



# **California High-Speed Rail Operations Report**

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

August 2019 Report (Data through June 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 are 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 CP1 thru CP4 through June 30, 2019. As of that date, the Authority has secured legal possession of 1,530 parcels with 1,516 delivered to the Design-Builders (DB). The total number of parcels acquired (legally possessed) by the Authority was 21 parcels. Of the total number of parcels legally acquired, 7 parcels delivered were delivered to the DB during the month of June. All 7 parcels were delivered for CP 2-3. Fourteen 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 25 parcels. From last month’s total remaining parcels, the total remaining parcels for June 30, 2019 has increased by 21 parcels. The total parcels and percentage delivered to date are as follows:

Section	Number of Parcels	Acquired by HSR Pending Delivery to DB	Delivered to DB	Percent Delivered to DB	Remaining Parcels	Remaining Parcels on Hold	DB	Remaining DB Identified Critical Parcels	Remaining Railroad Parcels
CP 1	892	1	819	92%	72	8		7	54
CP 2-3	755	12	533	71%	210	15		7	42
CP 4A	208	1	164	79%	43	14		8	10
<b>Total</b>	<b>1855</b>	<b>14</b>	<b>1516</b>	<b>82%</b>	<b>325</b>	<b>37</b>		<b>22</b>	<b>106</b>

## 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 106 parcels.
- CP 1 Summary: In CP 1, 3 parcels were scheduled for delivery in June and were delivered ahead of schedule. No additional parcels were forecasted for delivery in June. 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 have signed agreements pending approval.
- CP 2-3 Summary: In CP 2-3, 7 parcels were delivered in June. The seven DB Critical parcels remaining are proceeding toward condemnation.
- CP 4 Summary: In CP 4, 2 parcels were scheduled for delivery in June and were delivered ahead of schedule. No additional parcels were forecasted for delivery in June. 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 reduced from 24 to 15 parcels. These parcels will be assigned to an active acquisition activity.
- Legal Possession: In June, the Authority legally acquired (possessed) 14 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, completed 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, received the record set Preliminary Engineering for Project Definition (PEPD) plans in June and provided to FRA on June 21.
- For the San Francisco to San Jose Project Section, continue coordination with the Bay Conservation and Development Commission (BCDC) regarding Visitacion Creek permitting.
- For the San Jose to Merced Project Section, revised the staff-recommended State’s Preferred Alternative staff report in response to HSR program and legal reviews. Changes in CEQA guidelines will require changes to project description and environmental analysis that may have a one-month delay.
- For the San Jose to Merced Project Section, completed CEQA/NEPA adequacy and legal reviews and subsequent comment resolution workshops for the initial Administrative Draft EIR/EIS on June 26, 2019.
- For the Central Valley Wye Project Section, completed activities to publish and circulate the Central Valley Wye Draft Supplemental EIR/EIS under a CEQA-first process with an EIR clarification and errata for a 48-day review and comment period. A community open house was held on May 15, 2019 with a public hearing on June 5, 2019. Public comment period closed June 20, 2019.
- For the Fresno to Bakersfield (LGA) Project Section, federal cooperating agencies continued to review 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. A potential six month delay is anticipated in ROD delivery due to additional coordination with consulting parties. Exploring all possible mitigation strategies. Following outcome of Section 106 consultation with National Chavez Center, schedule public comment period/release of the Draft EIR/EIS. Additionally, prioritizing progression of work on cost reimbursable agreement with the Bureau of Land Management.
- 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, internal Authority review of CEQA/NEPA adequacy was completed.
- For the Burbank to Los Angeles project section, completed internal reviews and revisions of the administrative draft EIR/EIS and began Finishing Team process.
- For the 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 June 30, 2019.
- 15 of the 19 AT&T design packages have been approved are in construction in CP 1.
  - Stanislaus and Sprint Diversity packages are at 90%
  - Road 26 and Avenue 17 are still in the conceptual stage (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

- CP1 - The project consumed approximately 97.1% of the approved contract duration through to the end of June 2019; about 60.5% of the current contract value has been earned during that time. In addition, work performed were as follows; completed forming and intermediate concrete placement on retaining wall footings at Ave.15; completed concrete placement/stripping of wall forms on east & west retaining wall footings, and placement of aggregate base and asphalt at Ave.12; completed placement of aggregate base rock and pavement at Ave. 8; 195 parcels have been remediated, 211 have been demolished; work is ongoing with the excavation of soil and hauling off site at Fresno Trench; continued bents 34 and 35 pile cap and column construction at Downtown Fresno Viaduct/SR-99; and backfill behind abutment 43 and false work placement over Cedar Avenue. 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 81.5% of the contract time through the end of June 2019; about 45.9% 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; AT&T utility structure relocation is ongoing at Clovis Ave., Elkhorn Ave., Fowler Ave., & Grangeville Blvd.; Frontier utility structure relocations is ongoing at Morton and Sumner Ave; utility structure relocations was completed last month at South Ave., Flint Ave., Hanford Armona Rd. (Phase1), Ave. 56, & Ave. 16; Private irrigation casings were completed north of Fargo Ave., South of Kansas Ave., & North of Ave. 144; HSR embankment between Iona Ave to Lansing Ave is ongoing; and construction of roadway structures at Kent, Kansas, Excelsior and Avenue 88 are ongoing.
- CP 4 – The project consumed approximately 61.5% of the contract time through the end of June 2019; about 38.1% of the current contract amount has been earned during that time; The Contractor prepared and submitted a Revised Baseline Schedule which was reviewed and approved in June 2019 as CO-00032. Beyond the CO-00032 settlement is a number of the identified issues also include significant potential cost impacts, such as the potential additional scope of work at SR-46, and the IPB requirement changes based on Authority directives.
- SR-99 Realignment - The project consumed 86.4% of the contract time as of the end of June 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 \$184.6M for June 2019, a \$130.1M increase compared to \$54.5M for May 2019. The increase is primarily attributed to year-end accruals for the close of FY2018-19.
- 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 increased by \$40.6M (from \$958.2M to \$998.8M) to match fiscal year-end expenditures.
- The Total Program budget remains \$15.613B.
- 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.



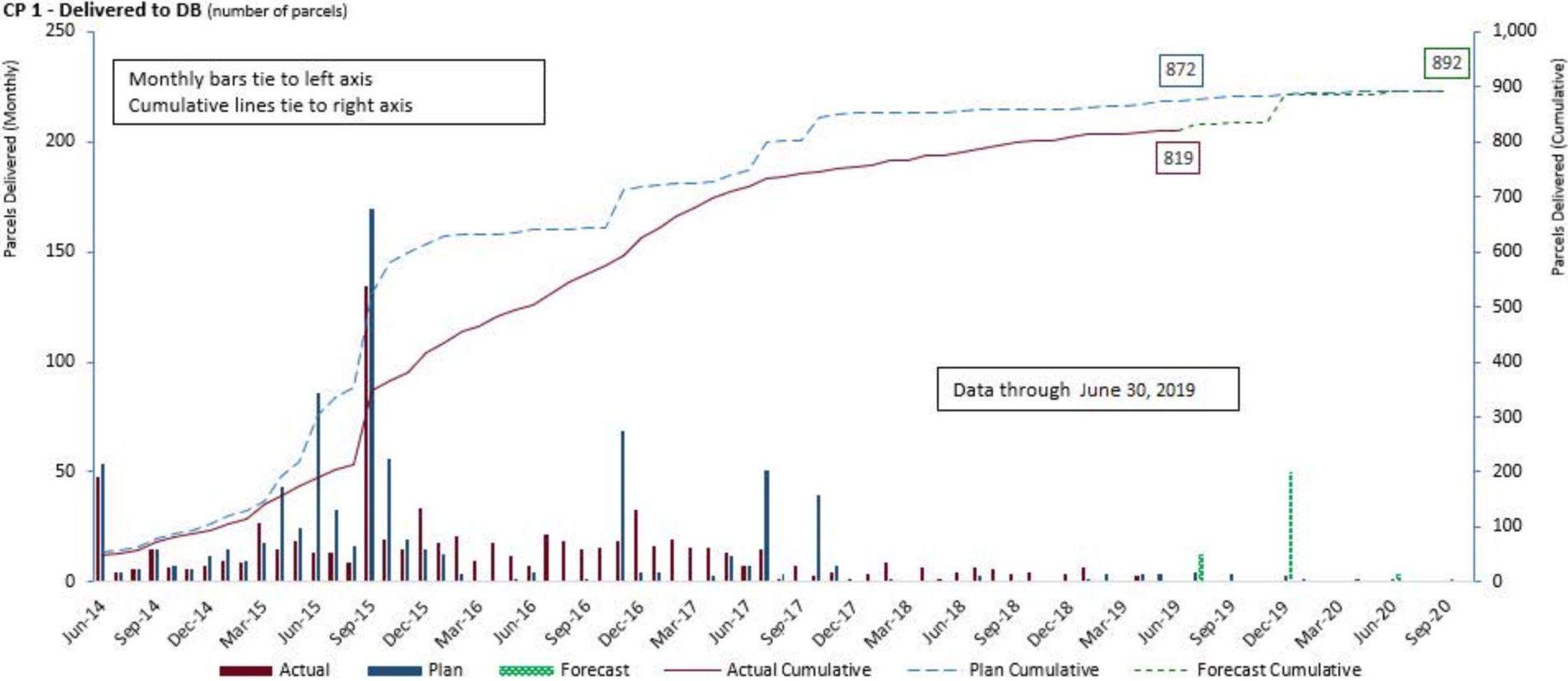
# Operations Report Metrics Right-of-Way (ROW)

# 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

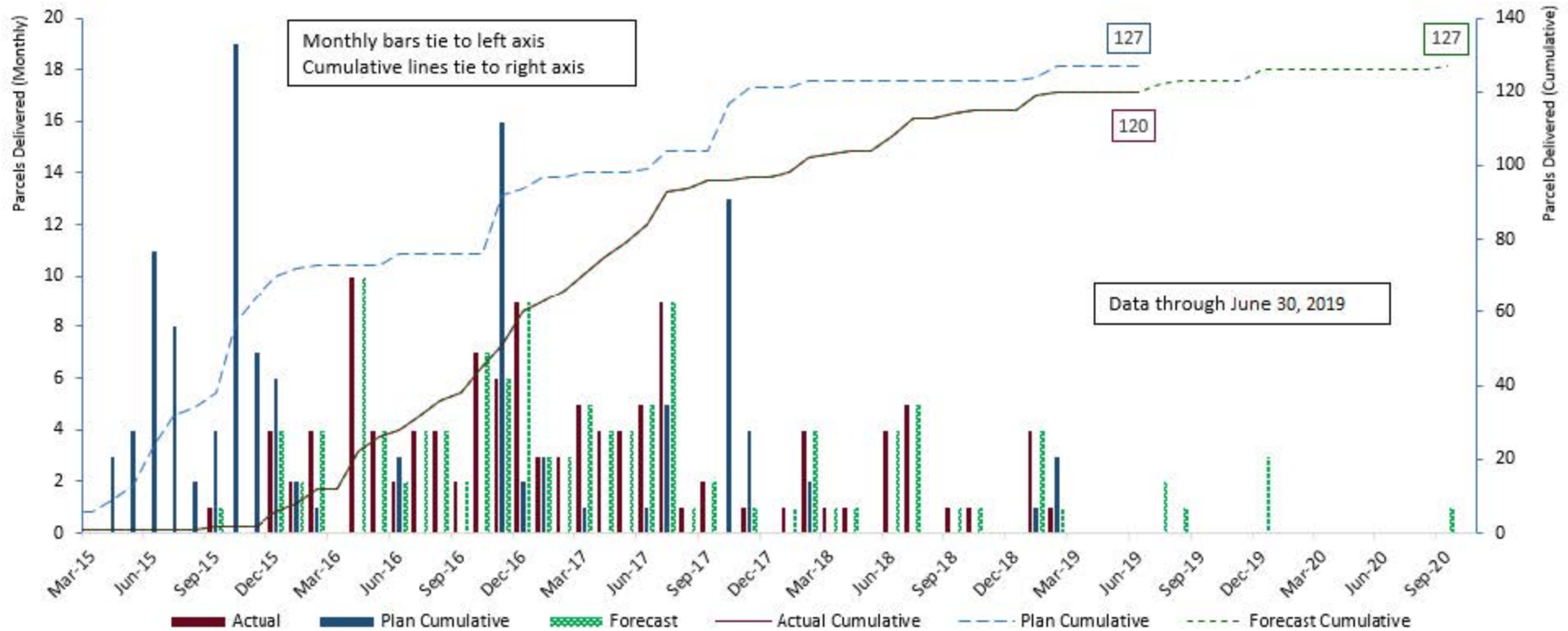


- Notes:**
1. "Plan": Negotiated schedule as of December 2014 plus public parcels, and new parcels added for design developments and utility relocations. Addition of new parcels extends full Plan delivery to later date.
  2. "Forecast": Forecast is continually refined based on expected delivery schedule.
  3. CP1 total parcels are continually updated as design changes are approved.

