



California High-Speed Rail: Operations Report

**FY2014-15, FY2015-16, FY2016-17, FY2017-18, FY2018-19
and Program Metrics**

July 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 **May 31, 2019**. As of that date, the Authority has secured legal possession of **1,526** parcels with **1,509** delivered to the Design-Builders (DB). The total number of parcels acquired (legally possessed) by the Authority was **30** parcels. Of the total number of parcels legally acquired, **13** parcels delivered were delivered to the DB during the month of **May**. **One parcel** was delivered for CP 1, **12** parcels delivered for CP 2-3, and **no parcels** delivered for CP 4. **Seventeen** parcels have been acquired pending vacancy or certification to the DB. The total percent of cumulative parcels delivered to the DB remained at 82%. From last month, total parcels needed for the project increased by **3** parcels. From last month's total remaining parcels, the total remaining parcels for **May 31, 2019** has been reduced by **9** 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	882	0	819	93%	63	1	7	49
CP 2-3	752	16	526	70%	210	15	7	42
CP 4A	196	1	164	84%	31	8	8	10
Total	1830	17	1509	82%	304	24	22	101

Executive Summary - ROW Acquisition (Cont'd)

- **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 is **increased to 101 parcels**.
- **CP 1 Summary:** In CP 1, **1 parcel was** delivered in **May**. 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, **12 parcels** were delivered in **May**. **Five of the seven** DB Critical parcels remaining are proceeding toward condemnation. **The other two parcels are pending revised appraisal mapping**.
- **CP 4 Summary:** In CP 4, **No parcels were** delivered in **May**. Seven of the remaining 8 DB Critical parcels are either public agency parcels or railroad parcels, and the other parcel is a private parcel 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. The total number of parcels on DB Design Hold has **decreased from 115 to 24 parcels**. **These parcels will be assigned to an active acquisition activity**.
- **Legal Possession:** In **May**, the Authority legally acquired (possessed) **17 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

- For the San Francisco to San Jose Project Section, continue review of selected chapters and technical reports of the administrative draft Environmental Impact Report/Environmental Impact Statement (EIR/EIS).
- For the San Francisco to San Jose Project Section, **coordinated** with Engineering & Environmental Consultant (EEC) to obtain submittal of record set Preliminary Engineering for Project Definition (PEPD) plans in May.
- For the San Francisco to San Jose Project Section, continue coordination with Bay Conservation and Development Commission (BCDC) regarding Visitacion Creek permitting.
- For the San Jose to Merced Project Section, **received Notice of Acceptance of the final Record Set PEPD on May 31.**
- For the San Jose to Merced Project Section, **submitted initial draft of compiled Administrative Draft EIR/EIS and conducted kick-off workshop for CEQA/NEPA adequacy and legal reviews May 8, 2019.**
- For the Central Valley Wye Project Section, **published and circulated** Central Valley Wye Draft Supplemental EIR/EIS under a CEQA-first process with an EIR clarification and errata **on May 3rd** for a 48-day review and comment period. Community open house **held May 15th** and a public hearing **is scheduled for June 5, 2019.**
- For the Fresno to Bakersfield (LGA) Project Section, initiated federal cooperating agency review of the draft Final Supplemental EIS.
- For Bakersfield to Palmdale Project Section, progress consultation with the Cesar Chavez National Monument (CCNM) and other consulting parties to finalize alignment options.
- For Bakersfield to Palmdale Project Section, **completed** cooperating agency review of administrative draft EIR/EIS on **May 29.**
- For the Palmdale to Burbank project section, continue coordination with USACE and USEPA on Checkpoint B (for approvals and permits).
- For the Palmdale to Burbank project section, prepared administrative draft EIR/EIS for Legal and CEQA/NEPA adequacy review in May 2019.
- For Burbank to Los Angeles project section, completed internal reviews **and revisions** of the administrative draft EIR/EIS **and began the finishing team process required prior to cooperating agency review.**
- For Los Angeles to Anaheim project section, continue coordination with BNSF on project elements.
- 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 **May 31, 2019**.
- 15 of the 19 AT&T design packages have been approved are in construction in CP I.
 - Stanislaus and Sprint Diversity packages are at 90%
 - Road 26 and Avenue 17 are still in the conceptual stage (30% design) waiting for PG&E design to complete.
- 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 **95.7%** of the approved contract duration through to the end of **May 2019**; about **60.4%** of the current contract value has been earned during that time. In addition, work performed were as follows; **Completed Guideway 02 grading and compaction from Avenue 7 to San Joaquin River Viaduct (SJR) abutment 1; Completed SR180 Base slab pour; Completed Avenue 11 pavement and guardrail placement; Avenue 15 four (4) girders have been set and Downtown Fresno Viaduct (DFV) footings poured at abutment 43; Pre-final walkthrough and punch list scheduled at Tuolumne and Avenue 11 while DB continued to work on the punch list for acceptance by Authority at Cottonwood Creek and Fresno River Viaduct (FRV); Road 27 continued Intermediate/ end diaphragm construction, form, pour and strip girder closures; AT&T task 9 duct bank installation at Herndon Avenue is ongoing; Continued grounding and bonding jumpers at Pergola; and Anti-graffiti coating application and galvanized pan deck construction/post tension and span barrier rail concrete placement at San Joaquin River Viaduct (SJR).** The Authority continues to work with TPZP to conclude a Revised Baseline Schedule.
- **CP 2-3** - Based on the revised contract completion date of **May 22, 2020**, the project consumed approximately **79.8%** of the contract time through the end of **May 2019**; about **45.2%** of the current contract amount has been earned during that time; **DFJV and the Authority have identified nine (9) key locations that can begin construction once agreement with PG&E has been reached; construction walk-thru held on May 21, 2019 for South, 9th & Peach Ave.; ITP approvals are maintaining their current schedules; a revised schedule for MSAs has been approved and is currently tracking progress; Agreed procedures have been implemented and the request/approval of ROW needs for DFJV has been completely defined; construction work underway includes demolition, earthwork, utility relocations and structures in various locations; HSR embankment between Iona Ave to Lansing Ave started May 15, 2019 and will continued for 6 weeks; construction of roadway structures at Kent, Kansas, Excelsior and Avenue 88 are ongoing ; and DFJV's proposed schedule was returned with comments on May 28, 2019.**
- **CP 4** – The project consumed approximately **60.0%** of the contract time through the end of **May 2019**; about **37.1%** of the current contract amount has been earned during that time; The Contractor is currently developing a revised baseline schedule consistent with the Contract provisions. Beyond the settlement are a number of the identified issues including 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 potential SR-46 additional scope was not considered in the original determination of contingency amount for the CP4 contract.**
- **SR-99 Realignment** - The project consumed **85.3%** of the contract time as of the end of **May 2019** and **94.2%** of the current contract amount has been spent during that time. The construction work was completed on **4/8/2019** and is open to the public.

Executive Summary - Finance/Budget

- FY2018-19 Capital Outlay expenditures totaled \$54.5M for May 2019, a \$49.8M decrease compared to \$104.2M for April 2019. The decrease is primarily attributed to a decrease in CP4 Design-Build expenditures.
- Total Program and 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 decreased by \$147.5M (from \$1.106B to \$958.2M). 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 increased by \$1.954B (from \$13.659B to \$15.613B) to reflect the Program Baseline Budget.
- 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.

Operations Report Metrics

Right-of-Way (ROW)

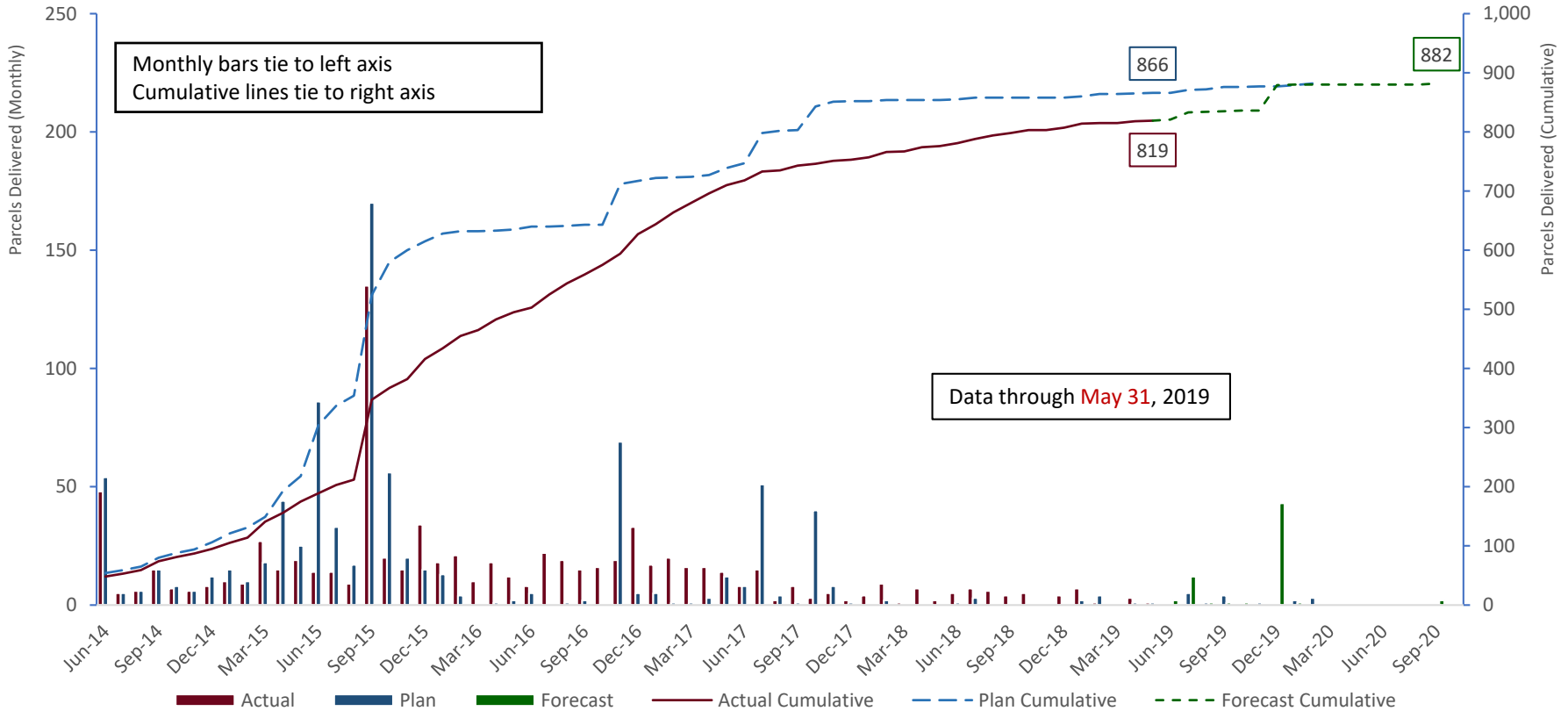
ROW Metrics - Context

- 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

CP 1 - Delivered to DB (number of parcels)



Notes:

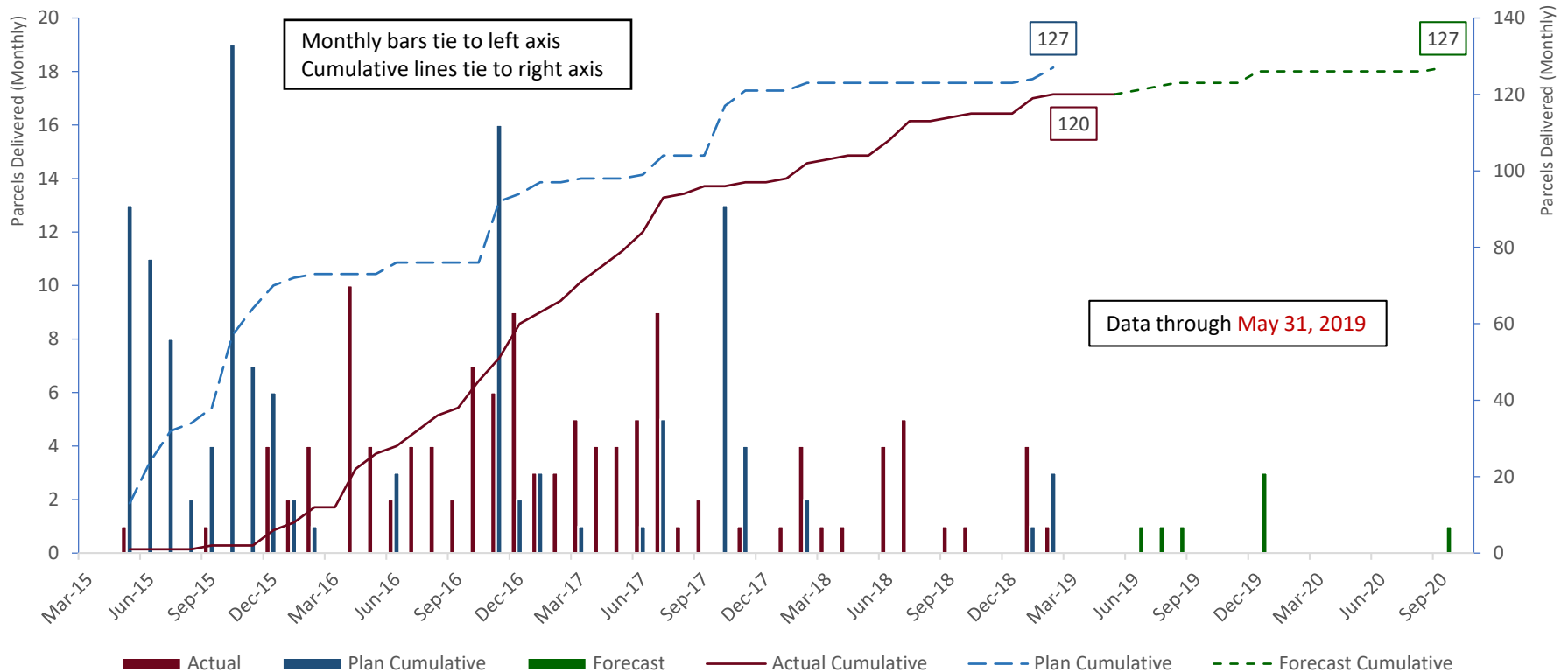
1. "Plan": Negotiated schedule as of December 2014 plus public parcels, and new parcels added for design developments and utility relocations. Addition of new parcels extends full Plan delivery to later date.
2. "Forecast": Forecast is continually refined based on expected delivery schedule.
3. CPI total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

Source: June 1, 2019 ROW Executive Report

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

Plan vs. Actual vs. Forecast

CP 1 - Delivered to DB (number of parcels)



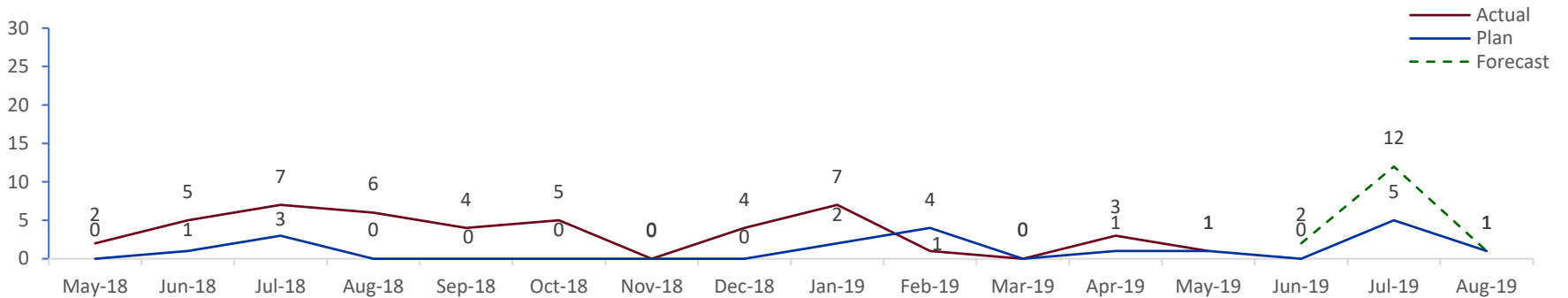
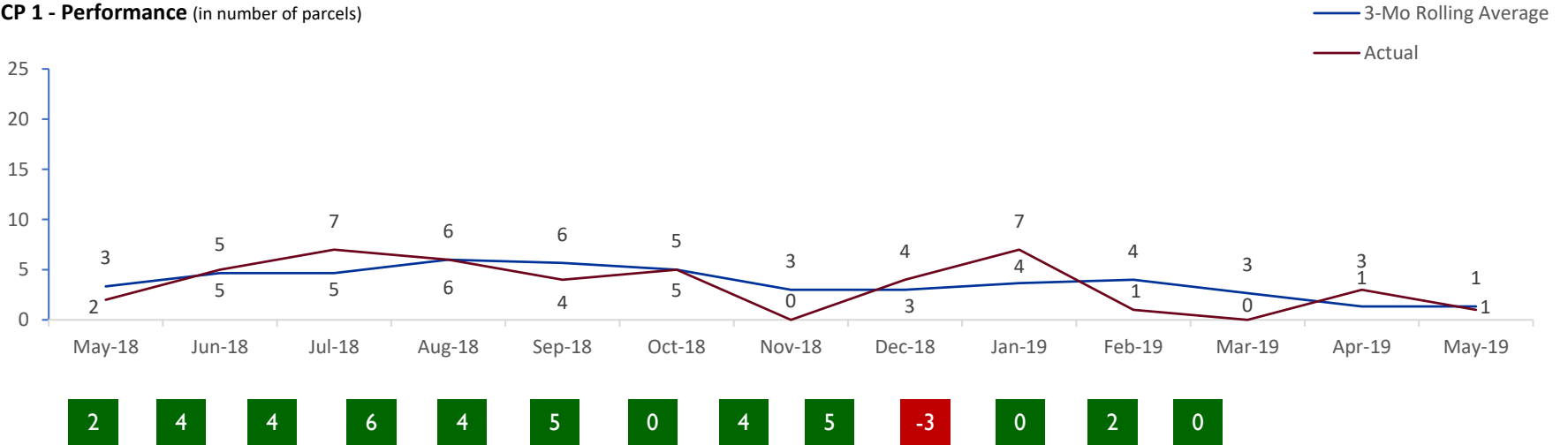
Notes:

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

ROW – CP 1 Historic Performance

CP 1 - Performance (in number of parcels)



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.

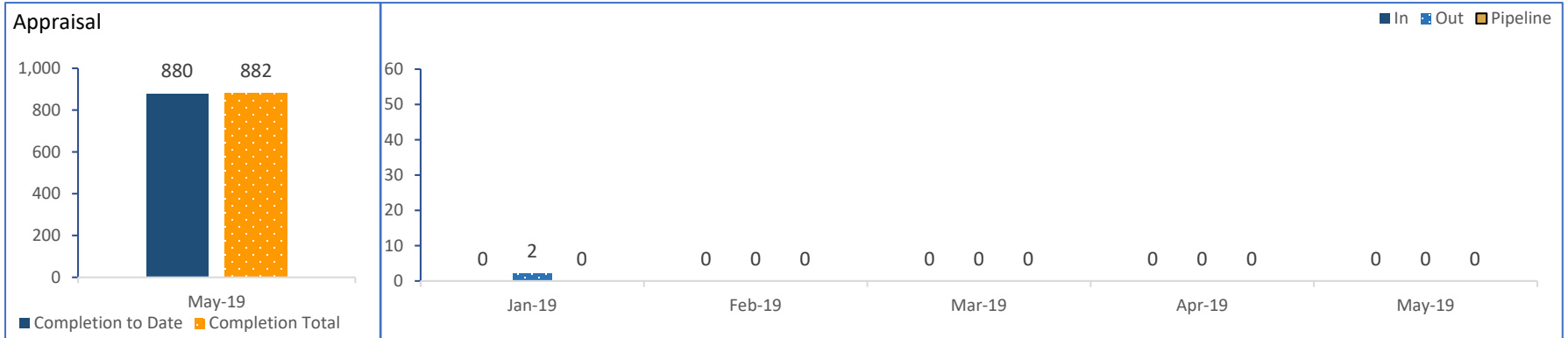
Actual parcels delivered compared to planned (negative)

Actual parcels delivered compared to planned (positive)

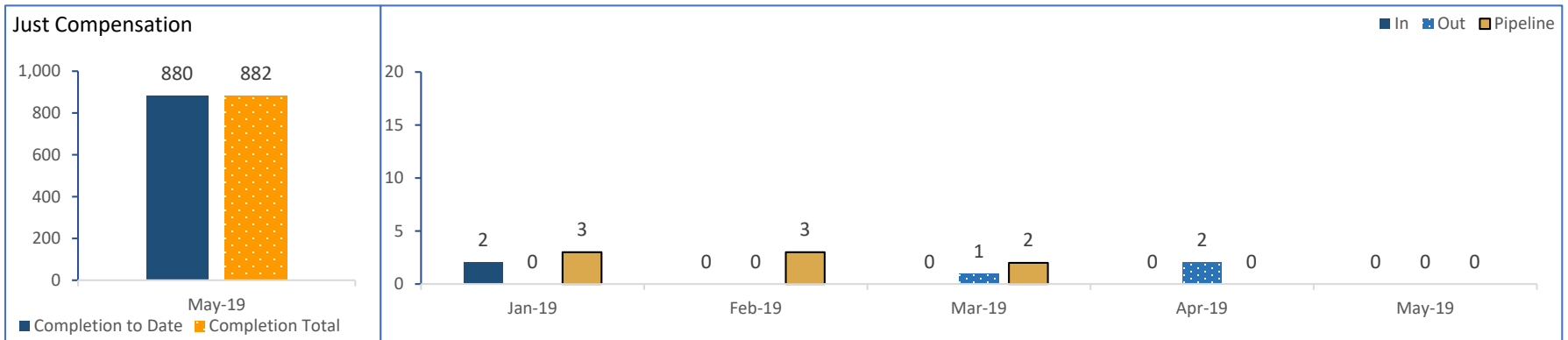
Source: June 1, 2019 ROW Executive Report

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

Volume of Activity by Process (Flow) - Pipeline



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



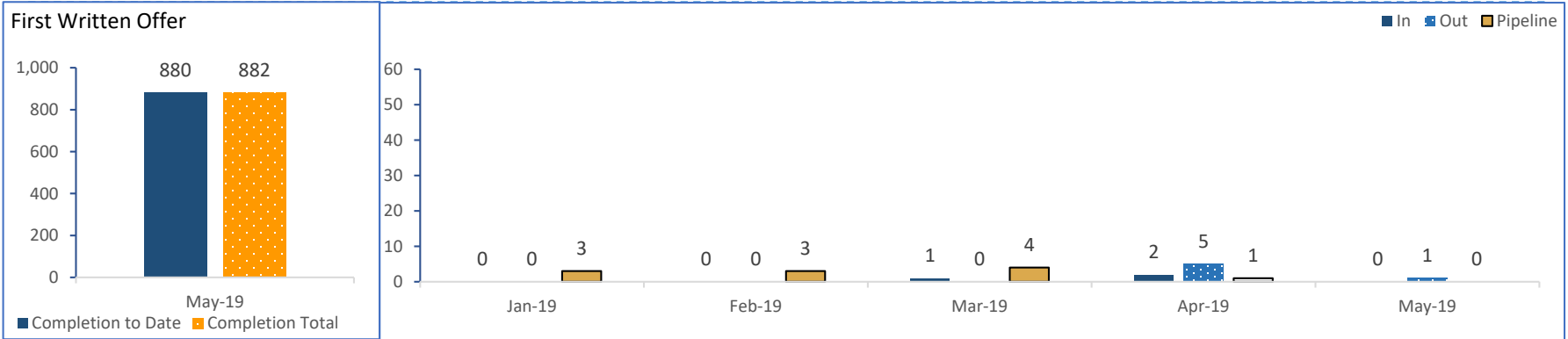
- Parcels in pipeline pending DGS setting Just Compensation.

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

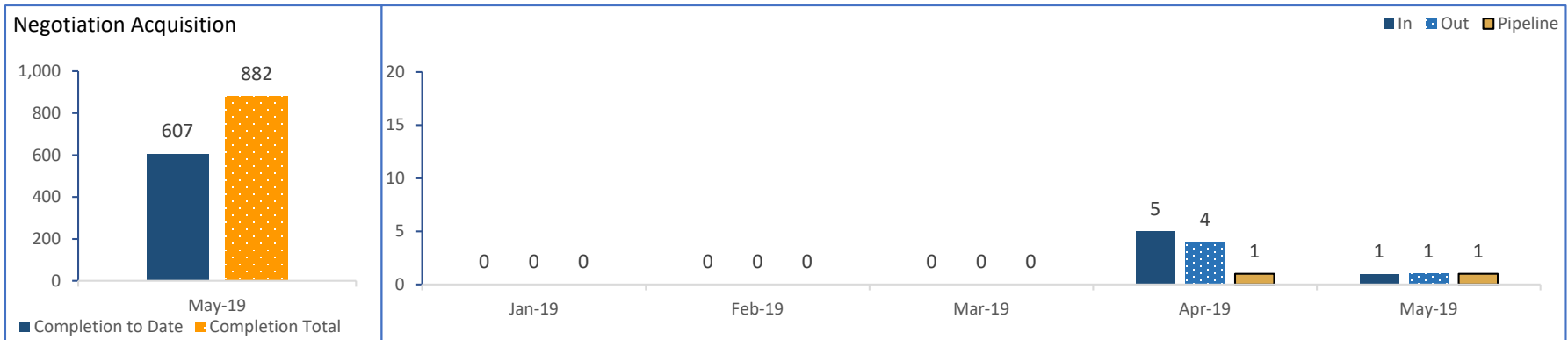
Source: June 1, 2019 ROW Executive Report

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

Volume of Activity by Process (Flow) - Pipeline



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



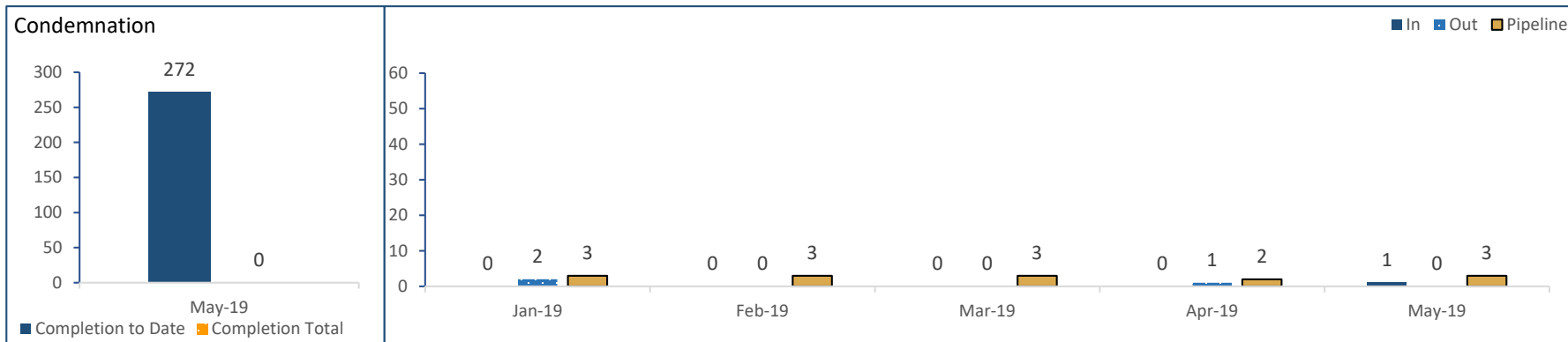
- Pipeline consists of signed agreements being processed through escrow, pending offers at property owners' decision to sign or enter condemnation and pending revised First Written Offer (FWO).

