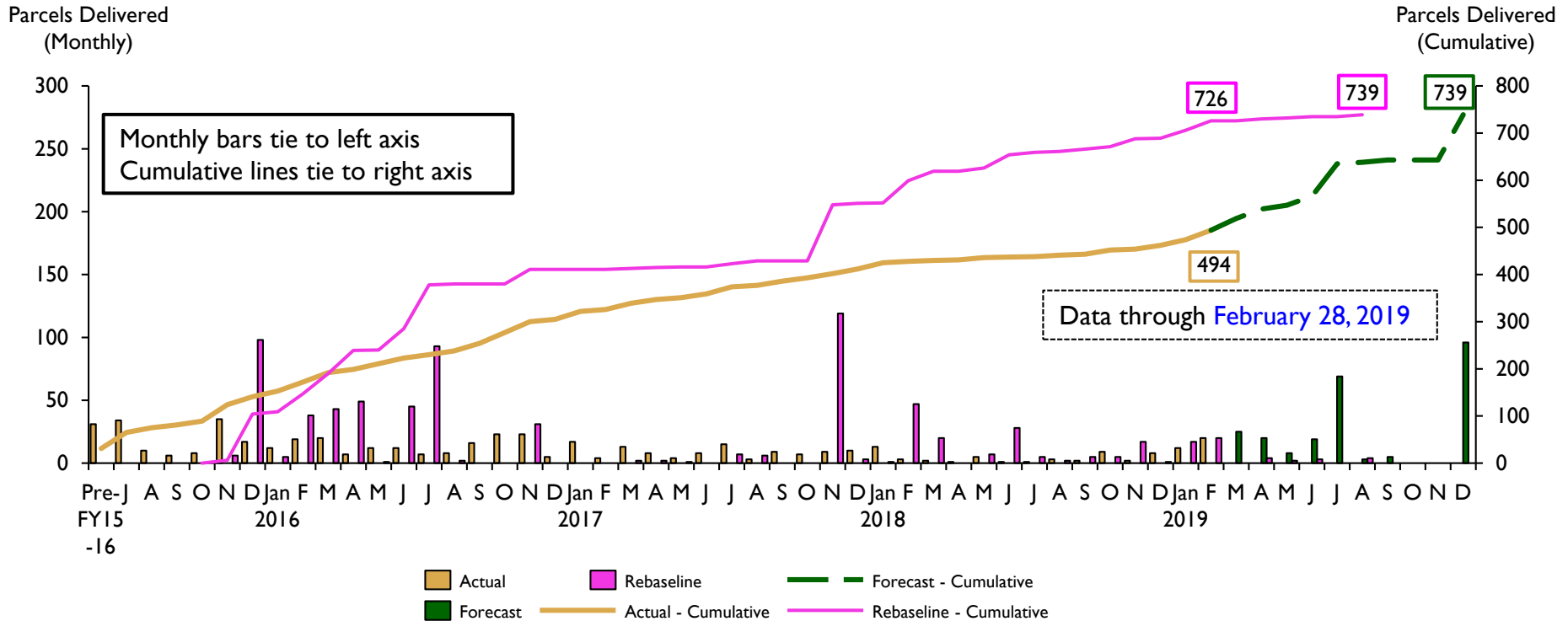
Notes:
 1. Total number of public parcels to be identified.
 2. Lag in data entry and parcel count changes due to design developments may create month-to-month variances in the parcel flow pipeline.

Source: [March 1, 2019 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)



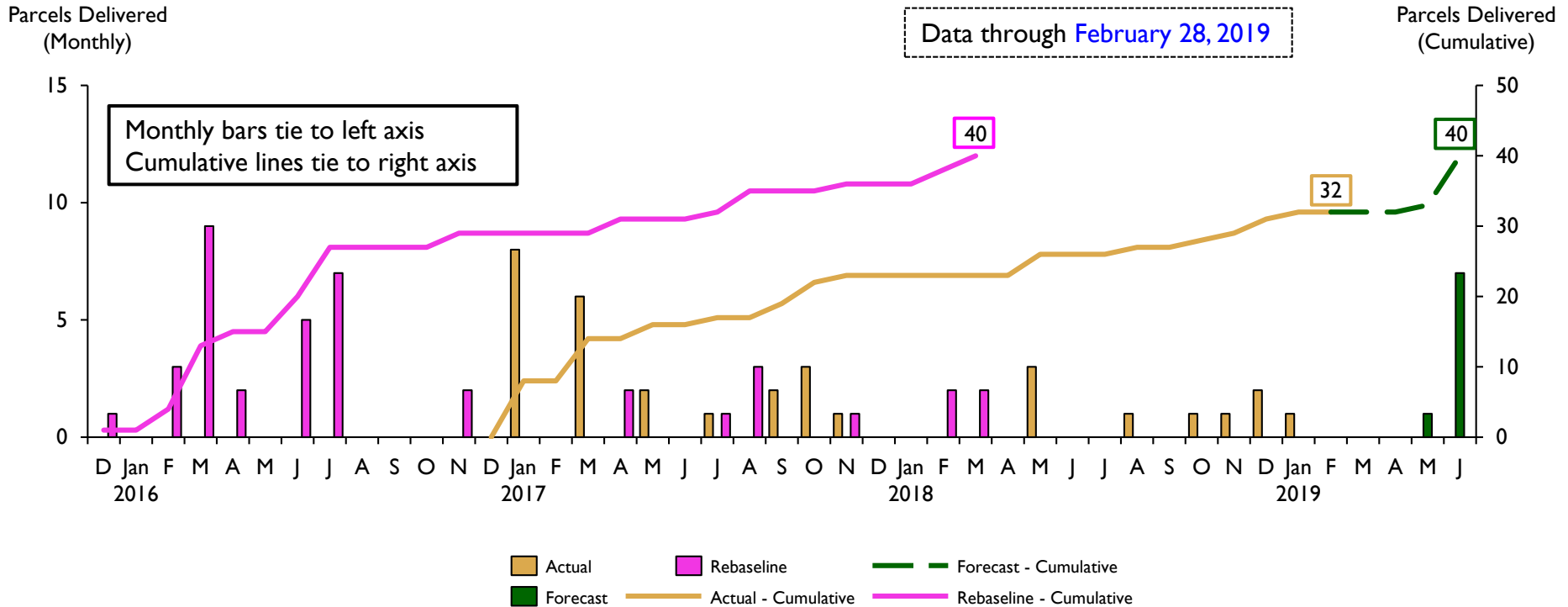
- Notes:
1. The “Plan” schedule shown previously has been replaced with the “Rebaseline” schedule that reflects current contractual delivery schedule based on design developments.
 2. “Forecast”: Continually refined based on expected delivery.
 3. Total number of parcels will be updated as new parcels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

Source: March 1, 2019 ROW Executive Report

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

Plan vs. Actual vs. Forecast

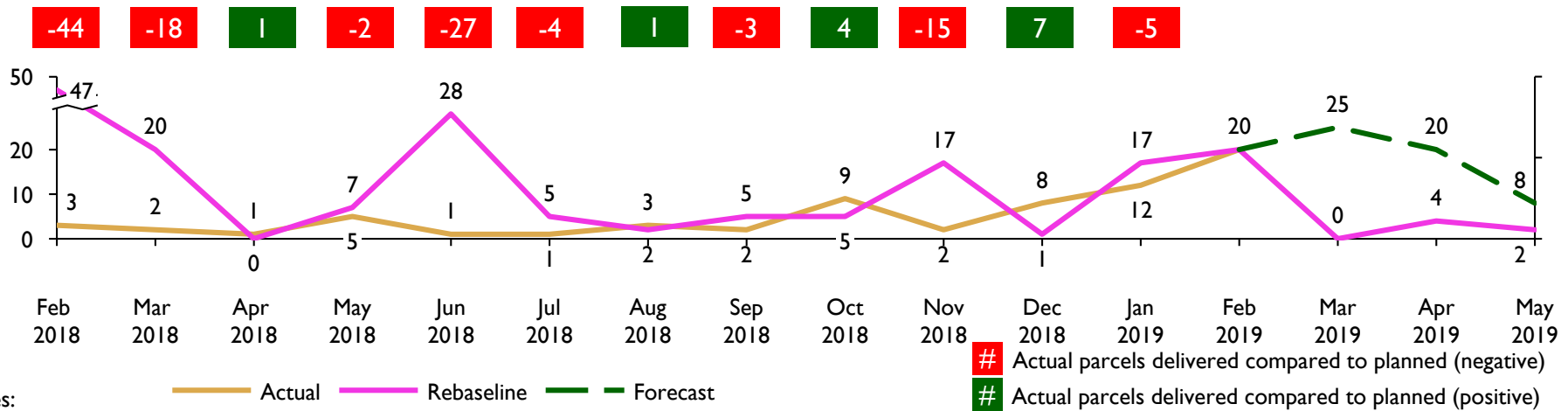
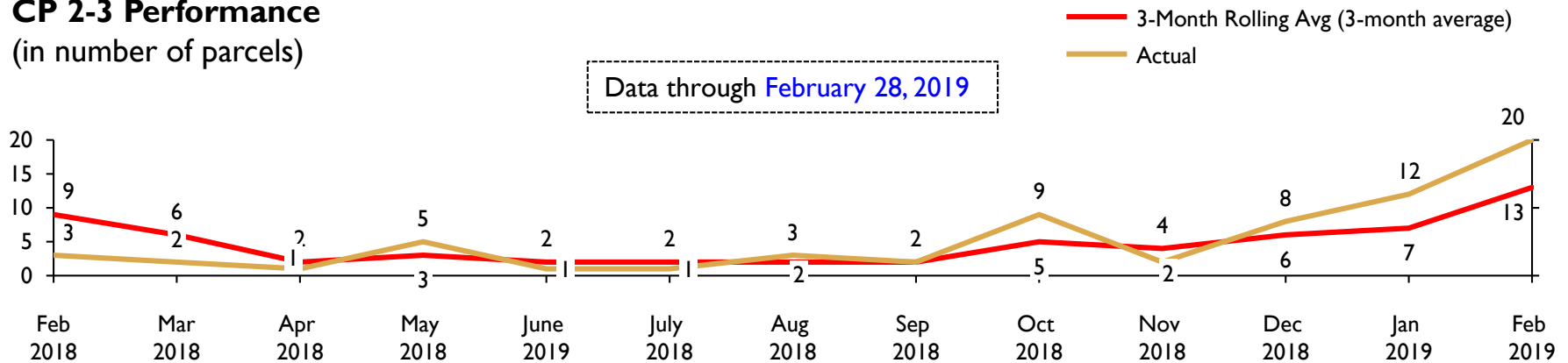
CP 2-3 - Delivered to DB (in number of parcels)



ROW – CP 2-3 Historic Performance

CP 2-3 Performance (in number of parcels)

Data through February 28, 2019



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. Contract executed in June 2015; 31 parcels delivered after contract execution
- 3. Design developments and lag in data entry can cause slight changes to plan and actual counts.

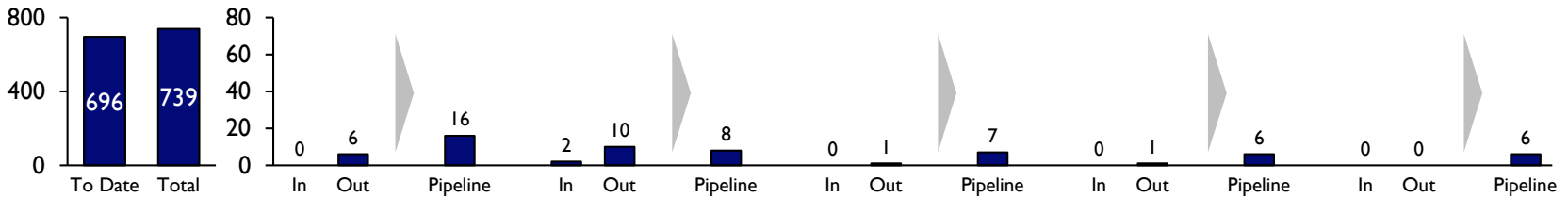
Source: [March 1, 2019 ROW Executive Report](#)

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

Volume of Activity by Process (Flow) - Pipeline

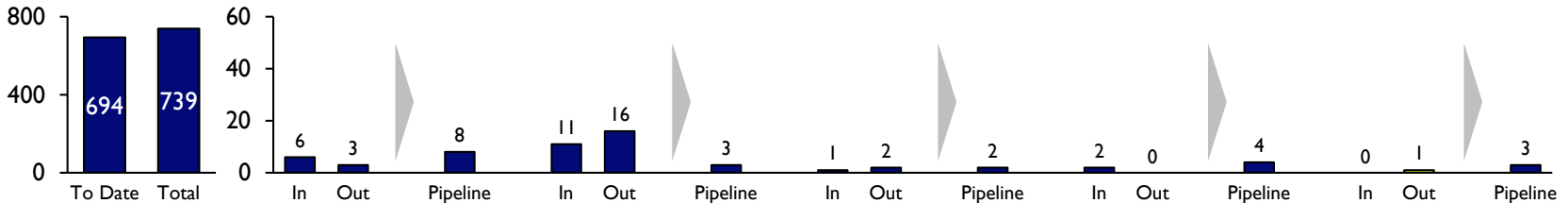
Completion October 2018 November 2018 December 2018 January 2019 **February 2019**

Appraisal



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

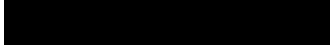
Just Compensation



- 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: [March 1, 2019 ROW Executive Report](#)

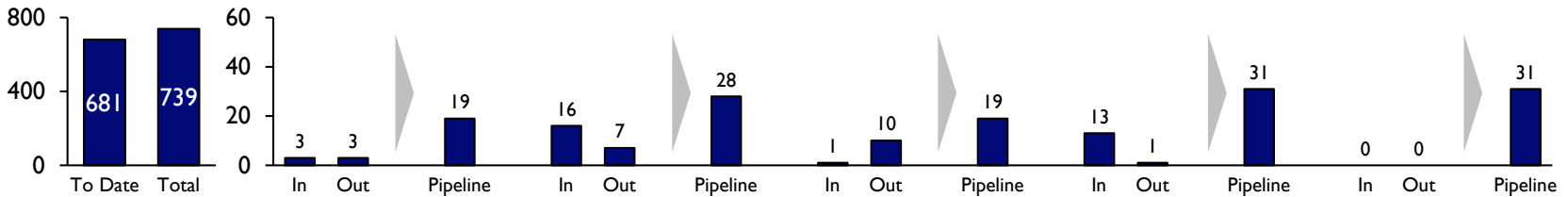


ROW – CP 2-3 Pipeline by Process (2 out of 4 pages)

Volume of Activity by Process (Flow) - Pipeline

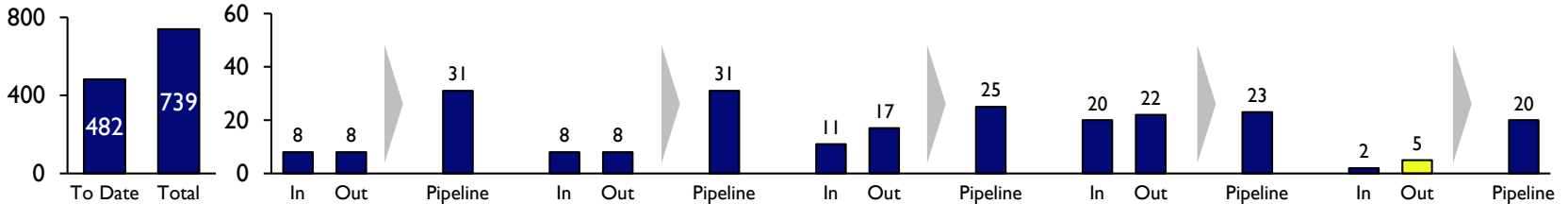
Completion October 2018 November 2018 December 2018 January 2019 **February 2019**

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: [March 1, 2019](#) ROW Executive Report

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

Volume of Activity by Process (Flow) - Pipeline

Completion

October 2018

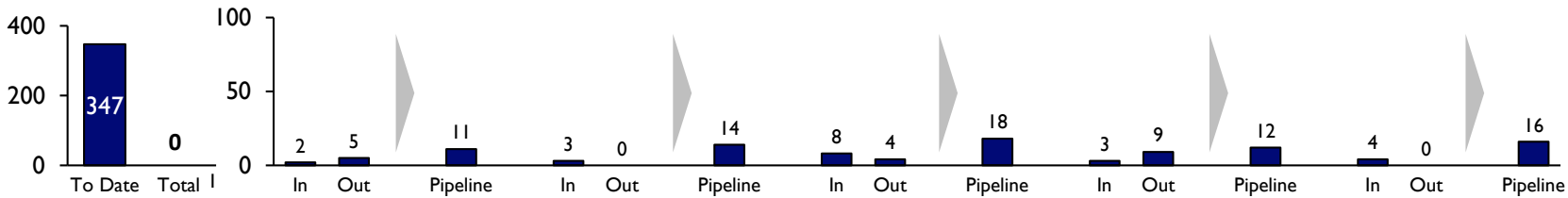
November 2018

December 2018

January 2019

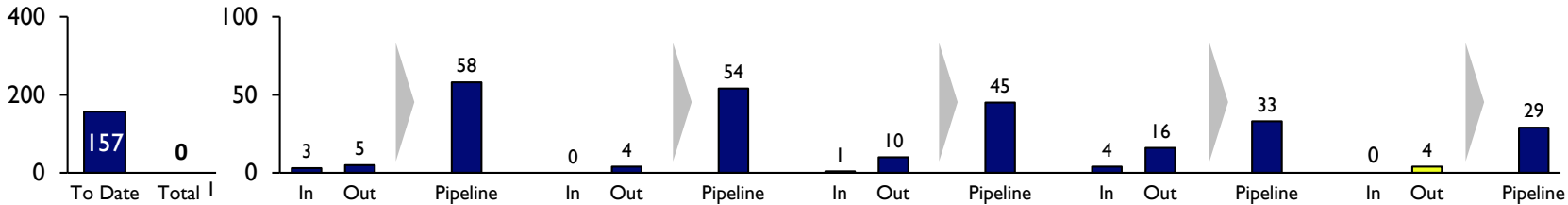
February 2019

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.