Source: July 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)



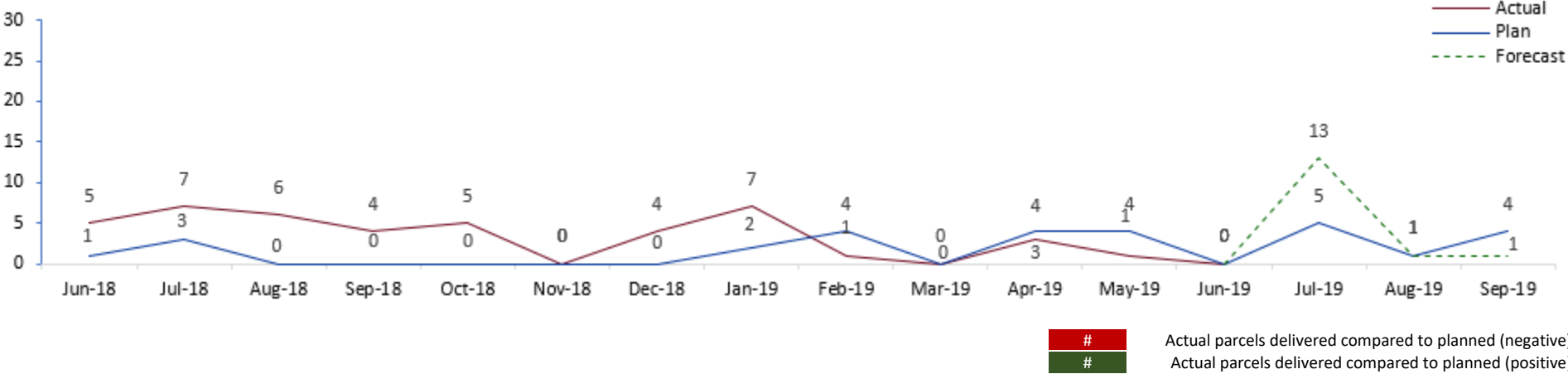
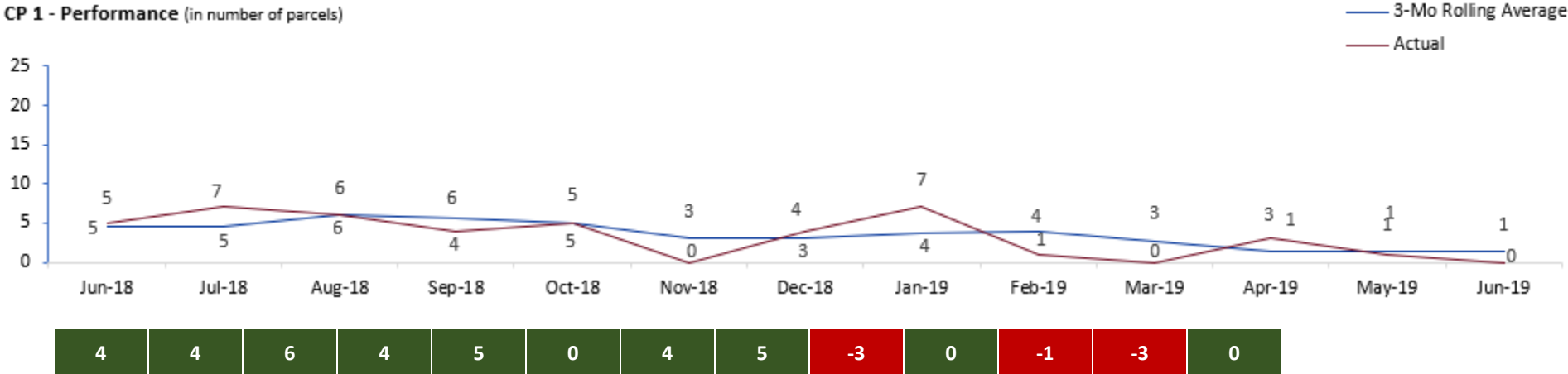
- Notes:**
1. "Plan": Negotiated schedule as of December 2014 plus public parcels, and new parcels added for design developments and utility relocations. Addition of new parcels extend Plan full delivery to later date.
  2. "Forecast": Continually refined based on expected delivery (driven by pending 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: July 1, 2019 ROW Executive Report

# ROW – CP 1 Historic Performance

This graph displays historic performance for CP 1 for each month comparing the variance between the Plan/Forecasted vs. Actual parcels delivered.

CP 1 - Performance (in number of parcels)



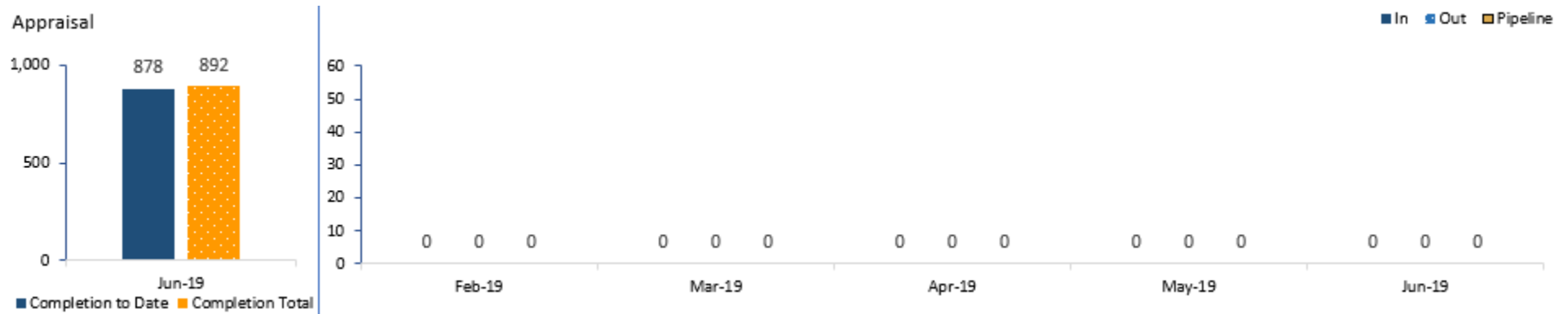
**Notes:**

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.

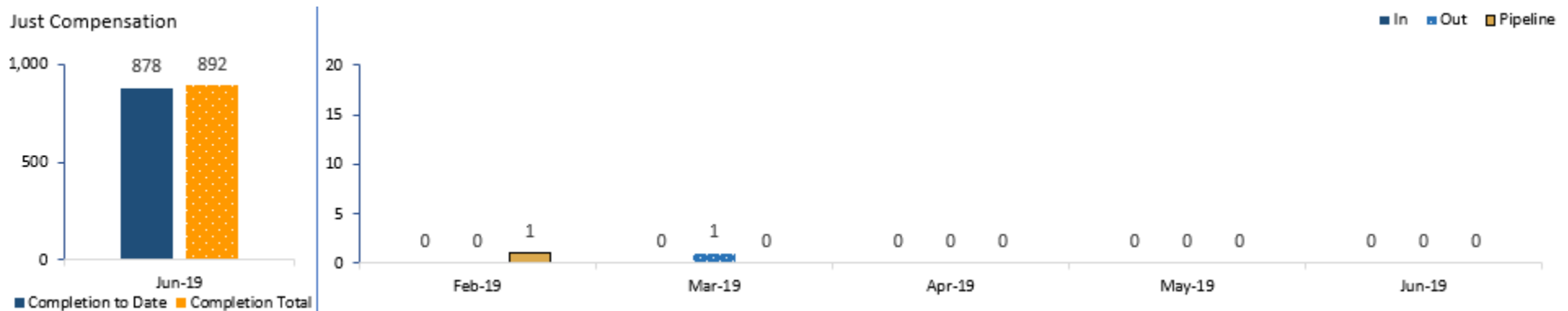
Source: July 1, 2019 ROW Executive Report

# 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.

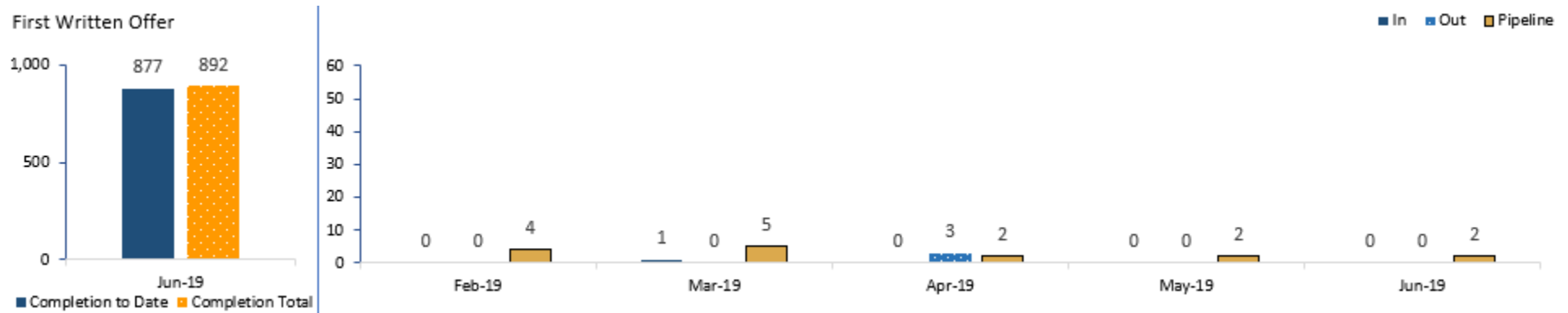
**Note:**

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

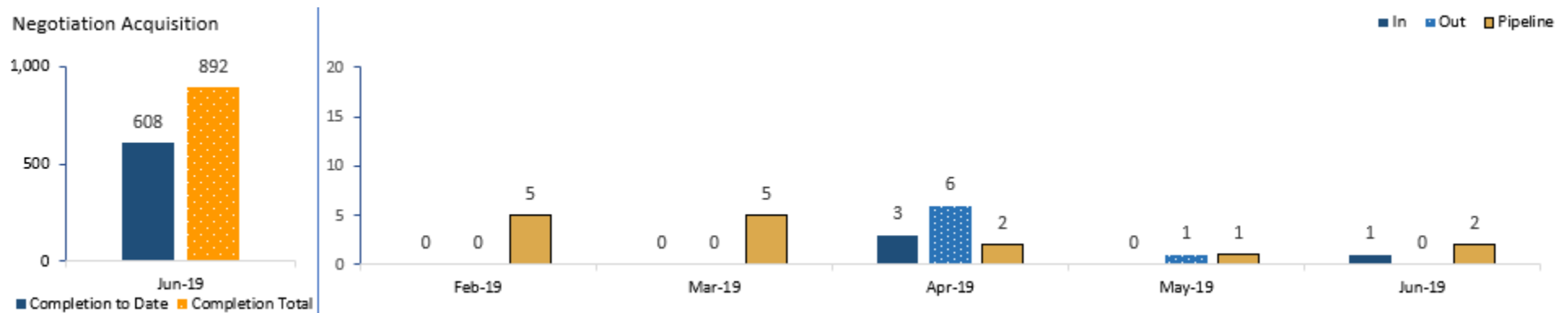
Source: July 1, 2019 ROW Executive Report

# 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).

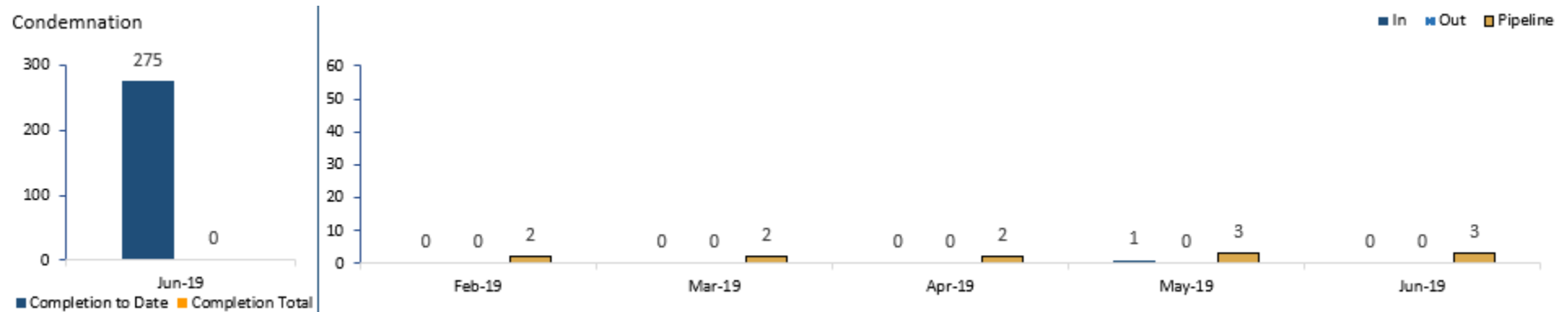
**Note:**

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

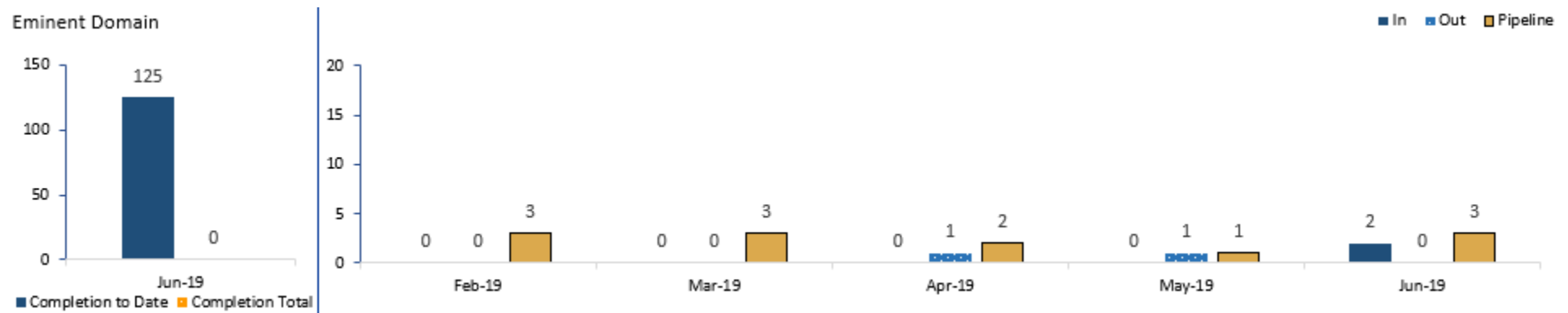
Source: July 1, 2019 ROW Executive Report