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

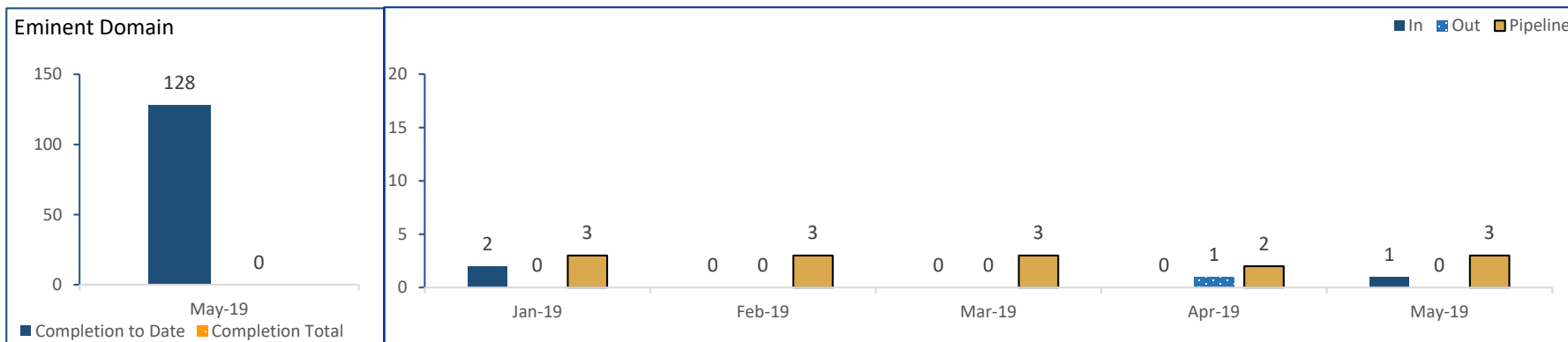
Source: June 1, 2019 ROW Executive Report

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

Volume of Activity by Process (Flow) - Pipeline



- 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.



- 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.

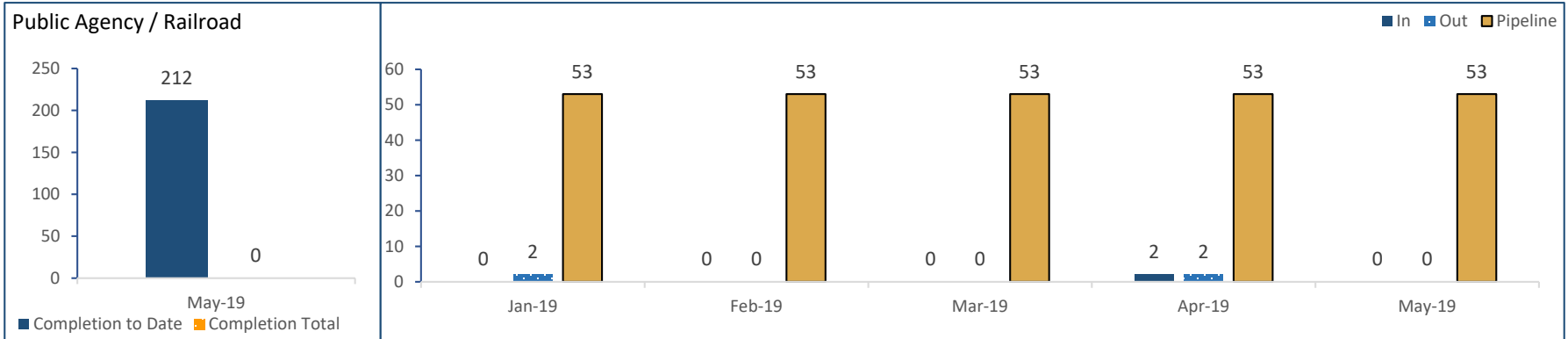
Notes:

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.

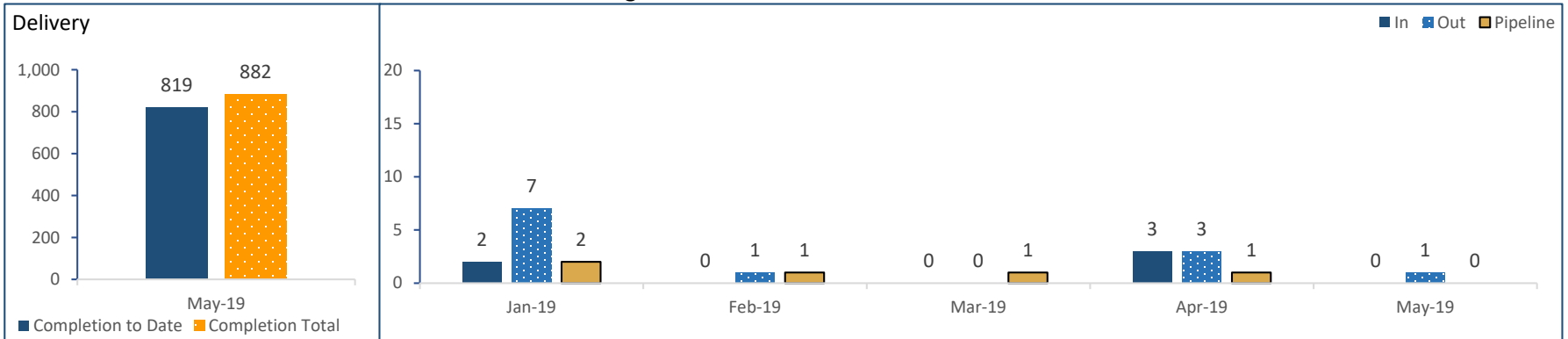
Source: June 1, 2019 ROW Executive Report

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

Volume of Activity by Process (Flow) - Pipeline



- 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.



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

Notes:

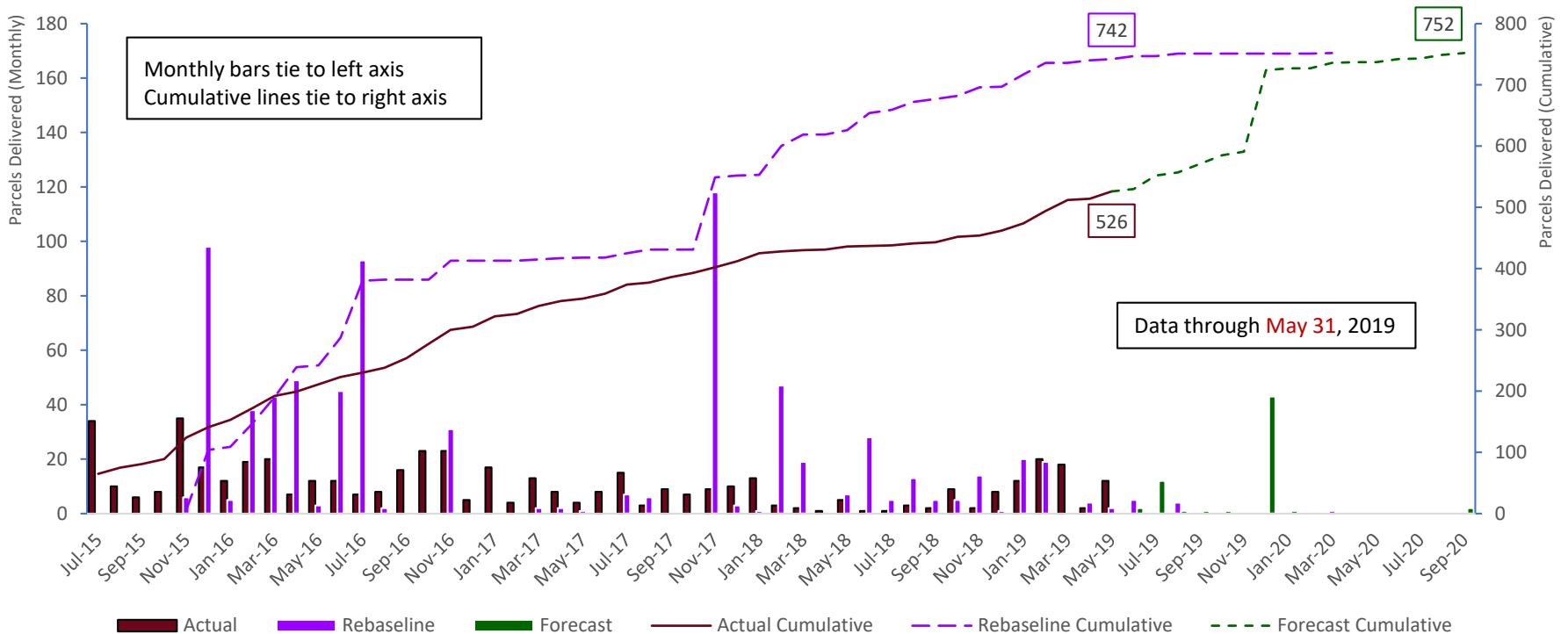
- Total number of public parcels to be identified.
- Lag in data entry and parcel count changes due to design developments may create month-to-month variances in the parcel flow pipeline.

Source: June 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 (number of parcels)



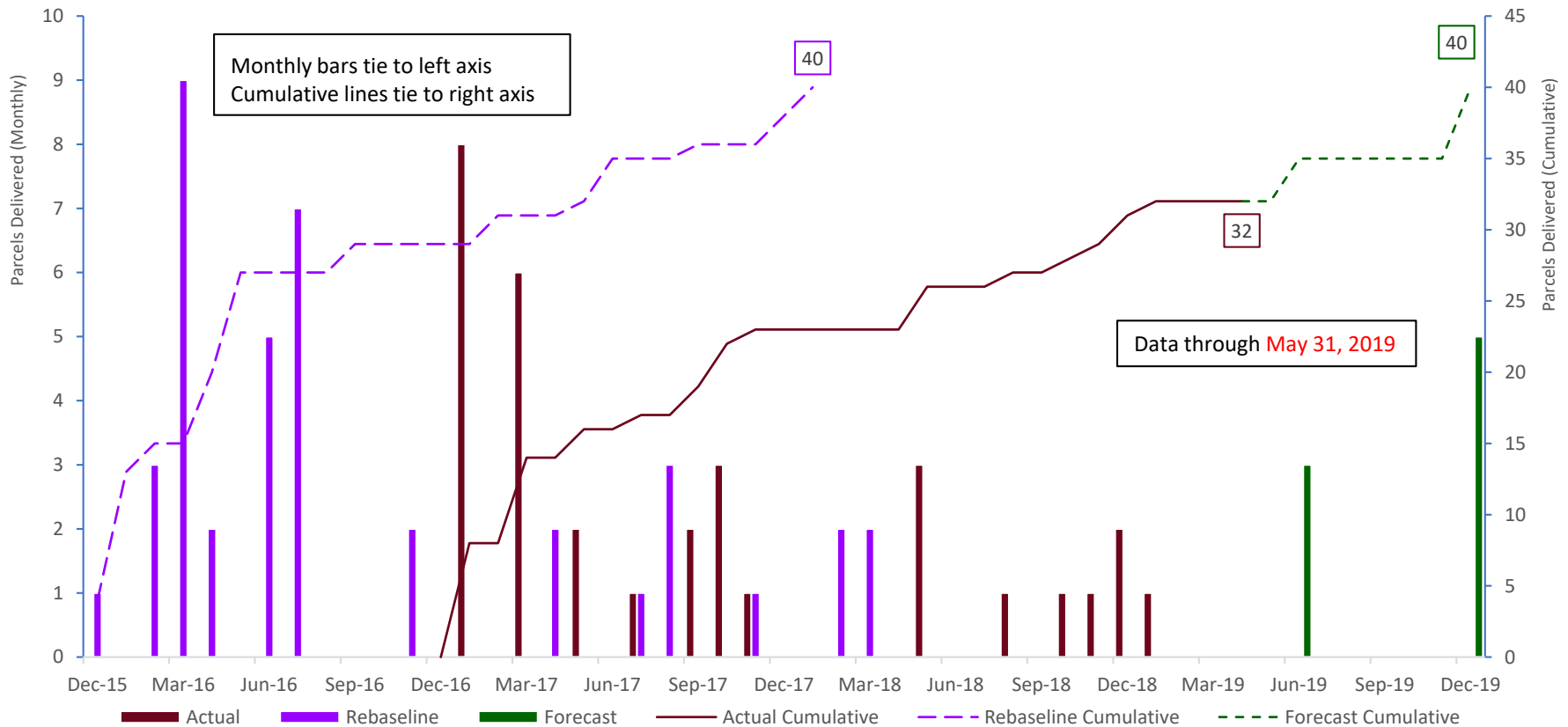
- Notes:
1. The “Plan” schedule shown previously has been replaced with the “Rebaseline” schedule that reflects current contractual delivery schedule based on design developments.
 2. “Forecast”: Continually refined based on expected delivery.
 3. Total number of parcels will be updated as new parcels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

Source: June 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 (number of parcels)



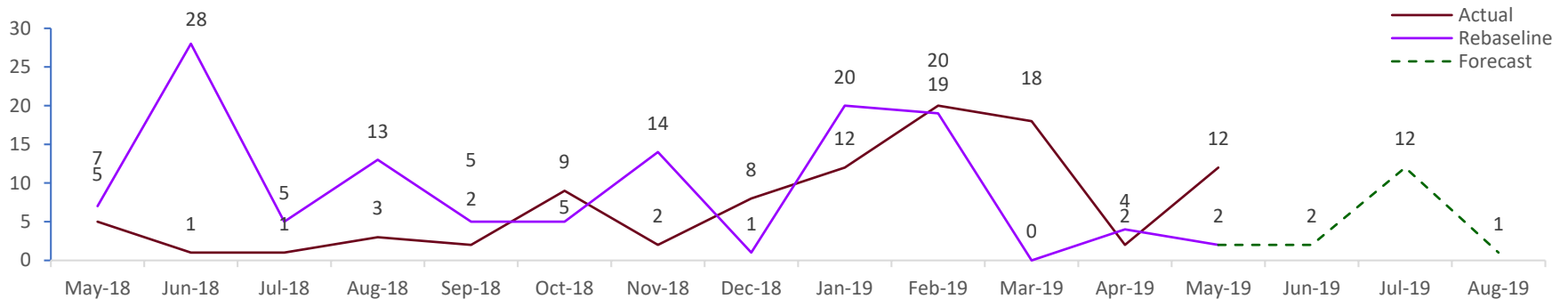
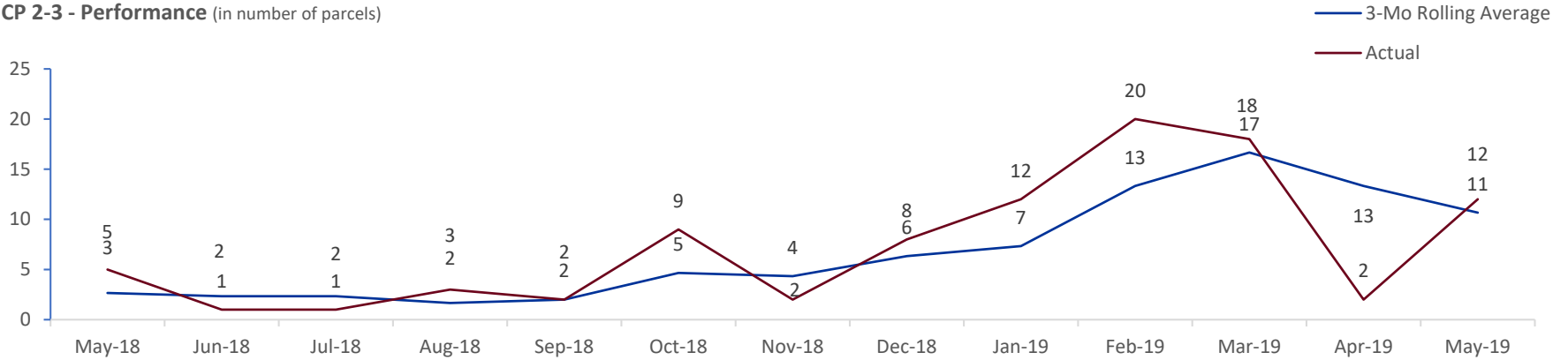
Notes:

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

Source: June 1, 2019 ROW Executive Report

ROW – CP 2-3 Historic Performance

CP 2-3 - Performance (in number of parcels)



Notes:

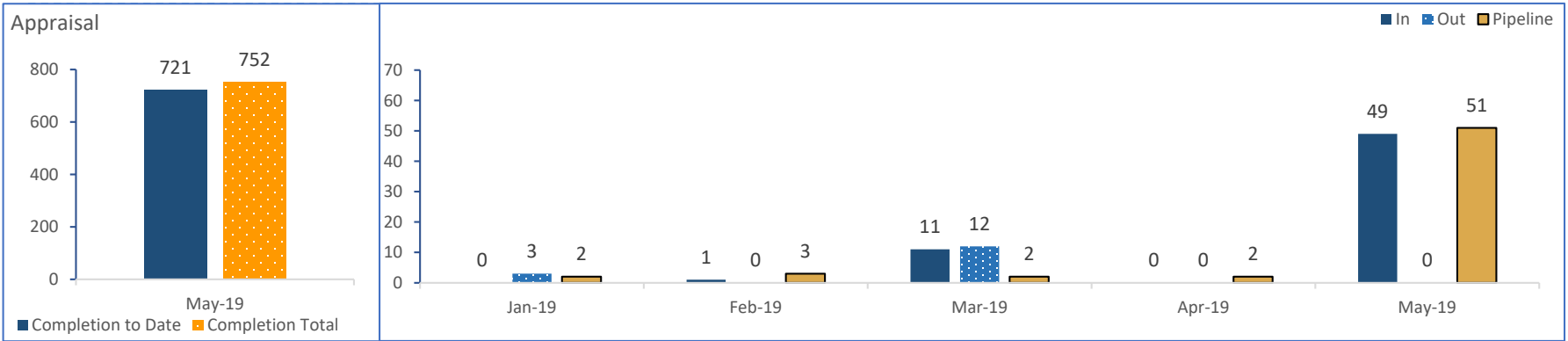
1. The “Plan” schedule shown previously has been replaced with the “Rebaseline” schedule that reflects current contractual delivery schedule based on design developments.
2. Contract executed in June 2015; 31 parcels delivered after contract execution
3. Design developments and lag in data entry can cause slight changes to plan and actual counts.

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

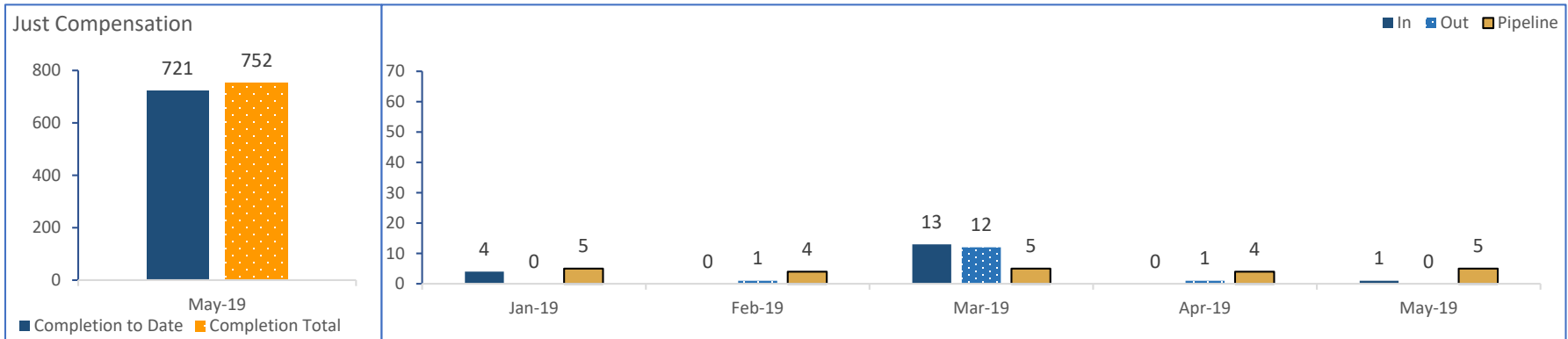
Source: June 1, 2019 ROW Executive Report

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

Volume of Activity by Process (Flow) - Pipeline



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



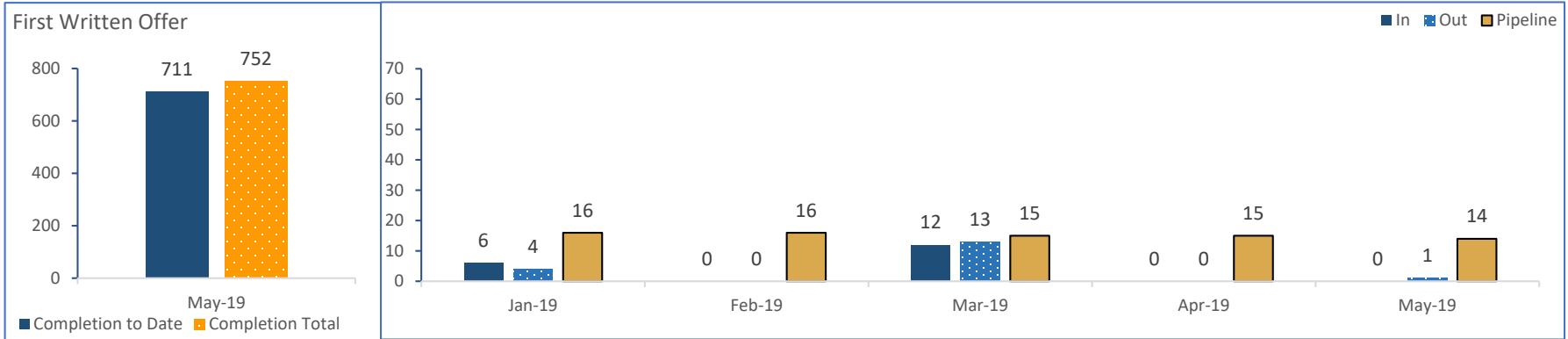
- Parcels in pipeline pending DGS setting Just Compensation.

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

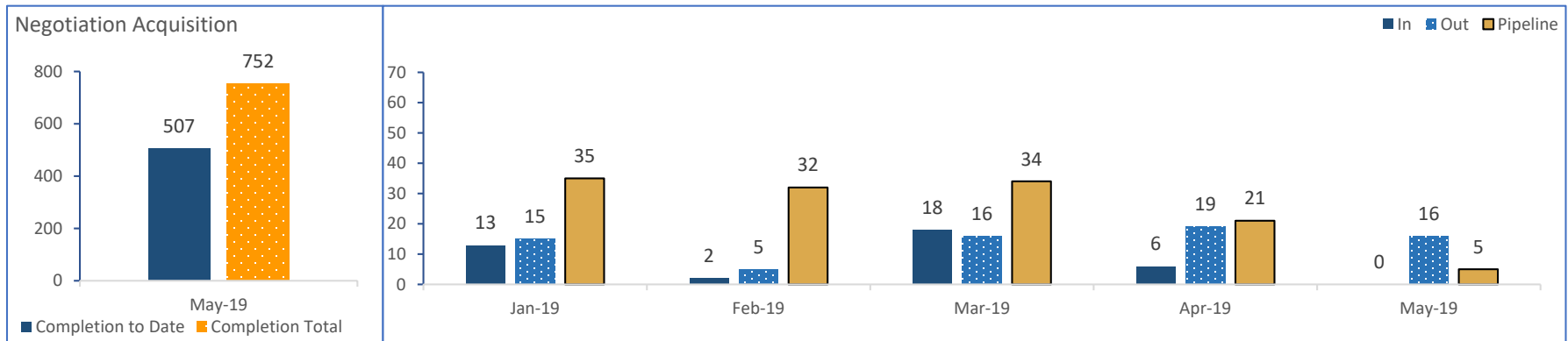
Source: June 1, 2019 ROW Executive Report

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

Volume of Activity by Process (Flow) - Pipeline



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



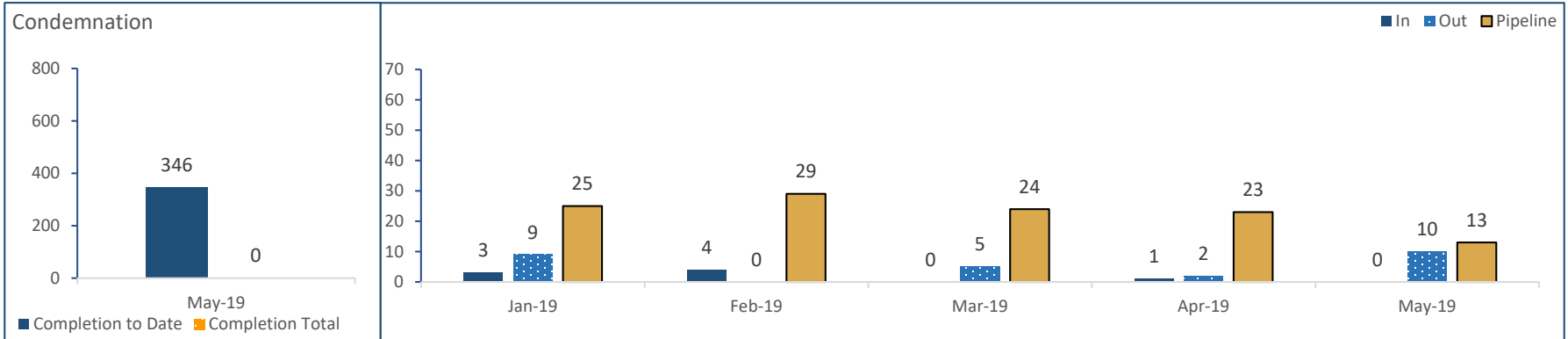
- Pipeline consists of signed agreements being processed through escrow, pending offers at property owners' decision to sign or enter condemnation and pending revised First Written Offer (FWO).