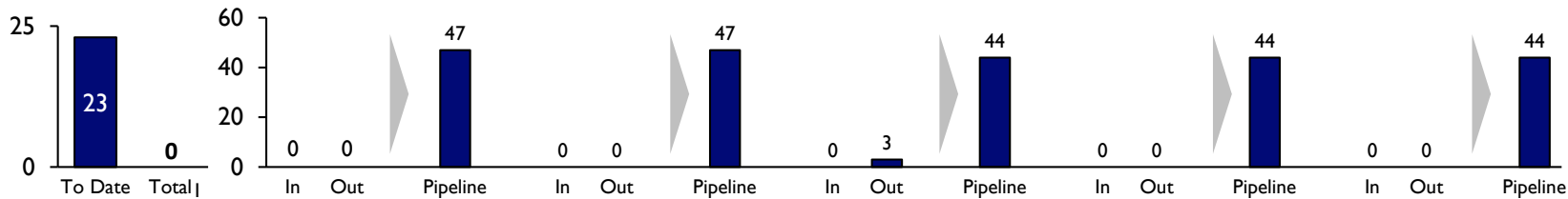
Source: [March 1, 2019 ROW Executive Report](#)

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

Volume of Activity by Process (Flow) - Pipeline

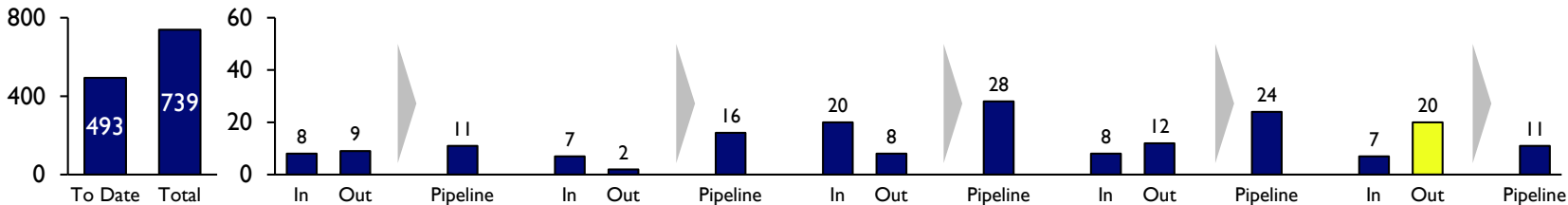


Public Agency / Railroad



- 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.

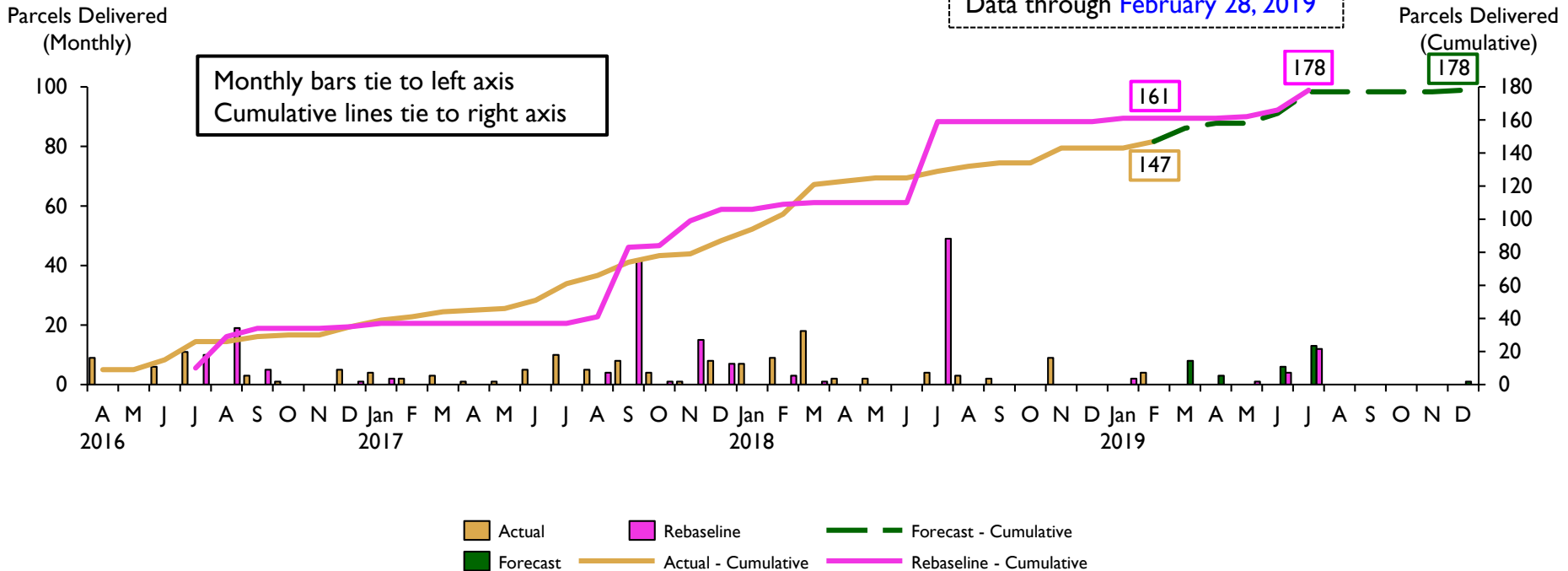
Source: [March 1, 2019 ROW Executive Report](#)

ROW – CP 4 Parcels Delivered to DB by Month

Plan vs. Actual vs. Forecast

CP 4 - Delivered to DB

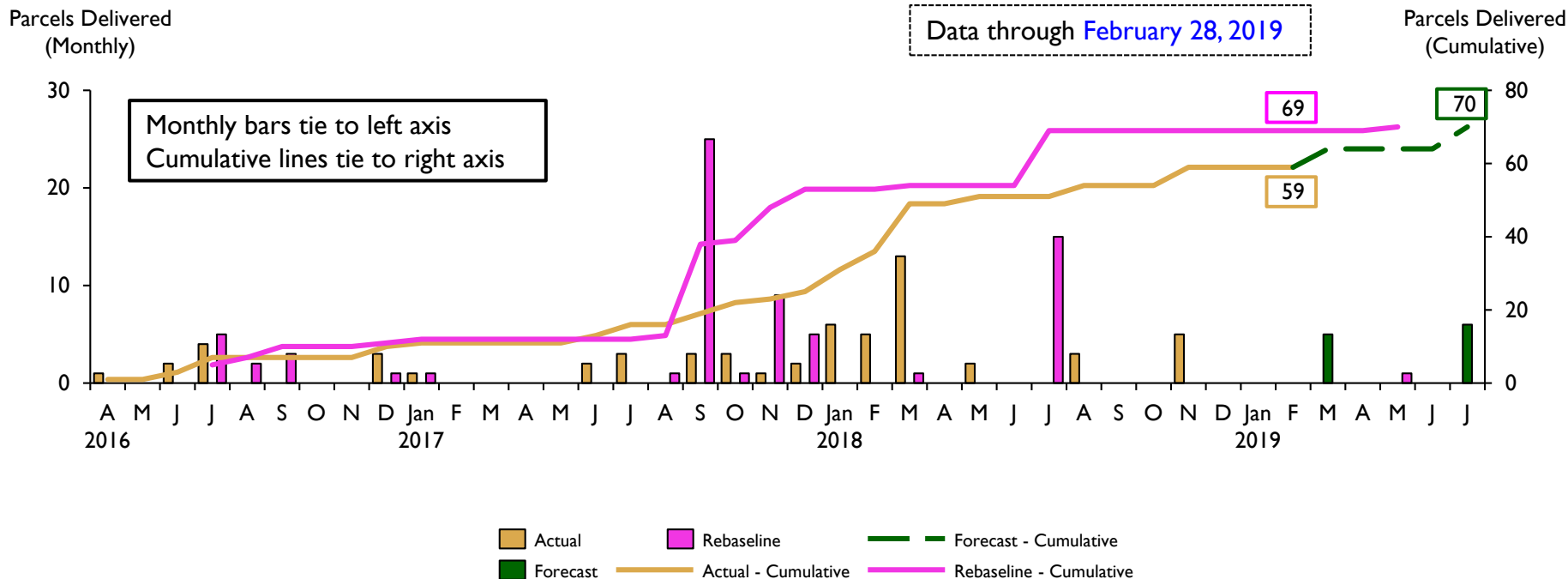
(in number of parcels)



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:

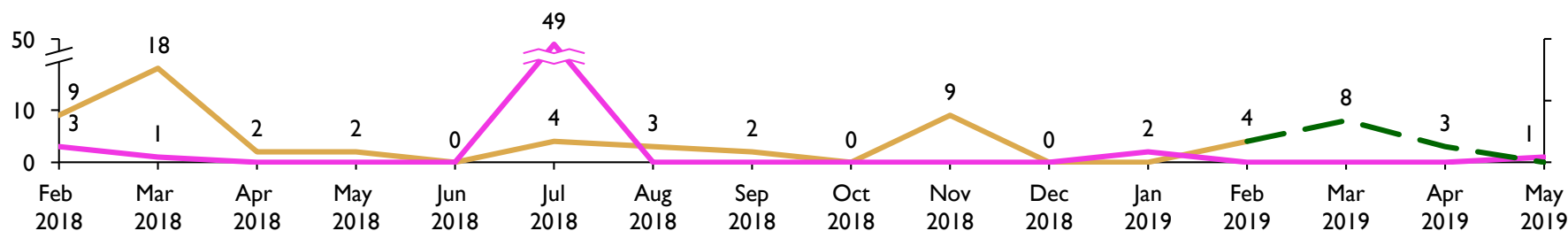
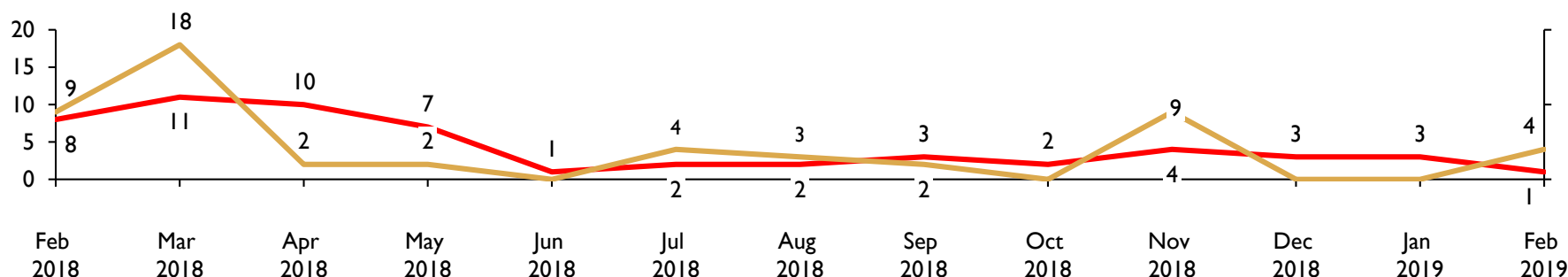
1. The “Plan” schedule shown previously has been replaced with the “Rebaseline” schedule that reflects current contractual delivery schedule based on new parcels added for design developments and utility relocations.
2. “Forecast”: Continually refined based on expected delivery which is driven by factors 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 II).
5. Planned delivery spike in December 2018 is due to major change (Sunny Gem and Wasco Viaduct). Source: [March 1, 2019 ROW Executive Report](#)

ROW – CP 4 Historic Performance

CP 4 Performance (in number of parcels)

Data through February 28, 2019

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



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

— Actual — Rebaseline — Forecast

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: [March 1, 2019 ROW Executive Report](#)

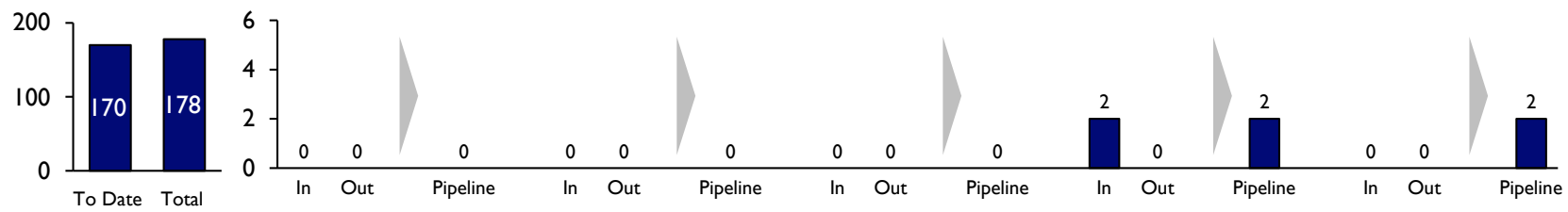


ROW – CP 4 Pipeline by Process (1 out of 4 pages)

Volume of Activity by Process (Flow) - Pipeline

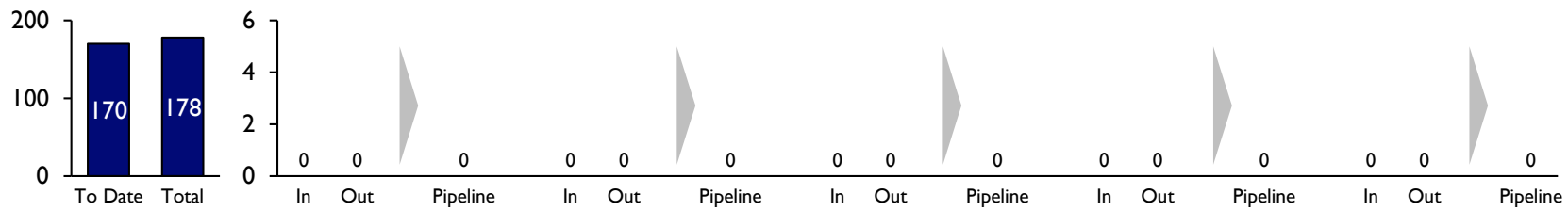
Completion October 2018 November 2018 December 2018 January 2019 **February 2019**

Appraisal



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

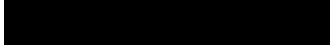
Just Compensation



- 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: [March 1, 2019 ROW Executive Report](#)

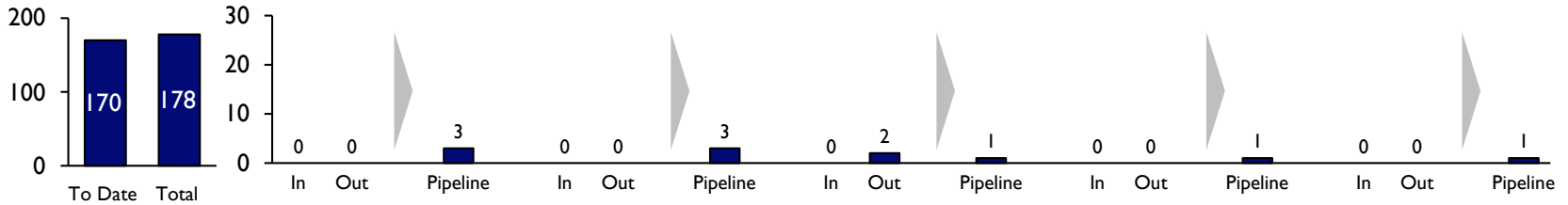


ROW – CP 4 Pipeline by Process (2 out of 4 pages)

Volume of Activity by Process (Flow) - Pipeline

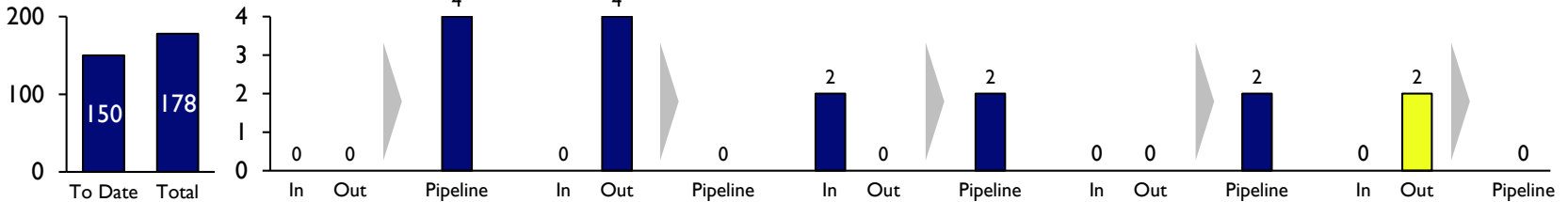


First Written Offer



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

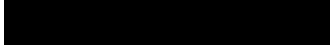
Negotiation Acquisition



- 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: [March 1, 2019 ROW Executive Report](#)

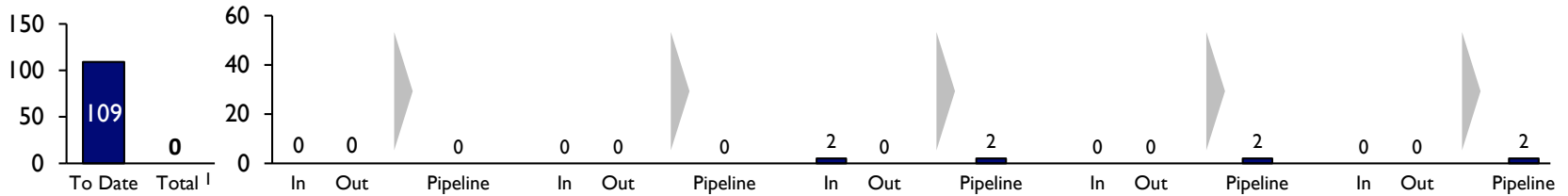


ROW – CP 4 Pipeline by Process (3 out of 4 pages)

Volume of Activity by Process (Flow) - Pipeline

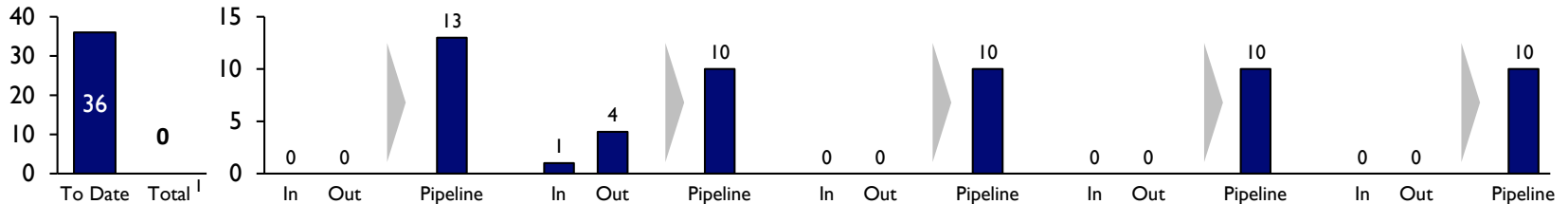


Condemnation



- 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: [March 1, 2019 ROW Executive Report](#)

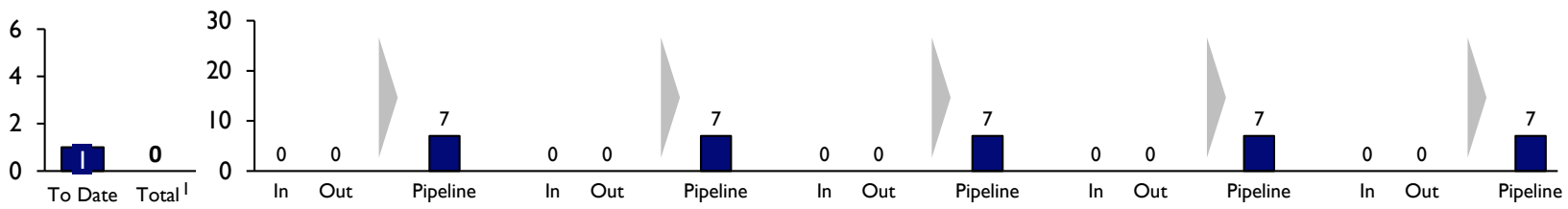


ROW – CP 4 Pipeline by Process (4 out of 4 pages)

Volume of Activity by Process (Flow) - Pipeline

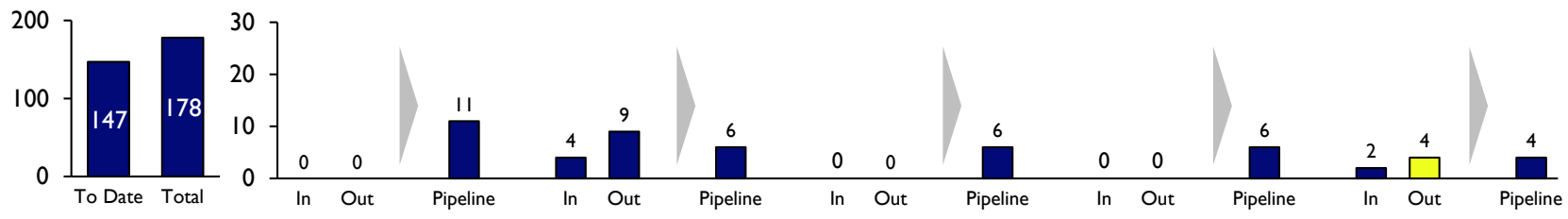


Public Agency / Railroad



- 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.