# 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:**

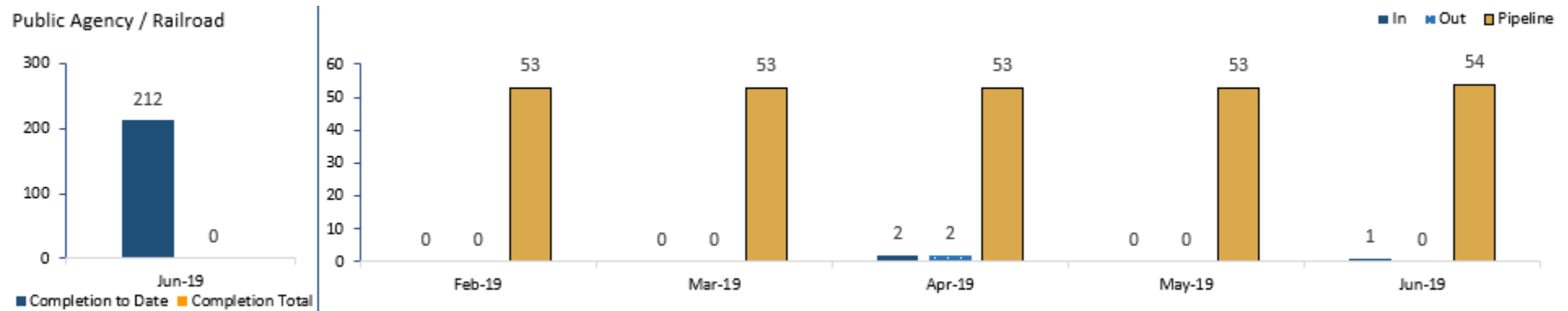
1. Total number of parcels that may take the condemnation route is unknown.
2. Lag in data entry and parcel count changes due to design developments may create month-to-month variances in the parcel flow pipeline.

Source: July 1, 2019 ROW Executive Report

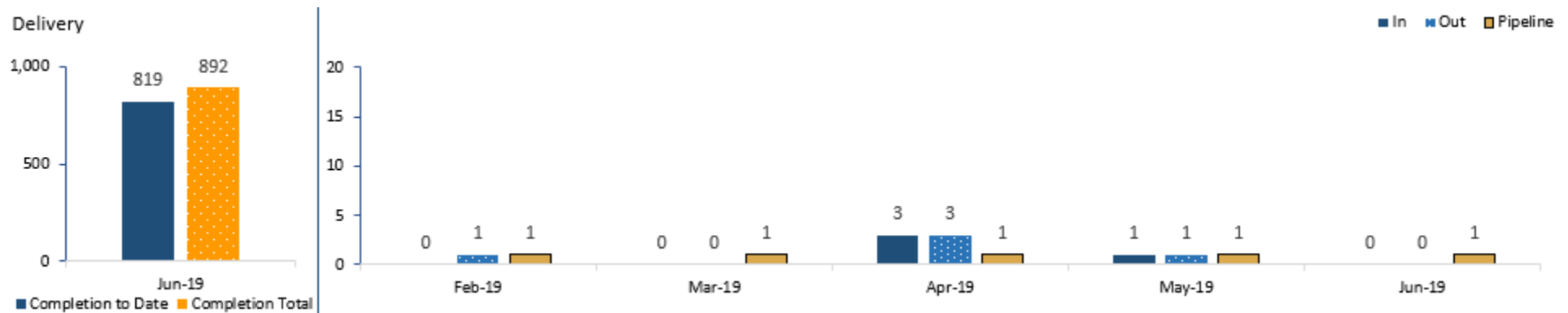


# ROW – CP 1 Pipeline by Process (4 out of 4 pages)

## 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:**

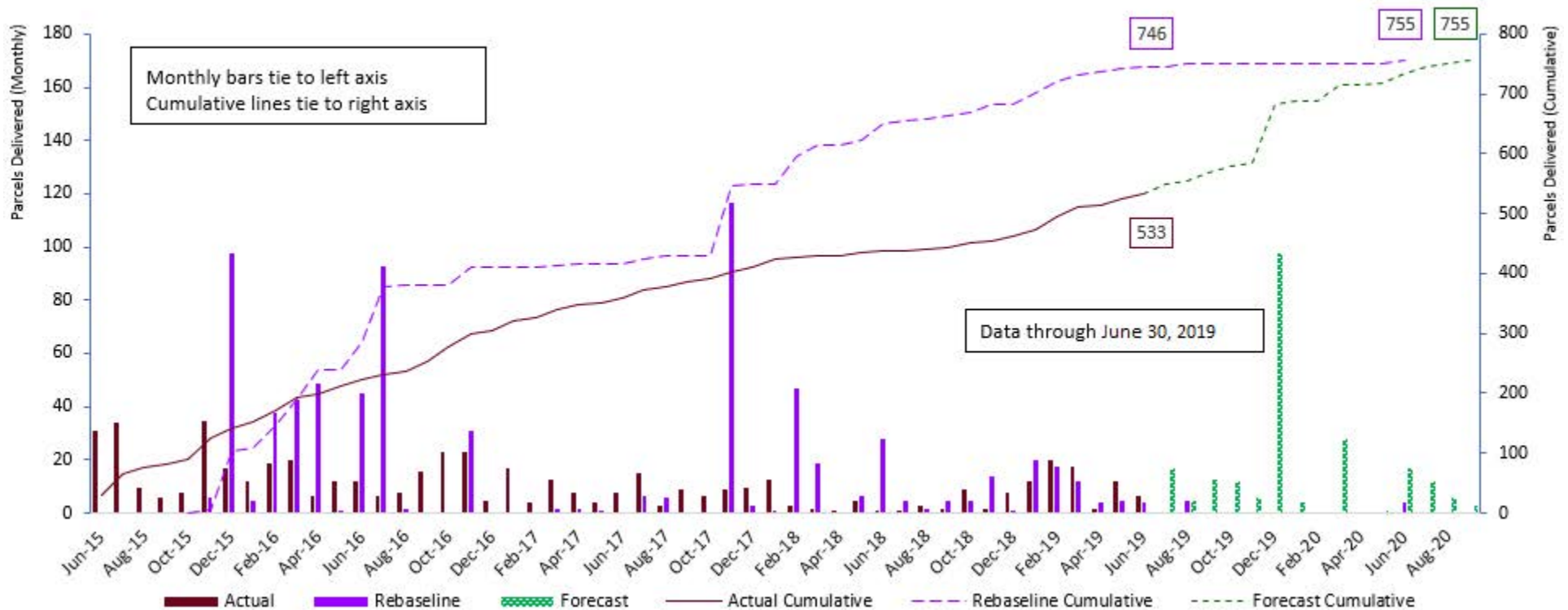
- Total number of public parcels to be identified.
- Lag in data entry and parcel count changes due to design developments may create month-to-month variances in the parcel flow pipeline.

Source: July 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)

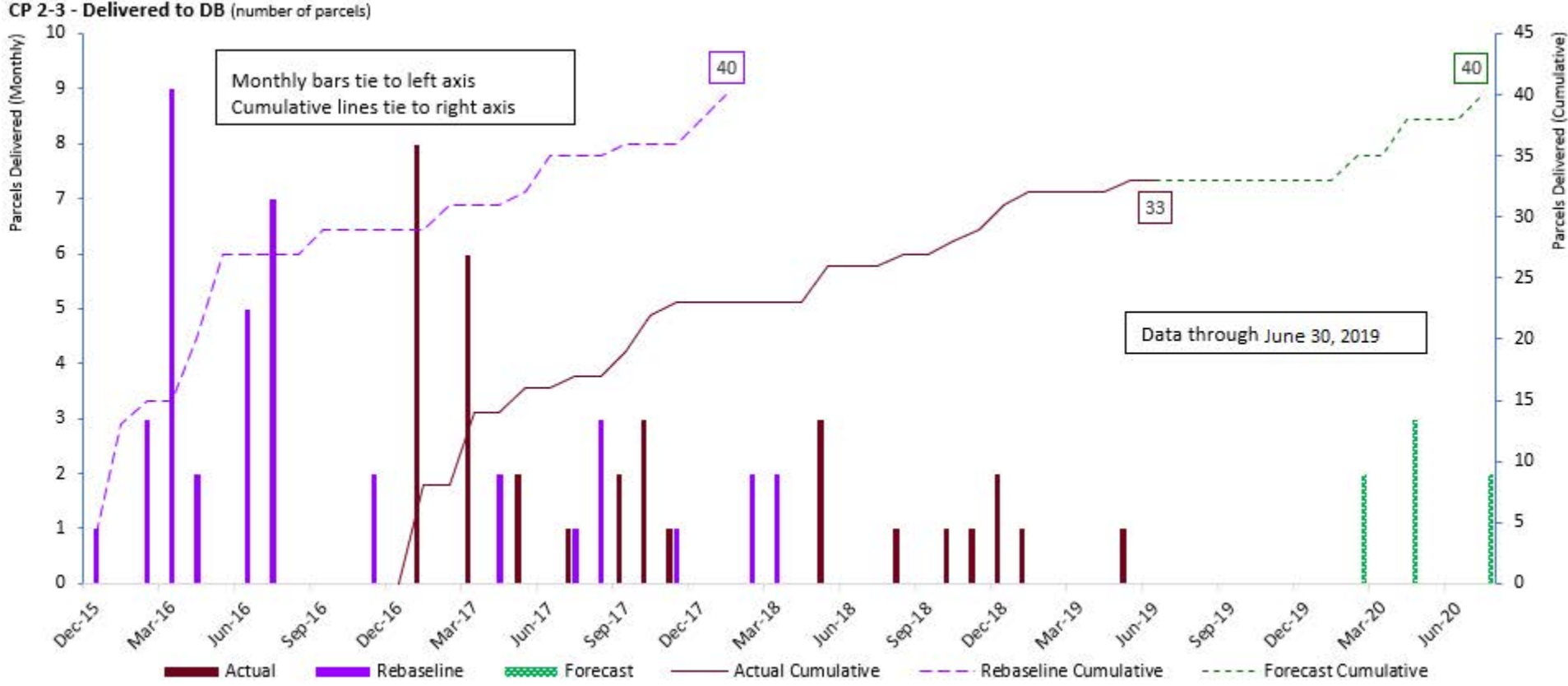


**Notes:**

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: July 1, 2019 ROW Executive Report

# ROW – CP 2-3 Priority Parcels Delivered to Design-Build by Month Plan vs. Actual vs. Forecast

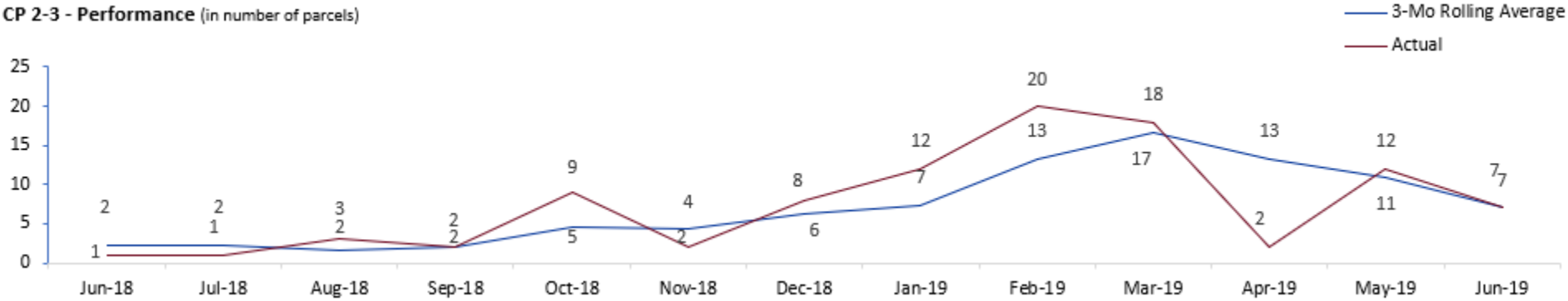


- Notes:**
1. The “Plan” schedule shown previously has been replaced with the “Rebaseline” schedule that reflects current contractual delivery schedule based on design developments.
  2. “Forecast”: Continually refined based on expected delivery depending on phase in acquisition process (such as hearing 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.