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

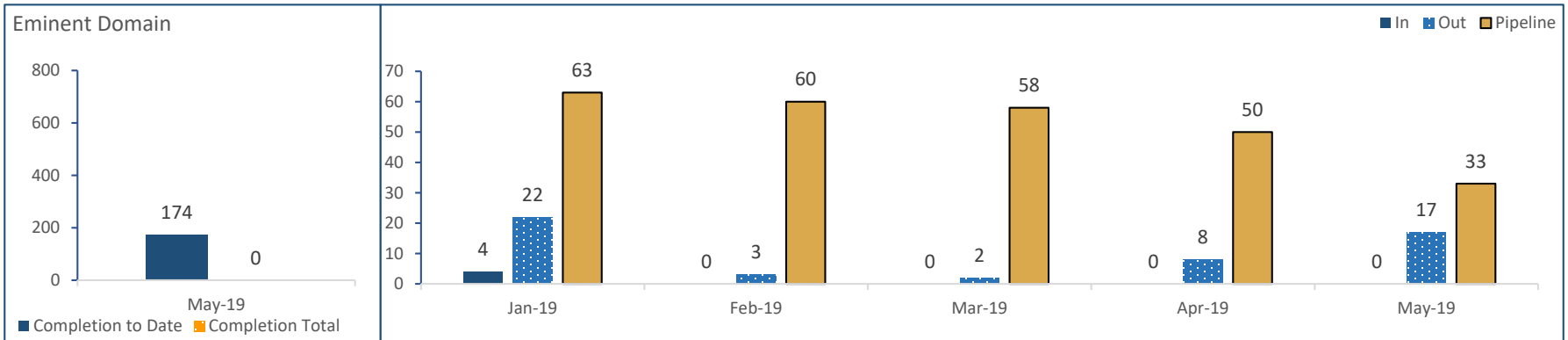
Source: June 1, 2019 ROW Executive Report

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

Volume of Activity by Process (Flow) - Pipeline



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



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

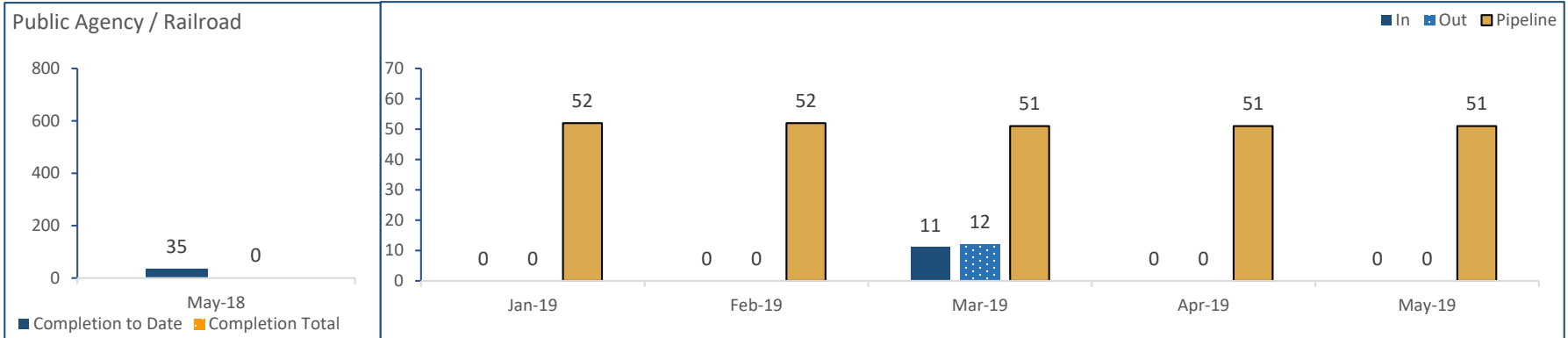
Notes:

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.

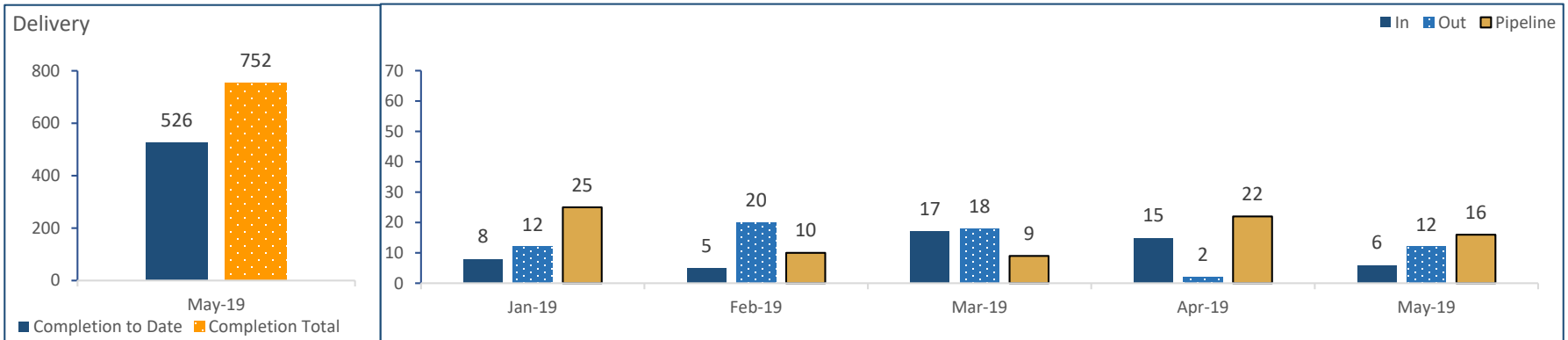
Source: June 1, 2019 ROW Executive Report

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

Volume of Activity by Process (Flow) - Pipeline



- 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.



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

Notes:

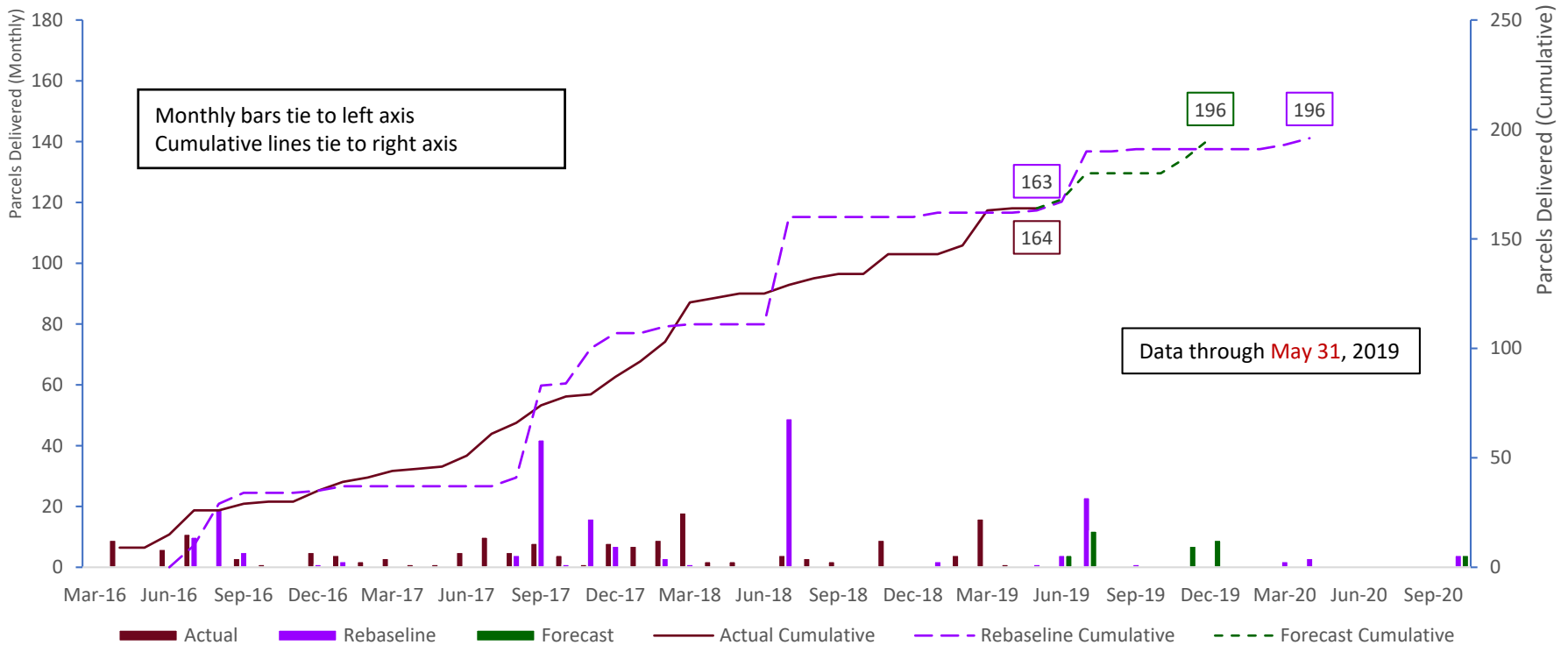
1. Total number of public parcels to be identified.
2. Lag in data entry and parcel count changes due to design developments may create month-to-month variances in the parcel flow pipeline.

Source: June 1, 2019 ROW Executive Report

ROW – CP 4 Parcels Delivered to DB by Month

Plan vs. Actual vs. Forecast

CP 4 - Delivered to DB (number of parcels)



Notes:

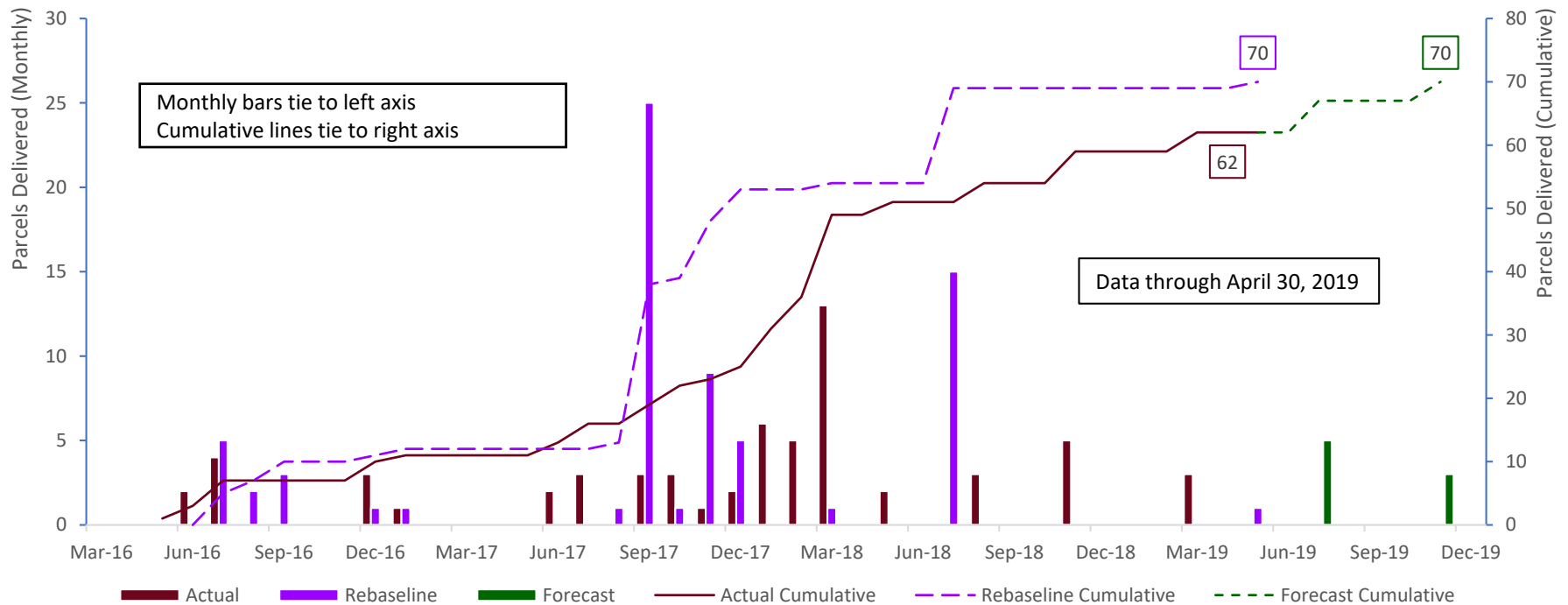
1. The “Plan” schedule shown previously has been replaced with “Rebaseline” schedule that reflects current contractual delivery schedule based on new parcels added for design developments and utility relocations.
2. “Forecast”: Continually refined based on expected delivery.
3. Total number of parcels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

Source: June 1, 2019 ROW Executive Report

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

Plan vs. Actual vs. Forecast

CP 4 - Delivered to DB (number of parcels)

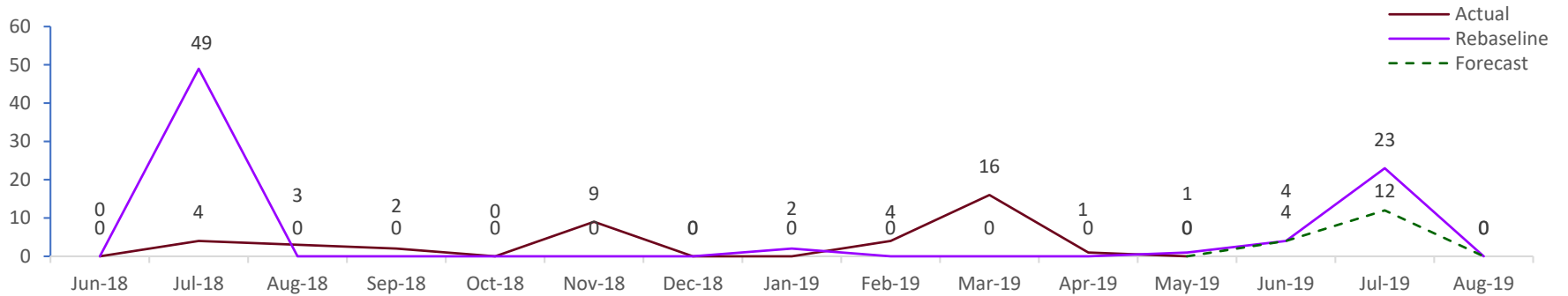
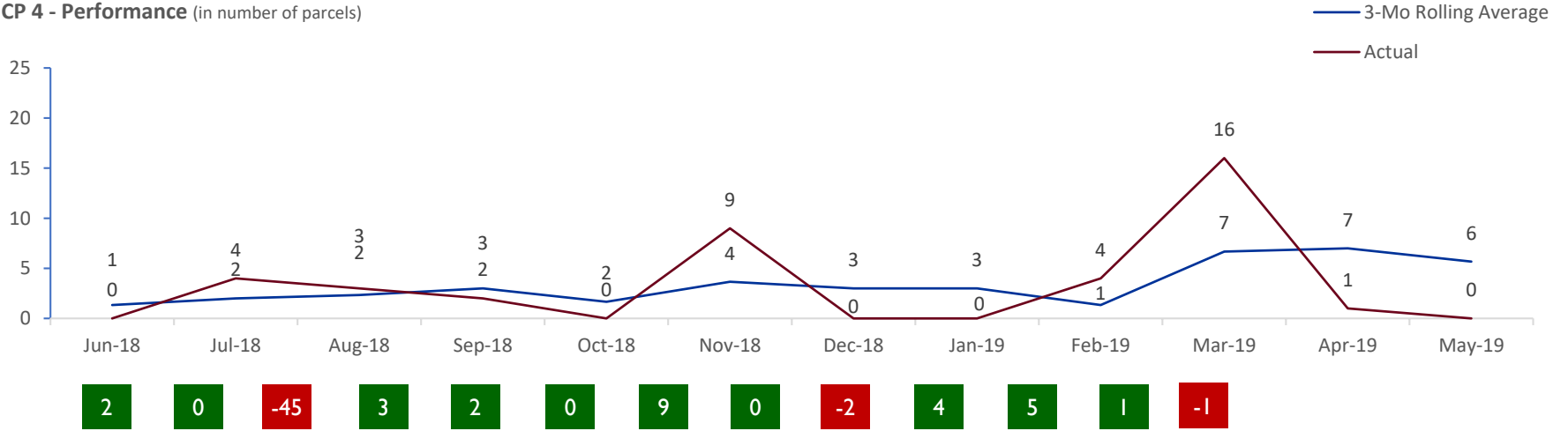


Notes:

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

ROW – CP 4 Historic Performance

CP 4 - Performance (in number of parcels)



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

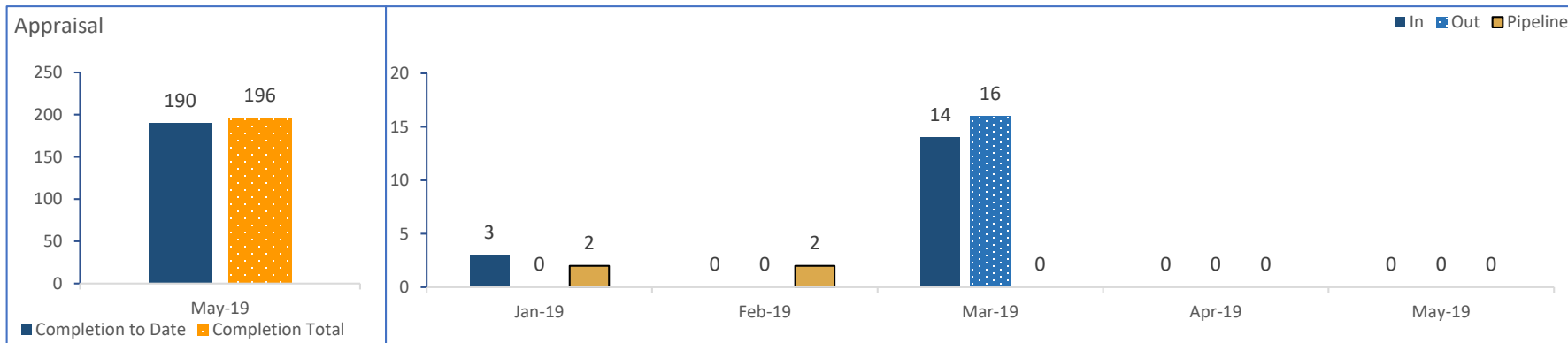
Notes:

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

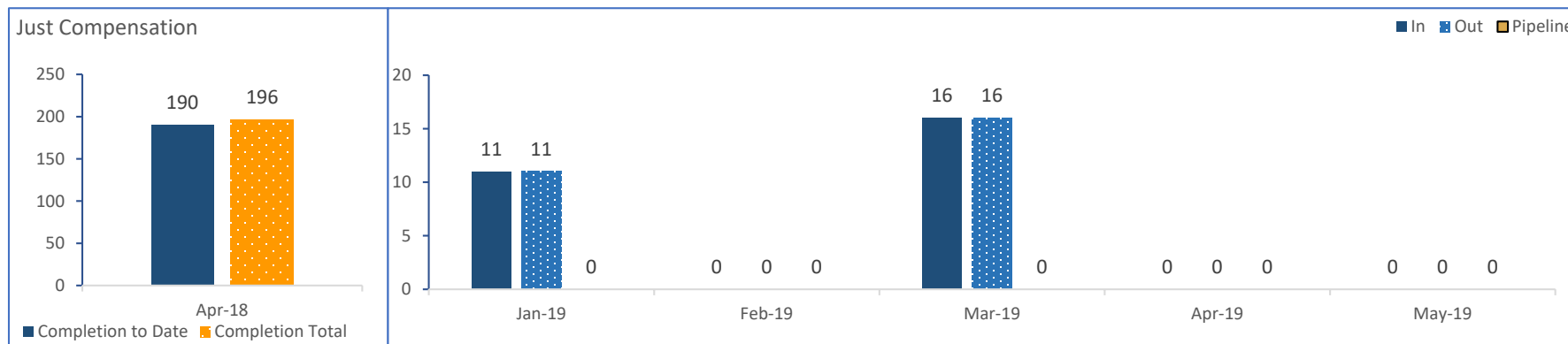
Source: June 1, 2019 ROW Executive Report

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

Volume of Activity by Process (Flow) - Pipeline



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



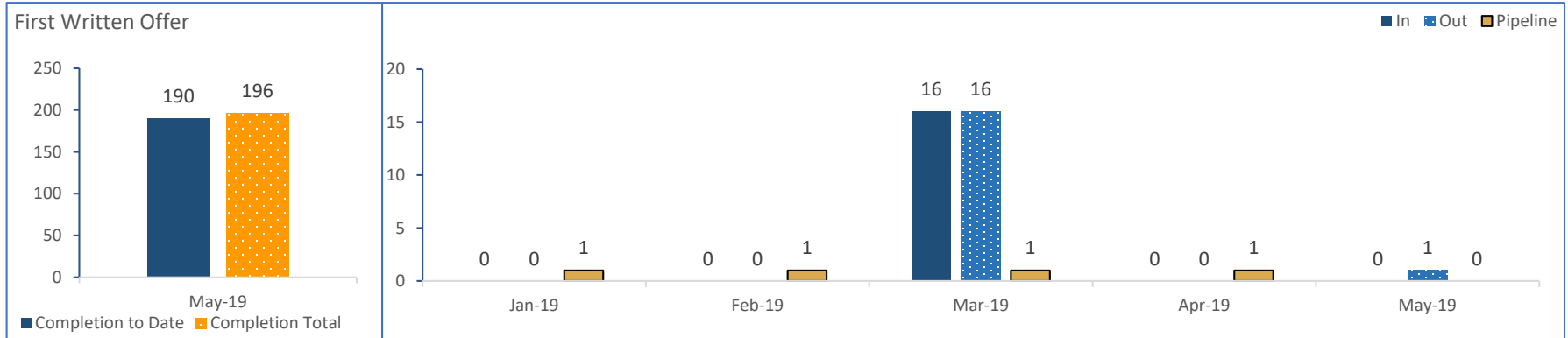
- Parcels in pipeline pending DGS setting Just Compensation.

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

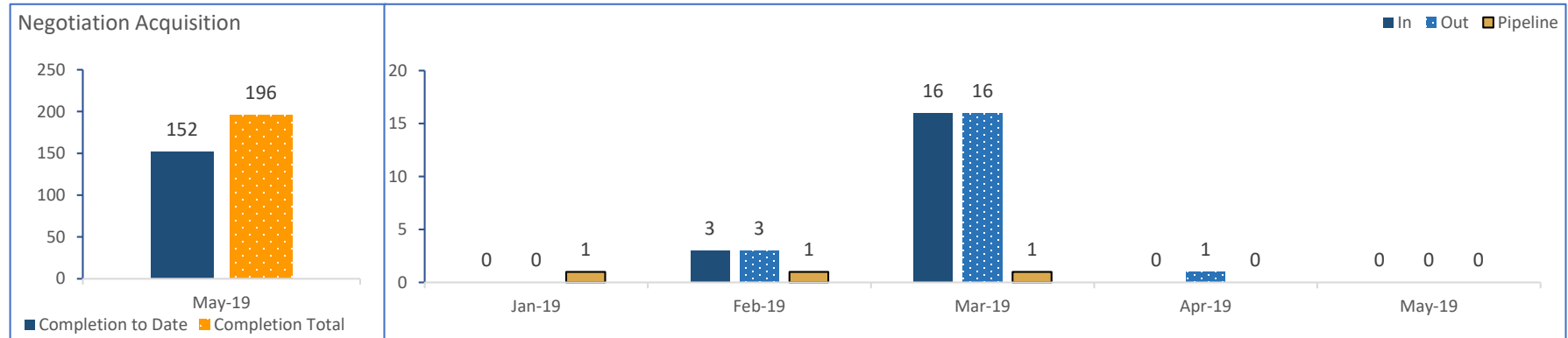
Source: June 1, 2019 ROW Executive Report

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

Volume of Activity by Process (Flow) - Pipeline



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



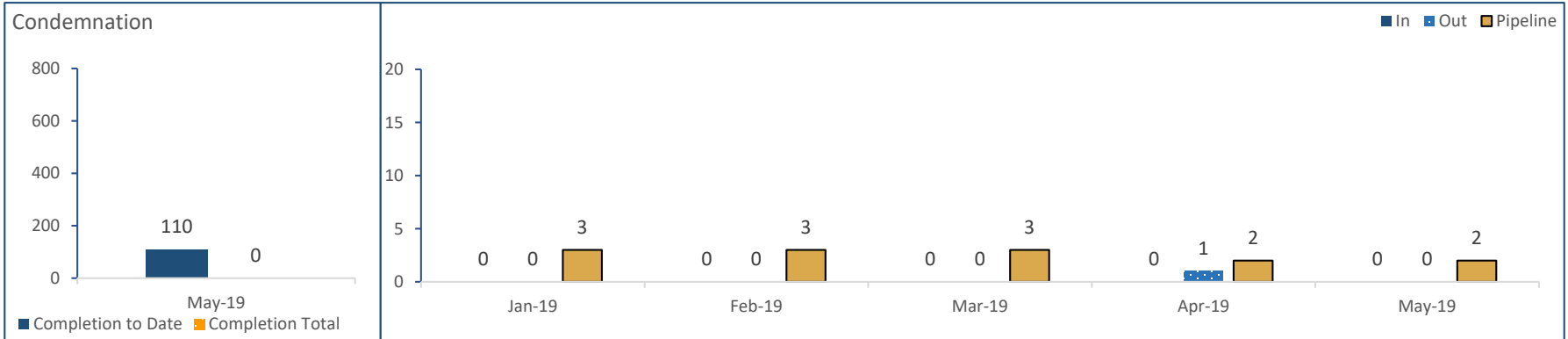
- Pipeline consists of signed agreements being processed through escrow, pending offers at property owners' decision to sign or enter condemnation and pending revised First Written Offer (FWO).

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

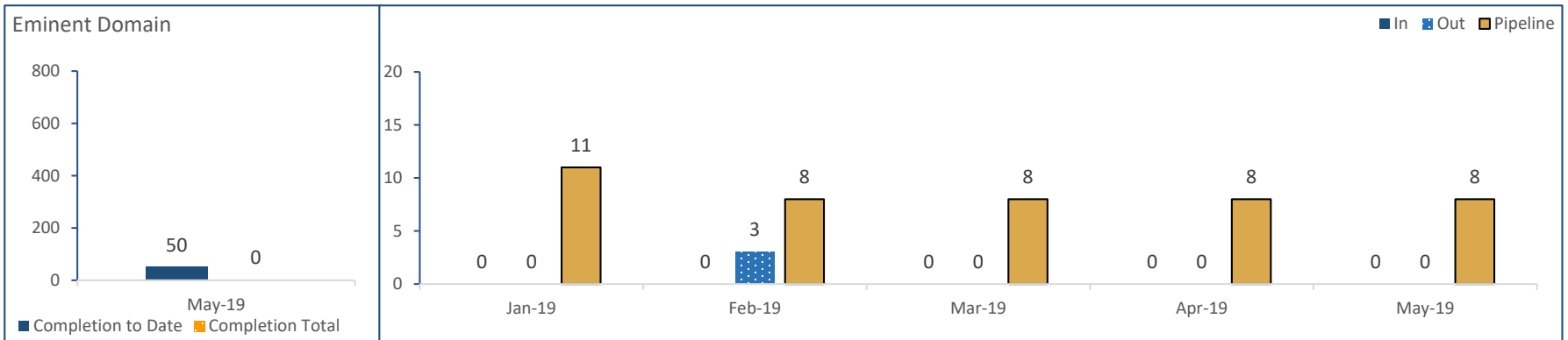
Source: June 1, 2019 ROW Executive Report

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

Volume of Activity by Process (Flow) - Pipeline



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



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

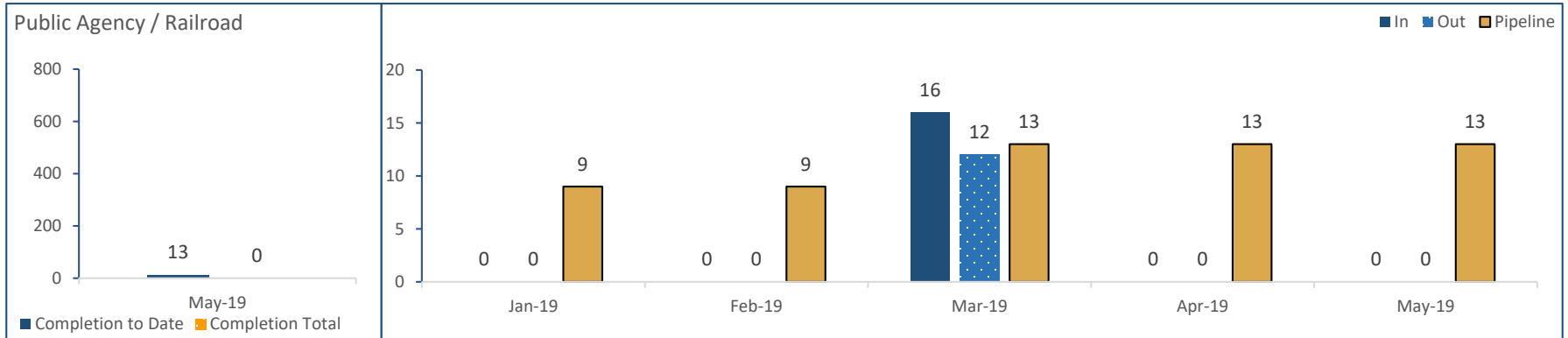
Notes:

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.