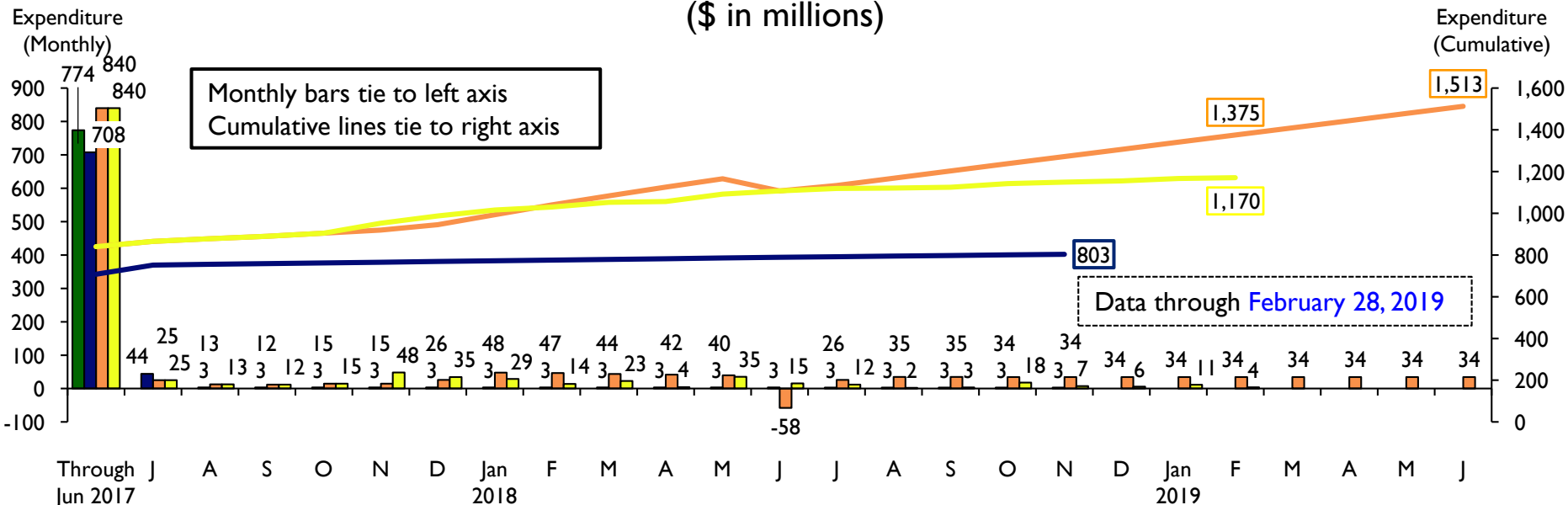
Source: [March 1, 2019 ROW Executive Report](#)

Total ROW Expenditure by Month

Forecast vs. Actual

Total ROW Expenditure Schedule

(\$ in millions)



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

Notes:

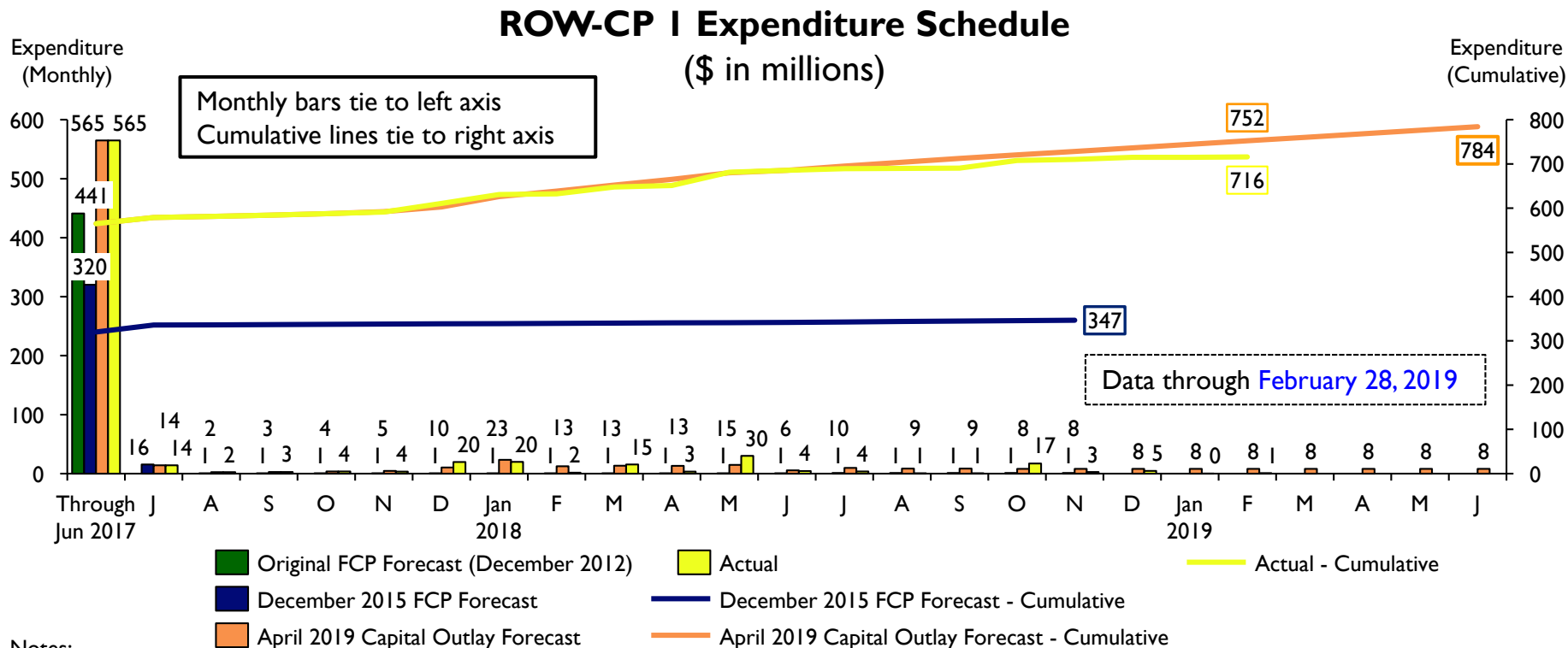
1. Amounts represent monthly totals; not parcel-by-parcel forecast and actual expenditures.
2. \$24M of ROW preliminary costs is not allocated to specific construction package (CP).
3. "Original FCP Forecast" refers to the first Funding Contribution Plan approved by the FRA in December 2012.
4. Total 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, [April 2019](#)
2. Funding Contribution Plan, December 2015
3. Funding Contribution Plan, December 2012

ROW-CP 1 Expenditure by Month

Forecast vs. Actual



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.

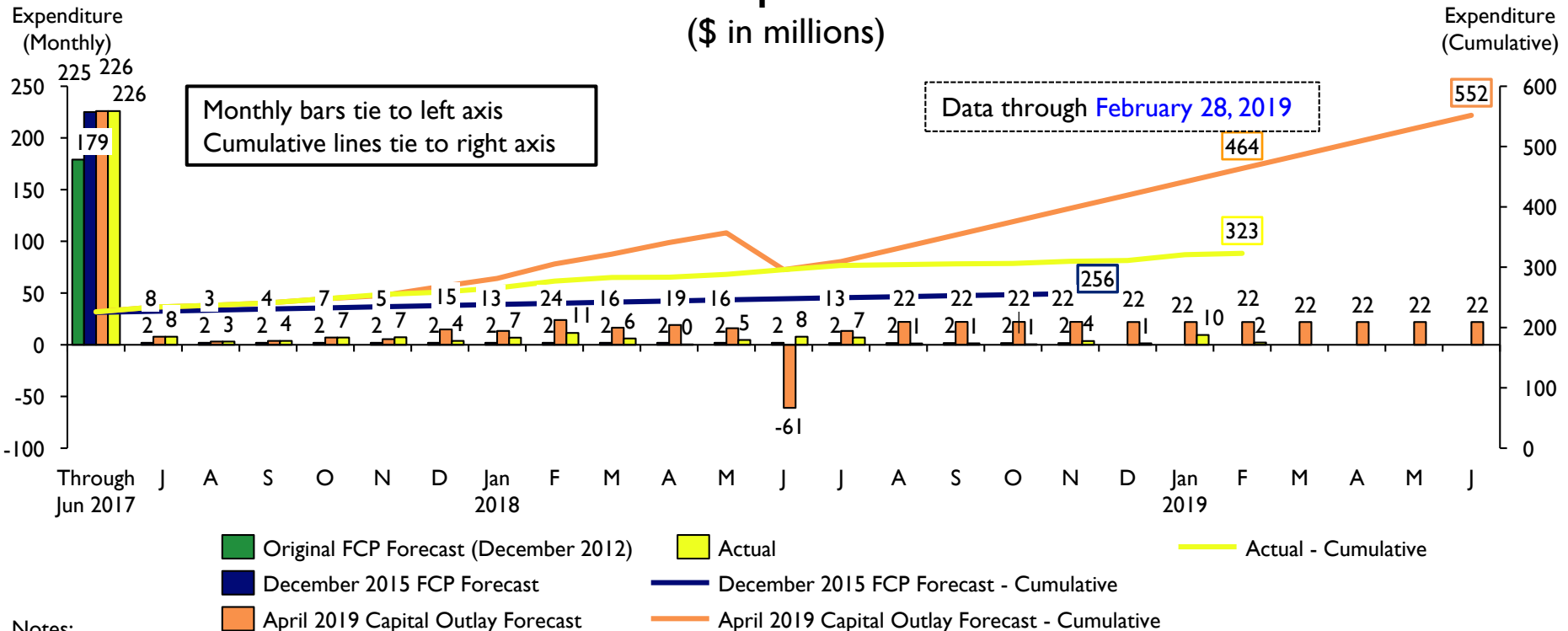
Sources:

1. Capital Outlay Report, April 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)



Notes:

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

Sources:

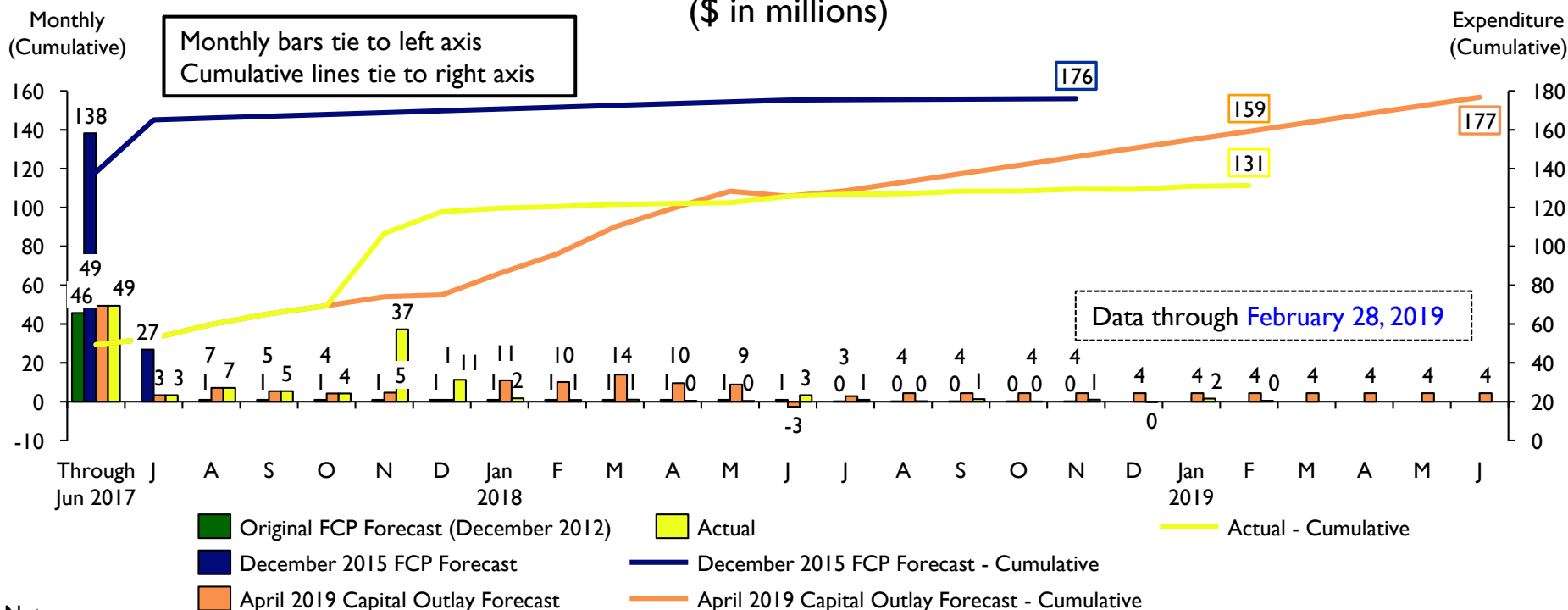
1. Capital Outlay Report, April 2019
2. Funding Contribution Plan, December 2015
3. Funding Contribution Plan, December 2012

ROW-CP 4 Expenditure by Month

Forecast vs. Actual

ROW-CP 4 Expenditure Schedule

(\$ in millions)



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, [April 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 [February 2019](#).
 - 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 *February 28, 2019*¹

Segment	Progress to Date	Next Steps
Palmdale to Burbank	<ul style="list-style-type: none"> Progressing Checkpoint B document to address USACE and EPA comments. Working on draft PEPD documents. Preparing sections of administrative draft EIR/EIS. 	<ul style="list-style-type: none"> Continue coordination with USACE and EPA on Checkpoint B. Submit revised draft PEPD to FRA to incorporate changes in project definition.
Bakersfield to Palmdale	<ul style="list-style-type: none"> Completed review of Draft PEPD and response to comments Ongoing internal reviews of administrative draft EIR/EIS. Received comments of Section 106 Finding of Effect (FOE) document. Continued coordinating responses. 	<ul style="list-style-type: none"> Progress consultation with the Cesar Chavez National Center (CCNC) and other consulting parties to finalize alignment options. Prepare record set PEPD to incorporate CCNC design option Continue internal reviews of the administrative draft EIR/EIS.
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.

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

 Program Priority #

Project Development Milestones Schedule (to ROD)

Information through *February 28, 2019*¹

Segment	Progress to Date	Next Steps
San Francisco to San Jose (F2J)	<ul style="list-style-type: none"> Advanced a schedule change for the Board to concur with the Preferred Alternative earlier than the December 2019 schedule. Developed an outreach strategy in anticipation of the revised Preferred Alternative identification date. The Draft Preliminary Engineering for Project Definition (PEPD) has proceeded. Completed several technical reports for Draft EIR/EIS from the regional consultant have been received and are under review. Two reports to support permitting with Bay Conservation and Development Commission (BCDC) were drafted as part of ongoing coordination efforts. 	<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, a key milestone document in permitting coordination with the U.S. Army Corps of Engineers (USACE) and U.S. Environmental Protection Agency (USEPA). Continue coordination with BCDC regarding Visitacion Creek permitting. Continue coordination with Universal Paragon Corporation's proposed Brisbane Baylands Specific Plan. Authority senior staff continues to meet with Caltrain executive staff regarding 4th and King Station, Millbrae Station and blended operations.
San Jose to CV Wye (J2Y)	<ul style="list-style-type: none"> Completed review and comment resolution for Alternative 4 Draft PEPD. Received agreement on Checkpoint B Addendum 4 from USEPA. Continued to receive additional technical reports and sections for the draft EIR/EIS from the regional consultant. The revised reports include analyses of Alternative 4. Completed Authority review of revised technical reports and sections for the draft EIR/EIS. 	<ul style="list-style-type: none"> Prepare record (final) set of plans (PEPD) for Alternatives 1-4. Conduct footprint validation workshop in April 2019 with Federal Railroad Administration (FRA) and various departments within the Authority. Footprint validation identifies potential areas of disturbance and guides the areas of analyses needed in environmental impact analyses including the EIR/EIS. Receive and review remaining revised technical reports and administrative draft EIR/EIS sections reflecting the additional Alternative 4. Out on hold environmental clearance for geotechnical investigations which will be needed for future construction activities in Santa Clara and Merced counties (Pacheco Pass).