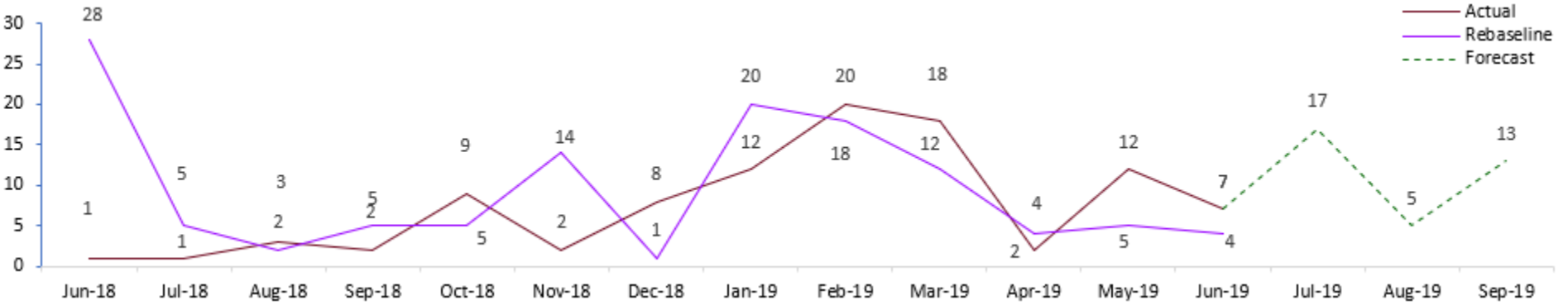
Source: July 1, 2019 ROW Executive Report

# ROW – CP 2-3 Historic Performance

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



-27	-4	1	-3	4	-12	7	-8	2	6	-2	7	3
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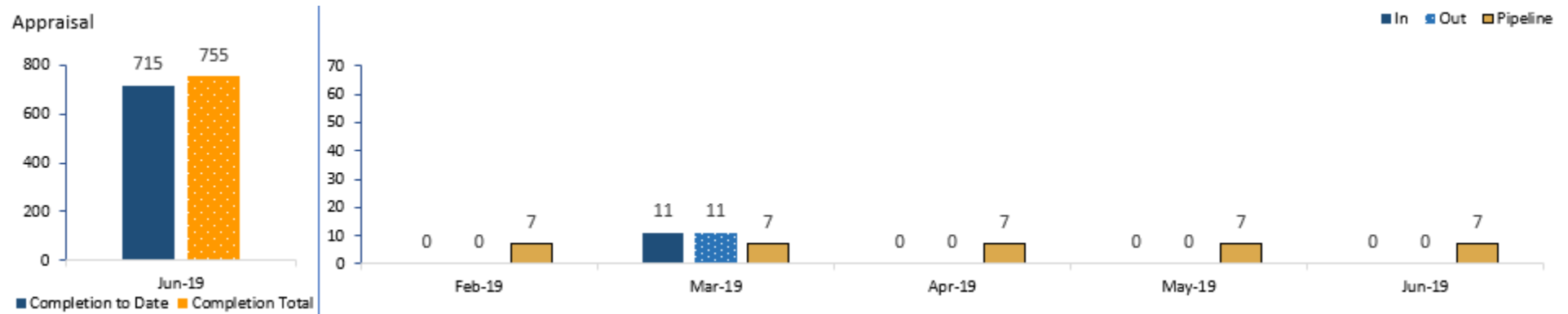


# Actual parcels delivered compared to planned (negative)  
 # Actual parcels delivered compared to planned (positive)

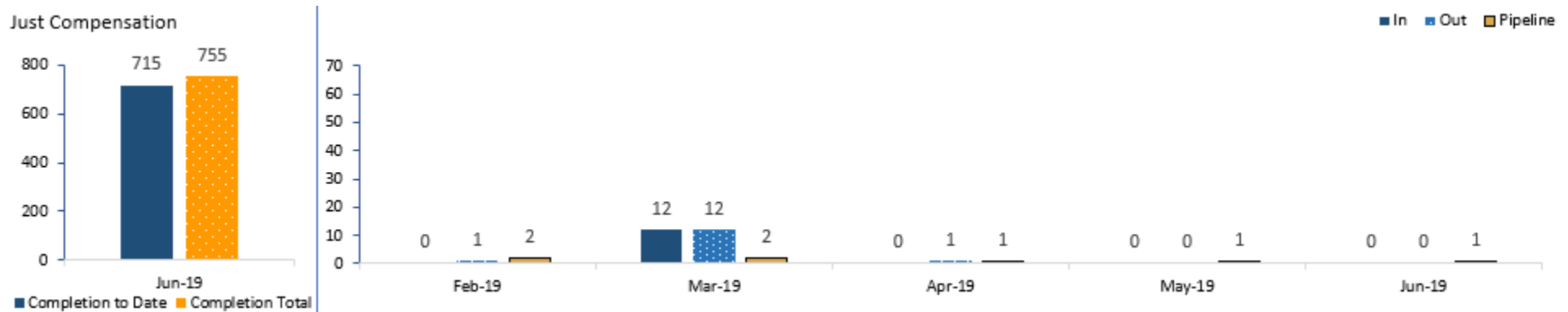
- Notes:**
1. The "Plan" schedule shown previously has been replaced with the "Rebaseline" schedule that reflects current contractual delivery schedule based on design developments.
  2. Contract executed in June 2015; 31 parcels delivered after contract execution
  3. Design developments and lag in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

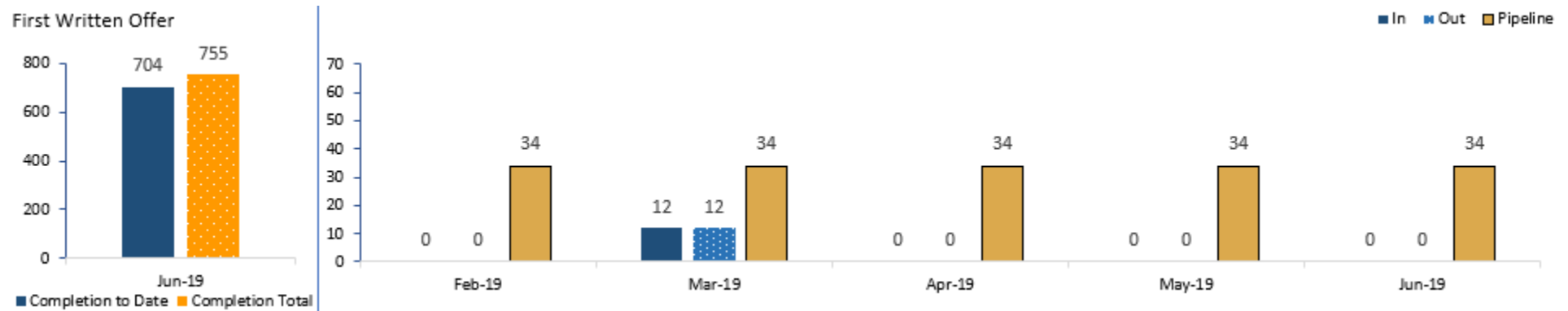
**Note:**

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

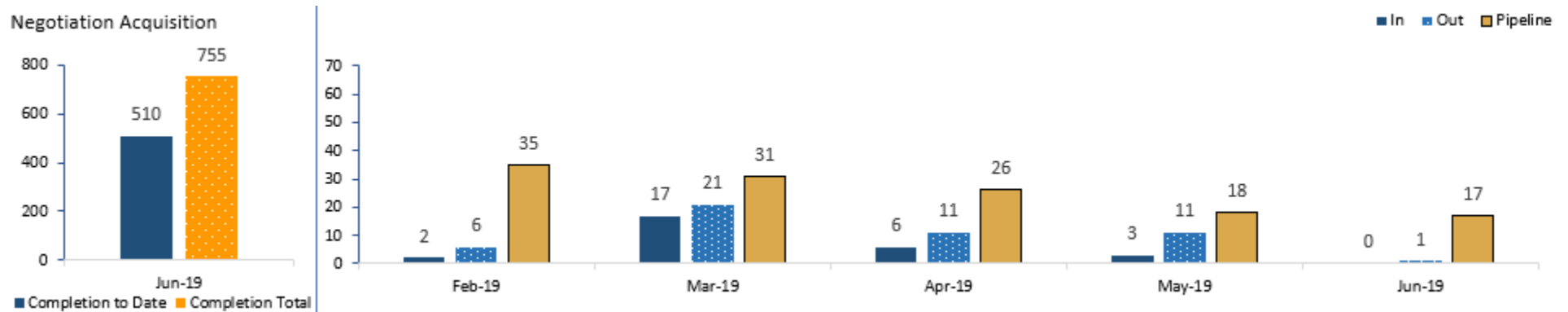
Source: July 1, 2019 ROW Executive Report

# 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).

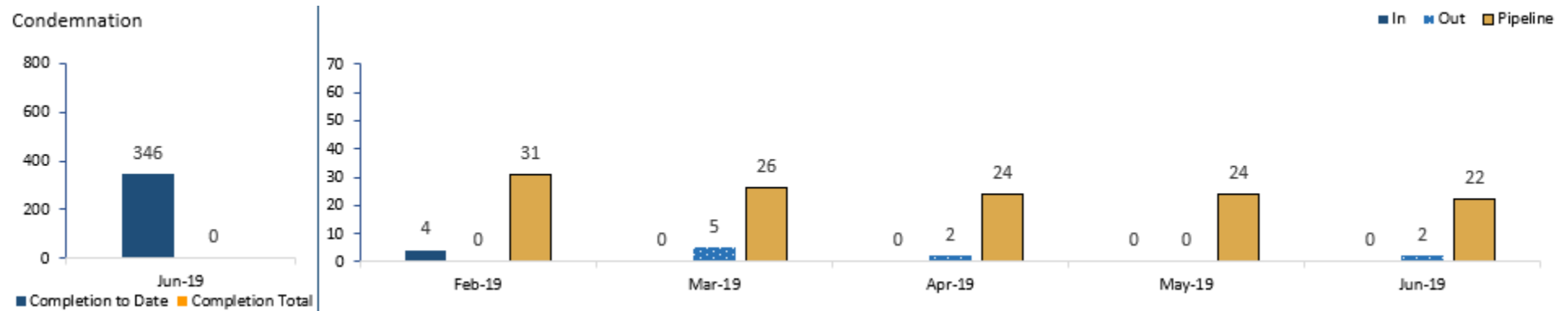
**Note:**

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

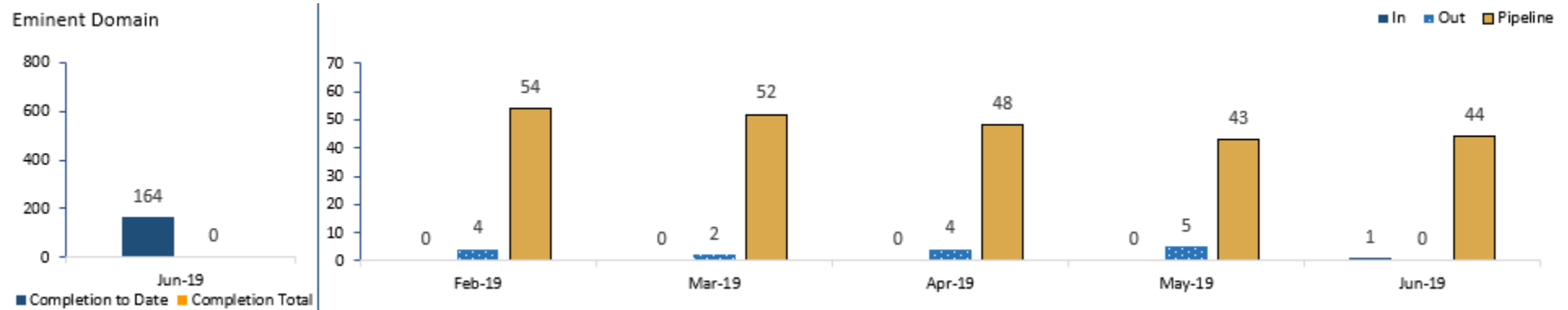
Source: July 1, 2019 ROW Executive Report

# 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.

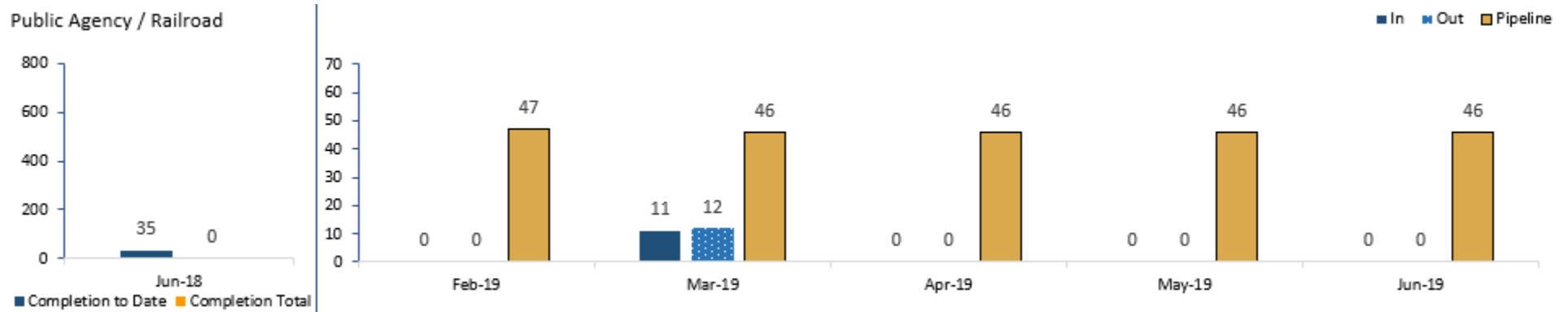
**Notes:**

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.