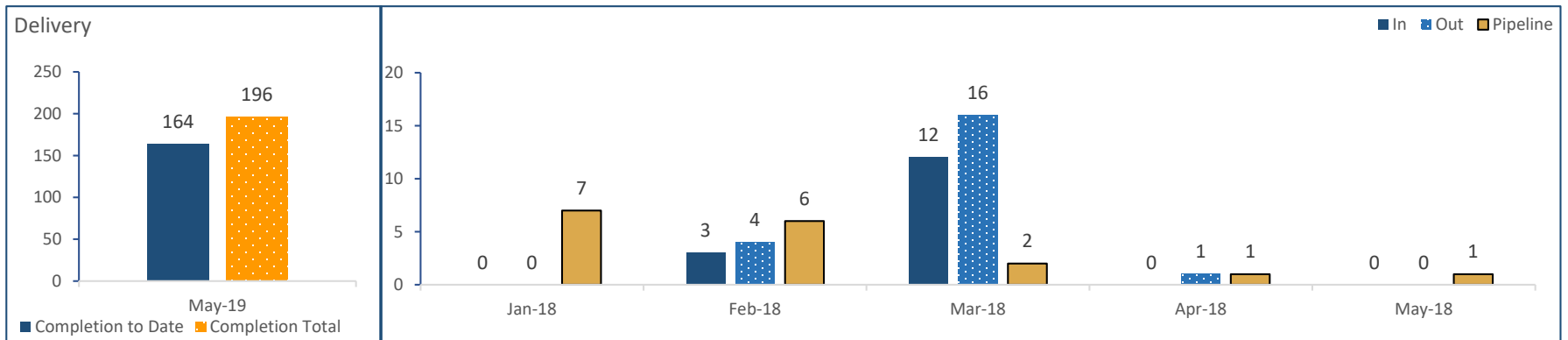
Source: June 1, 2019 ROW Executive Report

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

Volume of Activity by Process (Flow) - Pipeline



- 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.



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

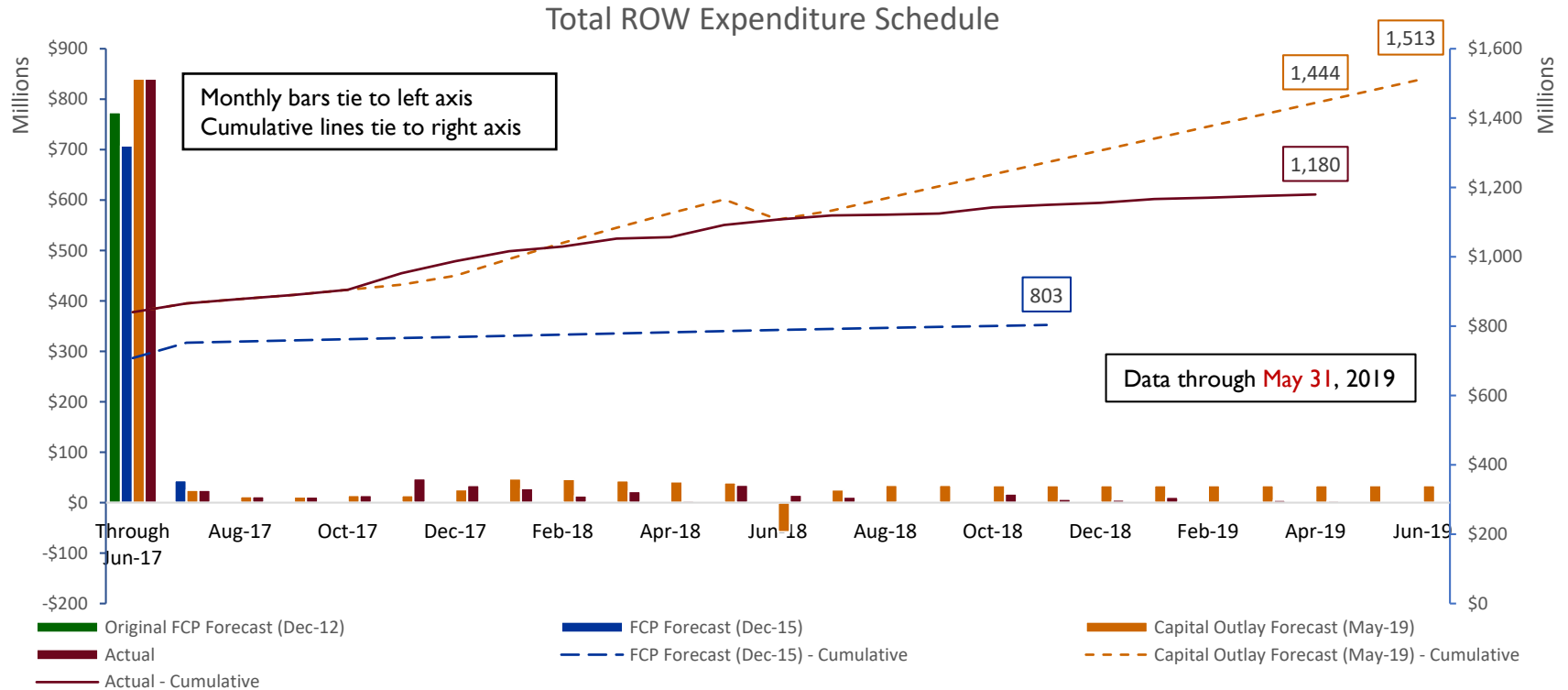
Notes:

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: June 1, 2019 ROW Executive Report

Total ROW Expenditure by Month

Forecast vs. Actual



Notes:

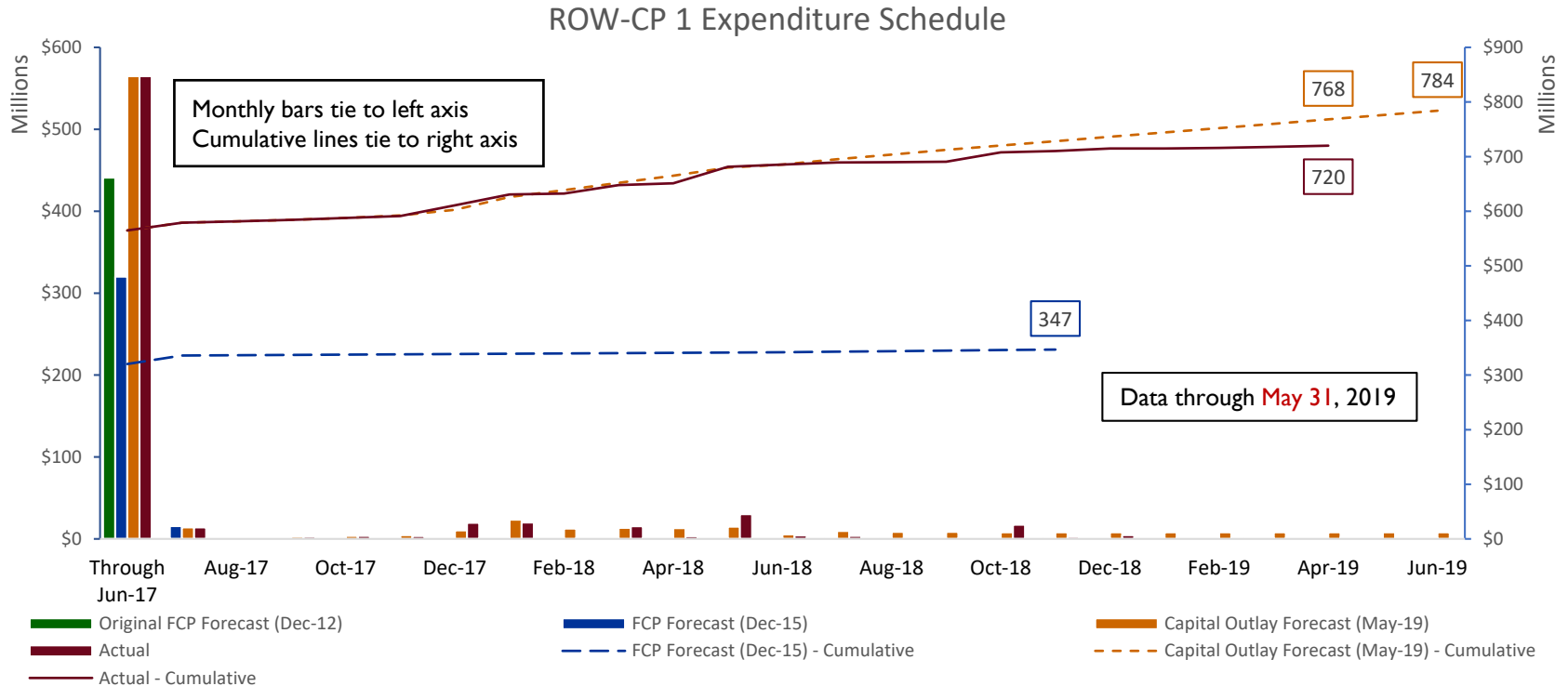
1. Amounts represent monthly totals; not parcel-by-parcel forecast and actual expenditures.
2. \$24M of ROW preliminary costs is not allocated to specific construction package (CP).
3. "Original FCP Forecast" refers to the first Funding Contribution Plan approved by the FRA in December 2012.
4. Total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

ROW-CP 1 Expenditure by Month

Forecast vs. Actual



Notes:

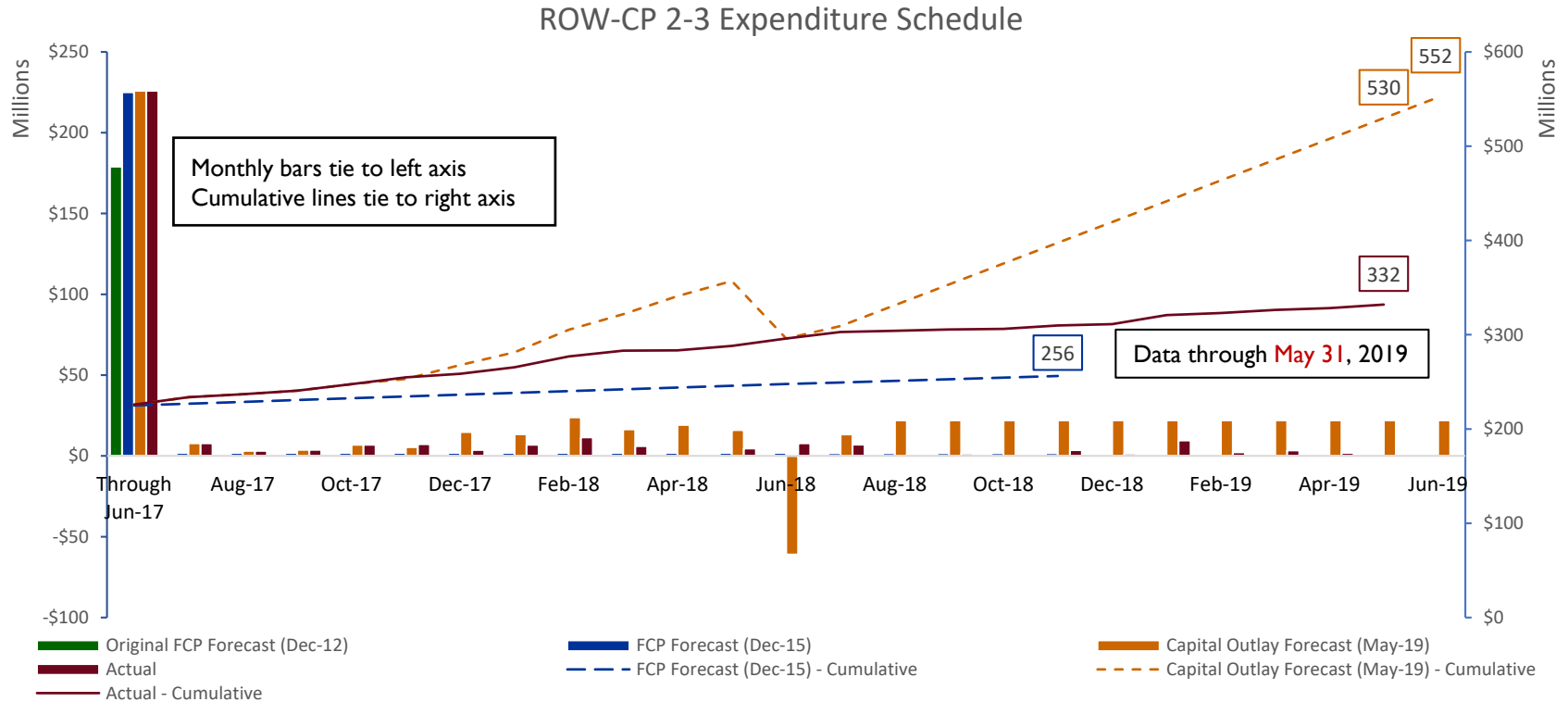
1. Amounts represent monthly totals; not parcel-by-parcel forecast and actual expenditures.
2. Does not include CP ID (North Extension) acquisition costs.
3. "Original FCP Forecast" refers to the first Funding Contribution Plan approved by the FRA in December 2012.
4. CP I ROW budget in Original FCP 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, June 2019
2. Funding Contribution Plan, December 2015
3. Funding Contribution Plan, December 2012

ROW-CP 2-3 Expenditure by Month

Forecast vs. Actual



Notes:

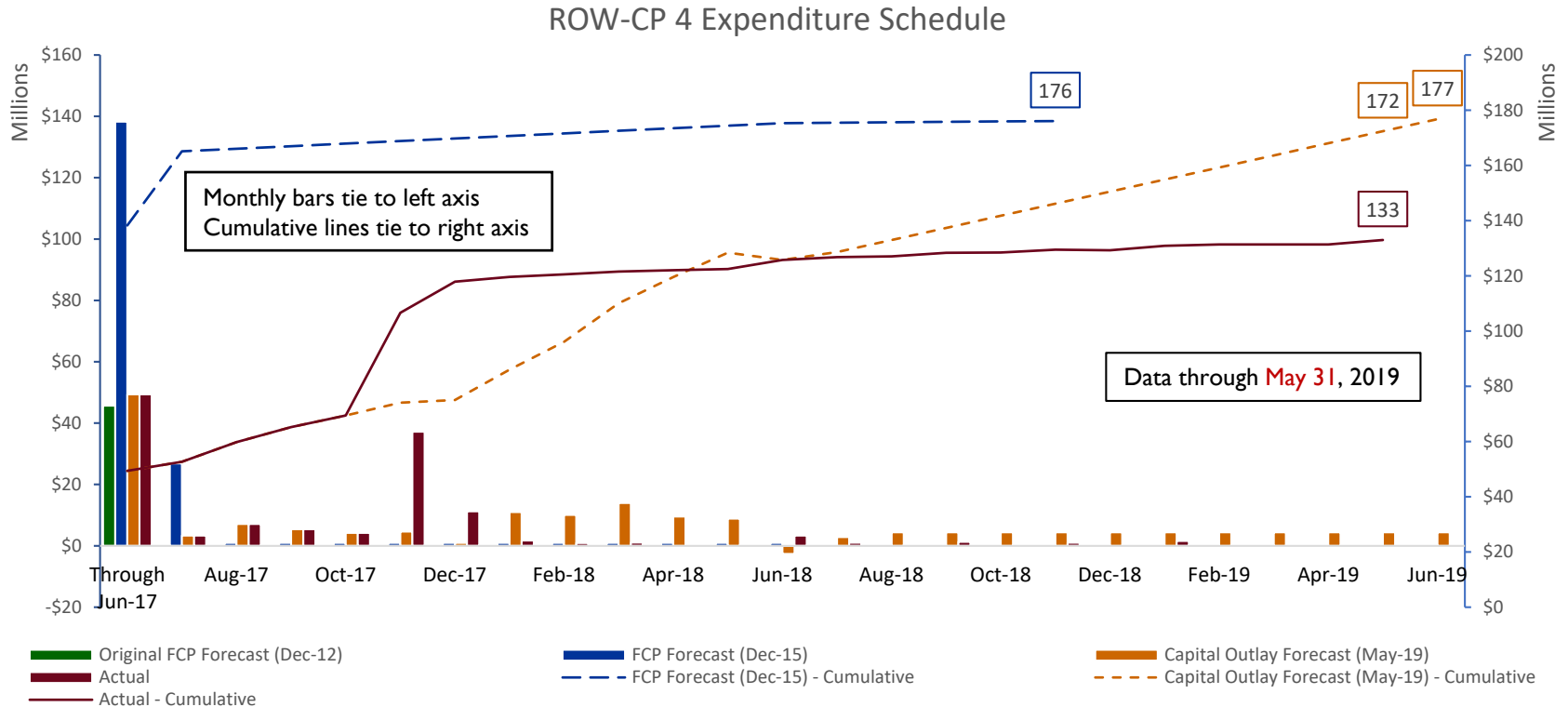
1. Amounts represent monthly totals; not parcel-by-parcel forecast and actual expenditures.
2. "Original FCP Forecast" refers to the first Funding Contribution Plan approved by the FRA in Dec-012.
3. CP 2-3 ROW budget in Original FCP is \$179M, and was forecasted to be fully spent by Jun-2015.
4. December 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, **June 2019**
2. Funding Contribution Plan, December 2015
3. Funding Contribution Plan, December 2012

ROW-CP 4 Expenditure by Month

Forecast vs. Actual



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, June 2019
2. Funding Contribution Plan, December 2015
3. Funding Contribution Plan, December 2012

Operations Report Metrics

Project Development

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 **May 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 *May 31, 2019*¹

Program Priority #	Segment	Progress to Date	Next Steps
1	San Francisco to San Jose (F2J)	<ul style="list-style-type: none"> Addressed comments on the public outreach presentation and Board Staff Report to support the September 2019 State Preferred Alternative. Received Record Set PEPD on May 24 and provided validation that comments were incorporated. Completed several technical reports for Draft EIR/EIS from the regional consultant Coordinated with Bay Conservation and Development Commission (BCDC) on May 20. Coordinated with BART regarding the Millbrae Station parking garage access requirements. 	<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). Receive Checkpoint C draft for internal Authority review. Continue coordination with BCDC on 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. Participate in Millbrae Intermodal Working Group meeting to perform station area planning with the City of Millbrae, BART and Caltrain.
2	San Jose to CV Wye (J2Y)	<ul style="list-style-type: none"> Received Notice of Acceptance of the final Record Set PEPD on May 31. Continued preparation of Checkpoint C technical reports. Submitted initial draft of compiled Administrative Draft EIR/EIS and conducted kick-off workshop for CEQA/NEPA adequacy and legal reviews May 8. Submitted the draft staff-recommended State's Preferred Alternative staff report for environmental program and legal reviews on May 28. 	<ul style="list-style-type: none"> Complete the PowerPoint presentations for public and agency outreach on the staff-recommended State's Preferred Alternative. Present the staff-recommended State's Preferred Alternative to BOC for affirmation on June 25. Transmit Record Set PEPD and footprint validation package for Alternatives 1-4 to FRA. Conduct comment resolution workshops with legal and CEQA/NEPA consistency reviewers of the Administrative Draft EIR/EIS in June.
3	Central Valley Wye (M-F)	<ul style="list-style-type: none"> Provided Biological Assessment to U.S. Fish and Wildlife Service and National Marine Fisheries Service for review. Completed draft supplemental EIR/EIS for publication. Prepared notification and distribution materials for Draft Supplemental EIR/EIS release under CEQA-First strategy with EIR clarifications and errata sheet. 	<ul style="list-style-type: none"> Publish and circulate CVY Draft Supplemental EIR/EIS under a CEQA-first process with an EIR clarification and errata for a 48-day review and comment period. Hold community open house on May 15 in Fairmead. Public hearing on June 5 at Madera County Fairgrounds is scheduled.

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

Project Development Milestones Schedule (to ROD) – cont’d

Information through *May 31, 2019*¹

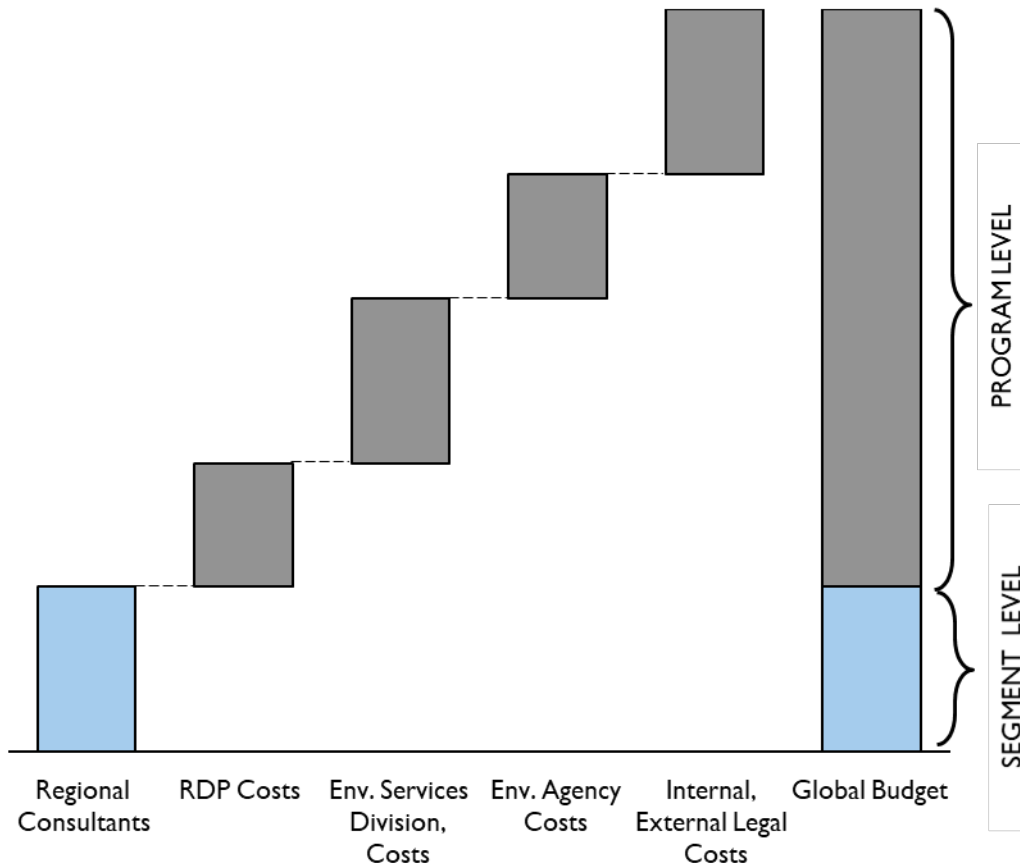
Program Priority #	Segment	Progress to Date	Next Steps
4	Locally-Generated Alternative (F-B) ²	<ul style="list-style-type: none"> Initiated federal cooperating agency review of the administrative draft Final Supplemental EIS. 	<ul style="list-style-type: none"> Revise permit applications to reflect the Board’s approval in October 2018. Incorporate federal cooperating agency comments into the Final Supplemental EIS.
5	LA to Anaheim	<ul style="list-style-type: none"> Continued coordination with BNSF on project elements. Continued to work with Regional Consultant on revised schedule and budget to include BNSF “East of Fullerton” analysis and integration into the draft EIR/EIS. Record of Decision date was revised to November 2021 as approved in the Project Update Report (May 2019). 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.
6	Burbank to LA	<ul style="list-style-type: none"> Continued internal reviews and revisions of administrative draft EIR/EIS. Continued review of draft PEPD addendum submittal for Burbank Station Refined B alternative. 	<ul style="list-style-type: none"> Continue internal Authority reviews (backchecks) of administrative draft EIR/EIS to resolve comments.
7	Palmdale to Burbank	<ul style="list-style-type: none"> Progressing Checkpoint B document to address USACE and EPA comments. Completed draft PEPD documents. Submitted compiled administrative draft EIR/EIS for internal Authority review. 	<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. Complete revisions and backcheck of administrative draft EIR/EIS prior to finishing team.
8	Bakersfield to Palmdale	<ul style="list-style-type: none"> Received comments of Section 106 Finding of Effect (FOE) document. Continued coordinating responses. Completed cooperating agency review. 	<ul style="list-style-type: none"> Progress consultation with the Cesar Chavez National Monument (CCNM) and other consulting parties to finalize alignment options. Prepare comment response matrix for cooperating agency comments.
	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.