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

I Program Priority #

Project Development Milestones Schedule (to ROD)

Information through *February 28, 2019*¹

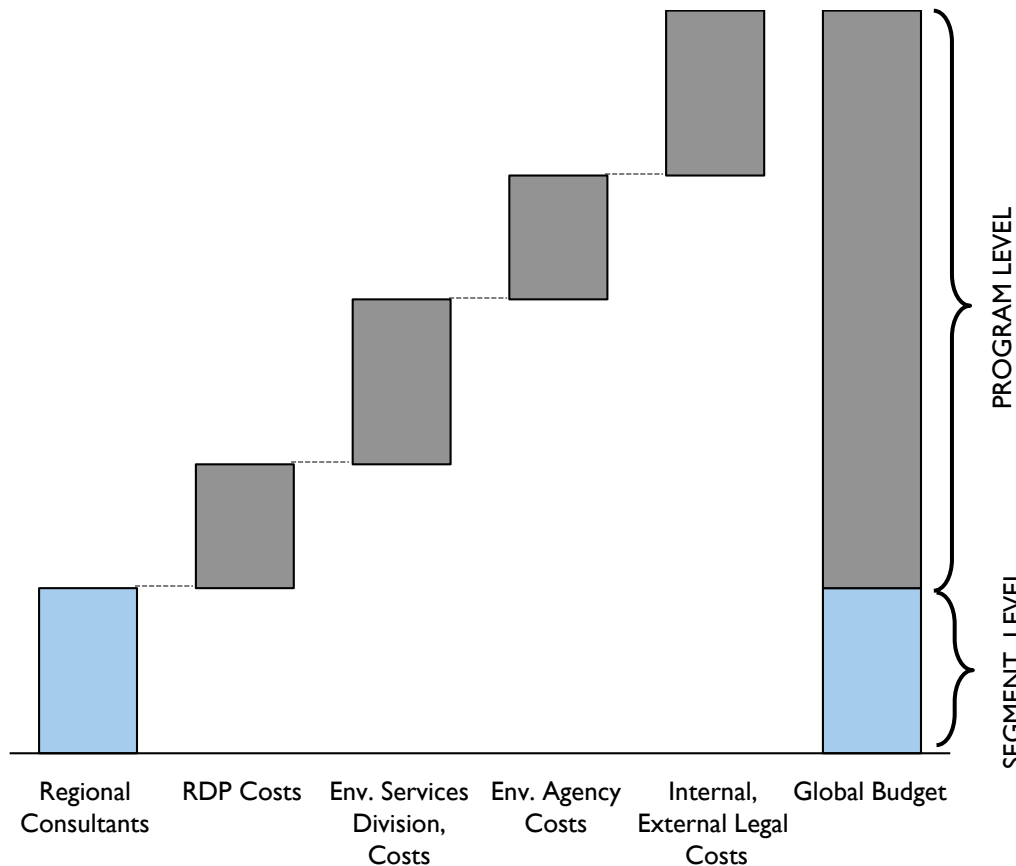
Segment	Progress to Date	Next Steps
3 Central Valley Wye (M-F)	<ul style="list-style-type: none"> • Sent Biological Assessment to U.S. Fish and Wildlife Service and National Marine Fisheries Service for review. • Completed draft supplemental EIR/EIS ready for publication and circulation. • Delay in NEPA Assignment is causing a delay in circulating the draft EIR/EIS. • Submitted Department of Conservation notification letter and accompanying package for Williamson Act parcels on February 27, 2019. 	<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 of 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"> • Confirmed that legal comments on the administrative draft Final Supplemental Environmental Impact Statement (Final SEIS) were incorporated appropriately. 	<ul style="list-style-type: none"> • Facilitate a final technical review of the administrative draft Final supplemental EIS in preparation for publication.
5 LA to Anaheim	<ul style="list-style-type: none"> • Progressed internal review of administrative draft EIR/EIS. • Continued coordination with BNSF on project elements. • Prepared draft comment letter on LinkUS Draft EIR for LA Metro. • Received approval from Authority on revised schedule and budget to include BNSF “East of Fullerton” analysis and integration into the draft EIR/EIS. • Proposed new Record of Decision date of November 2021 was approved by the Authority; this date will comply with the ARRA grant deadline of December 2022. 	<ul style="list-style-type: none"> • Continue coordination with Metro, Metrolink and other operators on LA Union Station Program and shared corridor strategies. • Continue coordination with BNSF. • Submit comment letter on LinkUS Draft EIR to LA Metro.
6 Burbank to LA	<ul style="list-style-type: none"> • Prepared comment letter on Burbank Airport Terminal Replacement EIS to send to the FAA. • Initiated internal reviews of Administrative Draft EIR/EIS. • Continued review of draft PEPD addendum submittal for Burbank Station Refined B alternative. 	<ul style="list-style-type: none"> • Submit comment letter on the scope of the FAA’s Burbank Airport Terminal Replacement Study. • Continue internal reviews of administrative draft EIR/EIS and set up workshops to resolve comments.

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

1 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



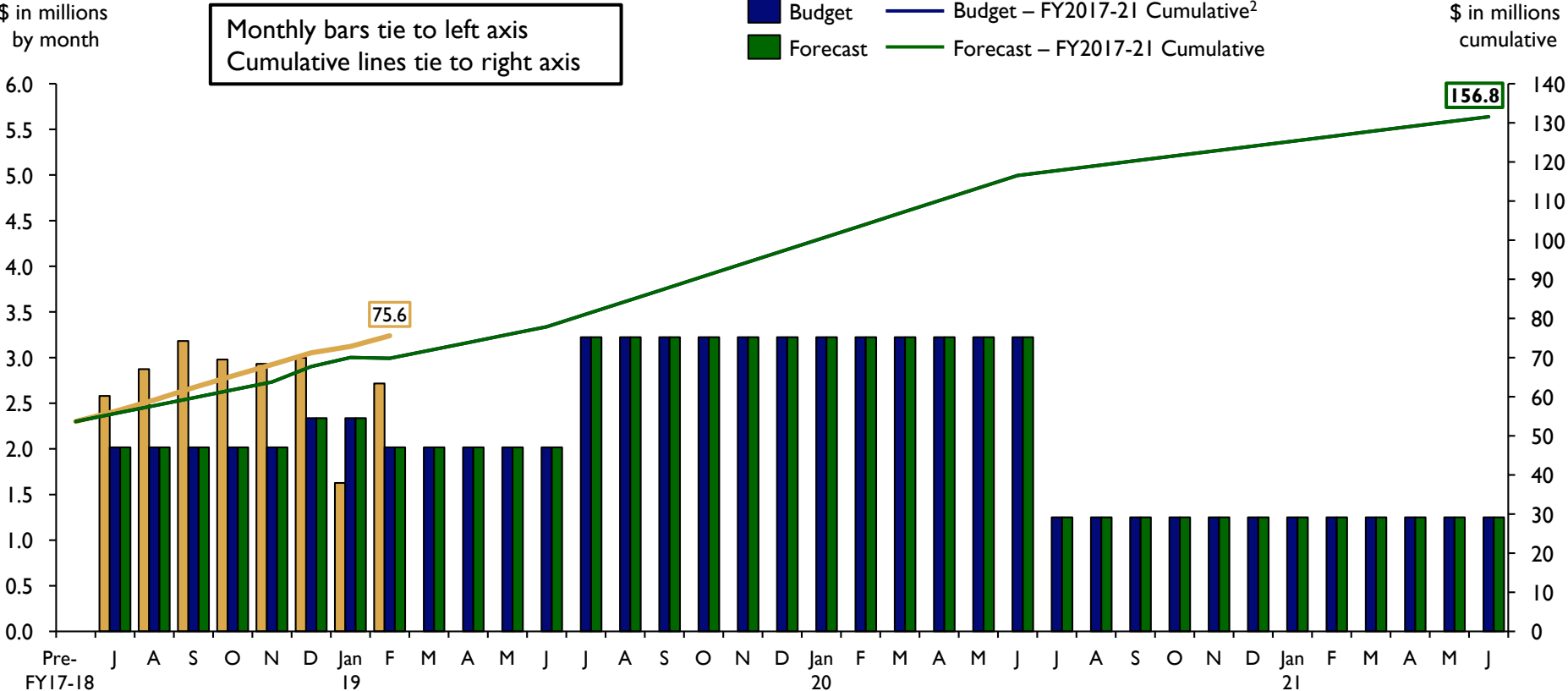
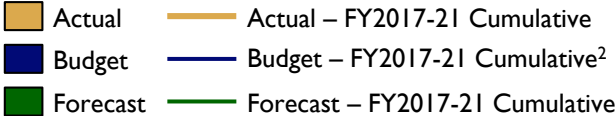
Cost Categories	
▪	Regional consultants' and Engineering and Environmental consultants' costs include project management, outreach, planning, engineering and environmental activities.
▪	RDP costs include environmental management, coordination, and technical reviews.
▪	Environmental Services Division 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



Project Development Schedule (to ROD)-Information through February 28, 2019¹

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%
San Francisco to San Jose	Plan Forecast % Complete	Complete Complete 100%	Complete Complete 100%	Complete Complete 100%	Complete Complete 100%	Dec-19 Sep-19 67%	Sep-19 Sep-19 70%	Mar-20 Mar-20 23%	Mar-20 Mar-20 25%	Mar-21 Mar-21 0%	Mar-21 Mar-21 0%	Mar-21	Mar-21
San Jose to Merced	Plan Forecast % Complete	Complete Complete 100%	Complete Complete 100%	Complete Complete 100%	Complete Complete 100%	Sep-19 Sep-19 75%	Sep-19 Sep-19 79%	Dec-19 Dec-19 31%	Dec-19 Dec-19 33%	Nov-20 Nov-20 0%	Nov-20 Nov-20 0%	Nov-20	Nov-20
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 TBD ² 98%	Sep-18 TBD ² 98% ³	Jul-19 TBD ² 0%	Jul-19 TBD ² 0%	Jul-19	TBD ²
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 ⁴ 96%	Oct-18 TBD ⁴ 89% ⁵	Oct-18	TBD ⁴
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 TBD ⁶ 84%	Nov-18 TBD ⁶ 85%	Oct-19 TBD ⁶ 0%	Oct-19 TBD ⁶ 0%	Oct-19	TBD 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 65%	Sep-19 Sep-19 67%	Jul-20 Jul-20 0%	Jul-20 Jul-20 0%	Jul-20	Jul-20
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 58%	Dec-19 Dec-19 60%	Jan-21 Jan-21 0%	Jan-21 Jan-21 0%	Jan-21	Jan-21
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 75%	Jul-19 Jul-19 76%	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. Red bordered cells indicate schedule risks. The Authority is in communication with FRA about NEPA assignment and is evaluating options. Green cells indicates that the EIR/EIS or other milestone has been completed.
 - Draft EIR not released in September. Delays will have day to day impacts on the CVY ROD schedule. The Authority is currently evaluating options and risks associated with these delays.
 - Number is the average % complete of administrative (internal) draft DEIR/EIS and actual DEIR/EIS to be published.
 - 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. The Authority is awaiting engagement by the FRA on NEPA to advance and complete the ROD.
 - Percent complete revised downward from last month to reflect finalization processes to actual publication FEIS.
 - Release date to be modified based on discussion with Executive Management.

 Program Priority #  Completed Document

Project Development Schedule (to ROD) – Information through February 28, 2019¹

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.
San Jose to Merced	Schedule updated consistent with June 2018 Board-approved baseline to achieve ROD in November 2020.
● 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 Authority will proceed with releasing the Draft EIR/EIS under the State authority under the California Environmental Quality Act (CEQA) under a CEQA-first strategy to advance the environmental review. The Authority is currently evaluating options and risks associated with the delays to NEPA and the Record of Decision (ROD).
● 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.
● LA to Anaheim	Delay in Publishing Draft EIR/EIS. Rationale 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.
● Burbank to LA	Schedule updated consistent with June 2018 Board-approved baseline to achieve ROD in July 2020.
● Palmdale to Burbank	Schedule consistent with June 2018 Board-approved baseline to achieve ROD in January 2021.
● 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.

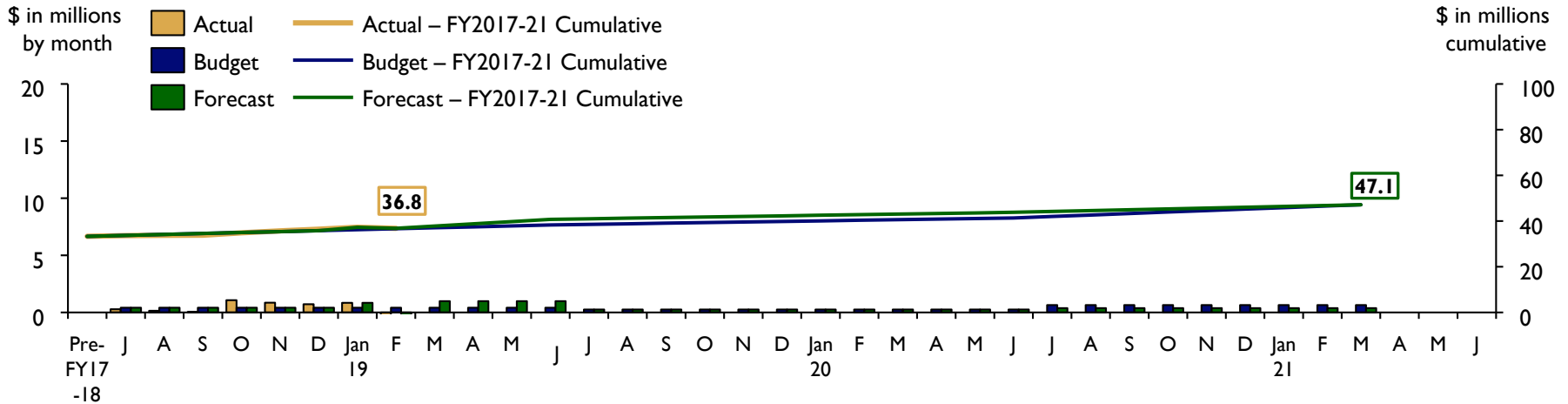
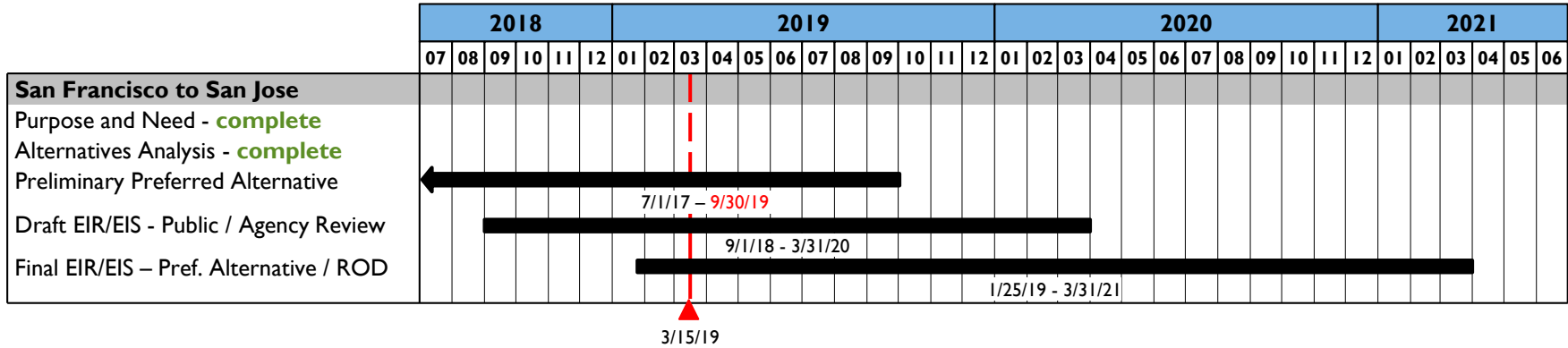


Program
Priority #



Completed
Document

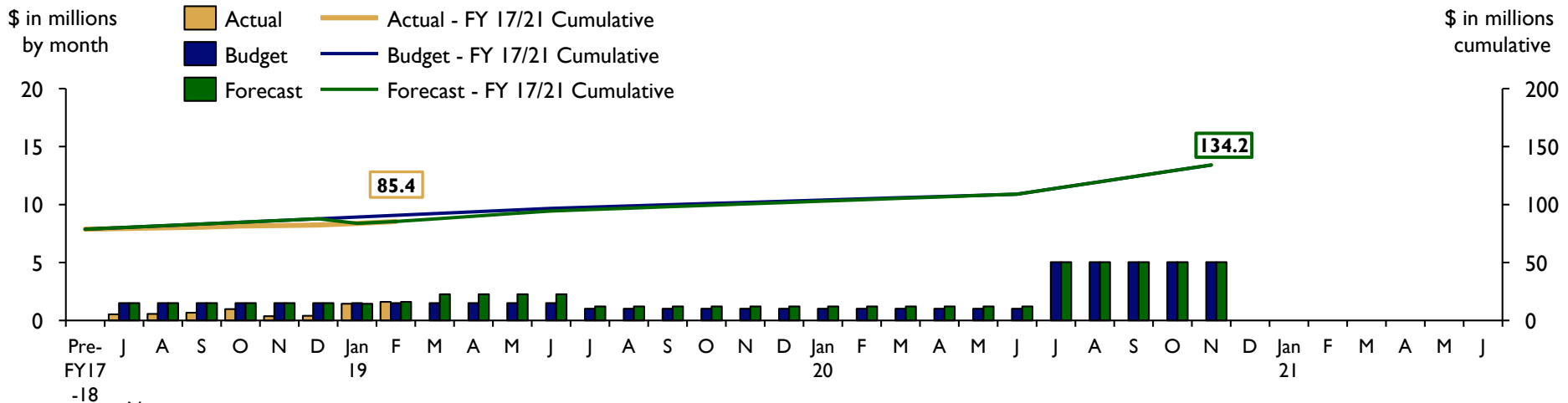
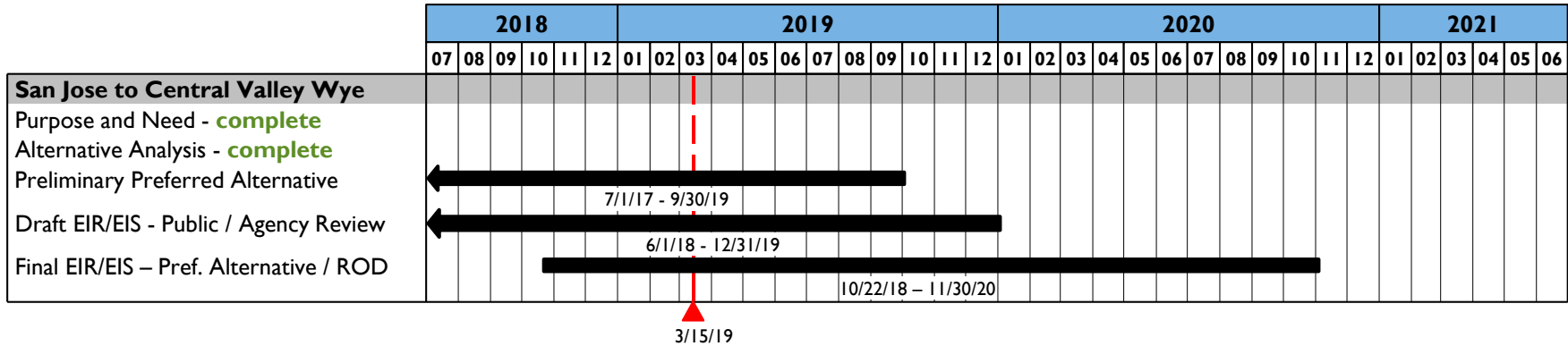
San Francisco to San Jose



Notes:

- 1) All estimates are preliminary and subject to change.
- 2) For financial estimates, actuals have been updated through **February 2019**. Forecast cost are through June 2021.
- 3) Budget and Forecast have been updated to reflect the revised ROD date changes. Note that for this report, the budget and forecast are identical.