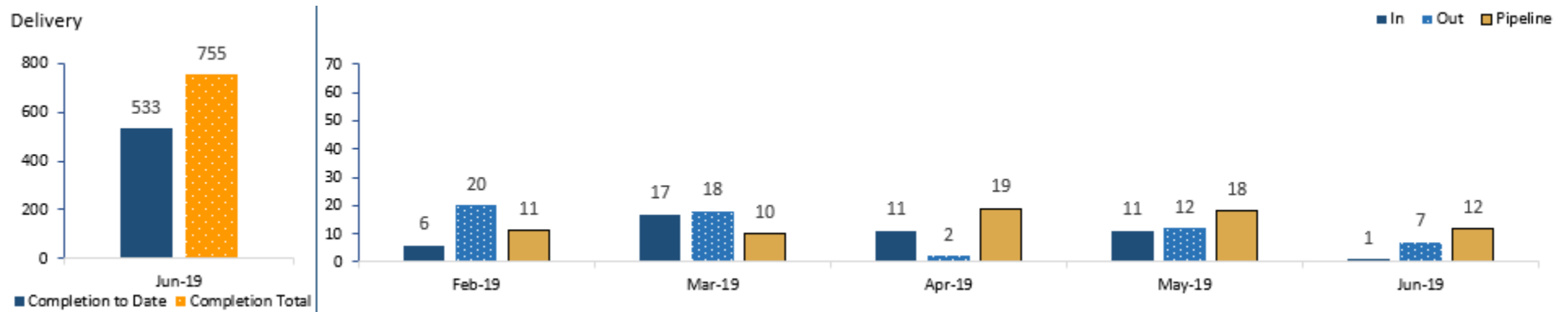
Source: July 1, 2019 ROW Executive Report

# 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:**

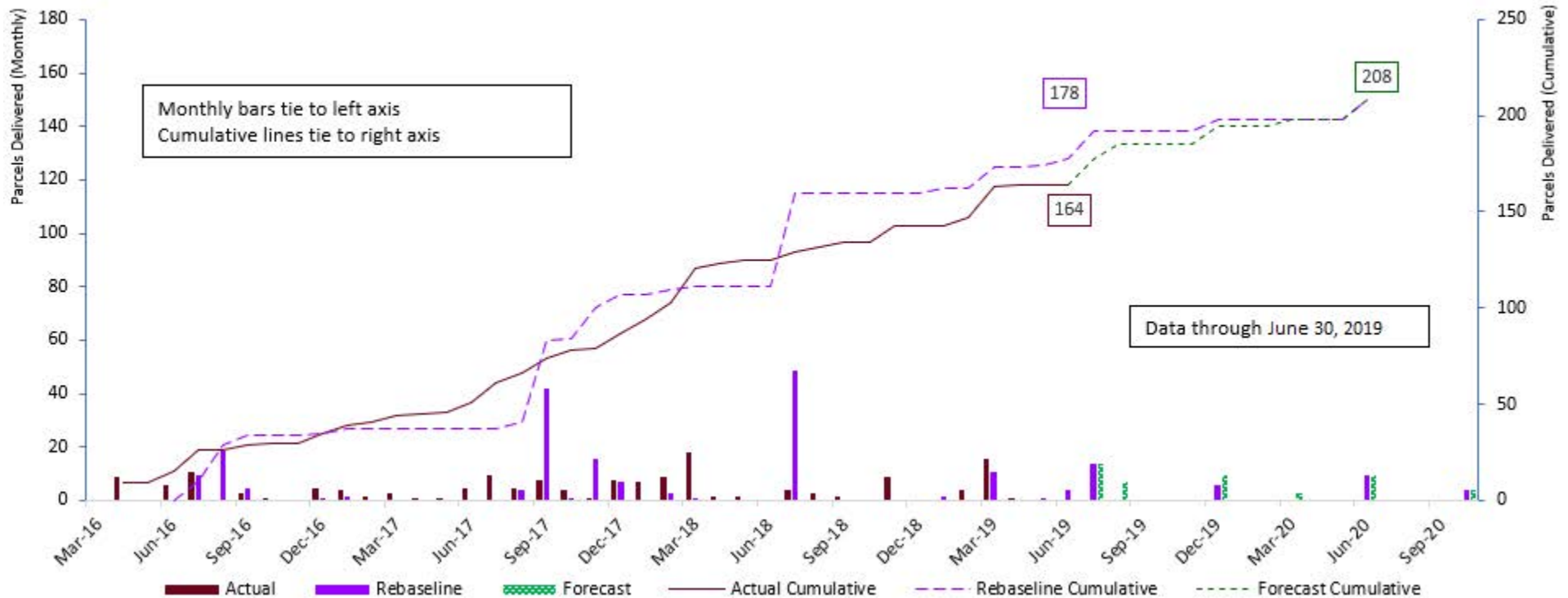
1. Total number of public parcels to be identified.
2. Lag in data entry and parcel count changes due to design developments may create month-to-month variances in the parcel flow pipeline.

Source: July 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)



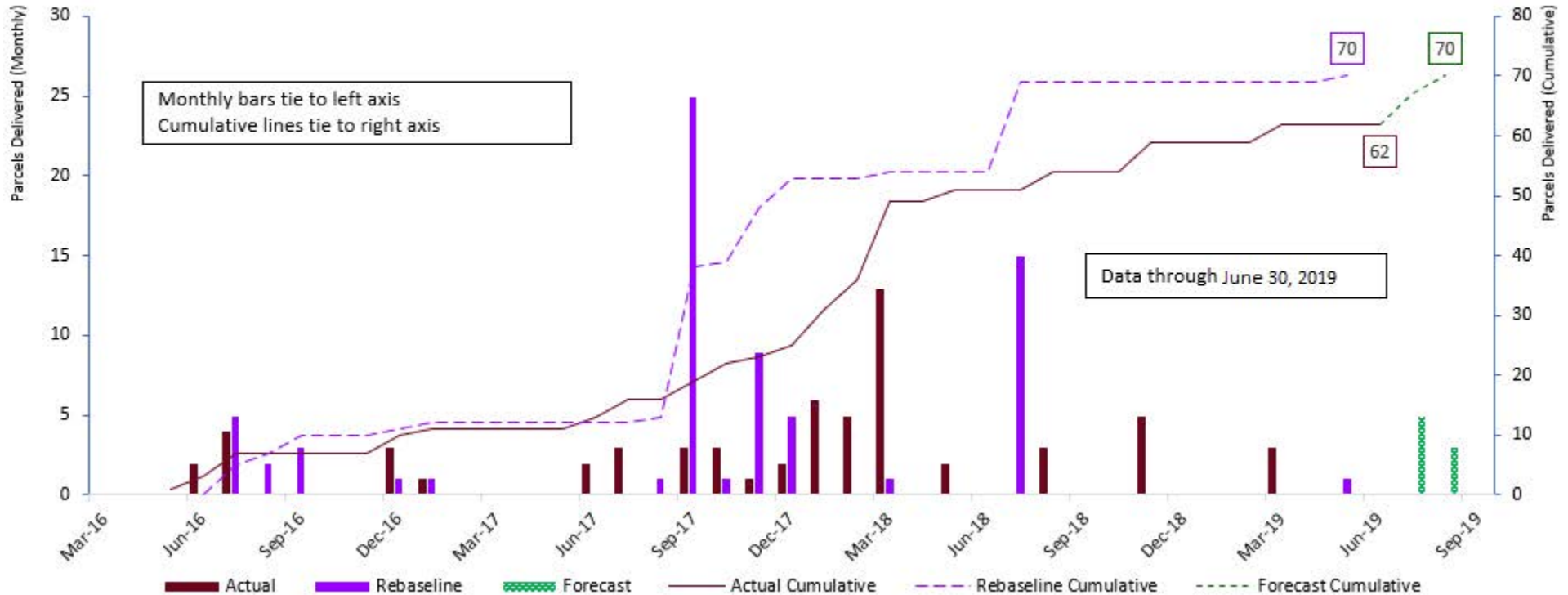
**Notes:**

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: July 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)



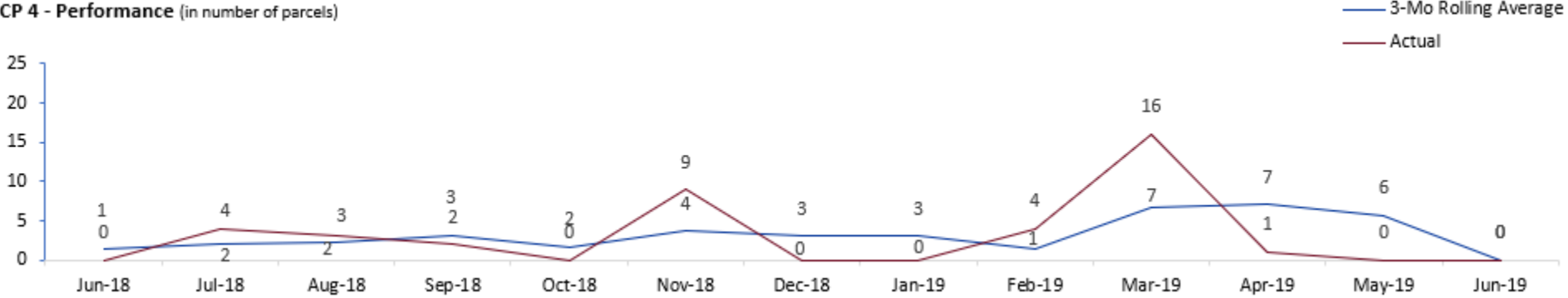
**Notes:**

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 11).

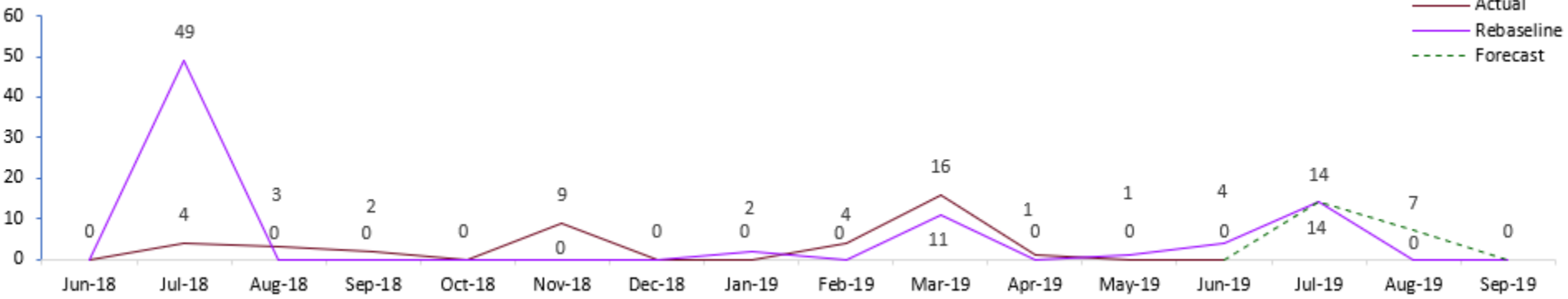
Source: July 1, 2019 ROW Executive Report

# ROW – CP 4 Historic Performance

CP 4 - Performance (in number of parcels)



0	-45	3	2	0	9	0	-2	4	5	1	-1	-4
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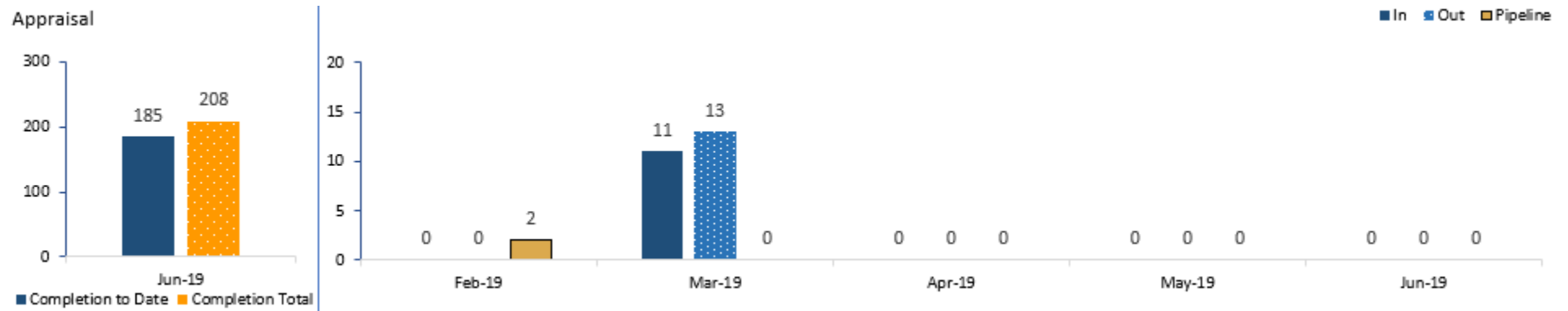