2. Previously referred to as the Bakersfield F Street Section Alignment.

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

Cost Categories for Scope and Budget Definition

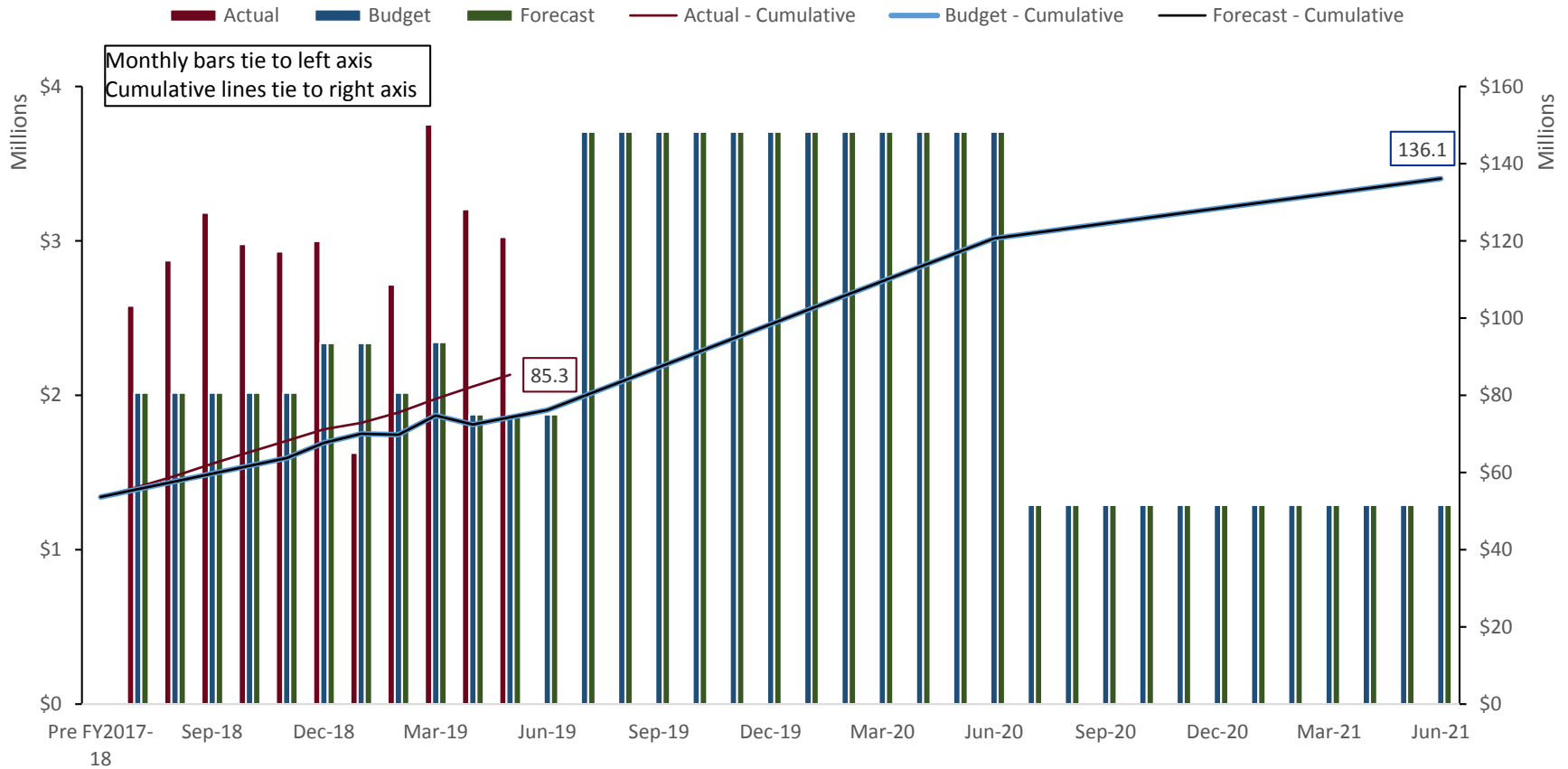


Cost Categories
<ul style="list-style-type: none"> ▪ Regional consultants' and Engineering and Environmental consultants' costs include project management, outreach, planning, engineering and environmental activities. ▪ RDP costs include environmental management, coordination, and technical reviews.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

Notes:

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

Program Level Budget (Non-Section Specific Costs)¹



Notes:

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

Project Development Schedule (to ROD) - Information through May 31, 2019¹

Program Priority #	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
Document complete	Merced to Fresno	Plan Forecast % Complete	Complete 100%	Complete 100%	Complete 100%	Complete 100%	Complete 100%	Complete 100%	Complete 100%	Complete 100%	Complete 100%	Complete 100%	Complete 100%	Complete 100%
Document complete	Fresno to Bakersfield	Plan Forecast % Complete	Complete 100%	Complete 100%	Complete 100%	Complete 100%	Complete 100%	Complete 100%	Complete 100%	Complete 100%	Complete 100%	Complete 100%	Complete 100%	Complete 100%
Document complete	CV Electrical Interconnections	Plan Forecast % Complete	Complete 100%	Complete 100%	Complete 100%	Complete 100%	Complete 100%	Complete 100%	Complete 100%	Complete 100%	Complete 100%	Complete 100%	Complete 100%	Complete 100%
1	San Francisco to San Jose	Plan Forecast % Complete	Complete 100%	Complete 100%	Complete 100%	Complete 100%	Dec-19 Sep-19 80%	Sep-19 Sep-19 85%	Mar-20 Mar-20 35%	Mar-20 Mar-20 40%	Mar-21 Mar-21 0%	Apr-21 Apr-21 0%	Apr-21	Apr-21
2	San Jose to Merced	Plan Forecast % Complete	Complete 100%	Complete 100%	Complete 100%	Complete 100%	Sep-19 Sep-19 82%	Sep-19 Sep-19 88%	Dec-19 Dec-19 38%	Dec-19 Dec-19 40% ³	Nov-20 Nov-20 0%	Dec-20 Dec-20 0%	Dec-20	Dec-20
3	Central Valley Wye (M-F)	Plan Forecast % Complete	Complete 100%	Complete 100%	Complete 100%	Complete 100%	Complete 100%	Complete 100%	Sep-18 May-19 ² 98%	Sep-18 May-19 ² 99% ³	Jul-19 TBD ² 0%	Apr-20 May-20 0%	May-20	May-20
4	Locally Generated Alternative (F-B)	Plan Forecast % Complete	Complete 100%	Complete 100%	Complete 100%	Complete 100%	Complete 100%	Complete 100%	Complete 100%	Complete 100%	Oct-18 TBD ⁴ 89%	Jul-19 Aug-19 89%	Aug-19	Aug-19
5	LA to Anaheim	Plan Forecast % Complete	Complete 100%	Complete 100%	Complete 100%	Complete 100%	Complete 100%	Complete 100%	Nov-18 TBD 85%	Nov-20 TBD ⁵ TBD%	Oct-19 TBD ⁵ 0%	Dec-21 Dec-21 0%	Dec-21	Dec-21
6	Burbank to LA	Plan Forecast % Complete	Complete 100%	Complete 100%	Complete 100%	Complete 100%	Complete 100%	Complete 100%	Sep-19 Sep-19 69%	Sep-19 Oct-19 70%	Jul-20 Jul-20 0%	Aug-20 Aug-20 0%	Aug-20	Aug-20
7	Palmdale to Burbank	Plan Forecast % Complete	Complete 100%	Complete 100%	Complete 100%	Complete 100%	Complete 100%	Complete 100%	Dec-19 Dec-19 62%	Dec-19 Dec-19 63%	Jan-21 Jan-21 0%	Feb-21 Feb-21 0%	Feb-21	Feb-21
8	Bakersfield to Palmdale	Plan Forecast % Complete	Complete 100%	Complete 100%	Complete 100%	Complete 100%	Complete 100%	Complete 100%	Jul-19 Jul-19 82%	Jul-19 Sep-19 83%	Jun-20 Jun-20 0%	Jun-20 Jun-20 0%	Jun-20	Jun-20
	HMF ²	Plan Forecast % Complete	Complete 100%	Complete 100%	Complete 100%	Complete 100%	Apr-16 TBD 0%	Apr-16 TBD 0%	Sep-16 TBD 0%	Sep-16 TBD 0%	May-17 TBD 0%	Feb-21 TBD 0%	TBD	TBD

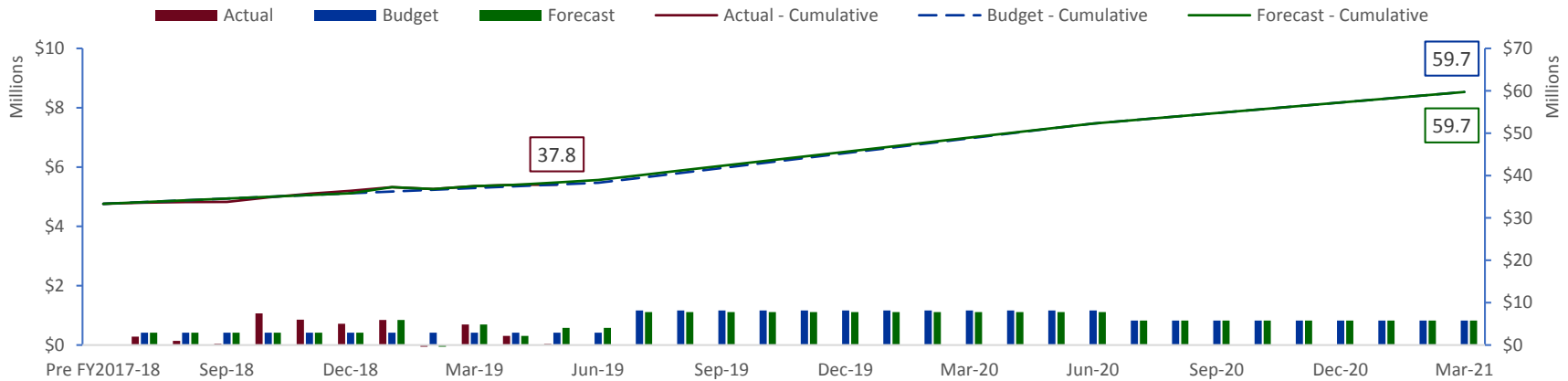
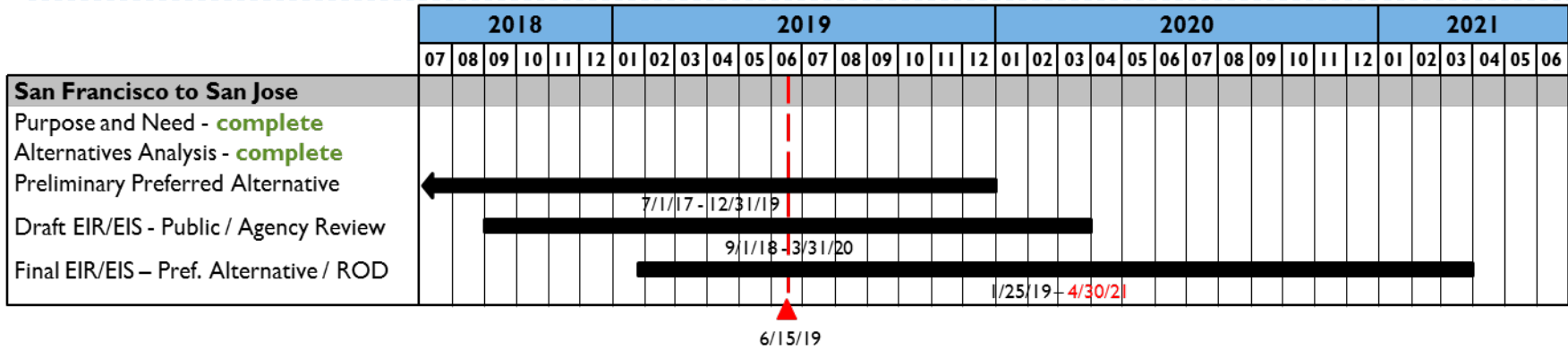
- Notes:
- Dates and text identified in red indicate change from previous month. Red bordered cells indicate schedule risks. The Authority is in communication with FRA about NEPA assignment and is evaluating options. Green cells indicates that the EIR/EIS or other milestone has been completed.
 - Draft 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.
 - Release date modified based on publication of the Project Update Report (May 2019). Percent complete will be modified to account for inclusion of BNSF facilities next month.

Project Development Schedule (to ROD) – cont’d. – Information through *May 31, 2019*¹

Program Priority #	Segment	Schedule Status and Mitigation Strategies
Document complete	Merced to Fresno	EIR certified and project approved May 2012; FRA ROD issued September 2012
Document complete	Fresno to Bakersfield	EIR certified and project approved May 2014; FRA ROD issued June 2014 Supplemental EIR certified and locally generated alternative approved October 2018
Document complete	CV Electrical Interconnections	Environmental Evaluation Has Been Completed Using an environmental re-examination process, it was determined that the electrical interconnection and network upgrades for PG&E sites 8 through 12 supporting the test track do not require preparation of a supplemental environmental document. As a result, the environmental review has been completed, shaving a year off the schedule.
1	San Francisco to San Jose	Schedule updated consistent with June 2018 Board-approved baseline to achieve ROD in March 2021.
2	San Jose to Merced	Schedule updated consistent with June 2018 Board-approved baseline to achieve ROD in November 2020.
3	Central Valley Wye (M–F)	Delay in Publishing Draft EIR/EIS. Rationale for schedule impact: Delay in NEPA Assignment prevents circulation of Draft EIS. Consequence: Executive Management has decided to release the CVY Draft Supplemental EIR/EIS under a CEQA-First strategy. Mitigation: The Authority has released the Draft EIR/EIS under the California Environmental Quality Act (CEQA) to advance the environmental review. The Authority is currently evaluating options and risks associated with the delays to NEPA and issuance of a Record of Decision (ROD).
4	Locally Generated Alternative (F–B)	Delay in Publishing Final Supplemental EIS Rationale for schedule impact: Delay in NEPA Assignment prevents publication of Final Supplemental EIS. Consequence: A date for publication of the Final Supplemental EIS is still under discussion with Executive Management Mitigation: The Authority changed the progress reporting requirements for this project section to bi-monthly.
5	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: Based on the Project Update Report (May 2019) the publish date for the Final EIR/EIS is November 2020. Interim dates (including the Draft EIR/EIS) are being finalized. Mitigation: The schedule continues to be reviewed to identify opportunities for compressing activities and other efficiencies.
6	Burbank to LA	Schedule updated consistent with June 2018 Board-approved baseline to achieve ROD in July 2020.
7	Palmdale to Burbank	Schedule consistent with June 2018 Board-approved baseline to achieve ROD in January 2021.
8	Bakersfield to Palmdale	Schedule consistent with June 2018 Board-approved baseline to achieve ROD in June 2020.
Note:	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.

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

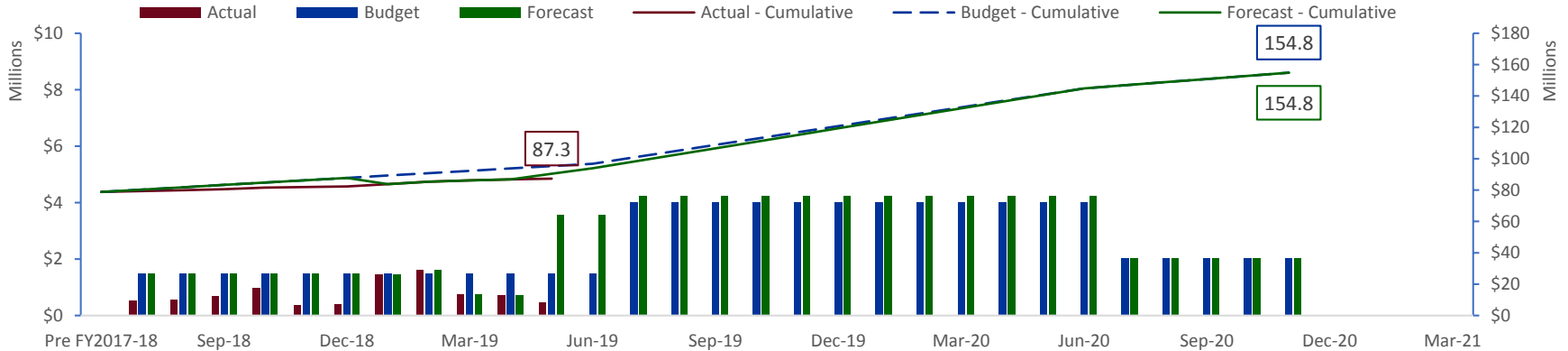
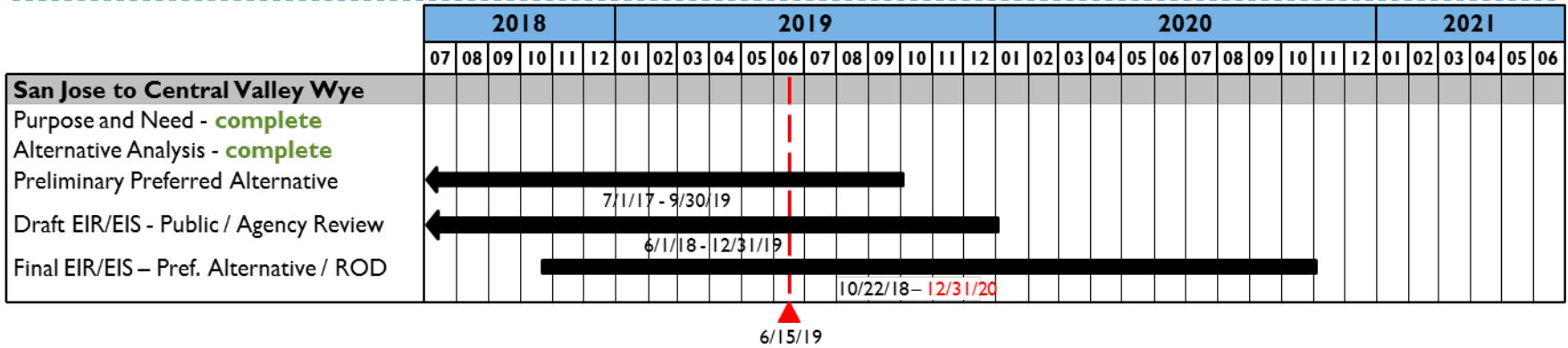
San Francisco to San Jose



Notes:

- 1) All estimates are preliminary and subject to change.
- 2) For financial estimates, actuals have been updated through **May 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.

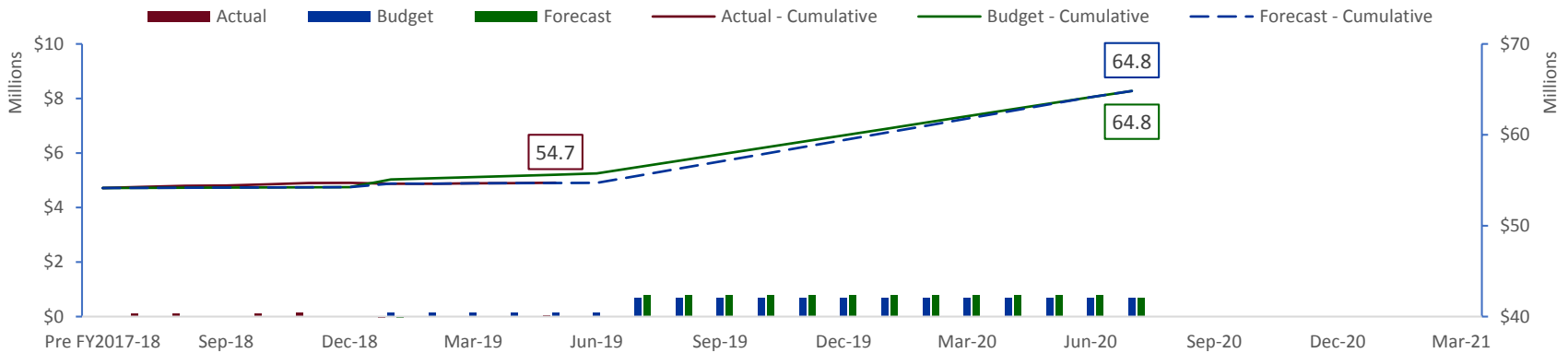
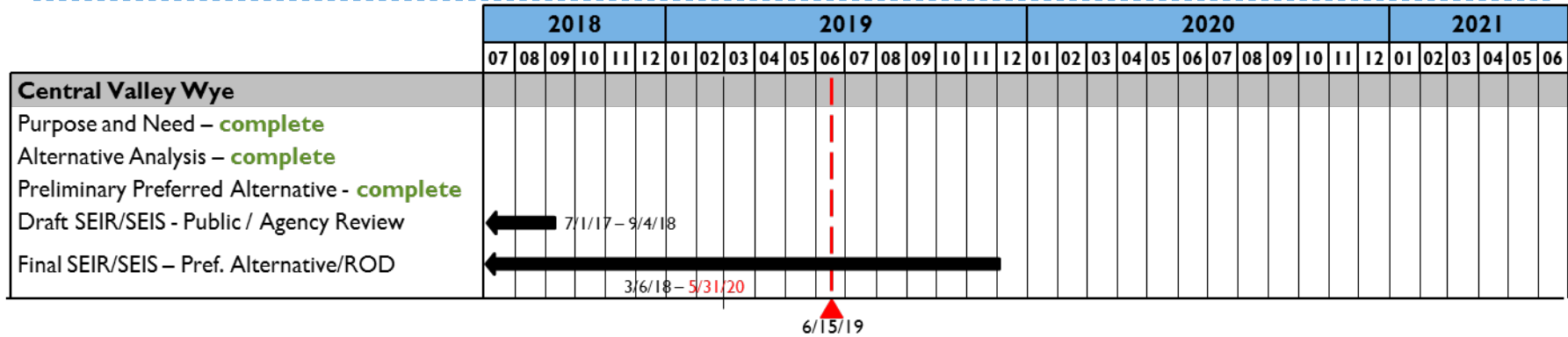
2 San Jose to Merced



Notes:

- 1) All estimates are preliminary and subject to change.
- 2) For financial estimates, actuals have been updated through **May 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)



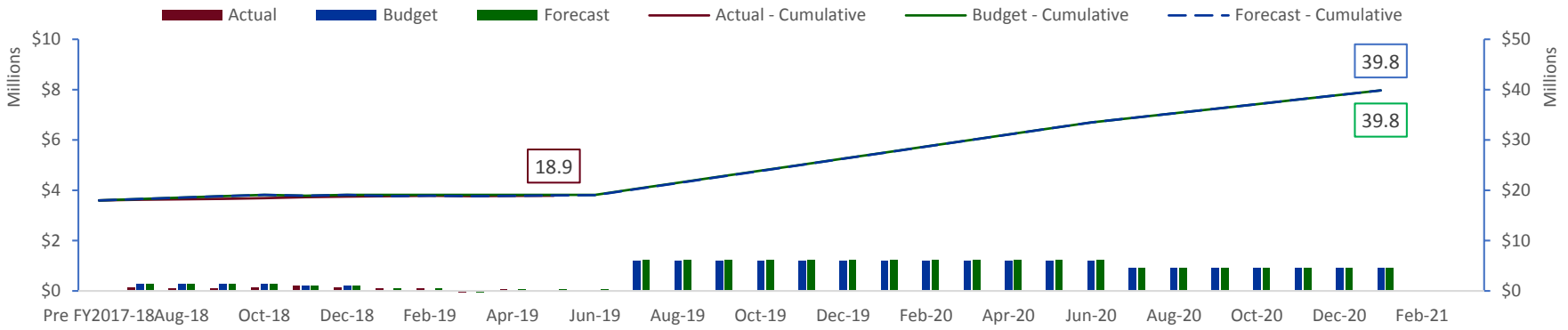
Notes:

- 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 **May 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)

	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	
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	←																								
	11/10/17 – 8/31/19																								

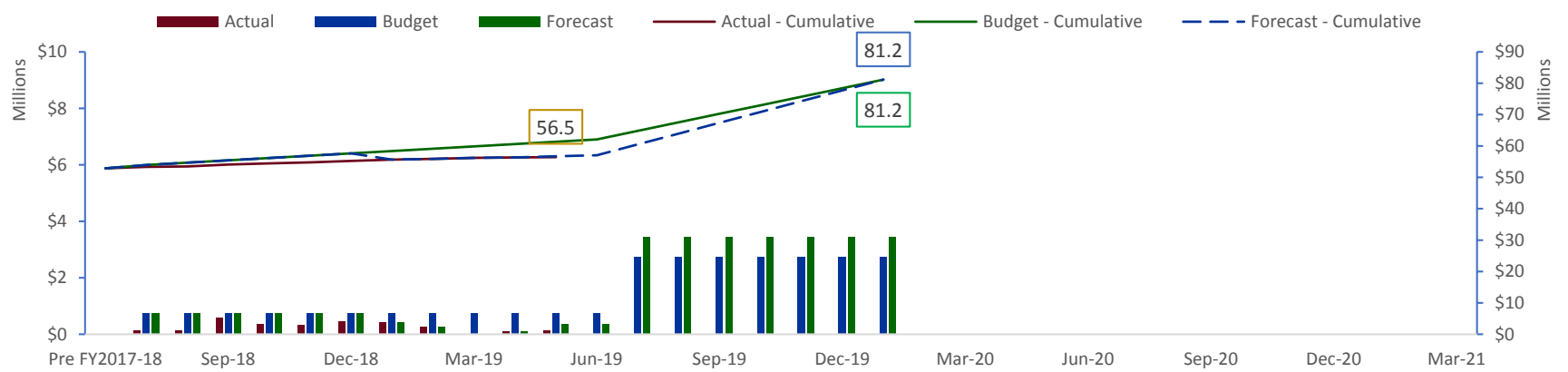
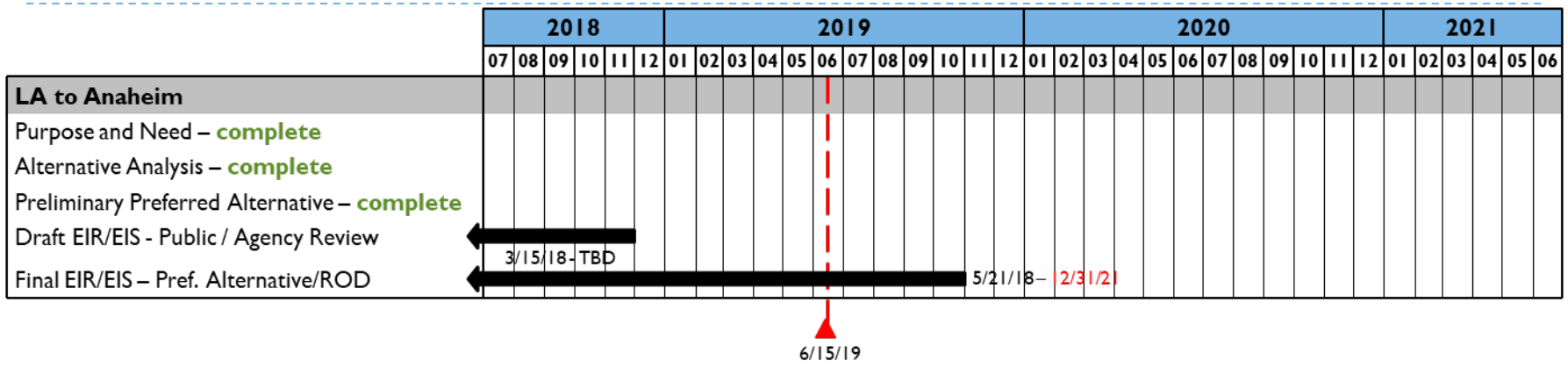
6/15/19



Notes:

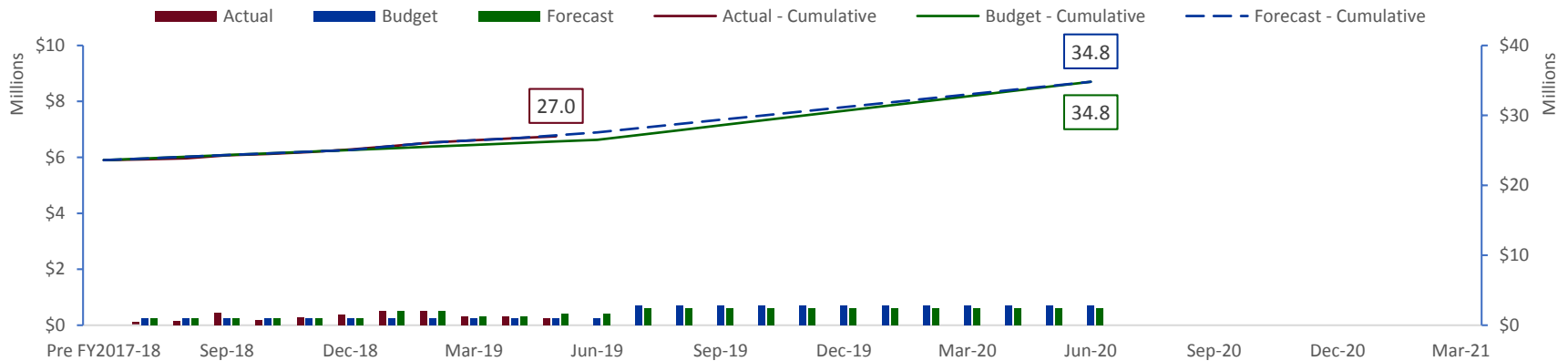
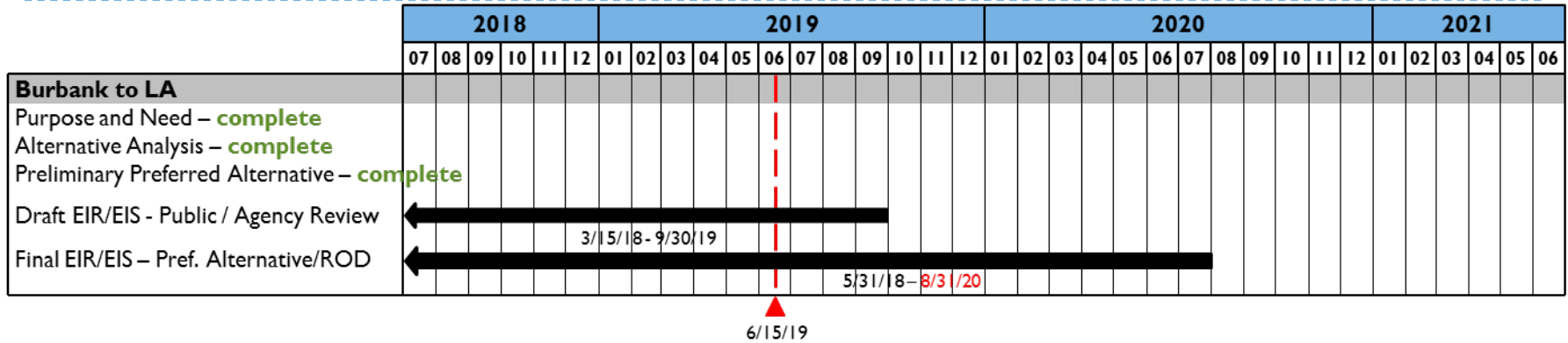
- 1) All estimates are preliminary and subject to change.
- 2) Purpose and Need and the Alternatives Analysis were achieved as part of the Fresno to Bakersfield EIR/EIS, completed in June 2014.
- 3) For financial estimates, actuals have been updated through May 2019. Forecast cost are through June 2021.
- 4) CEQA NOD was delivered in October 2018, while NEPA ROD is awaiting NEPA assignment / FRA for ROD.