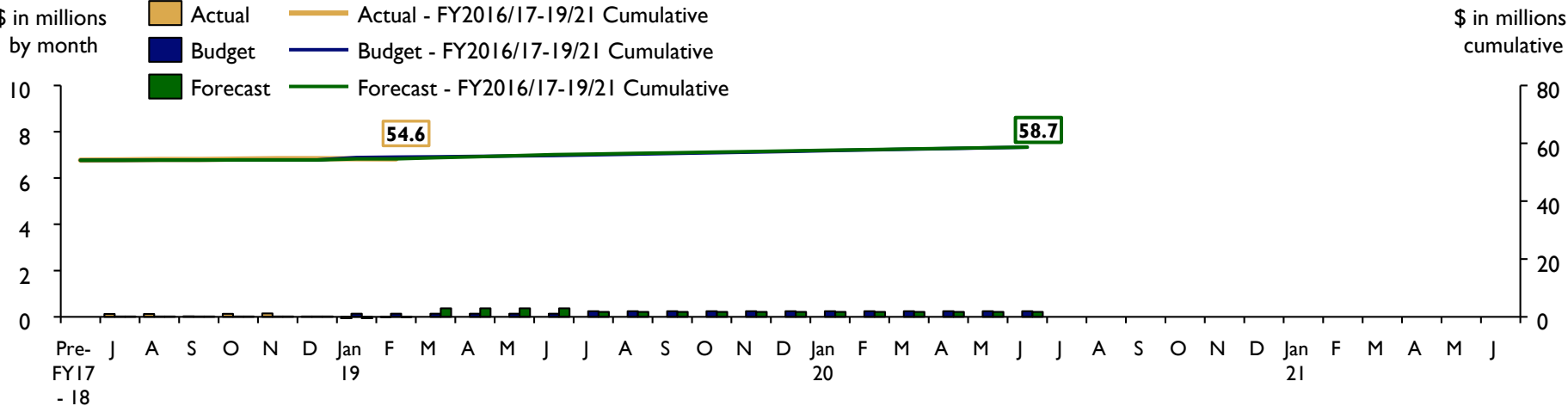
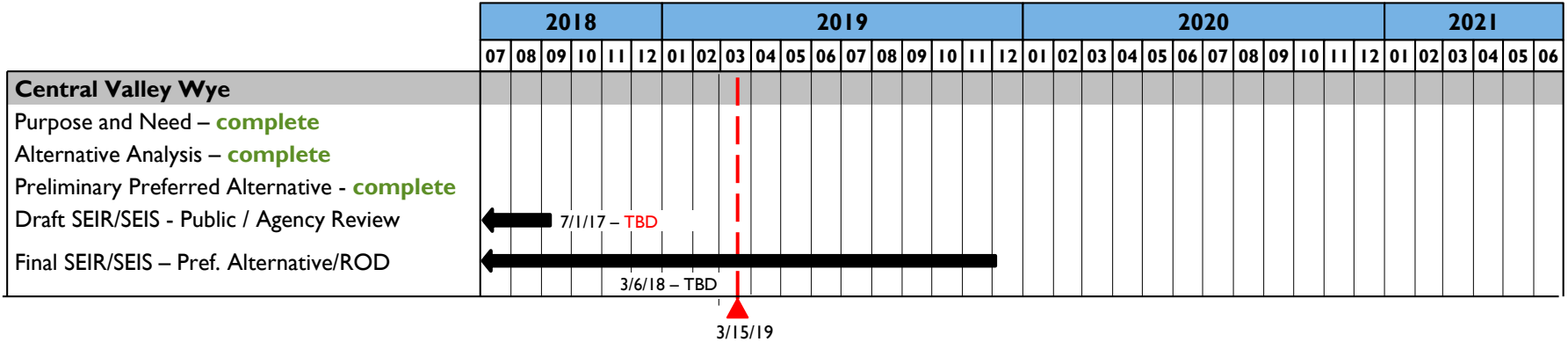
2 San Jose to Merced



Notes:

- 1) All estimates are preliminary and subject to change.
- 2) For financial estimates, actuals have been updated through February 2019. Forecast cost are through June 2021.
- 3) Budget and Forecast have been updated to reflect the revised ROD date changes. Note that for this report, the budget and forecast are identical.

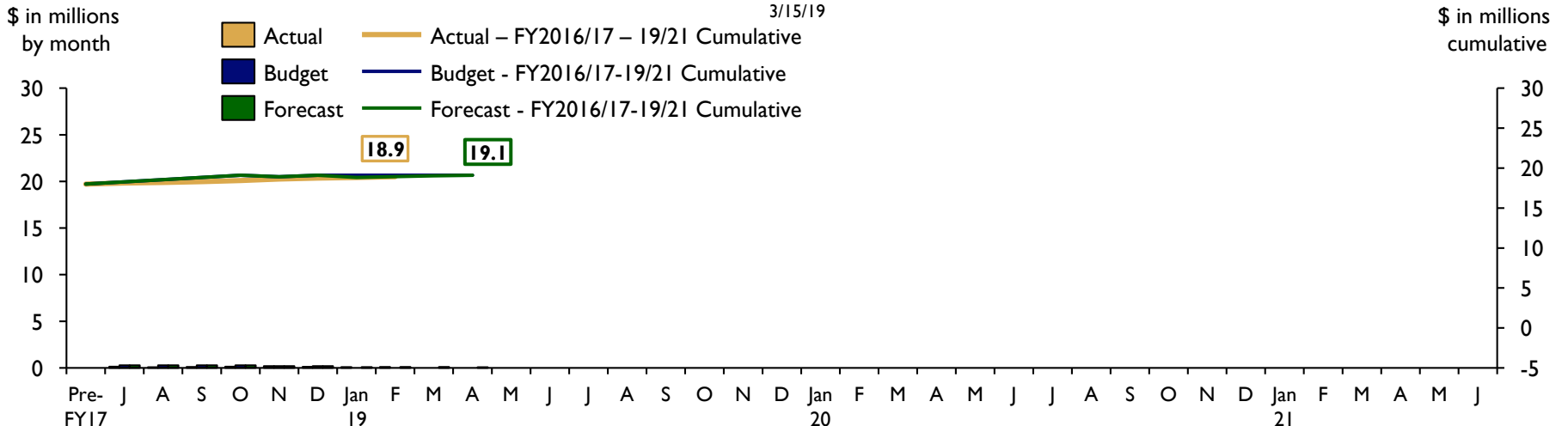
3 Central Valley Wye (M-F)



- 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 February 2019. Forecast cost are through June 2021.
 - 4) The Authority will proceed with releasing the Draft EIR/EIS under the State authority under the California Environmental Quality Act (CEQA) under a CEQA-first strategy to advance the environmental review. The Authority is currently evaluating options and risks associated with the delays to NEPA and the Record of Decision (ROD).

4 Locally Generated Alternative (F-B)

	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
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																																				

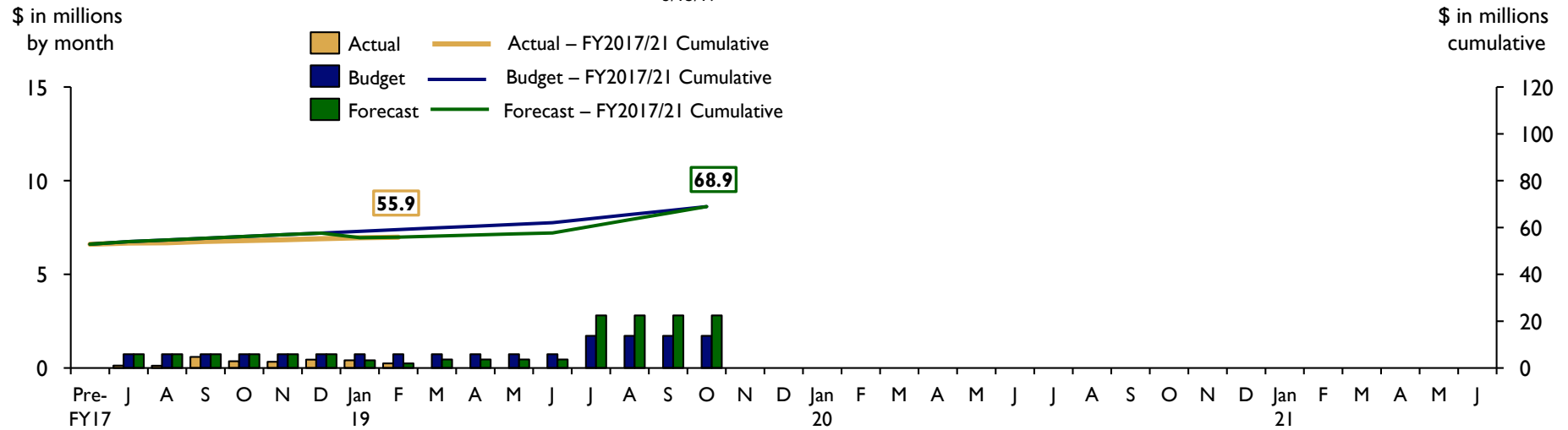


- Notes:
- 1) All estimates are preliminary and subject to change.
 - 2) Purpose and Need and the Alternatives Analysis were achieved as part of the Fresno to Bakersfield EIR/EIS, completed in June 2014.
 - 3) For financial estimates, actuals have been updated through February 2019. Forecast cost are through June 2021.
 - 4) CEQA NOD was 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	←												←																							

3/15/19



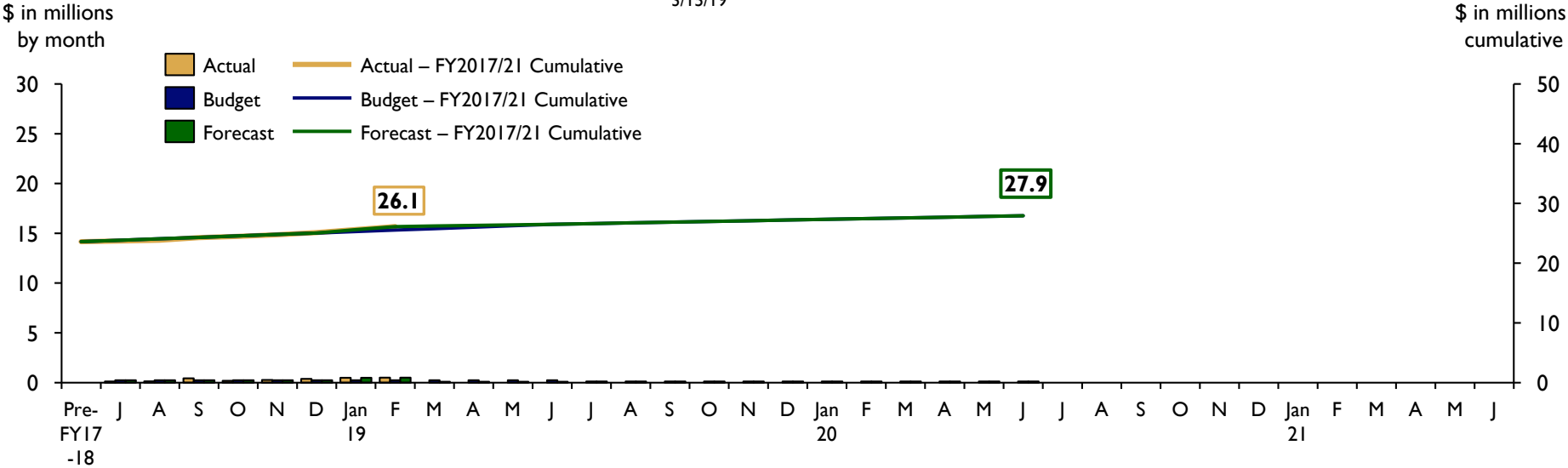
Notes:

- 1) All estimates are preliminary and subject to change.
- 2) For financial estimates, actuals have been updated through February 2019. Forecast cost are through June 2021.
- 3) Budget and Forecast have been updated to reflect the revised ROD date changes.
- 4) Release date to be modified based on discussion with Executive Management.

6 Burbank to LA

	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
Burbank to LA																																			
Purpose and Need – complete																																			
Alternative Analysis – complete																																			
Preliminary Preferred Alternative – complete																																			
Draft EIR/EIS - Public / Agency Review	← [Timeline bar from 07/18 to 09/19] →																																		
Final EIR/EIS – Pref. Alternative/ROD	← [Timeline bar from 03/18 to 07/20] →																																		

3/15/19



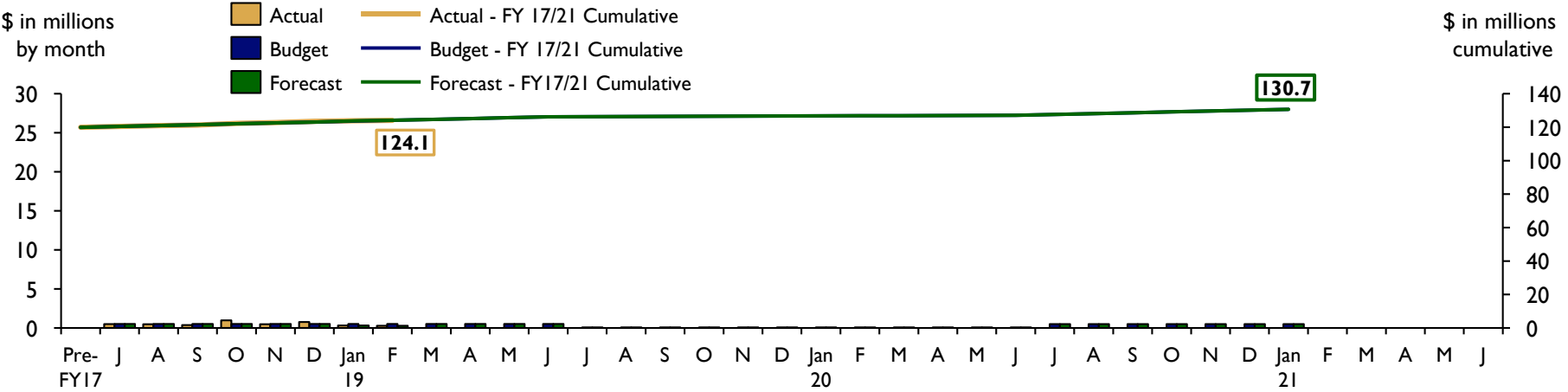
Notes:

- 1) All estimates are preliminary and subject to change.
- 2) For financial estimates, actuals have been updated through February 2019. Forecast cost are through June 2021.
- 3) Budget and Forecast have been updated to reflect the revised ROD date changes. Note that for this report, the budget and forecast are identical.

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	←																																									
Final EIR/EIS – Preferred Alternative/ROD	<div style="display: flex; justify-content: space-between;"> 4/12/18 - 12/31/19 10/23/18 - 1/31/21 </div>																																									

3/15/19



Notes:

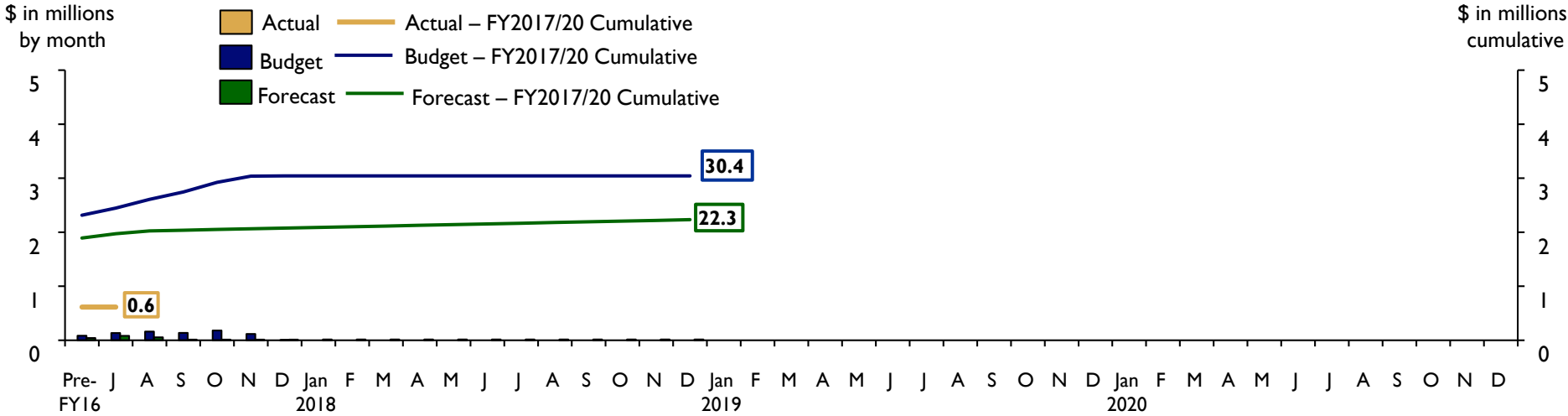
- 1) All estimates are preliminary and subject to change.
- 2) For financial estimates, actuals have been updated through February 2019. Forecast cost are through June 2021.
- 3) Budget and Forecast have been updated to reflect the revised ROD date changes. Note that for this report, the budget and forecast 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
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

3/15/19



- 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 February 28, 2019¹*

	Milestone	Project Section	Due Date	% Completion	Status
1	Obtain Checkpoint B concurrence from USACE and USEPA	San Francisco to San Jose	March 2019	80%	Approximate three week delay to provide a more detailed discussion of the Light Maintenance Facility project element. Delay does not affect overall schedule.
	Obtain Checkpoint B concurrence from USACE and USEPA	San Jose to Merced	January 2019	100%	USEPA agreement on Checkpoint B, Addendum 4 received February 1
	Preliminary Engineering for Project Definition (PEPD)	San Jose to Merced	March 2019	95%	On target to provide to FRA for review.
	Publish draft Supplemental EIR/EIS for public review	Central Valley Wye (M-F)	TBD	98%	FRA was to sign CVY Draft SEIR/ SEIS on August 9, 2018. Not received to date.
4	Prepare Final EIS for publication	Locally Generated Alternative (F-B)	TBD	89% ²	Delay in NEPA Assignment causes a delay in achieving Record of Decision.
	Prepare administrative draft EIR/EIS for Authority's legal and technical review	Los Angeles to Anaheim	August 2018	96%	The administrative draft EIR/EIS was accomplished. However, publication encountering delays because of need to respond to BNSF that requires modification to draft EIR/EIS.
6	Prepare administrative draft EIR/EIS for Authority's legal and technical review	Burbank to Los Angeles	March 2019	90%	On target for Authority's legal and technical review of administrative draft EIR/EIS.

Note:

1. Text and dates identified in red indicate change from previous month.
2. Percent complete revised downward from last month to reflect finalization processes to actual publication FEIS.

1 Program Priority #

Four-month look ahead - milestones and other key deliverables, all sections/projects: *Information through February 28, 2019¹*

Milestone	Project Section	Due Date	% Completion	Status
7 Obtain Checkpoint B concurrence from USACE and USEPA	Palmdale to Burbank	November 2018	70%	Delayed. Addressing feedback received from USACE and USEPA.
8 Publish Draft EIR/EIS for public and agency circulation	Bakersfield to Palmdale	July 2019	75%	Initial legal and technical review of administrative draft EIR/EIS.