#	Actual parcels delivered compared to planned (negative)
#	Actual parcels delivered compared to planned (positive)

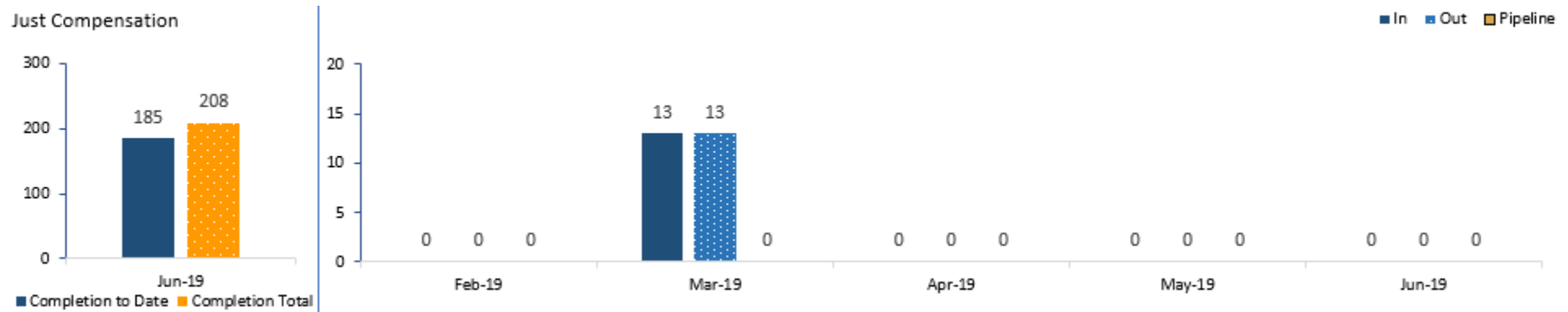
- Notes:**
1. The "Plan" schedule shown previously has been replaced with the "Rebaseline" schedule that reflects current contractual delivery schedule based on design developments.
  2. Design developments and lag in data entry can cause slight changes to plan and actual counts.
- Source:** July 1,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

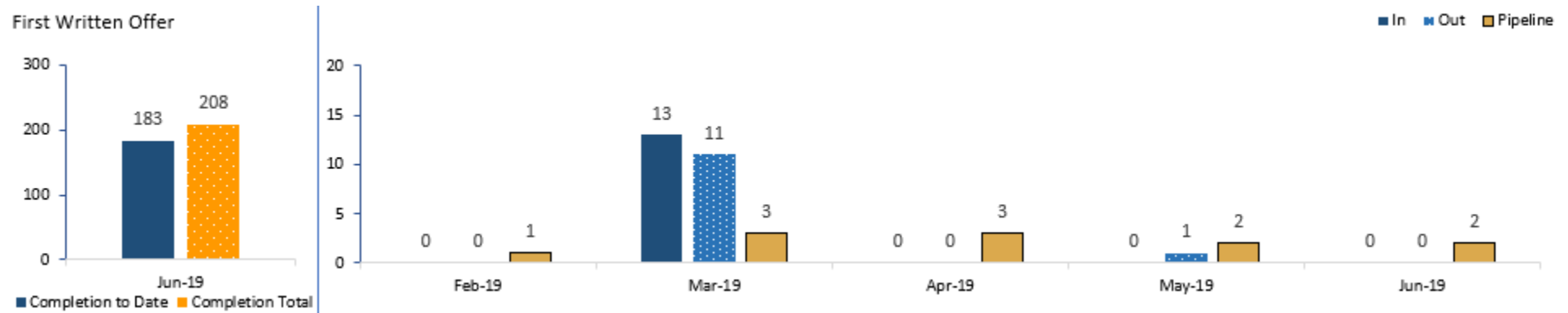
**Note:**

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

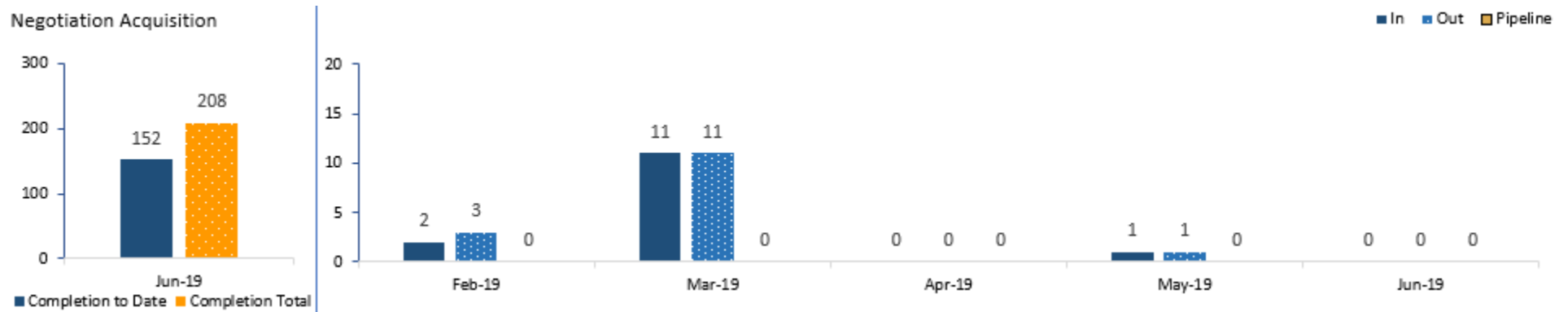
Source: July 1, 2019 ROW Executive Report

# 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).

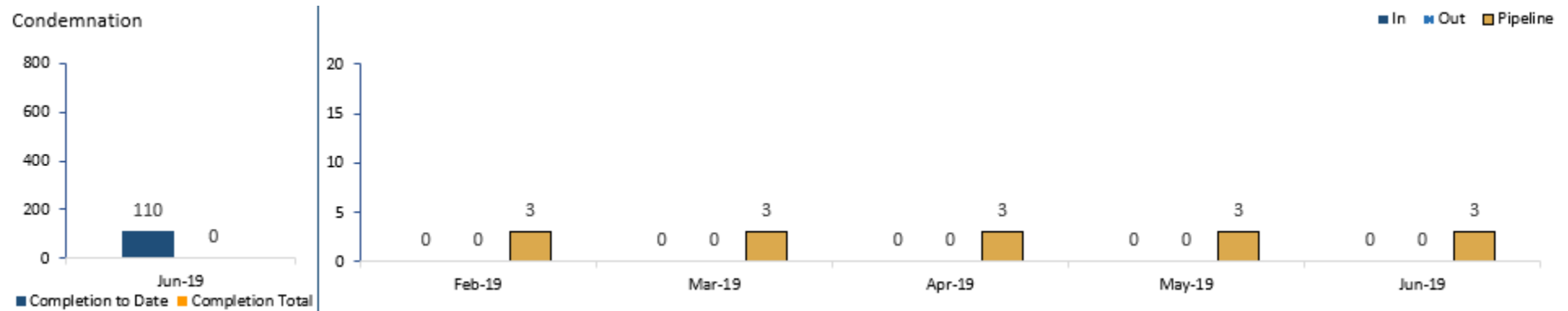
**Note:**

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

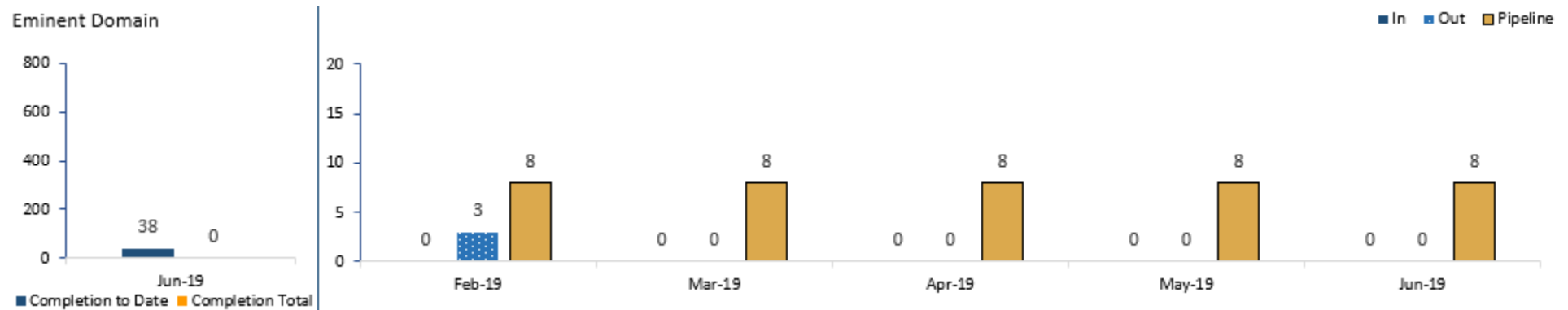
Source: July 1, 2019 ROW Executive Report

# 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.

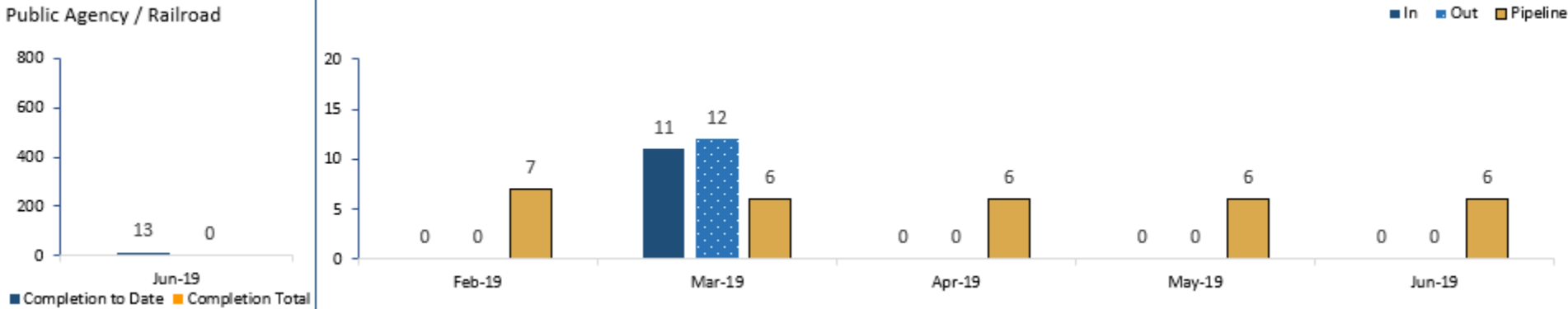
**Notes:**

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.

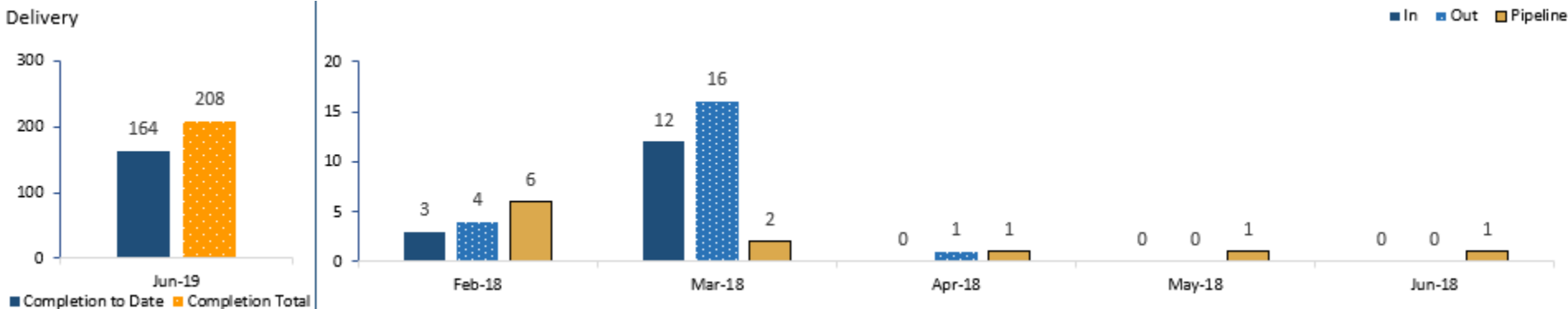
Source: July 1, 2019 ROW Executive Report