5 LA to Anaheim



- Notes:
- 1) All estimates are preliminary and subject to change.
 - 2) For financial estimates, actuals have been updated through **May 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.

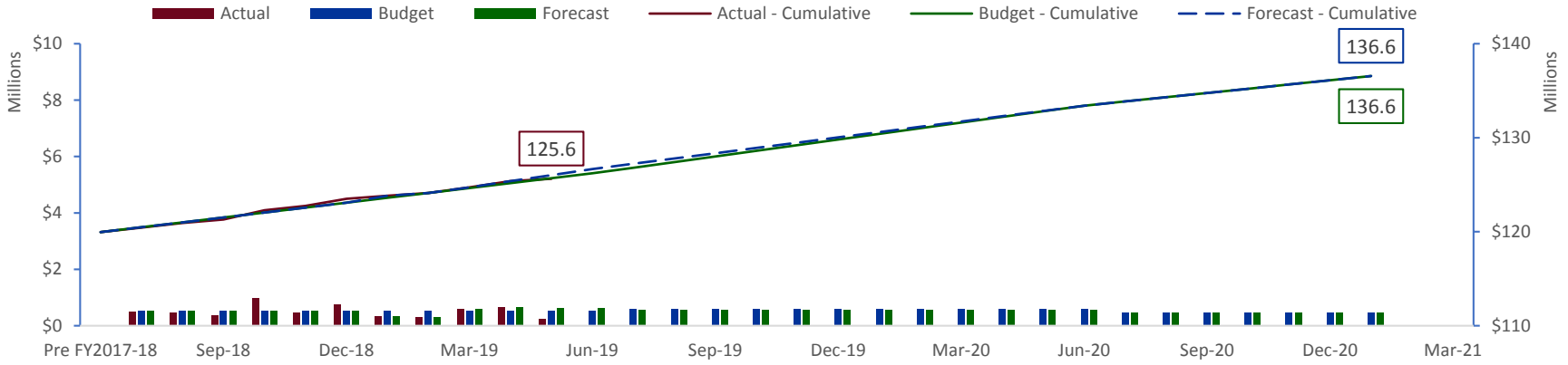
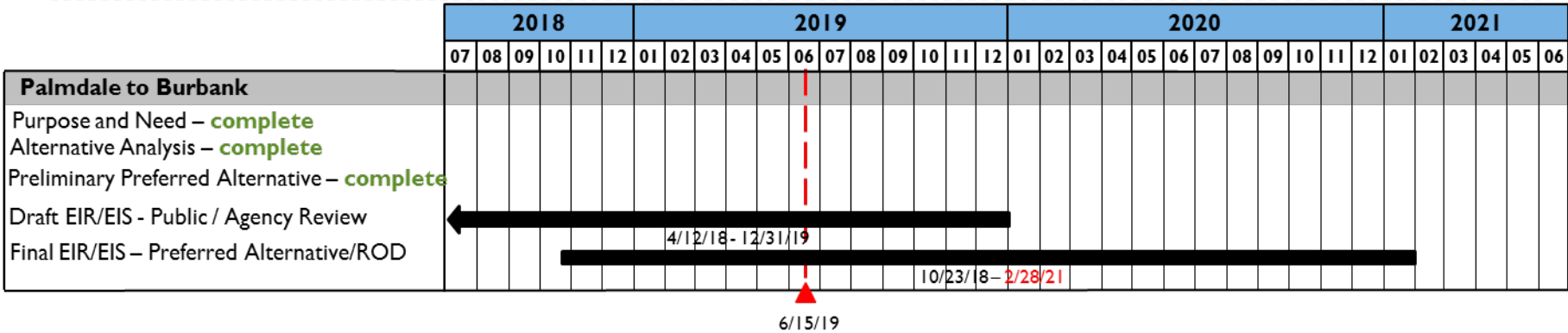
6 Burbank to LA



Notes:

- 1) All estimates are preliminary and subject to change.
- 2) For financial estimates, actuals have been updated through **May 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



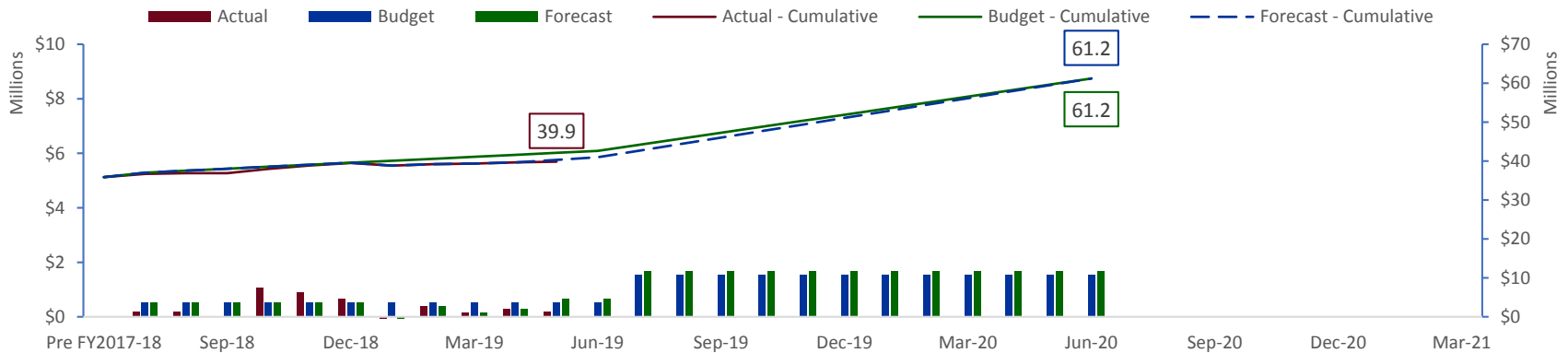
Notes:

- 1) All estimates are preliminary and subject to change.
- 2) For financial estimates, actuals have been updated through **May 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.

8 Bakersfield to Palmdale

	2018						2019						2020						2021																	
	07	08	09	10	11	12	01	02	03	04	05	06	07	08	09	10	11	12	01	02	03	04	05	06	07	08	09	10	11	12	01	02	03	04	05	06
Bakersfield to Palmdale																																				
Purpose and Need – complete																																				
Alternative Analysis – complete																																				
Pre. Preferred Alternative – complete																																				
Draft EIR/EIS - Public / Agency Review	←																																			
Final EIR/EIS – Pref. Alternative ROD	←																																			
	3/15/18 - 7/31/19												6/2/18 - 6/30/20																							

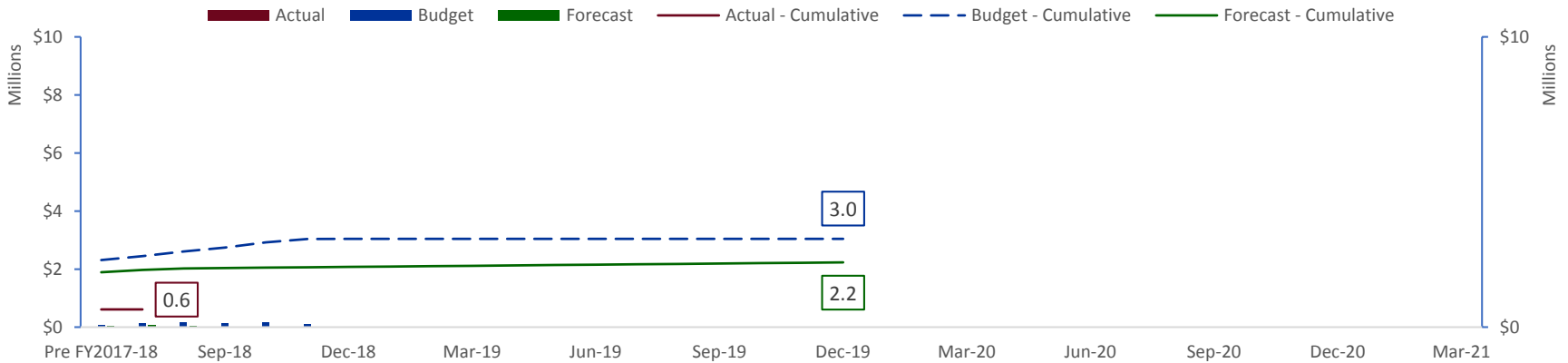
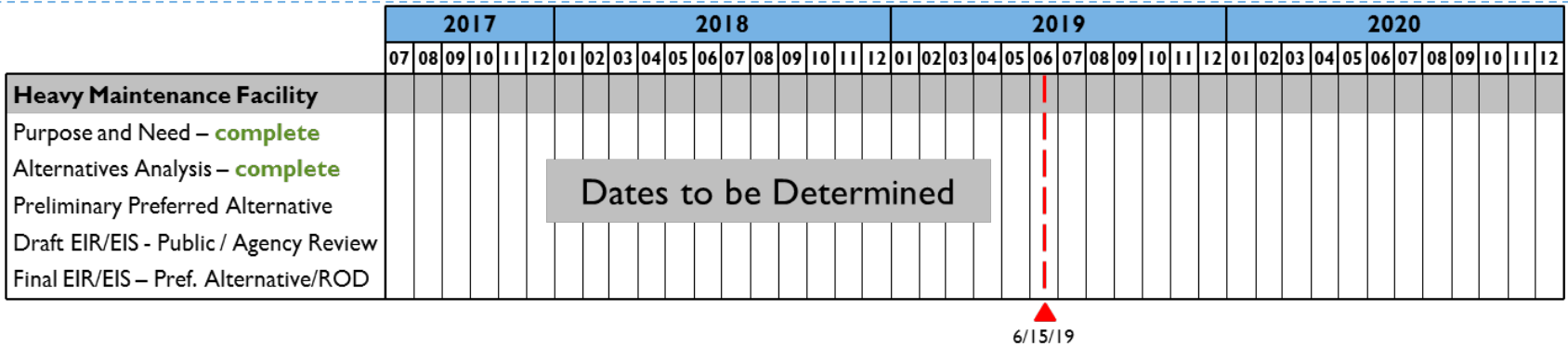
6/15/2019



Notes:

- 1) All estimates are preliminary and subject to change.
- 2) For financial estimates, actuals have been updated through **May 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



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 May 31, 2019¹*

Program Priority #	Milestone	Project Section	Due Date	% Completion	Status
1	Obtain Checkpoint B concurrence from USACE and USEPA	San Francisco to San Jose	May 2019	80%	Delay generated by need to provide a more detailed discussion of the Light Maintenance Facility element. Delay does not affect overall schedule.
2	Prepare administrative draft EIR/EIS for Authority's legal and technical review	San Jose to Merced	Completed	100%	Complete Admin. Draft EIR/EIS submitted to Authority reviewers on May 8, 2019.
2	Preliminary Engineering for Project Definition (PEPD)	San Jose to Merced	Completed	100%	Record Set PEPD Notice of Acceptance issued by the Authority on May 31, 2019.
3	Publish draft Supplemental EIR/EIS for public review	Central Valley Wye (M-F)	May 2019	99%	CVY Draft Supplemental EIR/EIS released May 3, 2019 for public comment under CEQA-first strategy. Responses to comments will be provided as soon as the review period is closed.
4	Submit for review an administrative final Supplemental EIS	Locally Generated Alternative (F-B)	April 2019	89%	Federal cooperating agencies are reviewing the draft Final Supplemental EIS.
4	Prepare Final EIS for publication	Locally Generated Alternative (F-B)	TBD	89%	Delay in NEPA Assignment causes a delay in achieving Record of Decision.
5	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	May 2019	80%	Delay generated by need to provide a more detailed discussion of the Light Maintenance Facility element. Delay does not affect overall schedule.

Notes:

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

Four-month look ahead - milestones and other key deliverables, all sections/projects: - cont'd. - *Information through May 31, 2019¹*

Program Priority #	Milestone	Project Section	Due Date	% Completion	Status
7	Obtain Checkpoint B concurrence from USACE and USEPA	Palmdale to Burbank	August 2019	70%	Delayed. Addressing feedback received from USACE and USEPA.
8	Publish Draft EIR/EIS for public and agency circulation	Bakersfield to Palmdale	July 2019	78%	Administrative draft EIR/EIS undergoing Finishing Team Review.

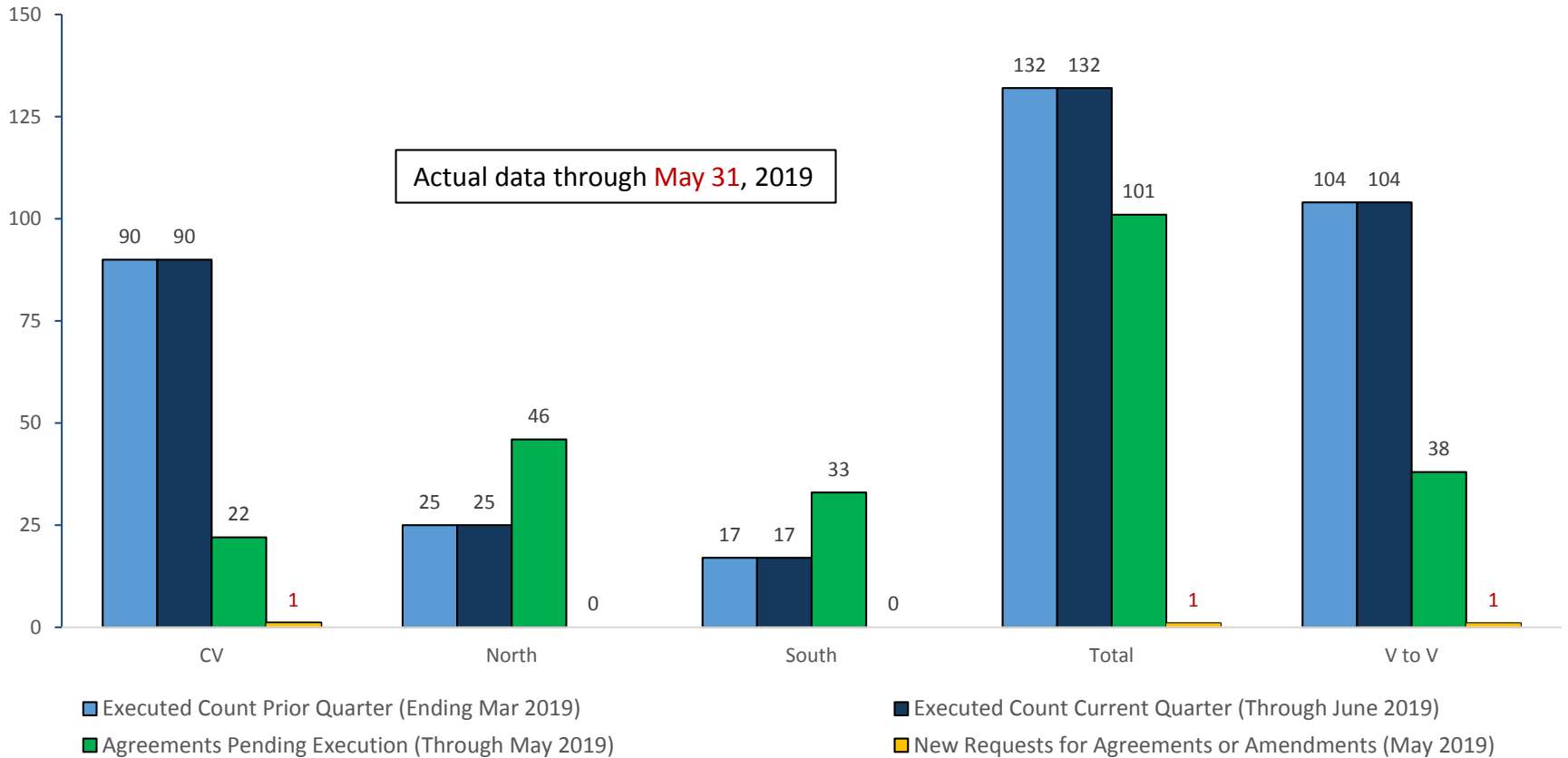
Note:

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

Operations Report Metrics

Third-Party Agreements

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

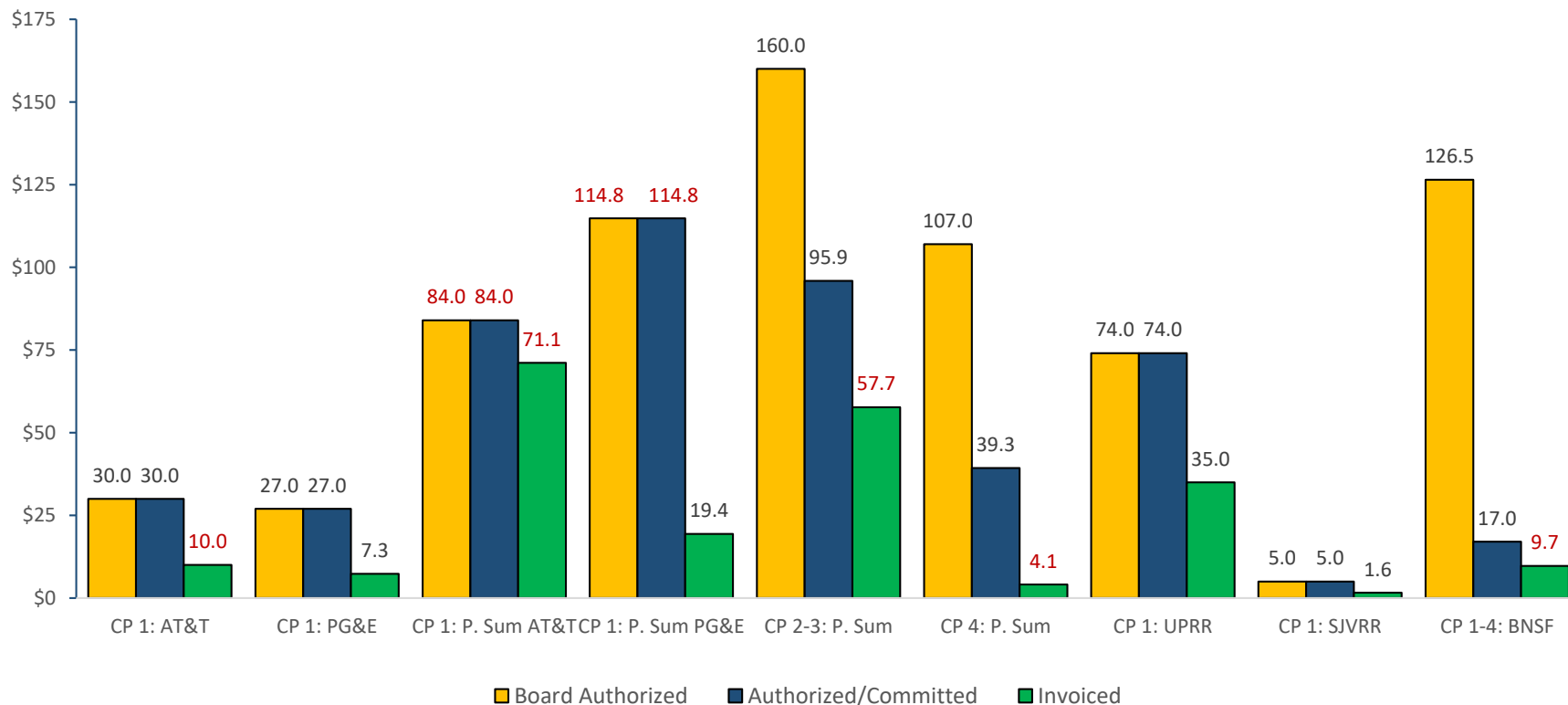


Notes:

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 (\$M)



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.

Operations Report Metrics

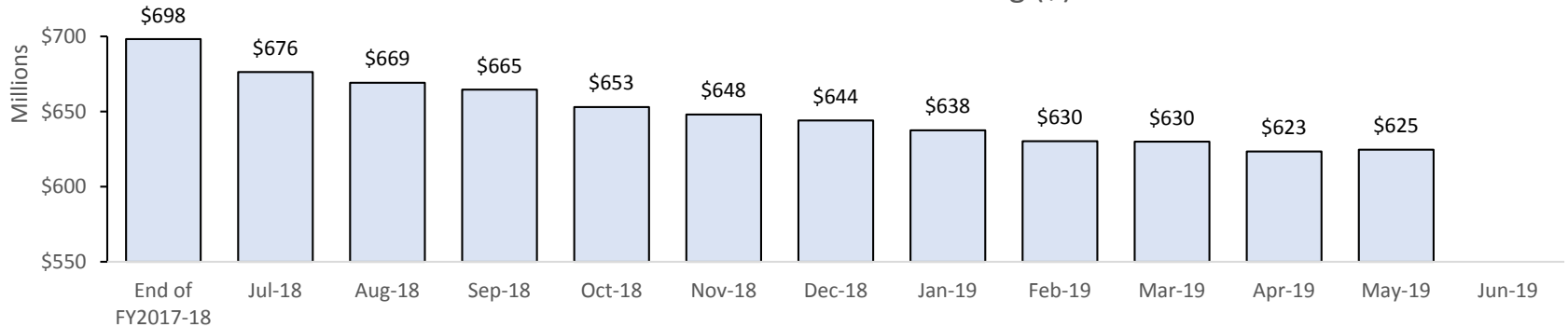
Contract Management

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.

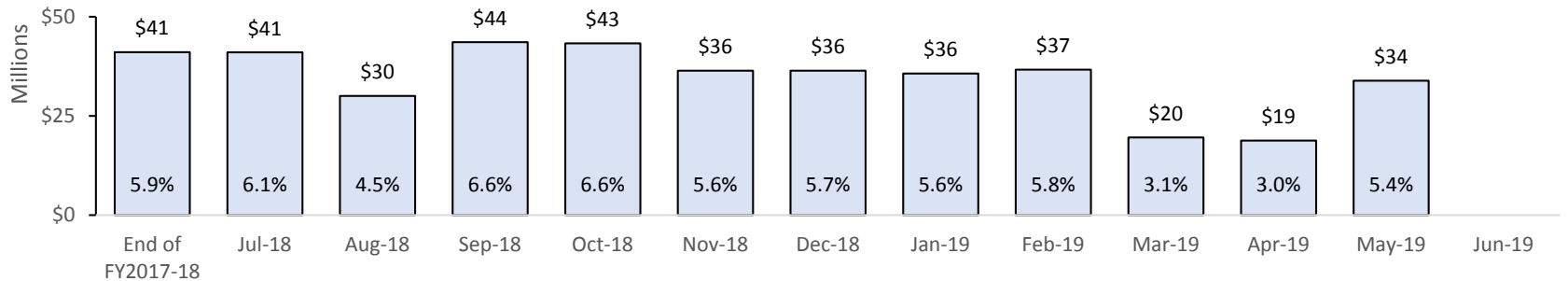
CP 1 Contract Management – Contingency Value

CP 1 - Contract Balance Remaining (\$)



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

CP 1 - Contingency Balance Remaining (\$ and %)



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.
3. The reason for an increase in the remaining contingency is due to reallocation of \$15.1M change orders from Contingency to the Board approved pending change order budget of \$27,545,155 through the resolution #HSRA 19-01

Source: May 31, 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	698.2	676.2	669.2	664.6	653.0	648.0	644.0	637.5	630.2	630.0	623.4	624.6	
Contingency	207.0	207.0	207.0	237.3	237.3	237.3	237.3	237.3	237.3	237.3	237.3	237.3	
Change Orders (from contingency)	165.9	0.1	11.0	16.7	0.3	6.9	0.0	0.7	-1.0	17.1	0.8	0.0	
Contingency Balance Remaining	41.1	41.0	30.0	43.6	43.3	36.4	36.4	35.7	36.7	19.6	18.8	33.9	
Contingency %	5.9%	6.1%	4.5%	6.6%	6.6%	5.6%	5.7%	5.6%	5.8%	3.1%	3.0%	5.4%	

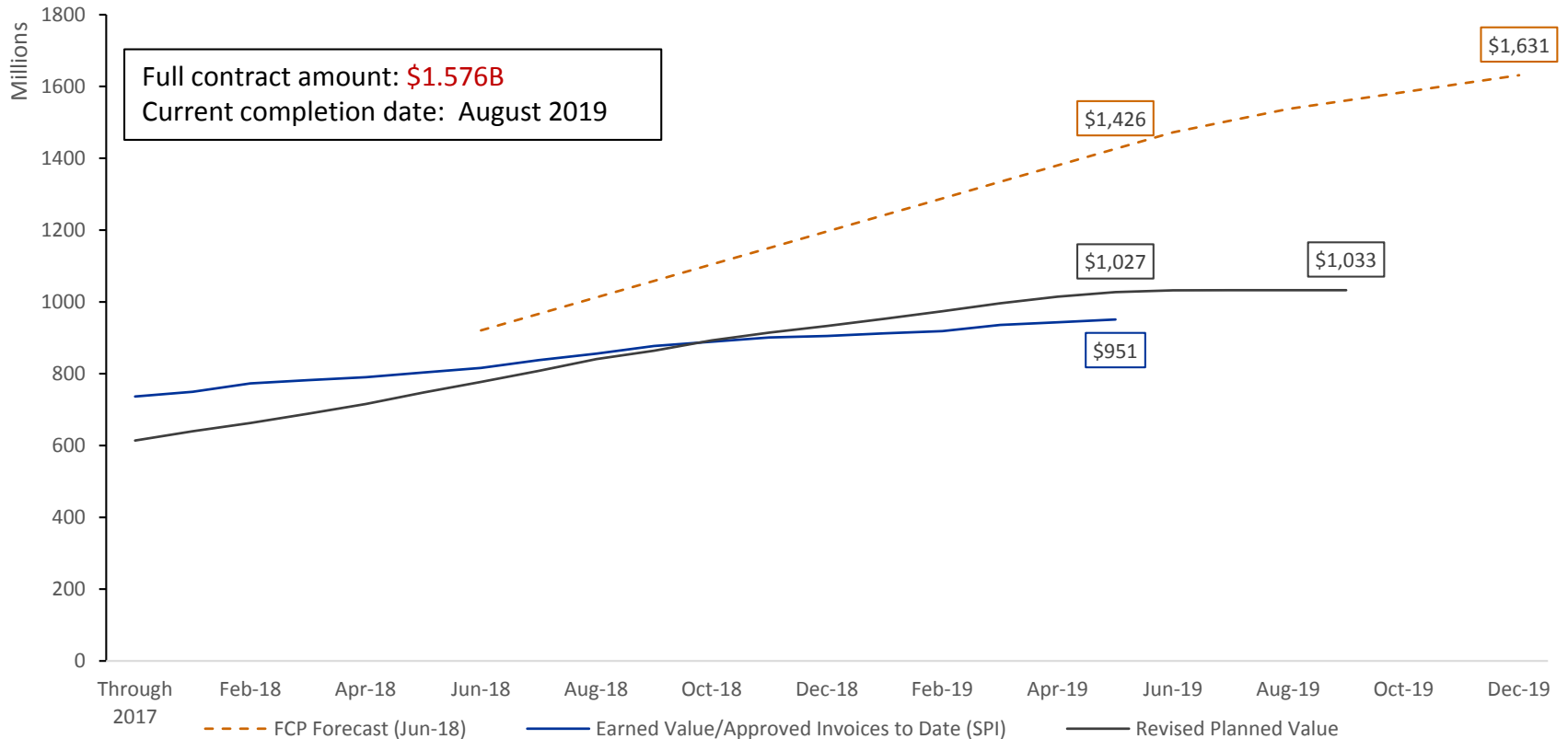
Note:

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. Several Change Orders this period have been re-allocated from the Contingency to the Board approved budget of \$27,545,155 for the pending change orders on Mar 19, 2019 (Resolution #HSRA 19-01)

Source: May 31, 2019 CP I Monthly Status Report.