Note:

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



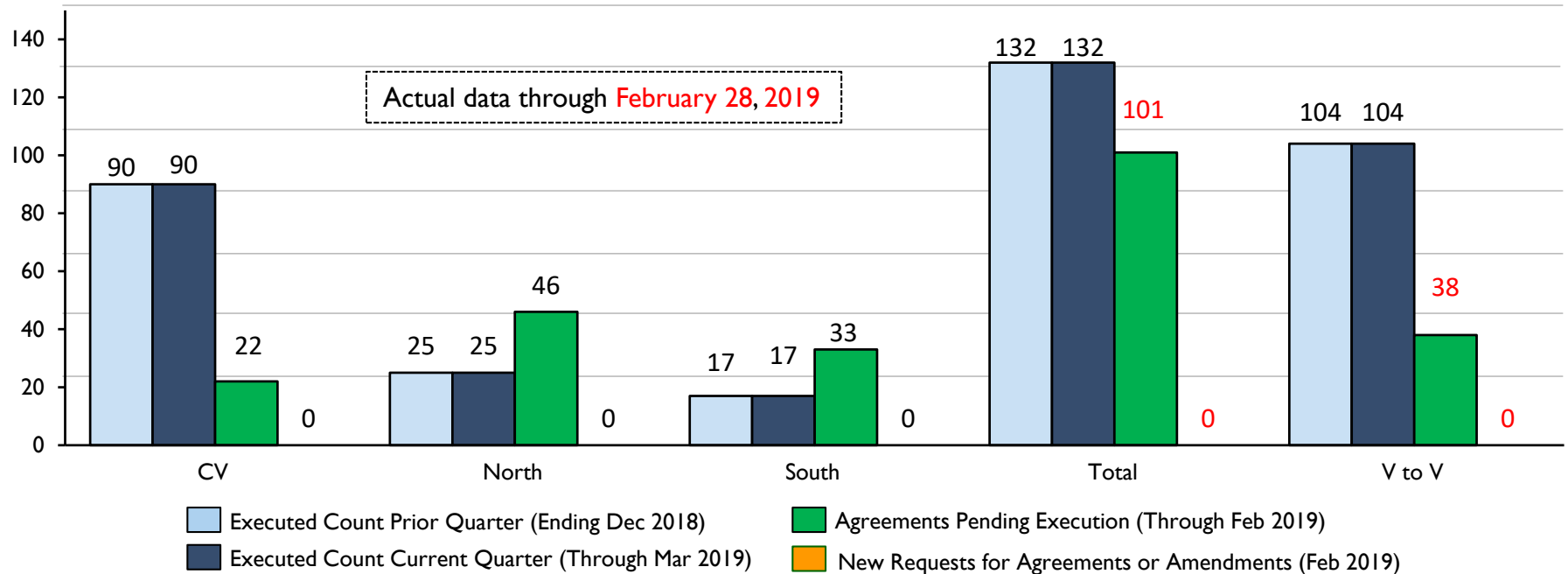
Program Priority #

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)

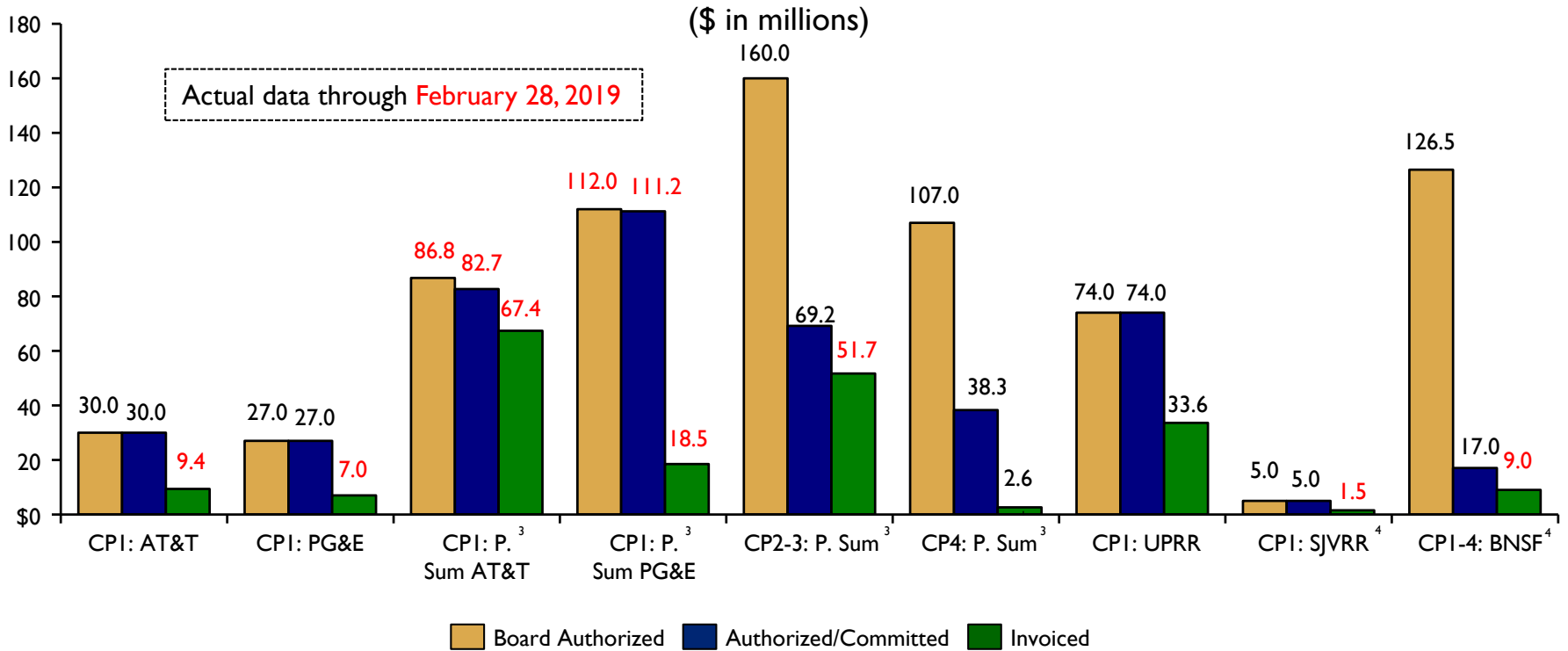


Notes:

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

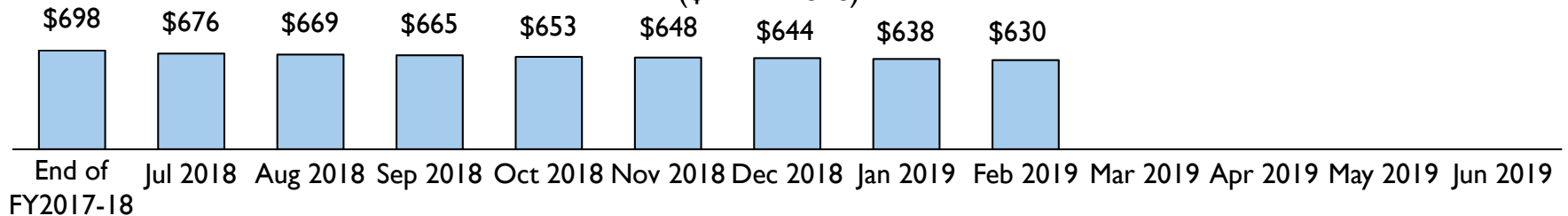
- ▶ Operations Report Metrics
 - Executive Summary
 - Right-of-Way (ROW)
 - Project Development
 - Third Party Agreements
 - Contract Management
 - Finance/Budget
 - ARRA State Match Schedule
 - Risk

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.

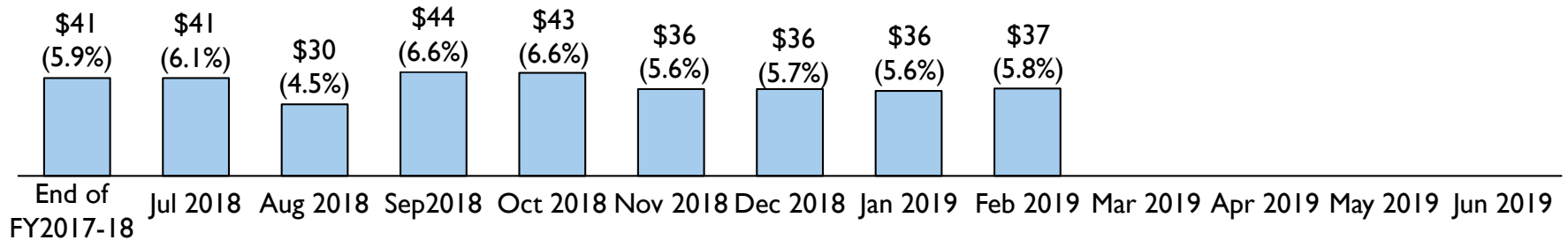
CP 1 Contract Management – Contingency Value

CP I – Contract Balance Remaining
(\$ 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: February 28, 2019 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 2019	Feb 2019	Mar 2019	Apr 2019	May 2019	June 2019
Contract Balance Remaining	\$698.2M	\$676.2M	\$669.2M	\$664.6M	\$653.0M	\$648.0M	\$644.0M	\$637.5M	\$630.2M				
Contingency	\$207.0M	\$207.0M	\$207.0M	\$237.3M	\$237.3M	\$237.3M	\$237.3M	\$237.3M	\$237.3M				
Change Orders (from contingency)	\$165.9M	\$0.1M	\$11.0M	\$16.7M	\$0.3M	\$6.9M	\$0.0M	\$0.7M	-\$1.0M				
Contingency Balance Remaining	\$41.1M	\$41.0M	\$30.0M	\$43.6M	\$43.3M	\$36.4M	\$36.4M	\$35.7M	\$36.7M				
Contingency %	5.9%	6.1%	4.5%	6.6%	6.6%	5.6%	5.7%	5.6%	5.8%				

Note:

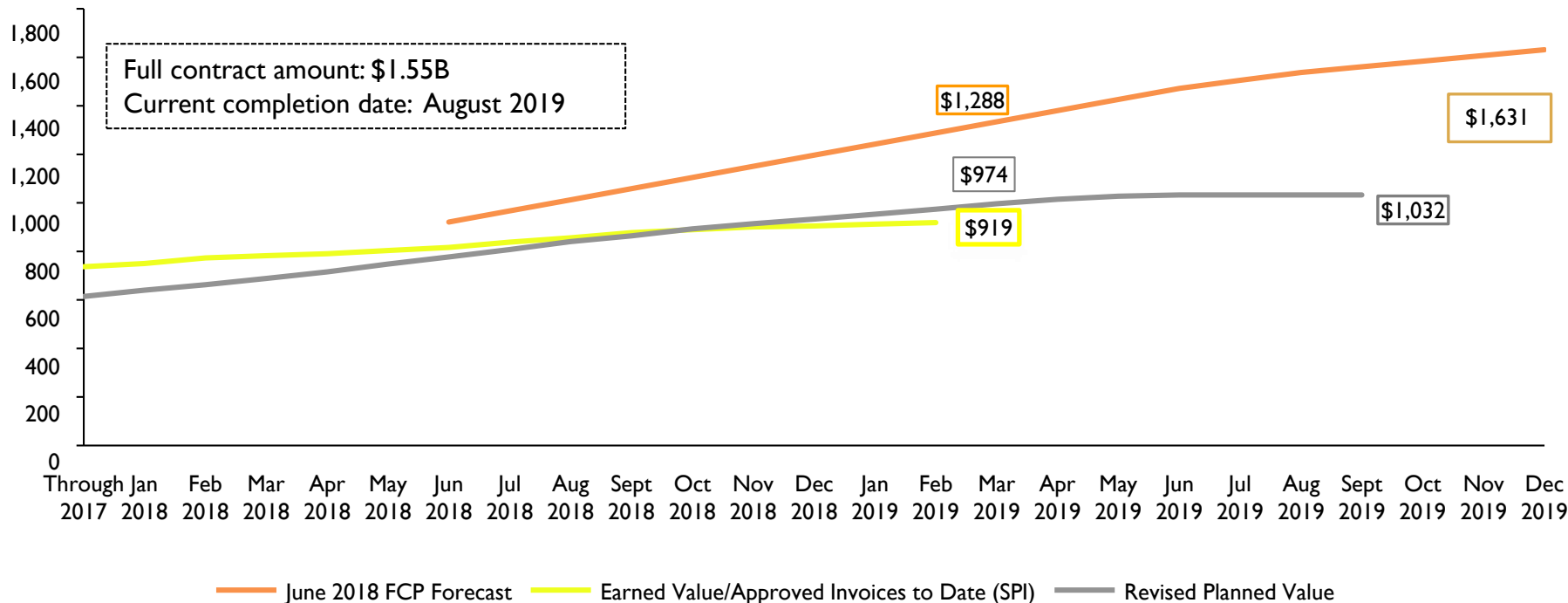
1. Contract Balance Remaining is the sum of the previous month's Contract Balance Remaining less the monthly approved invoice amount plus change orders (from contingency).
2. [There is a negative change order for the month of February 2019 amounting to \\$ 975,774.47](#)

Source: [February 28, 2019 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: [February 28, 2019 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
FCP Forecast Value	\$920.8M	\$966.7M	\$1,012M	\$1,059M	\$1,105M	\$1,150.M	\$1,196M	\$1,242M	\$1,288M				
Earned Value/ Invoiced to Date <small>See Note 1</small>	\$581.4M/ \$816.0M	\$591.4M/ \$837.9M	\$602.0M/ \$856.0M	\$607.0M/ \$877.3M	\$612.0M/ \$889.2M	\$617.0M/ \$901.0M	\$619.0M/ \$905.0M	\$621.1M/ \$912.3M	\$622.9M/ \$918.6M				
Planned Value <small>See Note 2</small>	\$777.3M	\$807.8M	\$840.6M	\$864.4M	\$892.6	\$914.3	\$932.9M	\$953M	\$974M				
Schedule Performance Index	75%	73%	72%	71%	69%	68%	67%	68%	64%				

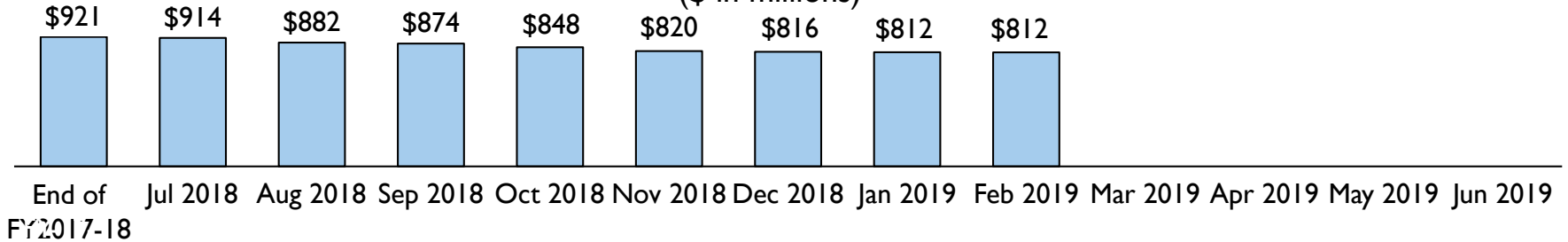
Notes

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.

Sources: 1. FCP Forecast: Funding Contribution Plan, September 2018.
2. EV: [February 28, 2019](#) CP I Performance Metric Report.

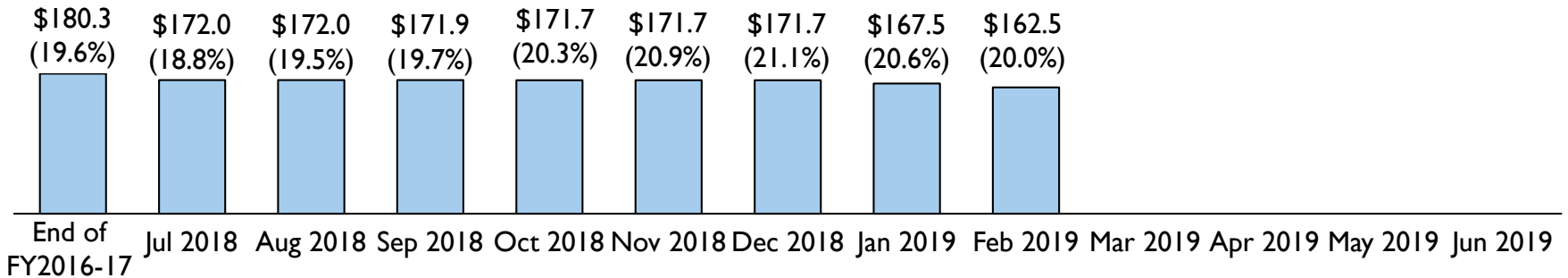
CP 2-3 Contract Management – Contingency Value

CP 2-3 – Contract Balance Remaining
(\$ 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: February 28, 2019 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	\$815.5M	\$812.2M	\$811.6				
Contingency	\$261.2M	\$261.2M	\$261.2M	\$261.2M	\$261.2M	\$261.2M	\$261.2M	\$261.2M	\$261.2M				
Change Orders (from contingency)	\$80.9M ³	\$8.3M	\$0.0M	\$0.1M	\$0.1M	\$0.0M	\$0.0M	\$4.2M	\$5.0M				
Contingency Balance Remaining	\$180.3M	\$172.0M	\$172.0M	\$171.9M	\$171.7M	\$171.7M	\$171.7M	\$167.5M	\$162.5M				
Contingency %	19.6%	18.8%	19.5%	19.7%	20.3%	20.9%	21.1%	20.6%	20.0%				

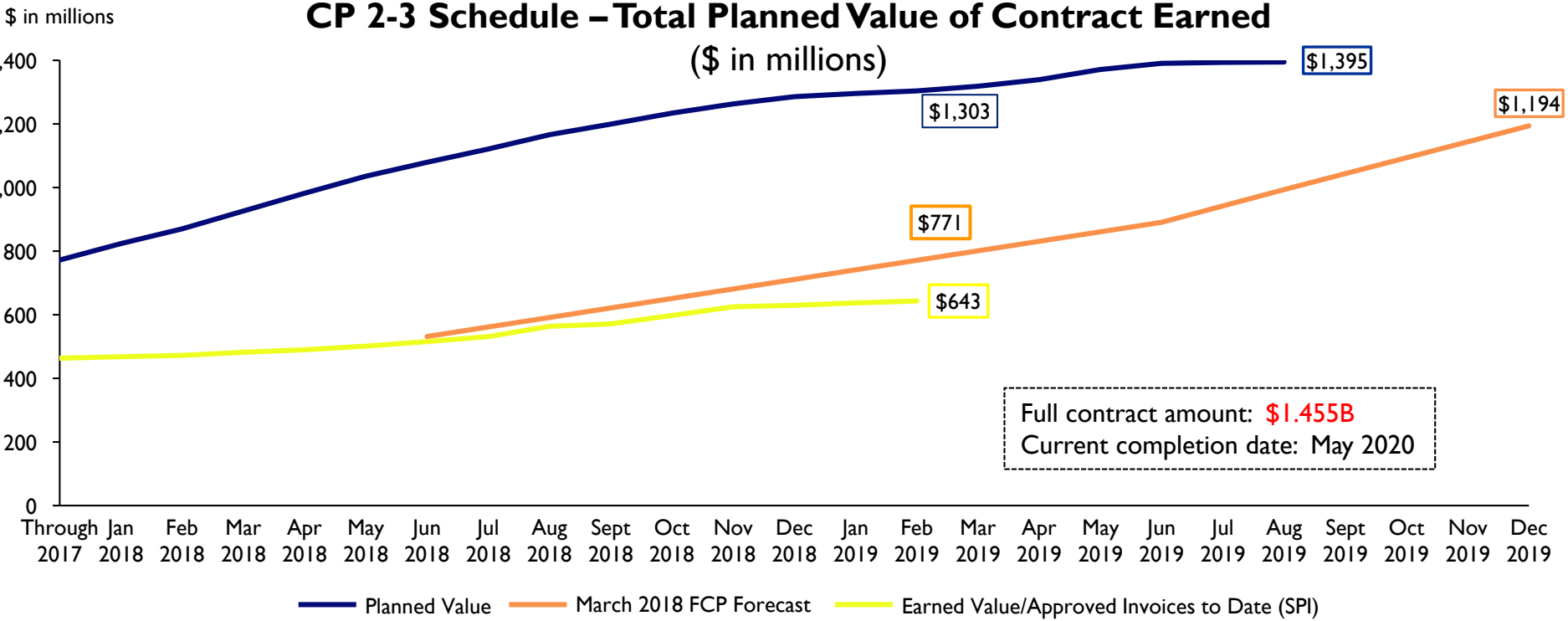
Note:

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.