# 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.

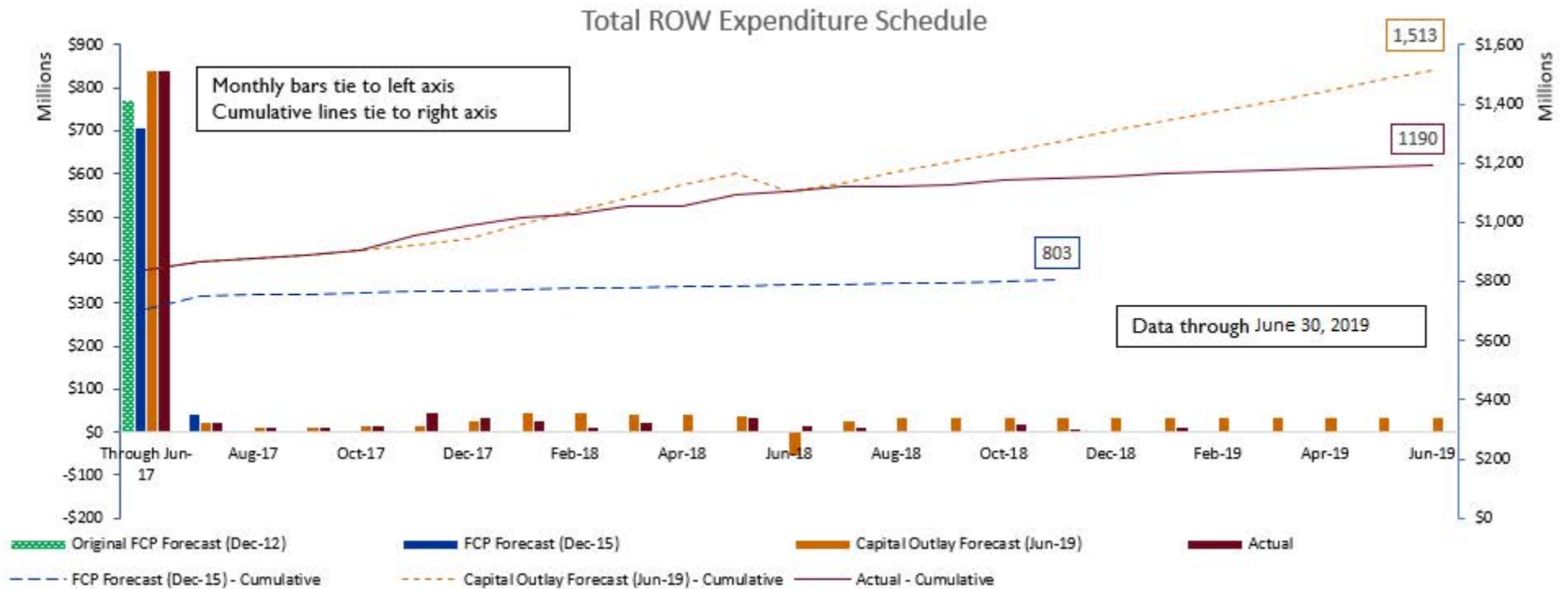
**Notes:**

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: July 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.

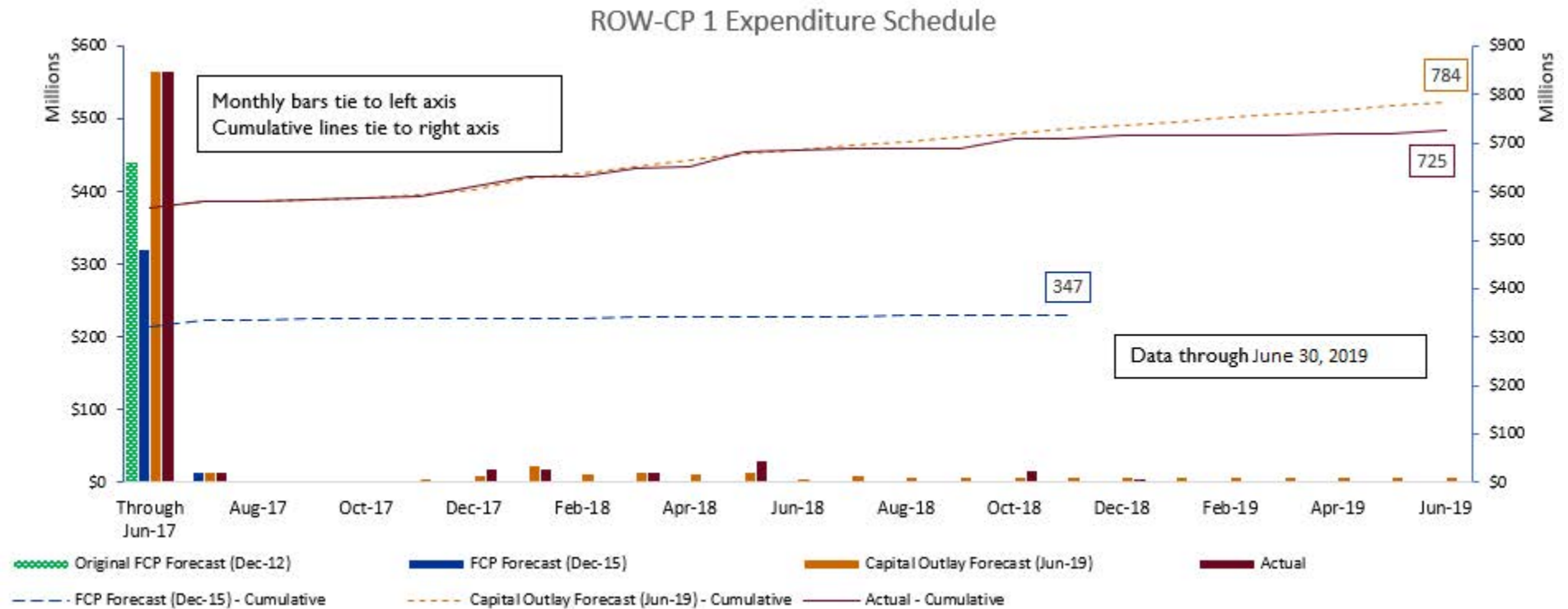
### Sources:

Capital Outlay Report, June 2019  
 Funding Contribution Plan, December 2015  
 Funding Contribution Plan, December 2012



# ROW - CP 1 Expenditure by Month

## Forecast vs. Actual



**Notes:**

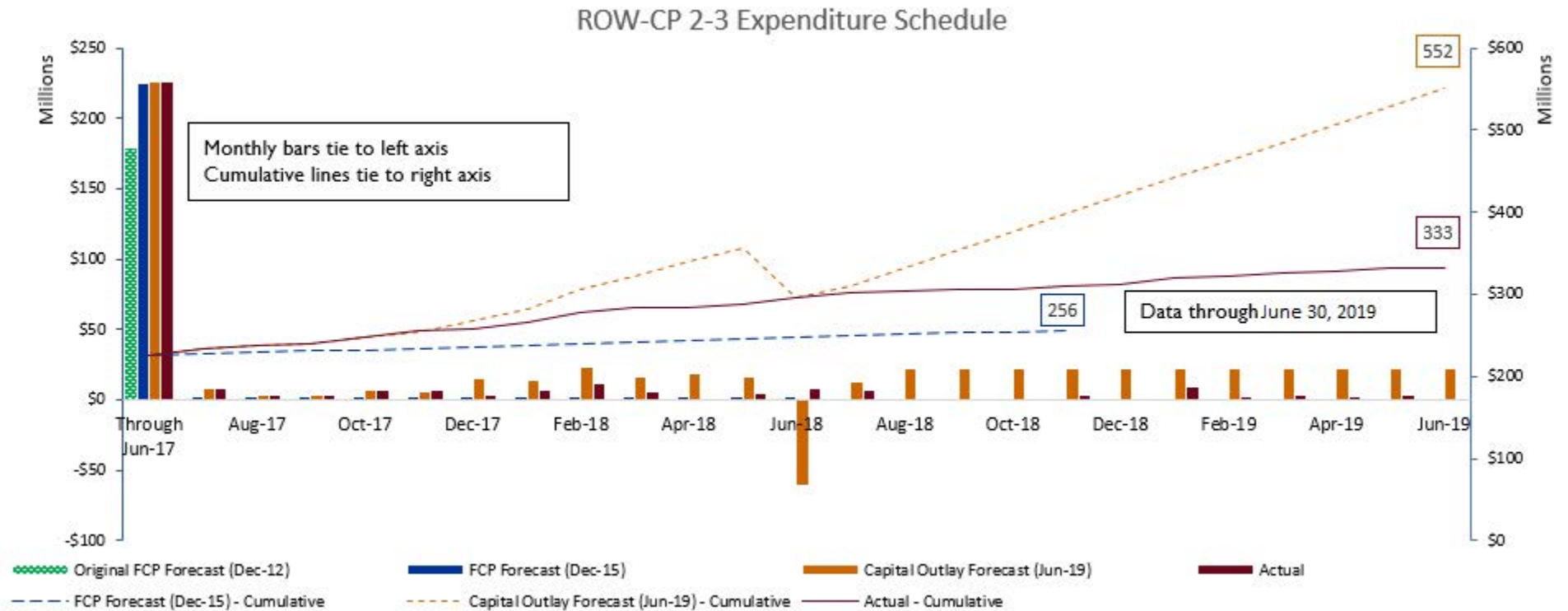
1. Amounts represent monthly totals; not parcel-by-parcel forecast and actual expenditures.
2. Does not include CP 1D (North Extension) acquisition costs.
3. "Original FCP Forecast" refers to the first Funding Contribution Plan approved by the FRA in December 2012.
4. CP 1 ROW budget in Original FCP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

Capital Outlay Report, June 2019  
 Funding Contribution Plan, December 2015  
 Funding Contribution Plan, December 2012

# ROW - CP 2-3 Expenditure by Month

## Forecast vs. Actual



**Notes:**

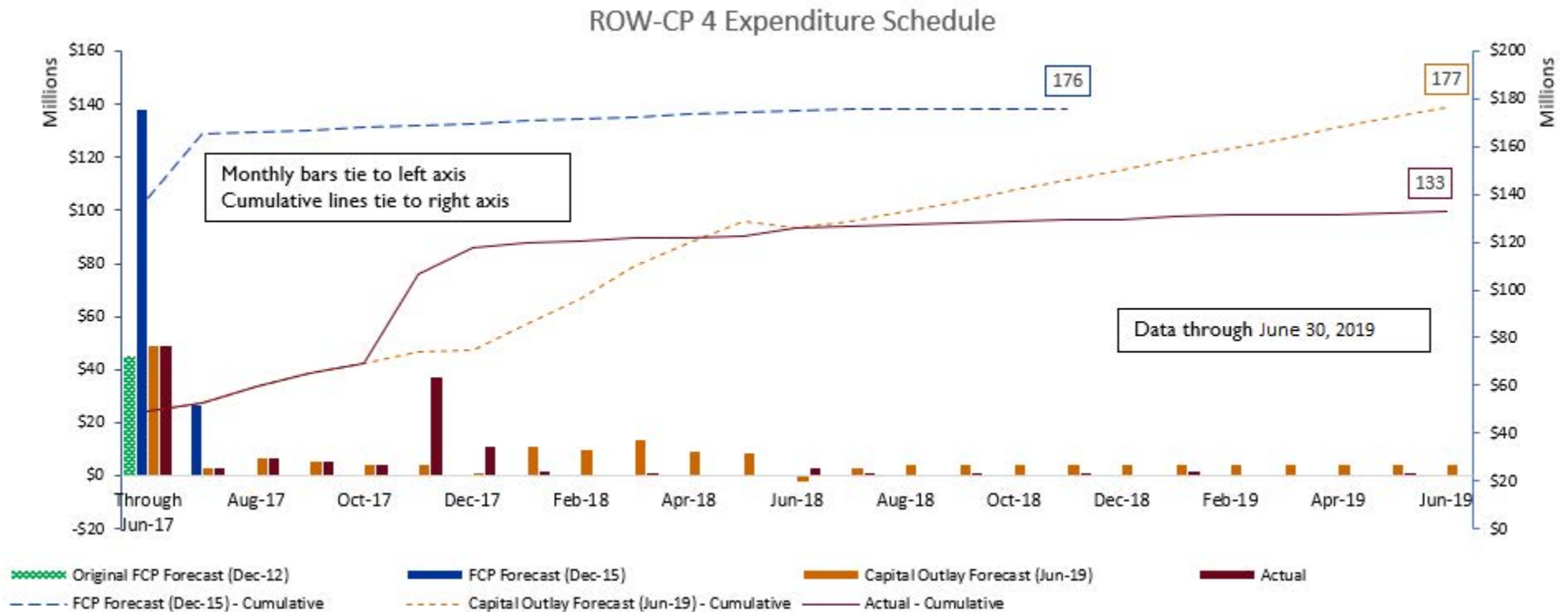
1. Amounts represent monthly totals; not parcel-by-parcel forecast and actual expenditures.
2. "Original FCP Forecast" refers to the first Funding Contribution Plan approved by the FRA in Dec-012.
3. CP 2-3 ROW budget in Original FCP is \$179M and was forecasted to be fully spent by Jun-2015.
4. December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

Capital Outlay Report, June 2019  
Funding Contribution Plan, December 2015  
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:**

Capital Outlay Report, June 2019  
 Funding Contribution Plan, December 2015  
 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 June 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:**

1. The Project Development budgets in this Operations Report include all funding sources (Prop 1A, 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 June 30, 2019