CP 1 Contract Management – Schedule Performance Index

CP 1 Schedule – Total Planned Value of Contract Earned



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: **May 31, 2019** CP 1 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 FY17-18	Jul-18	Aug-18	Sep-18	Oct-18	Nov-18	Dec-18	Jan-19	Feb-19	Mar-19	Apr-19	May-19	Jun-19
FCP Forecast Value	920.8	966.7	1,012.0	1,059.0	1,105.0	1,150.0	1,196.0	1,242.0	1,288.0	1,334.0	1,380.0	1,426.0	
Earned Value	581.4	591.4	602.0	607.0	612.0	617.0	619.0	621.1	622.9	625.8	628.9	631.4	
Invoiced to Date See Note 1	816.0	837.9	856.0	977.3	889.2	901.0	905.0	912.3	918.6	935.9	943.3	951.1	
Planned Value See Note 2	777.3	807.8	840.6	864.4	892.6	914.3	932.9	953.0	974.0	996.0	1,015.0	1,027.0	
Schedule Performance Index	75.0%	73.0%	72.0%	71.0%	69.0%	68.0%	67.0%	68.0%	64.0%	63.0%	62.0%	61.0%	

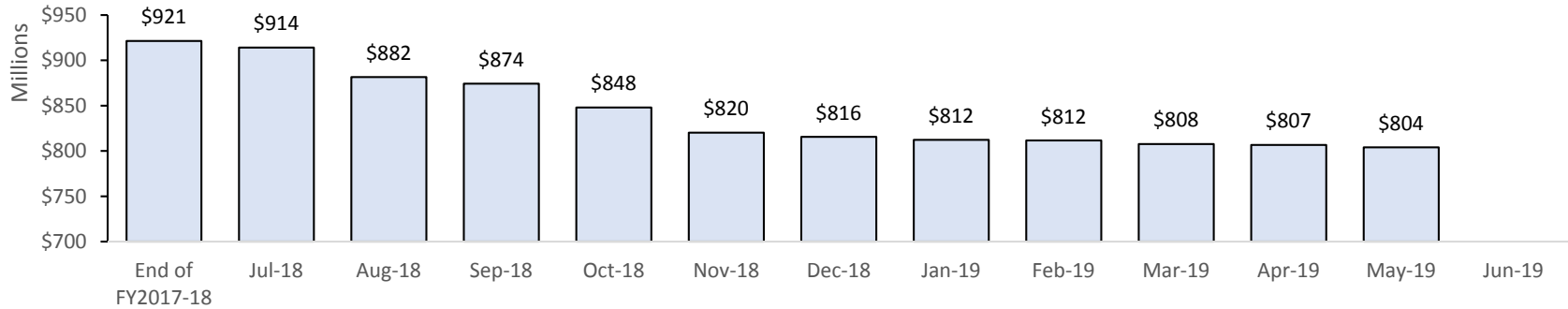
Notes

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: **May 31**, 2019 CP I Performance Metric Report.

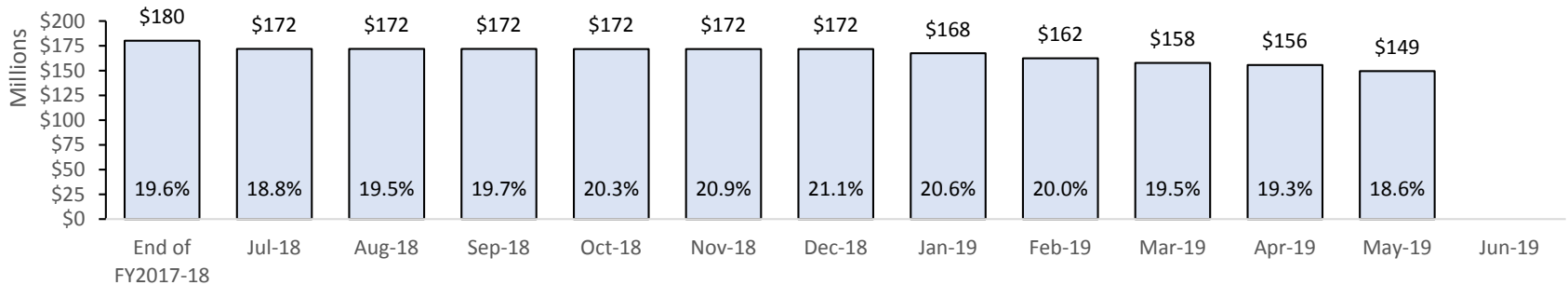
CP 2-3 Contract Management – Contingency Value

CP 2-3 - Contract Balance Remaining (\$)



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

CP 2-3 - Contingency Balance Remaining (\$ and %)



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: May 31, 2019 CP 2-3 Monthly Status Report.

CP 2-3 Contract Management Raw Data: Contingency Value

CP 2-3 – Contingency (\$ in millions)

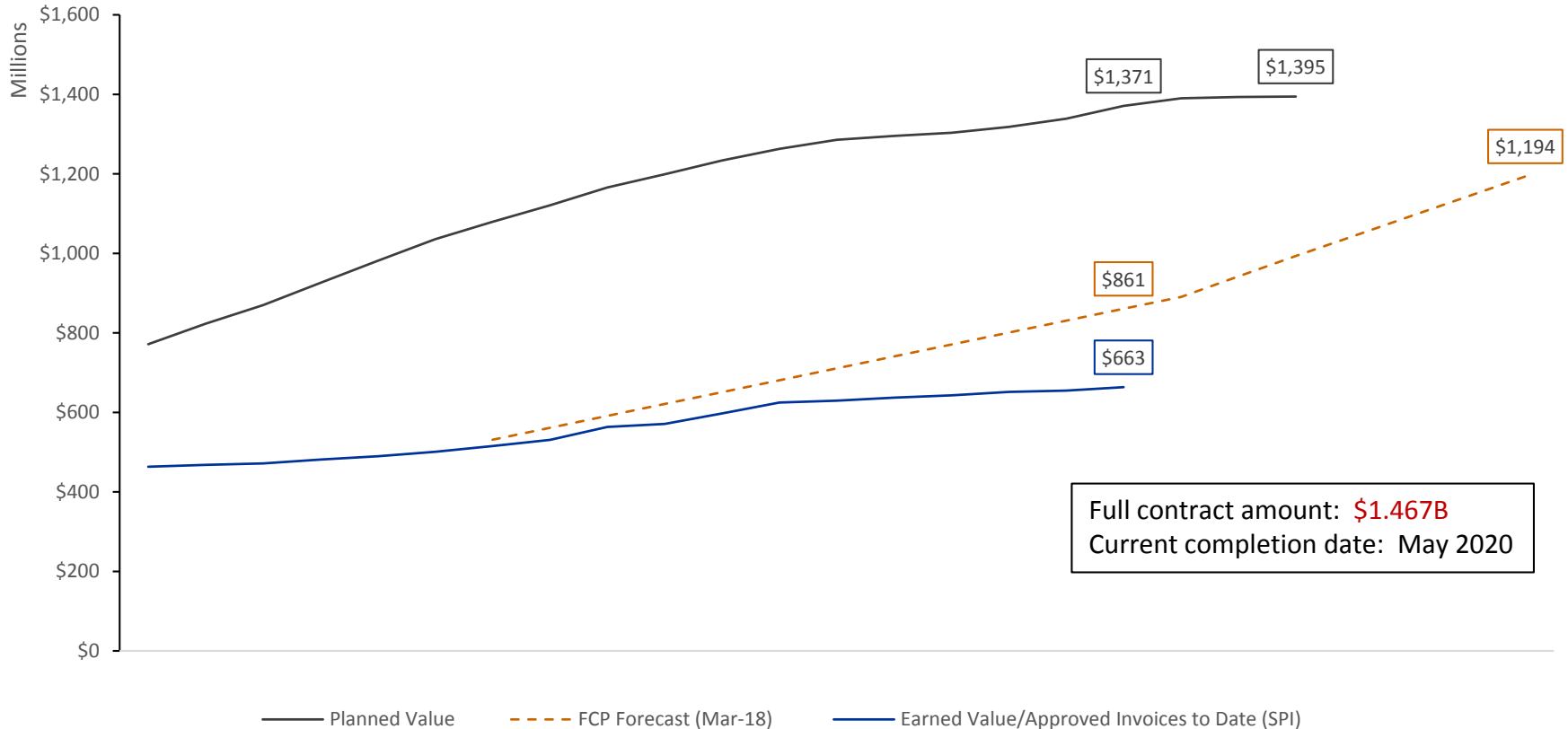
	End of FY17-18	Jul-18	Aug-18	Sep-18	Oct-18	Nov-18	Dec-18	Jan-19	Feb-19	Mar-19	Apr-19	May-19	Jun-19
Contract Balance Remaining	921.4	914.1	881.5	874.2	847.9	820.2	815.5	812.2	811.6	807.7	806.7	804.0	
Contingency	261.2	261.2	261.2	261.2	261.2	261.2	261.2	261.2	261.2	261.2	261.2	261.2	
Change Orders (from contingency)	80.9	8.3	0.0	0.1	0.1	0.0	0.0	4.2	5.0	4.7	2.2	6.1	
Contingency Balance Remaining	180.3	172.0	172.0	171.9	171.7	171.7	171.7	167.5	162.5	157.8	155.6	149.5	
Contingency %	19.6%	18.8%	19.5%	19.7%	20.3%	20.9%	21.1%	20.6%	20.0%	19.5%	19.3%	18.6%	

- Note:
1. Contract Balance Remaining is the sum of the previous month's Contract Balance Remaining less the monthly approved invoice amount plus change orders (from contingency).
 2. The executed positive and negative change orders for the period result in a net decrease in the current contract amount.

Source: **May 31**, 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



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: **May 31, 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 FY17-18	Jul-18	Aug-18	Sep-18	Oct-18	Nov-18	Dec-18	Jan-19	Feb-19	Mar-19	Apr-19	May-19	Jun-19
FCP Forecast Value	531.3	561.2	591.2	621.1	651.0	681.0	710.9	741.0	770.8	800.8	830.7	860.7	
Earned Value / Invoiced to Date See Note 1	515.3	530.9	563.5	570.9	597.3	625.0	629.6	637.3	642.9	651.5	654.7	663.4	
Planned Value See Note 2	1,079.0	1,120.0	1,166.0	1,199.0	1,234.0	1,263.0	1,286.0	1,295.0	1,303.0	1,318.0	1,339.0	1,371.0	
Schedule Performance Index	48.0%	47.0%	48.0%	48.0%	48.0%	49.0%	49.0%	49.0%	49.0%	49.0%	49.0%	48.0%	

Notes

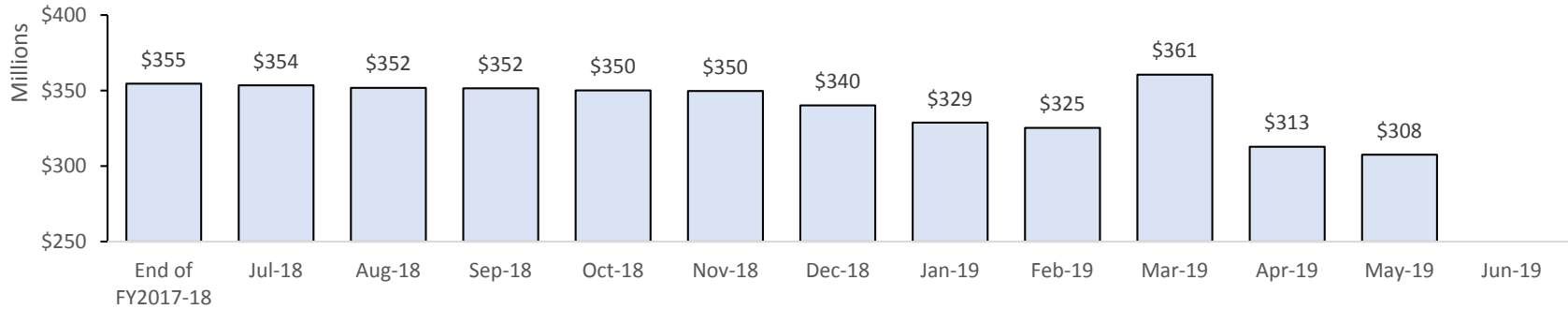
1. This is the Earned Value taken from Performance Metric Reports.
2. The Planned Values shown are from the accepted mid-point Planned Value curve from the approved baseline schedule.
3. Revised planned values are being developed to align with the revised contract amount and completion date.

Sources:

1. FCP Forecast: Funding Contribution Plan, September 2018.
2. EV: **May 31**, 2019 CP 2-3 Performance Metric Report.

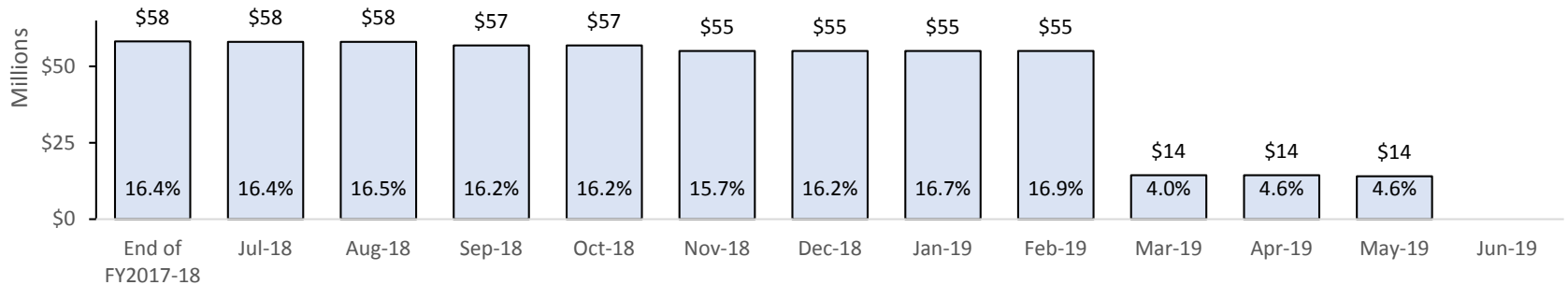
CP 4 Contract Management – Contingency Value

CP 4 - Contract Balance Remaining (\$)



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

CP 4 - Contingency Balance Remaining (\$ and %)



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: May 31, 2019 CP 4 Monthly Status Report.

CP 4 Contract Management Raw Data: Contingency Value

CP 4 – Contingency (\$ in millions)

	End of FY17-18	Jul-18	Aug-18	Sep-18	Oct-18	Nov-18	Dec-18	Jan-19	Feb-19	Mar-19	Apr-19	May-19	Jun-19
Contract Balance Remaining	354.6	353.5	351.8	351.5	350.1	349.7	340.0	328.8	325.3	360.6	312.8	307.5	
Contingency	62.0	62.0	62.0	62.0	62.0	62.0	62.0	62.0	62.0	62.0	62.0	62.0	
Change Orders (from contingency)	3.8	0.2	0.0	1.2	0.0	1.8	0.0	0.0	0.0	40.7	0.0	0.3	
Contingency Balance Remaining	58.2	58.0	58.0	56.8	56.8	55.0	55.0	55.0	55.0	14.4	14.4	14.1	
Contingency %	16.4%	16.4%	16.5%	16.2%	16.2%	15.7%	16.4%	16.7%	16.9%	4.0%	4.0%	4.6%	

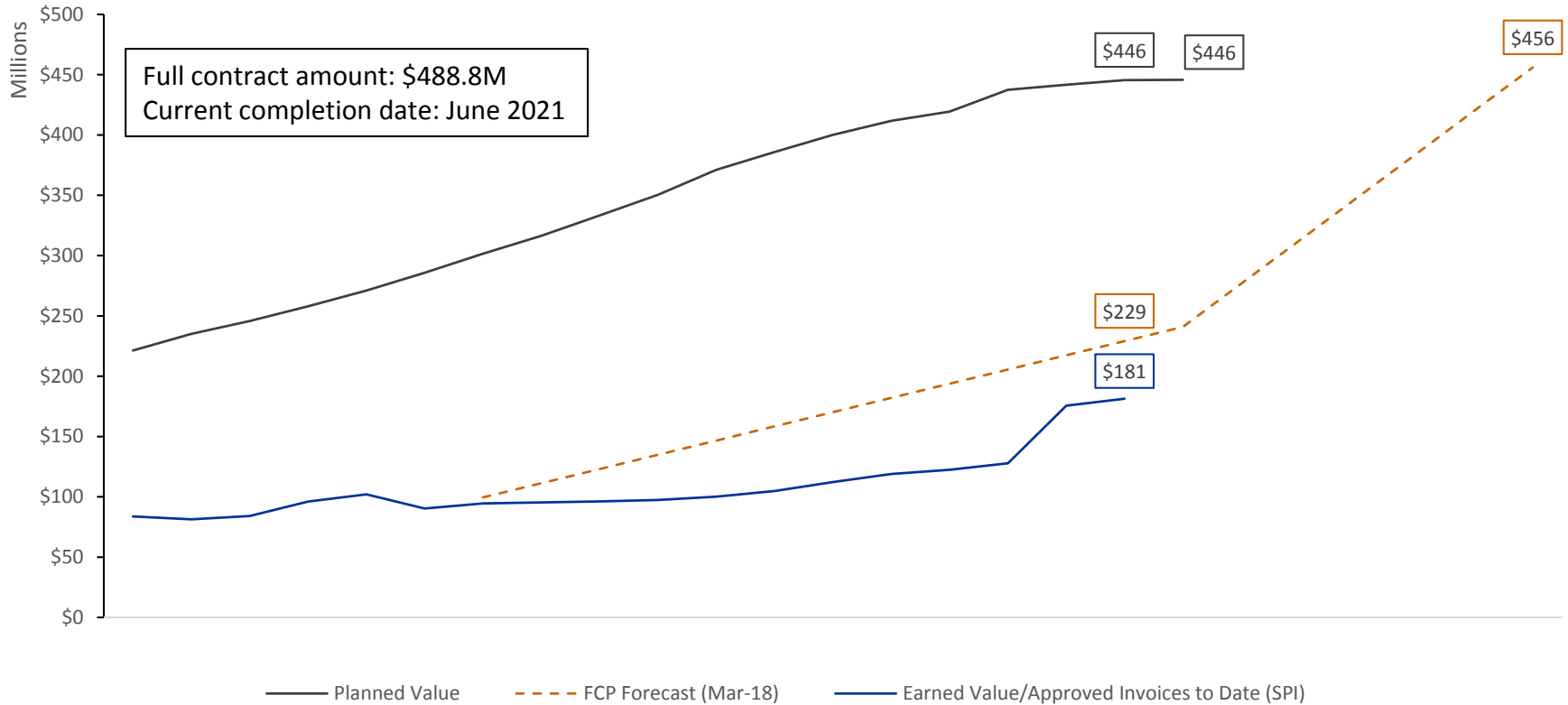
Note:

- I. 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: **May 31, 2019** CP 4 Monthly Status Report.

CP 4 Contract Management – Schedule Performance Index

CP 4 Schedule – Total Planned Value of Contract Earned



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: **May 31, 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 FY17-18	Jul-18	Aug-18	Sep-18	Oct-18	Nov-18	Dec-18	Jan-19	Feb-19	Mar-19	Apr-19	May-19	Jun-19
FCP Forecast Value	99.5	111.3	123.1	134.9	146.6	158.4	170.2	182.0	193.7	205.6	217.3	229.1	
Earned Value / Invoiced to Date See Note 1	94.5	102.0	96.2	97.4	100.2	107.8.0	112.1	118.9	122.4	127.8	175.6	181.3	
Planned Value See Note 2	301.6	316.4	333.2	350.3	371.1	385.8	400.1	412.0	419.4	437.4	441.6	445.5	
Schedule Performance Index	31%	32%	29%	28%	27%	28%	28%	28%	29%	29%	40%	41%	

Notes:

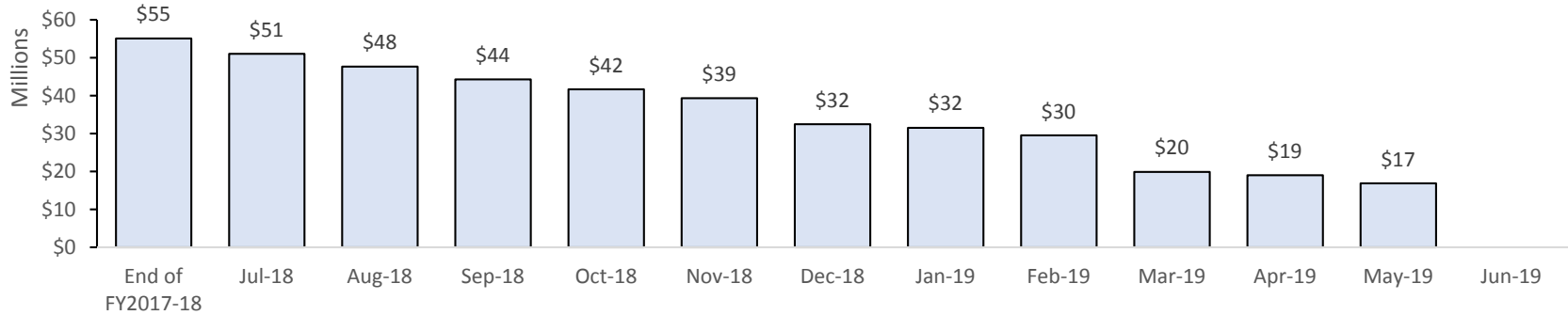
1. This is the Earned Value taken from Performance Metric Reports and it is an estimate.
2. The Planned Values shown are from the accepted mid-point Planned Value curve from the approved baseline schedule.

Sources:

1. FCP Forecast: Funding Contribution Plan, September 2018
2. EV: **May 31**, 2019 CP 4 Performance Metric Report

SR-99 Contract Management – Contingency Value

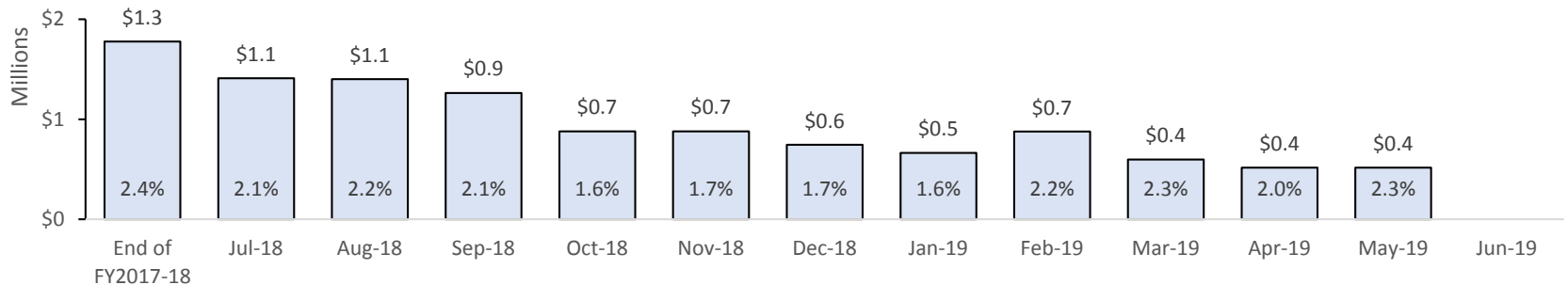
SR-99 - Contract Balance Remaining (\$)



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.

SR-99 - Contingency Balance Remaining (\$ and %)



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: May 31, 2019 SR-99 Monthly Status Report.