Source: [February 28, 2019](#) 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: **\$1.455B**
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.
 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: [February 28, 2019 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	\$710.9M	\$741.0M	\$770.8M				
Earned Value/ Invoiced to Date <small>See Note 1</small>	\$515.3M	\$530.9M	\$563.5M	\$570.9M	\$597.3M	\$625.0M	\$629.6M	\$637.3M	\$642.9M				
Planned Value <small>See Note 2</small>	\$1,079M	\$1,120M	\$1,166M	\$1,199M	\$1,234M	\$1,263M	\$1,286M	\$1,295M	\$1,303M				
Schedule Performance Index	48%	47%	48%	48%	48%	49%	49%	49%	49%				

Notes

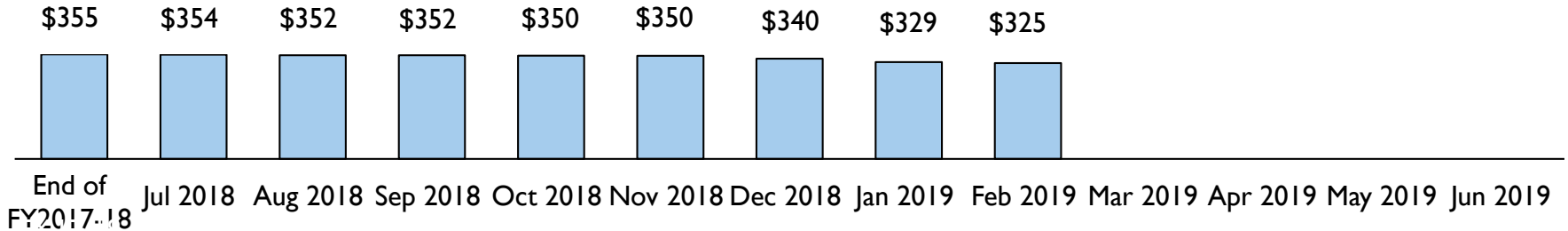
1. This is the Earned Value taken from Performance Metric Reports.
2. The Planned Values shown are from the accepted mid-point Planned Value curve from the approved baseline schedule.
3. Revised planned values are being developed to align with the revised contract amount and completion date.

Sources:

1. FCP Forecast: Funding Contribution Plan, September 2018.
2. EV: [February 28, 2019](#) CP 2-3 Performance Metric Report.

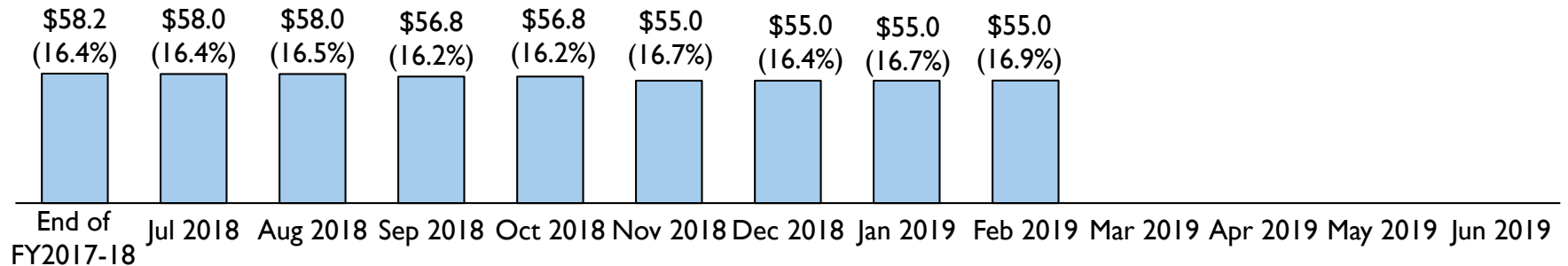
CP 4 Contract Management – Contingency Value

CP 4 – Contract Balance Remaining¹
(\$ 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: [February 28, 2019](#) 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	\$340M	\$328.8M	\$325.3M				
Contingency	\$62.0M	\$62.0M	\$62.0M	\$62.0M	\$62.0M	\$62.0M	\$62.0M	\$62.0M	\$62.0M				
Change Orders (from contingency)	\$3.80M	\$0.2M	\$0.0M	\$1.2M	\$0.0M	\$1.8M	\$0.0M	\$0.0M	\$0.0M				
Contingency Balance Remaining	\$58.2M	\$58.0M	\$58.0M	\$56.8M	\$56.8M	\$55.0M	\$55.0M	\$55.0M	\$55.0M				
Contingency %	16.4%	16.4%	16.5%	16.2%	16.2%	15.7%	16.4%	16.7%	16.9%				

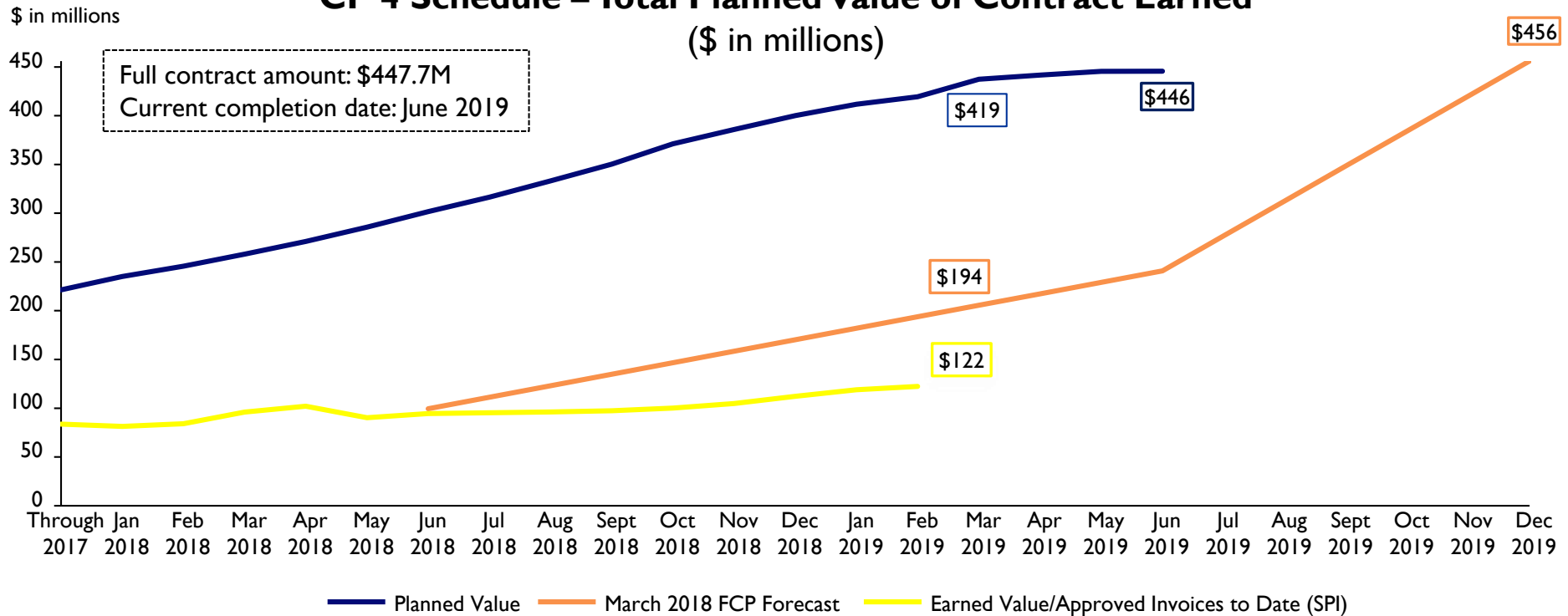
Note:

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).

Source: [February 28, 2019](#) CP 4 Monthly Status Report.

CP 4 Contract Management – Schedule Performance Index

CP 4 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. 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: February 28, 2019 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	\$170.2M	\$182.0M	\$193.7M				
Earned Value/ Invoiced to Date <small>See Note 1</small>	\$94.5M	\$102.0M	\$96.2M	\$97.4M	\$100.2M	\$107.8.0M	\$112.1M	\$118.9M	\$122.4M				
Planned Value <small>See Note 2</small>	\$301.6M	\$316.4M	\$333.2M	\$350.3M	\$371.1M	\$385.8M	\$400.1M	\$412.0M	\$419.4M				
Schedule Performance Index	31%	32%	29%	28%	27%	28%	28%	28%	29%				

Notes:

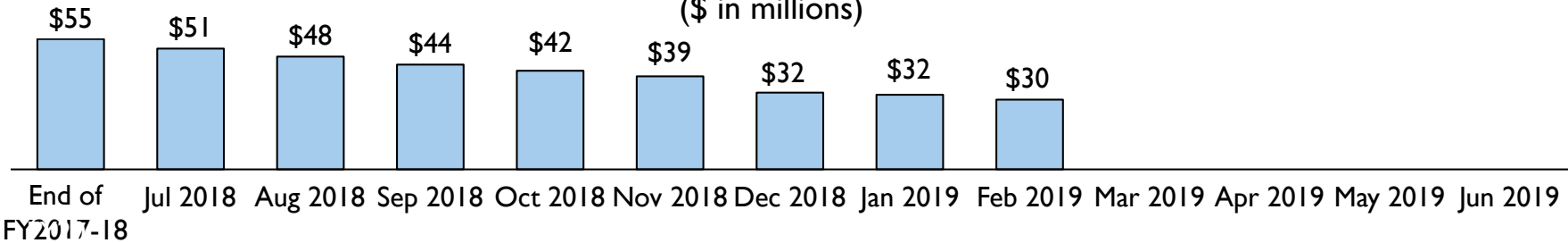
1. This is the Earned Value taken from Performance Metric Reports and it is an estimate.
2. The Planned Values shown are from the accepted mid-point Planned Value curve from the approved baseline schedule.

Sources:

1. FCP Forecast: Funding Contribution Plan, September 2018
2. EV: [February 28, 2019](#) CP 4 Performance Metric Report

SR-99 Contract Management – Contingency Value

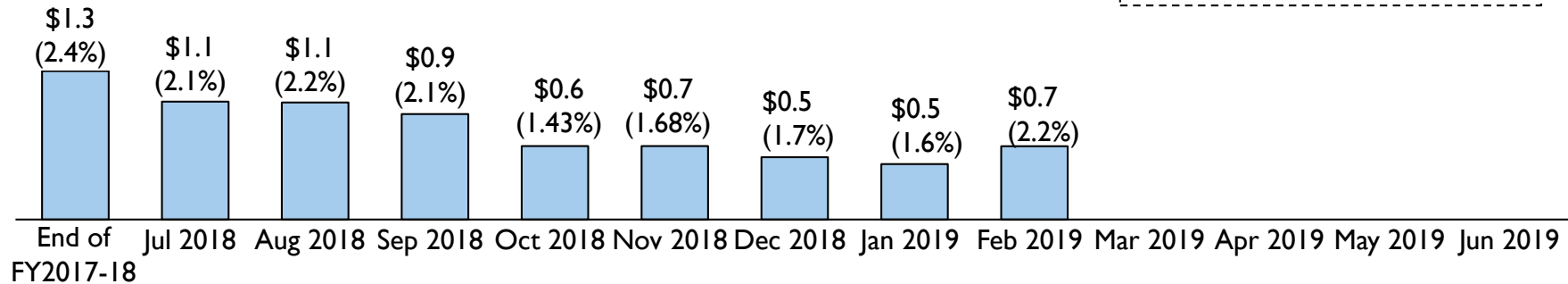
SR-99 – Contract Balance Remaining
(\$ in millions)



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: February 28, 2019 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
Contract Balance Remaining See Note 3	\$55.1M/ \$27.0M	\$51.0M/ \$23.5M	\$47.7M/ \$20.4M	\$44.3M/ \$17.4M	\$41.7M/ \$15.3M	\$38.3M/ \$13.1M	\$32.4M \$10.4M	\$31.5M \$9.7M	\$29.5M \$9.5M				
Contingency See Note 2	\$5.9M	\$5.9M	\$5.9M	\$5.9M	\$5.9M	\$5.9M	\$5.9M	\$5.9M	\$5.9M				
Change Orders (from contingency)	\$4.6M	\$0.2M	\$0.0M	\$0.1M	\$0.3M	\$0.0M	\$0.1M	\$0.1M	-\$0.2M				
Contingency Balance Remaining See Note 2	\$1.3M	\$1.1M	\$1.1M	\$0.9M	\$0.7M	\$0.7M	\$0.56M	\$0.50M	\$0.66M				
Contingency % See Note 2	4.9%	4.5%	5.1%	2.1%	1.6%	1.7%	1.7%	1.6%	2.2%				

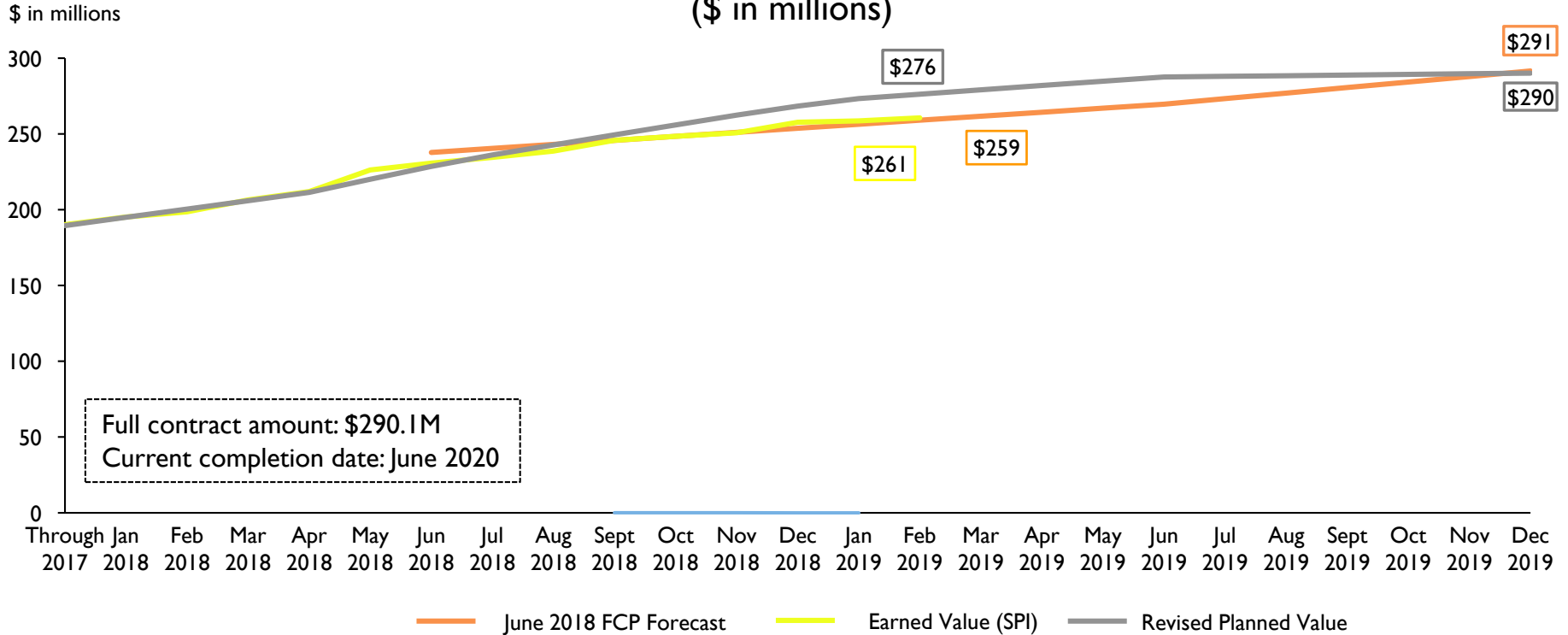
Notes:

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.
4. [There is a negative change order for the month of February 2019 amounting to \\$ 159,353.93](#)

Source: [February 28, 2019](#) 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: [February 28, 2019 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
FCP Forecast Value	\$237.8M	\$240.4M	\$243.1M	\$245.7M	\$248.4M	\$251.0M	\$253.6M	\$256.0M	\$259.0M				
Earned Value See Note 1	\$230.7M	\$234.5M	\$238.7M	\$242.1M	\$245.8M	\$250.8M	\$254.6M	\$258.6M	\$260.6M				
Planned Value	\$228.5M	\$236.1M	\$242.7M	\$249.3M	\$255.8M	\$262.3M	\$268.3M	\$273.3M	\$276.1M				
Schedule Performance Index	101%	99%	98%	97%	96%	95%	95%	95%	94%				

Note:

1. 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:

1. FCP Forecast: Funding Contribution Plan, September 2018
2. EV: [February 28, 2019](#) SR-99 Performance Metric Report

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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 [April](#) 2019 F&A Capital Outlay Report includes financial data through [February 28, 2019](#).

As of February 28, 2019, the Authority has spent 31.5% of FY2018-19 budget and 100% of the FY2014-15 Cap and Trade appropriation.

FY2018-19 Expenditures to Date (\$ billions)

(Data as of February 28, 2019)

Total Appropriation ^{3,4}		FY2018-19 Budget ²		FY Expenditures to Date ⁵		FY Expenditures % of Budget	
Jan-19	Feb-19	Jan-19	Feb-19	Jan-19	Feb-19	Jan-19	Feb-19
\$19.260	\$19.260	\$1.787	\$1.787	\$0.510	\$0.562	28.6%	31.5%

Total Expenditures to Date (\$ billions)(Data as of February 28, 2019)

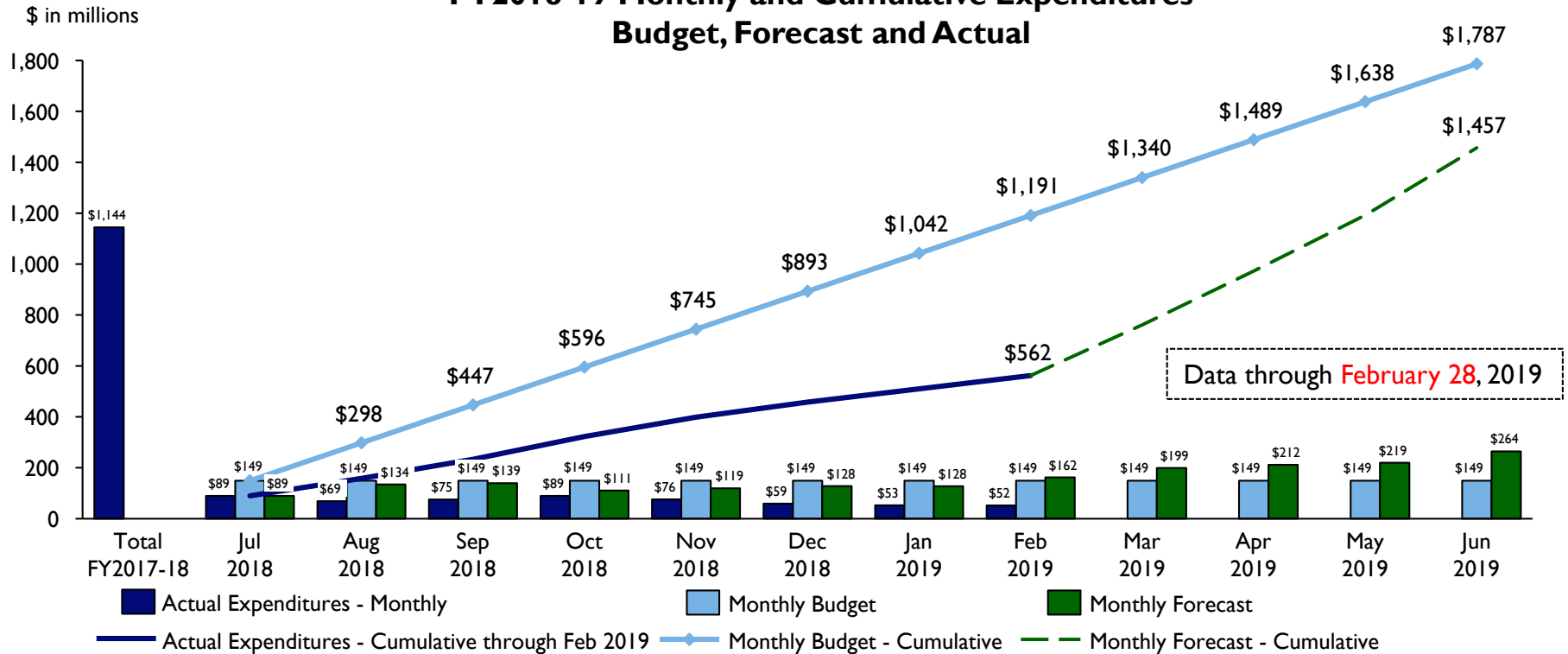
	TOTAL		Planning		Construction ²	
	Budget ⁷	Expenditures to Date ⁵	Budget	Expenditures to Date ⁵	Budget	Expenditures to Date ⁵
ARRA Grant ⁸	\$2.547	\$2.547	\$0.487	\$0.487	\$2.060	\$2.060
FY10 Grant	\$0.929	\$-	\$-	\$-	\$0.929	\$-
Brownfields	\$0.001	\$-	\$0.001	\$-	\$-	\$-
PROP IA	\$3.184	\$1.905	\$0.575	\$0.433	\$2.609	\$1.472
Cap and Trade	\$5.899	\$0.622	\$0.454	\$0.126	\$5.445	\$0.496
Local Assistance	\$1.100	\$-	\$-	\$-	\$1.100	\$-
Total⁶	\$13.659	\$5.074	\$1.516	\$1.046	\$12.143	\$4.028

Notes:

- Source: F&A Capital Outlay Report, April 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 totals \$11.422B (\$478M Project Development, \$10.944B Construction). The total Appropriation reflects a one-time FY2014-15 Budget Act appropriation of \$650M, actual auction proceeds received to date of \$1.772B, and 25% of Cap and Trade auction proceeds dedicated to the Authority through continuous appropriation (SB-862) through December 2030 (AB-398), estimated at \$750M per year (\$9.0B). 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 remains \$13.659B.
- ARRA Grant expenditures to date reflect \$5.5M 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 – April 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 remains \$13.659B.

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
Total FY Budget	\$1.6B	\$1.6B	\$1.6B	\$1.6B	\$1.6B	\$1.6B	\$1.6B	\$1.6B	\$1.6B	\$1.6B	\$1.6B	\$1.6B
Expense to Date	\$98.5M	\$169.2M	\$262.9M	\$344.1M	\$449.1M	\$621.3M	\$696.1M	\$775.8M	\$846.5M	\$898.8M	\$993.7M	\$1.144B
Monthly Expenditures	\$98.5M	\$70.7M	\$93.7M	\$81.2M	\$105M	\$172.2M	\$74.8M	\$79.6M	\$70.7M	\$52.4M	\$94.8M	\$150.7M
Total FY Forecast	\$1.6B	\$1.6B	\$1.7B	\$1.7B	\$1.8B	\$1.8B	\$1.8B	\$1.8B	\$1.8B	\$1.5B	\$1.5B	\$1.1B

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	\$1.8B	\$1.8B	\$1.8B				
Expense to Date	\$89.5M	\$158.4M	\$233.2M	\$322.7M	\$398.5M	\$457.7M	\$510.2M	\$562.2M				
Monthly Expenditures	\$89.5M	\$68.7M	\$75.0M	\$89.5M	\$75.8M	\$59.2M	\$52.5M	\$52.0M				
Total FY Forecast	\$1.8B	\$1.8B	\$1.5B	\$1.5B	\$1.5B	\$1.4B	\$1.4B	\$1.5B				

Source: F&A Capital Outlay Reports (September 2017 – April 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 remains \$13.659B.

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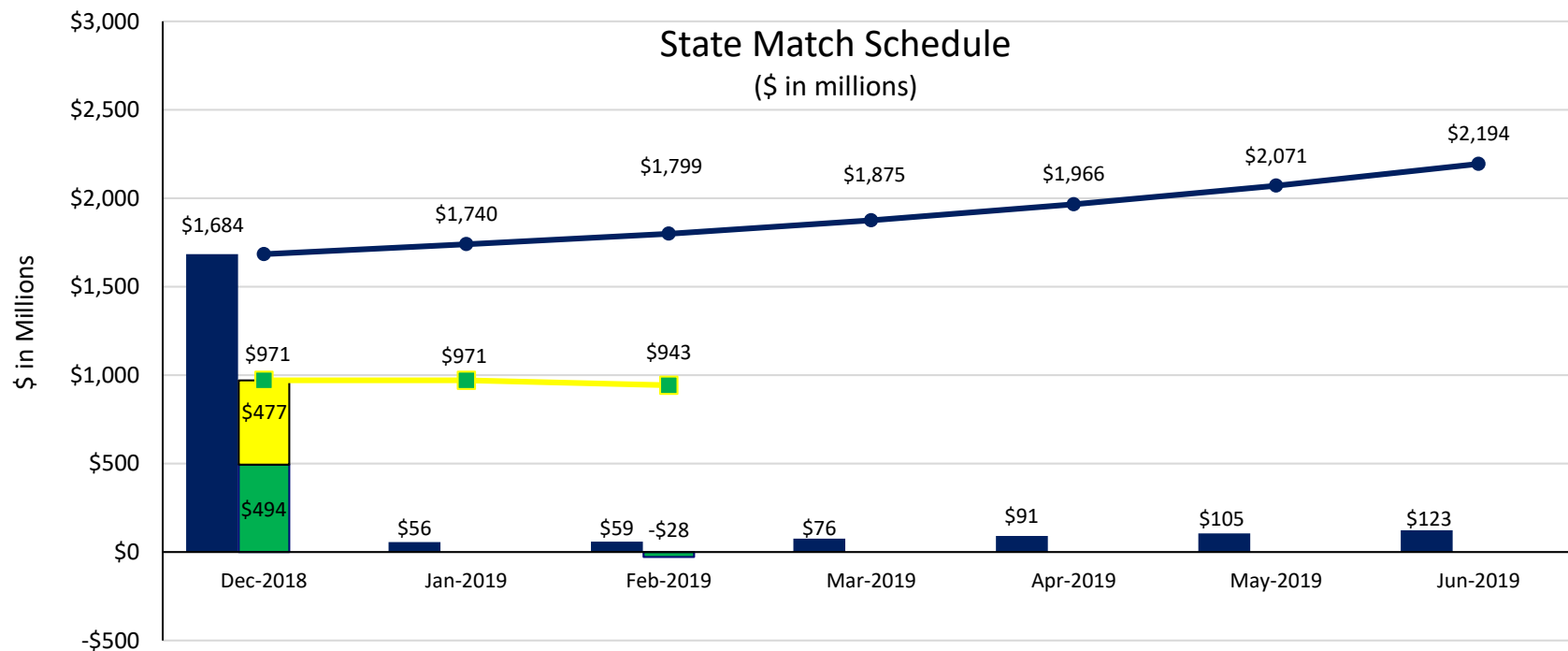
ARRA State Match Schedule – Context

- ▶ 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 and expenditures pending approval.
 - Forecast expenditures.

ARRA State Match Expenditure by Month

Forecast vs. Actual



■ Dec-2018 FCP Forecast - Monthly Expenditures

■ Approved Expenditures - Monthly

■ Submitted Expenditures (Pending Approval) - Monthly

● Dec-2018 FCP Forecast - Cumulative Expenditures

■ Approved Expenditures and Submitted Expenditures - Cumulative

Notes:

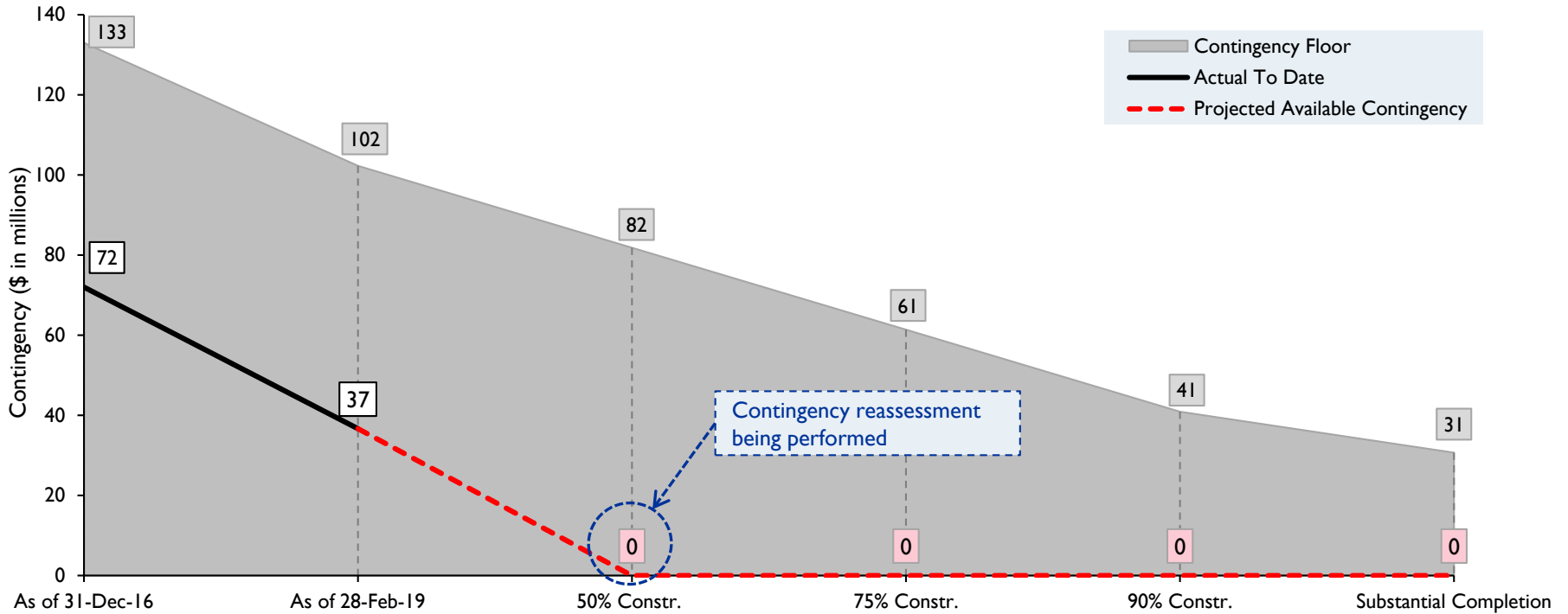
1. Data as of **February 28, 2019**
2. Total ARRA State Match expenditures approved by Federal Railroad Administration (FRA) are \$477M or 19.1% of the \$2.500B State Match obligation.
3. Total ARRA State Match expenditures submitted and pending FRA approval are \$466M.
4. The December 2018 FCP has been submitted to the FRA, and is under review.
5. Numbers may not add due to rounding.
6. Forecasts reflected in the FCP are reviewed throughout the fiscal year and are updated quarterly.

Agenda

- ▶ Operations Report Metrics
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CP 1 Contract - Contingency report

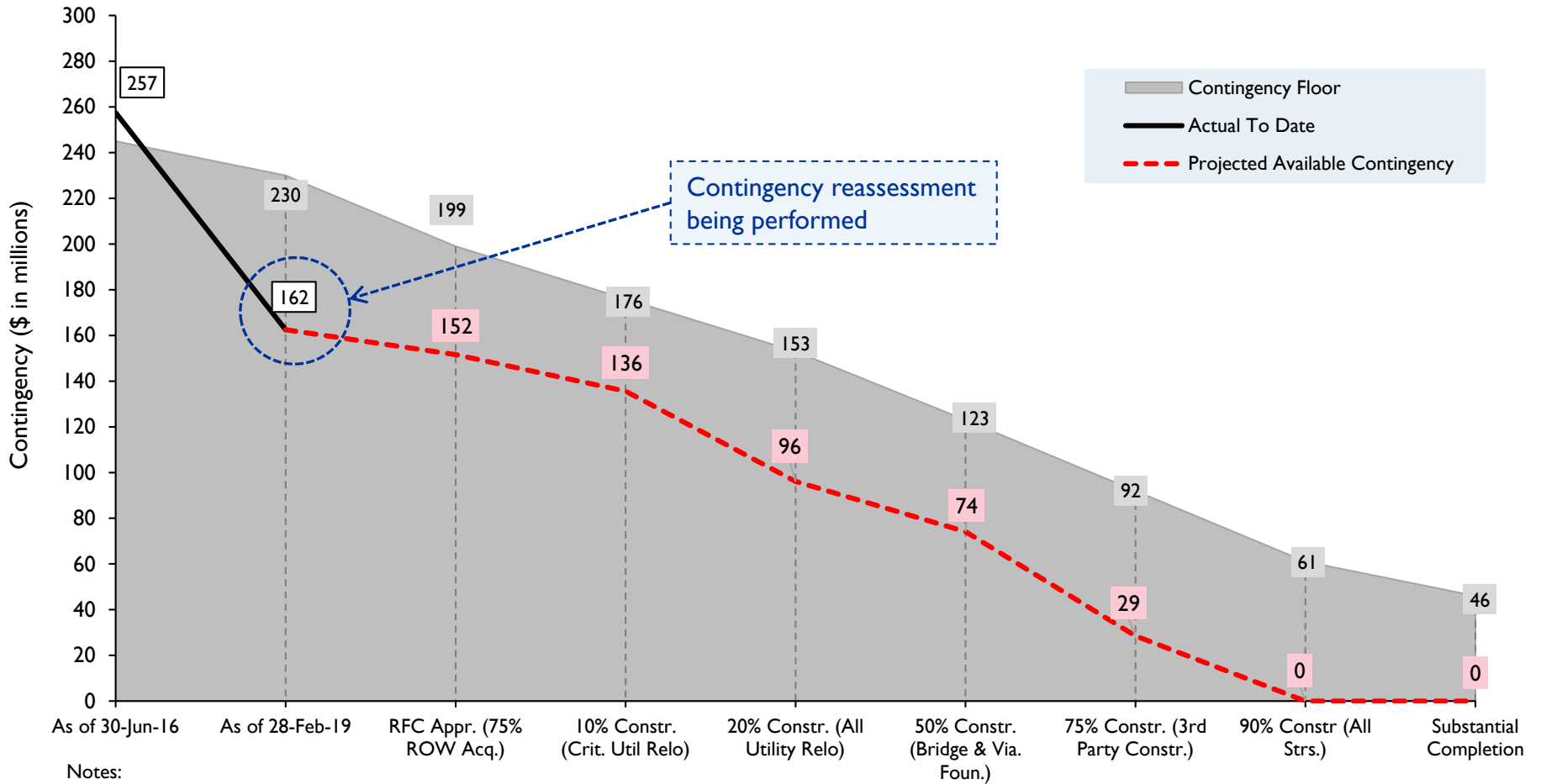


Notes:

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. 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 [February 28, 2019](#).



CP 2-3 Contract - Contingency report

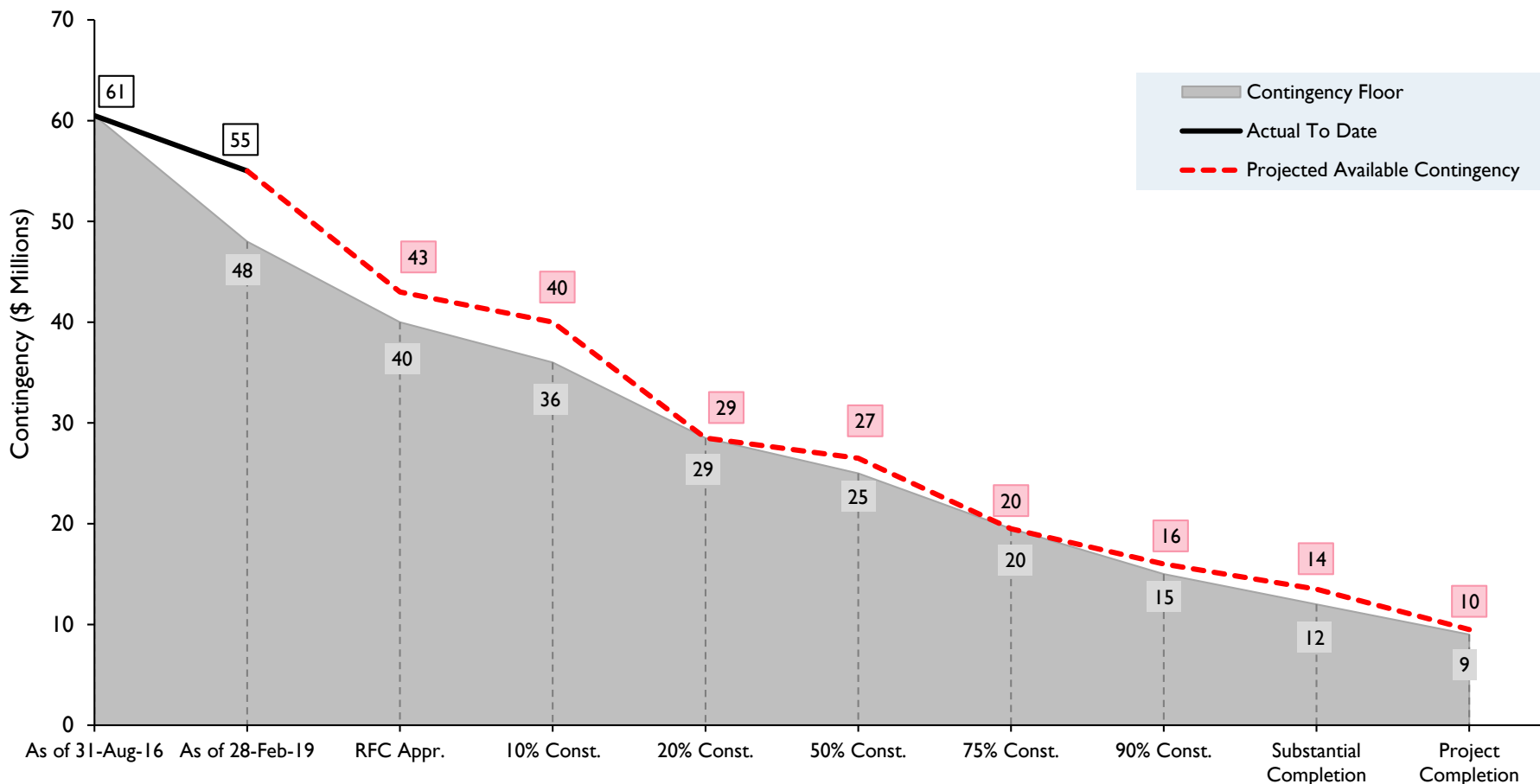


Notes:

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. 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 [February 28, 2019](#).



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. 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 [February 28, 2019](#).