SR-99 Contract Management Raw Data: Contingency Value

SR-99 – Contingency (\$ in millions)

	End of FY17-18	Jul-18	Aug-18	Sep-18	Oct-18	Nov-18	Dec-18	Jan-19	Feb-19	Mar-19	Apr-19	May-19	Jun-19
Contract Balance Remaining	55.1	51.0	47.7	44.3	41.7	38.3	32.4	31.5	29.5	19.9	19.0	16.9	
See Note 3	27.0	23.5	20.4	17.4	15.3	13.1	10.4	9.7	9.5	9.5	9.5	9.5	
Contingency See Note 2	5.9	5.9	5.9	5.9	5.9	5.9	5.9	5.9	5.9	5.9	5.9	5.9	
Change Orders (from contingency)	4.6	0.2	0.0	0.1	0.3	0.0	0.1	0.1	-0.2	0.2	0.1	0.0	
Contingency Balance Remaining See Note 2	1.3	1.1	1.1	0.9	0.7	0.7	0.6	0.5	0.7	0.5	0.4	0.4	
Contingency % See Note 2	4.9%	4.5%	5.1%	2.1%	1.6%	1.7%	1.7%	1.6%	2.2%	2.2%	2.0%	2.3%	

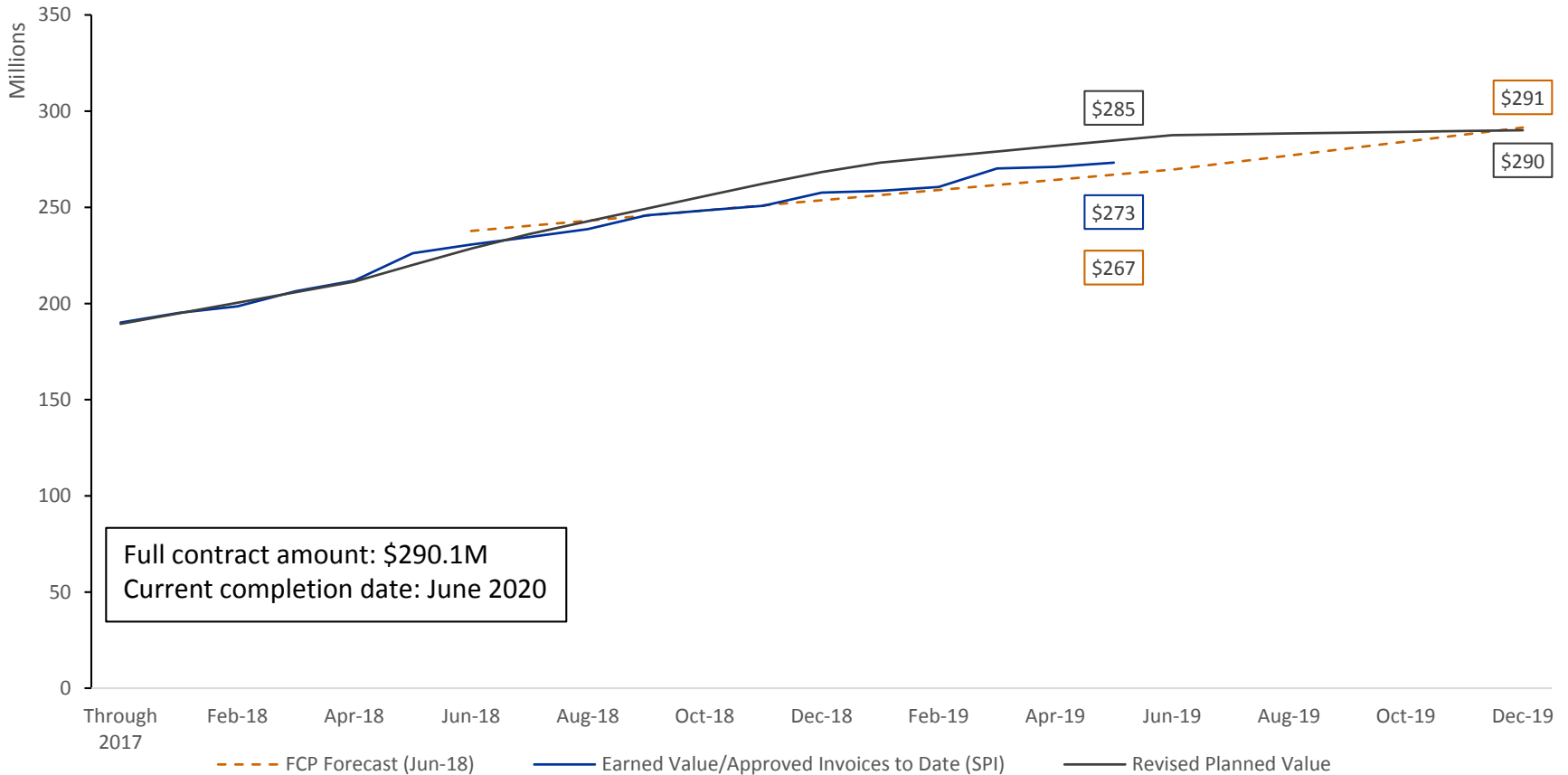
Notes:

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

Source: **May 31**, 2019 SR-99 Monthly Status Report.

SR-99 Contract Management – Schedule Performance Index

SR-99 Schedule – Total Planned Value of Contract Earned



Full contract amount: \$290.1M
Current completion date: June 2020

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: May 31, 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 FY17-18	Jul-18	Aug-18	Sep-18	Oct-18	Nov-18	Dec-18	Jan-19	Feb-19	Mar-19	Apr-19	May-19	Jun-19
FCP Forecast Value	237.8	240.4	243.1	245.7	248.4	251.0	253.6	256.0	259.0	261.6	264.3	267.0	
Earned Value	230.7	234.5	238.7	242.1	245.8	250.8	254.6	258.6	260.6	270.2	271.1	273.2	
Planned Value See Note 2	228.5	236.1	242.7	249.3	255.8	262.3	268.3	273.3	276.1	279.1	282.0	284.8	
Schedule Performance Index	101.0%	99.0%	98.0%	97.0%	96.0%	95.0%	95.0%	95.0%	94.0%	97.0%	96.0%	96.0%	

Note:

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

Sources:

- FCP Forecast: Funding Contribution Plan, September 2018
- EV: **May 31**, 2019 SR-99 Performance Metric Report

Operations Report Metrics

Finance/Budget

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 **July** 2019 F&A Capital Outlay Report includes financial data through **May 31**, 2019.

As of **May 31, 2019, the Authority has spent **45.6%** of FY2018-19 budget.**

FY2018-19 Expenditures to Date (\$ billions)
(Data as of **May 31**, 2019)

Total Appropriation ^{3,4}		FY2018-19 Budget ²		FY Expenditures to Date ⁵		FY Expenditures % of Budget	
Apr-19	May-19	Apr-19	May-19	Apr-19	May-19	Apr-19	May-19
\$19.286	\$19.286	\$1.787	\$1.787	\$0.760	\$0.814	42.5%	45.6%

Total Expenditures to Date (\$ billions)
(Data as of **May 31**, 2019)

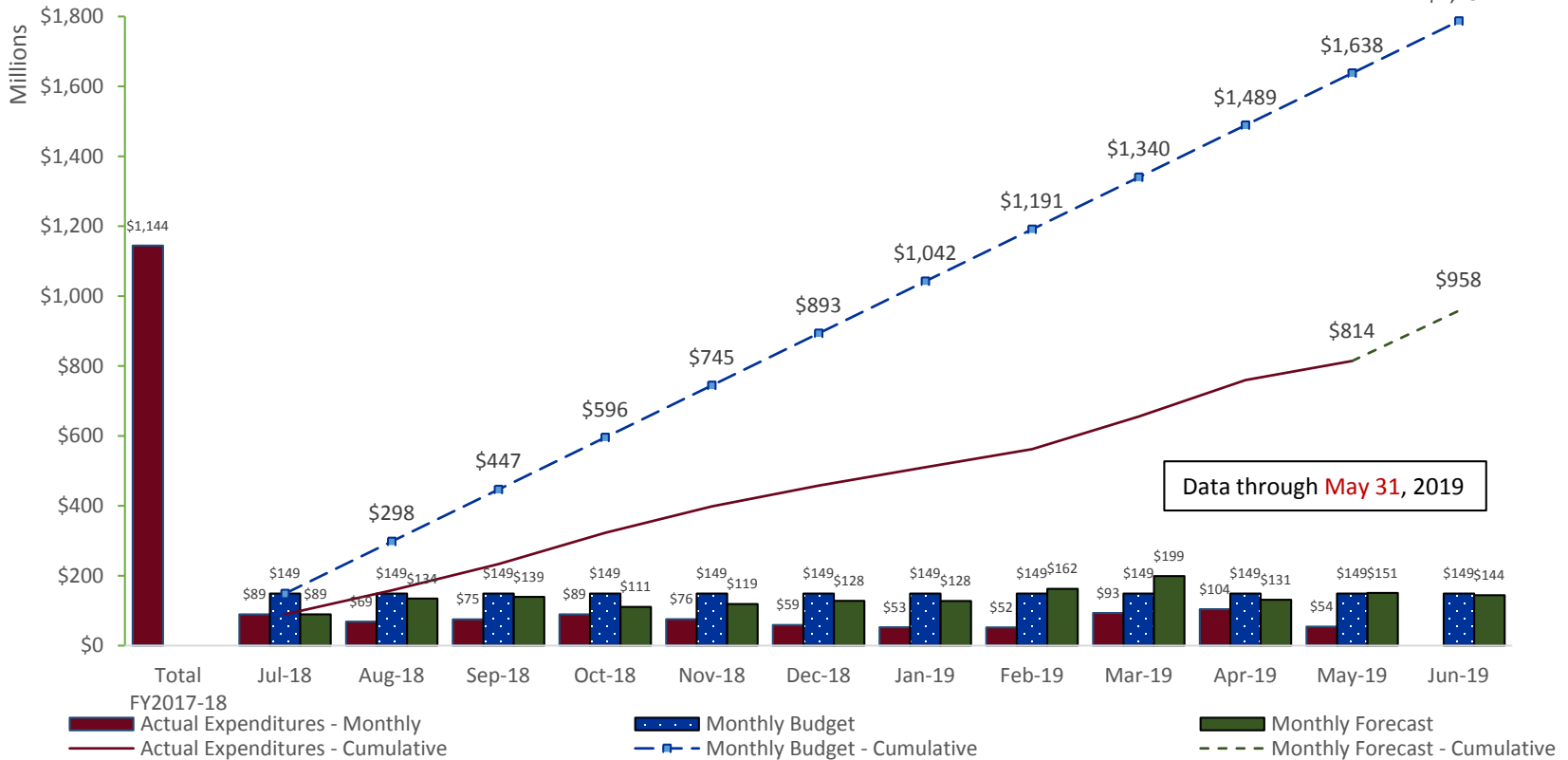
	TOTAL		Planning		Construction ²	
	Budget ⁷	Expenditures to Date ⁵	Budget	Expenditures to Date ⁵	Budget	Expenditures to Date ⁵
ARRA Grant⁸	\$2.547	\$2.475	\$0.487	\$0.416	\$2.060	\$2.060
FY10 Grant	\$0.929	\$-	\$-	\$-	\$0.929	\$-
Brownfields	\$0.001	\$-	\$0.001	\$-	\$-	\$-
PROP IA	\$3.184	\$2.055	\$0.575	\$0.372	\$2.609	\$1.683
Cap and Trade	\$7.853	\$0.708	\$0.534	\$0.122	\$7.318	\$0.586
Local Assistance	\$1.100	\$0.045	\$-	\$-	\$1.100	\$0.045
Total⁶	\$15.613	\$5.284	\$1.597	\$0.910	\$14.016	\$4.374

Notes:

1. Source: F&A Capital Outlay Report, **July 2019**; balance subject to change due to pending approval of federal reimbursements.
2. Total Program and 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.
3. 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).
4. **As first reported in Jun-19**, the Cap and Trade Appropriation has been updated to reflect actual auction proceeds for the Feb-19 auction and has increased by \$25.7M to \$11.448B (\$478M Project Development, \$10.970B Construction). The total Appropriation reflects a one-time FY2014-15 Budget Act appropriation of \$650M, actual auction proceeds received to date of \$1.986B, 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 (\$8.812B). The Appropriation will be updated quarterly based on actual Cap and Trade auction proceeds.
5. Expenditures reflect paid invoices and material estimated costs for work performed, not yet paid.
6. Numbers may not add due to rounding.
7. The Total Program budget **increased by \$1.954B (from \$13.659B to \$15.613B) to reflect the Program Baseline Budget.**
8. ARRA Grant expenditures to date reflect **\$5.8M** 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 – July 2019)

1. Total Program and 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.

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	\$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	\$655.5M	\$759.8M	\$814.2M	
Monthly Expenditures	\$89.5M	\$68.7M	\$75.0M	\$89.5M	\$75.8M	\$59.2M	\$52.5M	\$52.0M	\$93.3M	\$104.2M	\$54.5M	
Total FY Forecast	\$1.8B	\$1.8B	\$1.5B	\$1.5B	\$1.5B	\$1.4B	\$1.4B	\$1.5B	\$1.1B	\$1.1B	\$958.2M	

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

1. Total Program and 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.

Operations Report Metrics

ARRA State Match Schedule

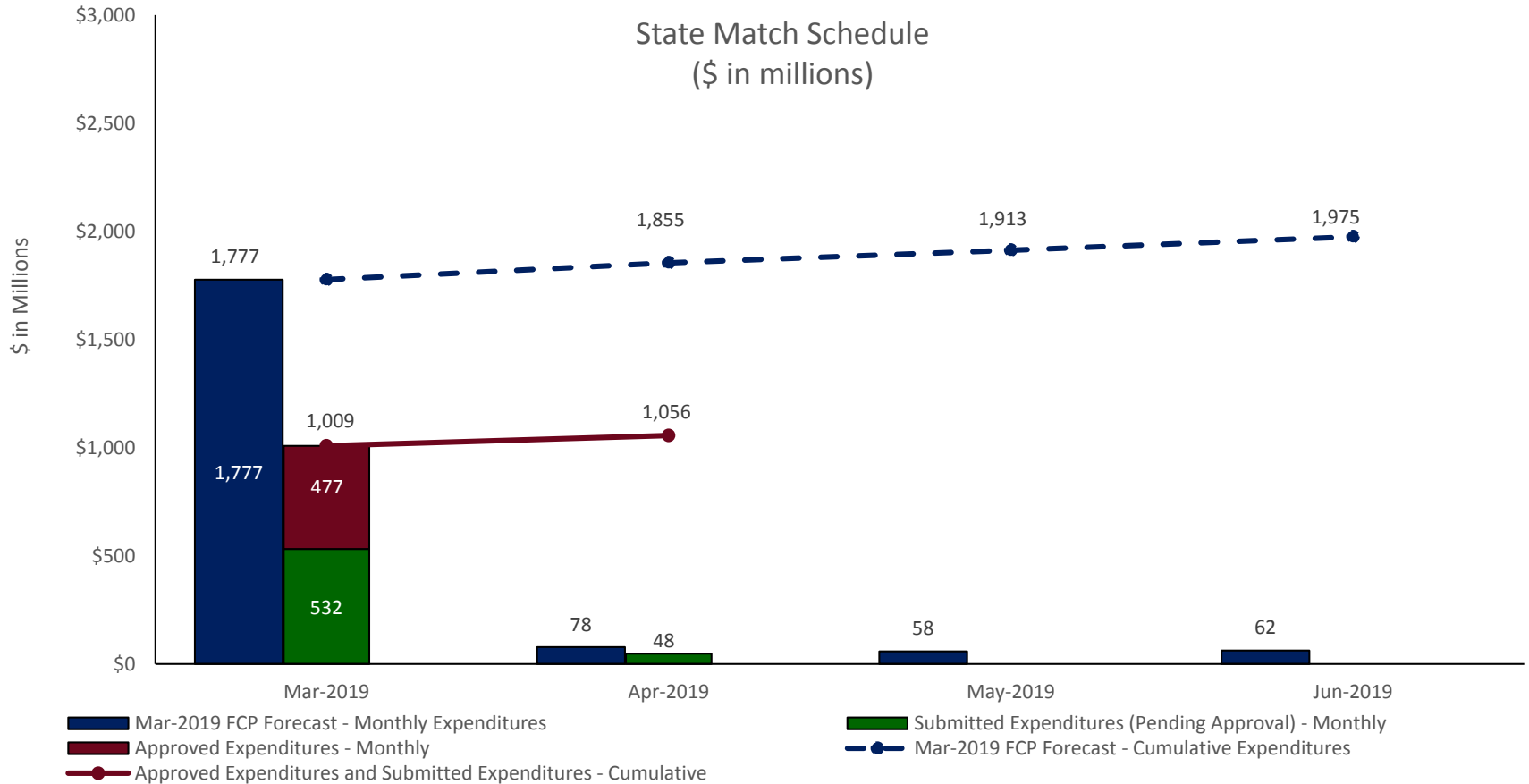
ARRA State Match Schedule – Context

- ▶ 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



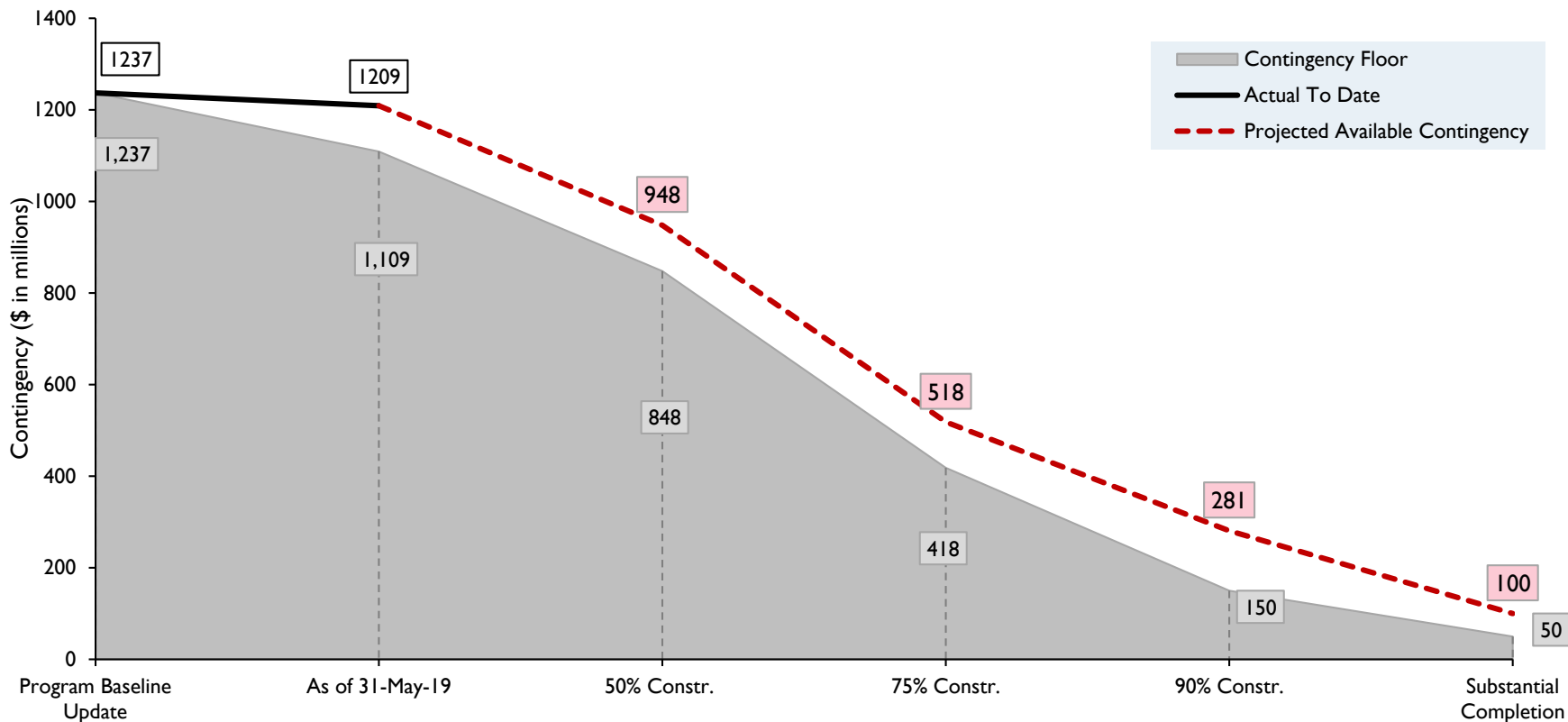
Notes:

1. Data as of **May 31, 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 \$579M.
4. The March 2019 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.

Operations Report Metrics

Risk

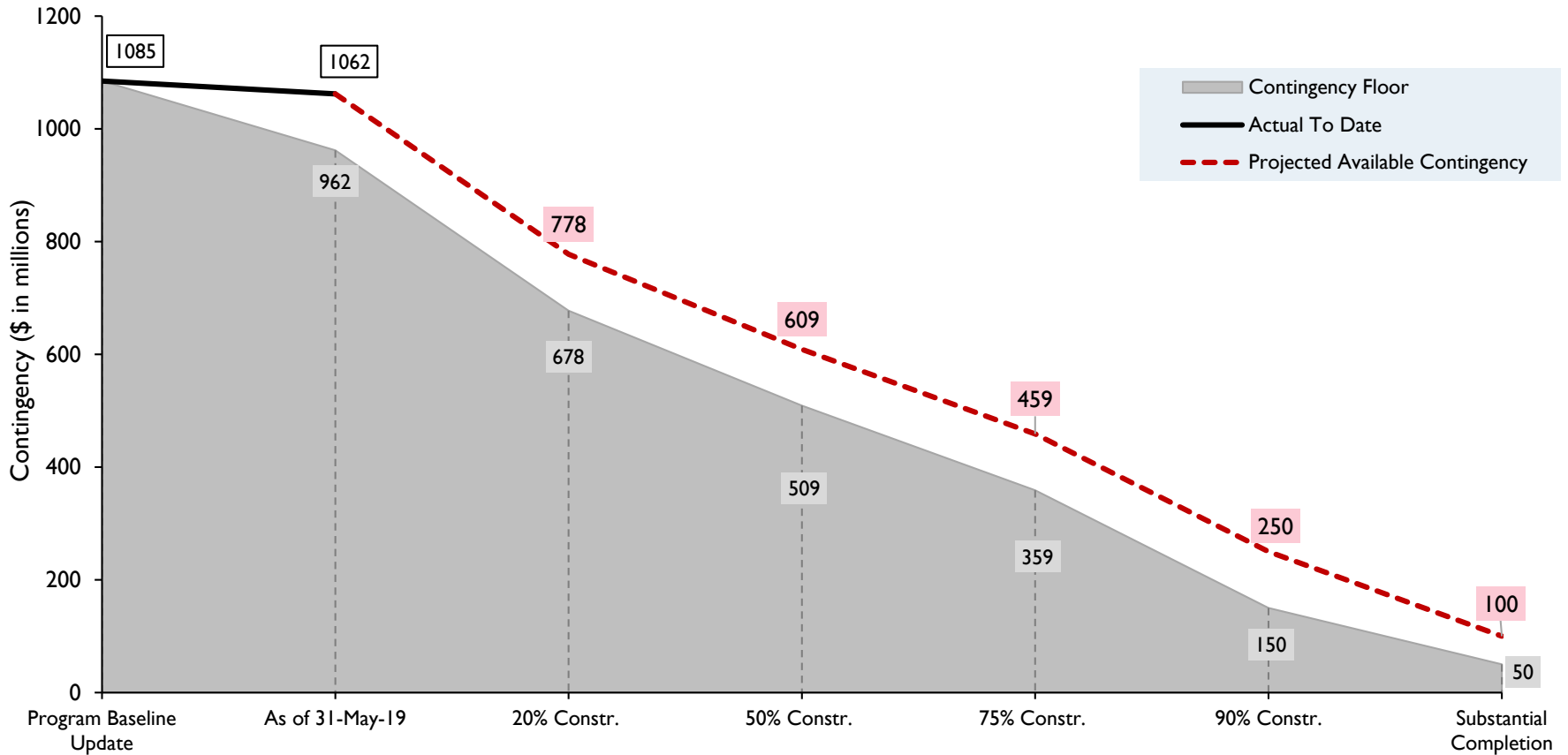
Risk CP 1 Project - Contingency report



Notes:

1. The Program Baseline Update was presented to and accepted by the CHSRA Board in May 2019. The adoption of the Program Baseline Update resulted in changes to contingency amounts. The contingency drawdown curve has been revised to reflect updated contingency amount for the entire CP I Project.
2. Content as of May 31, 2019.

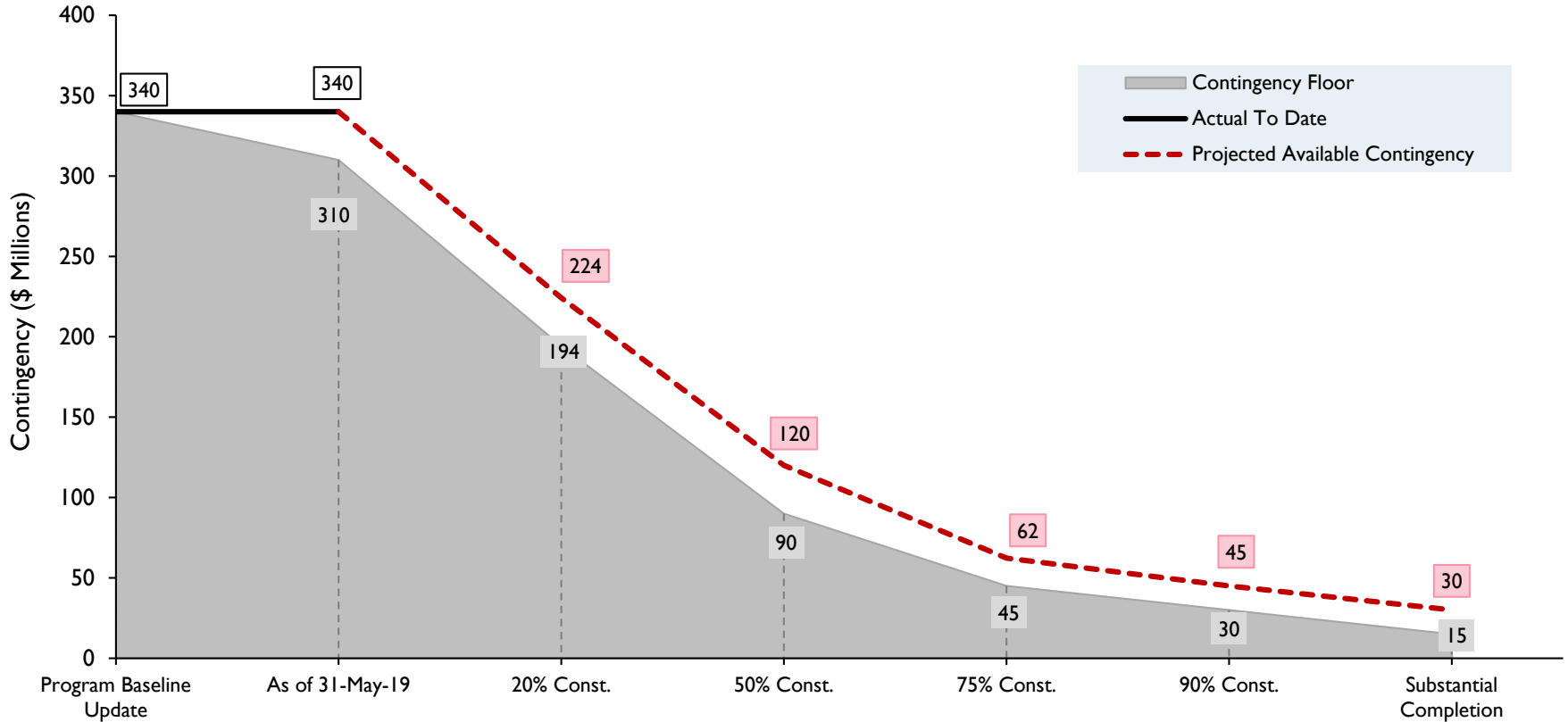
Risk CP 2-3 Project - Contingency report



Notes:

1. The Program Baseline Update was presented to and accepted by the CHSRA Board in May 2019. The adoption of the Program Baseline Update resulted in changes to contingency amounts. The contingency drawdown curve has been revised to reflect updated contingency amount for the entire CP 2-3 Project.
2. Content as of May 31, 2019.

Risk CP 4 Project - Contingency report



Notes:

1. The Program Baseline Update was presented to and accepted by the CHSRA Board in May 2019. The adoption of the Program Baseline Update resulted in changes to contingency amounts. The contingency drawdown curve has been revised to reflect updated contingency amount for the entire CP 4 Project.
2. Content as of May 31, 2019.