Program Priority	Segment	Progress to Date	Next Steps
1	San Francisco to San Jose (F2J)	<ul style="list-style-type: none"> <li>Prepared for Community Working Groups Meetings in July.</li> <li>Submitted Record Set Preliminary Engineering for Project Development (PEPD) on June 18 to FRA and received confirmation of receipt.</li> <li>Completed review of EIR/EIS sections and chapters as part of administrative draft version #1.</li> <li>Prepared analyses to support environmental permitting with Bay Conservation and Development Commission (BCDC) as part of ongoing coordination efforts.</li> <li>Finalized Checkpoint B Summary Report for submittal to USACE and EPA in July.</li> <li>Presented the staff-recommended State's Preferred Alternative to Business Operations Committee (BOC) for affirmation on June 25.</li> <li>Completed internal Authority review of Checkpoint C Draft #1.</li> </ul>	<ul style="list-style-type: none"> <li>CEQA/NEPA and Legal review of the fully compiled Admin Draft #1 EIR/EIS is underway in July.</li> <li>Submit the Final 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).</li> <li>Receive Checkpoint C draft #2 for internal Authority review.</li> <li>Continue coordination with BCDC regarding Visitacion Creek permitting.</li> <li>Continue coordination with Universal Paragon Corporation's proposed Brisbane Baylands Specific Plan.</li> <li>Authority senior staff continue to meet with Caltrain executive staff regarding 4th and King Station, Millbrae Station and blended operations.</li> <li>Conduct City/County/Coordination Group and Technical Working Group meetings to present the staff-recommended State's Preferred Alternative in July.</li> </ul>
2	San Jose to CV Wye (J2Y)	<ul style="list-style-type: none"> <li>Continued preparation and review of Checkpoint C technical reports.</li> <li>Completed CEQA/NEPA consistency and legal adequacy reviews of the initial administrative draft EIR/EIS and completed comment resolution workshops on June 26.</li> <li>Revised the draft staff-recommended State's Preferred Alternative staff report, in response to environmental program and legal reviews.</li> <li>BOC affirmed the staff-recommended State's Preferred Alternative on June 25.</li> </ul>	<ul style="list-style-type: none"> <li>Prepare presentations and complete public and agency outreach on the staff-recommended State's Preferred Alternative in July and August.</li> <li>Present the staff-recommended State's Preferred Alternative to Authority Board of Directors on September 17.</li> <li>Transmit Record Set PEPD and footprint validation package for Alternatives 1-4 to FRA.</li> <li>Submit the revised administrative draft EIR/EIS in response to legal adequacy and CEQA/NEPA consistency reviews, updated CEQA Guidelines and other new direction in early September.</li> <li>Advance CEQA only environmental clearance for Phase 2 geotechnical investigations in Santa Clara and Merced counties (Pacheco Pass).</li> </ul>
3	Central Valley Wye (M-F)	<ul style="list-style-type: none"> <li>Provided Biological Assessment to U.S. Fish and Wildlife Service and National Marine Fisheries Service for review.</li> <li>Completed and circulated Draft Supplemental EIR/EIS for CEQA public review with EIR clarifications and errata sheet.</li> <li>Held public hearing on June 5 at Madera County Fairgrounds.</li> <li>Recorded comment submissions to draft supplemental EIR/EIS.</li> </ul>	<ul style="list-style-type: none"> <li>Prepare comments to agency comments to draft Supplemental EIR/EIS for review and response.</li> <li>Prepare for circulation of draft supplemental EIS once NEPA assignment is resolved.</li> </ul>

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

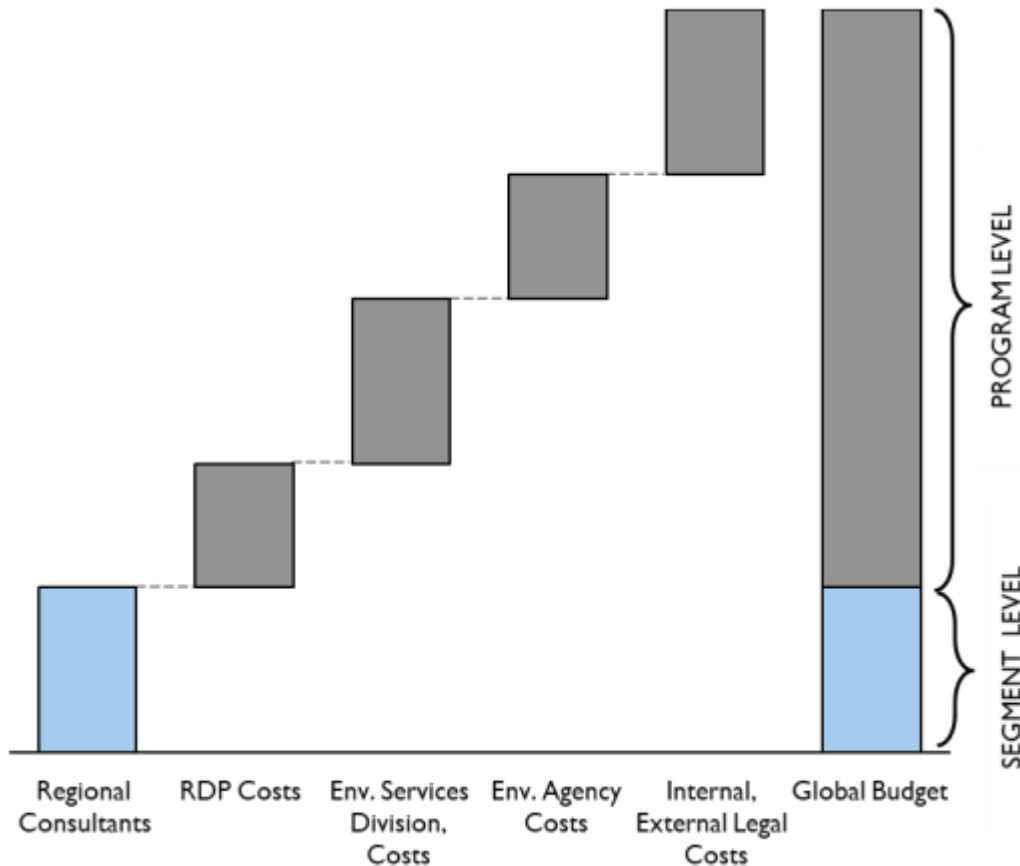
## Information through June 30, 2019

Program Priority	Segment	Progress to Date	Next Steps
4	Locally-Generated Alternative (F-B) <sup>1</sup>	<ul style="list-style-type: none"> <li>Federal cooperating agencies continued to review the administrative draft final supplemental EIS.</li> </ul>	<ul style="list-style-type: none"> <li>Revise permit applications to reflect the Board’s approval in October 2018.</li> <li>Incorporate federal cooperating agency comments into the final supplemental EIS.</li> </ul>
5	LA to Anaheim	<ul style="list-style-type: none"> <li>Continued coordination with BNSF on project elements.</li> <li>Continued to work with Regional Consultant on revised scope, schedule and budget to include BNSF “East of Fullerton” analysis and integration into the draft EIR/EIS, as part of the development of Task Order 2A.</li> <li>Record of Decision date was revised to December 2021 as approved in the PUR (May 2019). This date complies with the ARRA grant deadline</li> </ul>	<ul style="list-style-type: none"> <li>Continue coordination with Metro, Metrolink and other operators on LA Union Station Program and shared corridor strategies.</li> <li>Continue coordination with BNSF.</li> <li>Continue development of Regional Consultants Scope of Work for Task Order 2A.</li> </ul>
6	Burbank to LA	<ul style="list-style-type: none"> <li>Completed internal reviews and revisions of the majority of sections of the administrative draft EIR/EIS and began Finishing Team review process.</li> <li>Continued review of draft PEPD addendum submittal for Burbank Station Refined B alternative.</li> </ul>	<ul style="list-style-type: none"> <li>Finishing team to complete work on administrative draft EIR/EIS.</li> <li>Prepare and submit relevant pages of PEPD set to the cities of Los Angeles, Glendale, and Burbank, along with the Burbank-Glendale-Pasadena Airport Authority for their review.</li> <li>Main Street traffic analysis to be completed.</li> </ul>
7	Palmdale to Burbank	<ul style="list-style-type: none"> <li>Progressing Checkpoint B document to address USACE and EPA comments.</li> <li>Completed draft PEPD documents.</li> <li>Submitted compiled administrative draft EIR/EIS for internal Authority review.</li> </ul>	<ul style="list-style-type: none"> <li>Continue coordination with USACE and EPA on Checkpoint B.</li> <li>Submit revised draft PEPD to FRA to incorporate changes in project definition.</li> <li>Complete revisions and backcheck of administrative draft EIR/EIS prior to finishing team.</li> </ul>
8	Bakersfield to Palmdale	<ul style="list-style-type: none"> <li>Received comments of Section 106 Finding of Effect (FOE) document. Continued coordinating responses.</li> <li>Prepared comment response matrix for cooperating agency comments.</li> </ul>	<ul style="list-style-type: none"> <li>Progress consultation with the Cesar Chavez National Monument (CCNM) and other consulting parties to finalize alignment options.</li> <li>Schedule for public comment period/release of the Draft EIR/EIS dependent on outcome of Section 106 consultation with National Chavez Center (NCC) and consulting parties. A meeting is set for July 11.</li> </ul>
	HMF	<ul style="list-style-type: none"> <li>Environmental clearance approach on hold.</li> <li>Environmental screening criteria and clearance approach still under discussion.</li> </ul>	<ul style="list-style-type: none"> <li>Assess schedule performance once screening criteria and environmental clearance approach are finalized.</li> </ul>

<sup>1</sup> 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



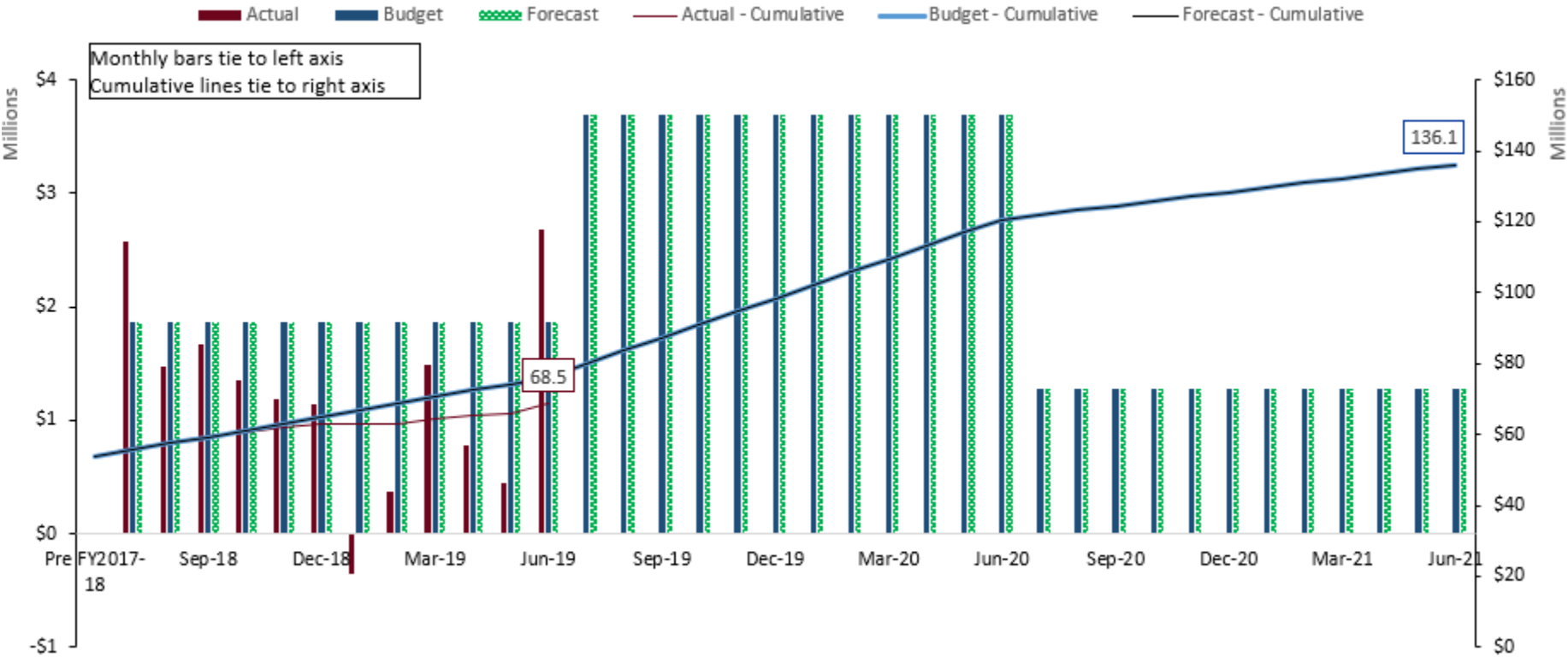
Cost Categories
<ul style="list-style-type: none"> <li>• <b>Regional consultants'</b> and Engineering and Environmental consultants' costs include project management, outreach, planning, engineering and environmental activities.</li> <li>• <b>RDP costs</b> include environmental management, coordination,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

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)<sup>1</sup>



- 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.
  5. Increased costs for June 2019 a result of fiscal year-end accruals and payment of previously invoiced costs.

# Project Development Schedule (to ROD) - Information through June 30, 2019<sup>1</sup>

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 & Obtain ROD		Date EIR/EIS To Be Completed <sup>2</sup>	
			Last Month	Current Month	Last Month	Current Month	Last Month	Current Month	Last Month	Current Month	Last Month	Current Month	Last Month	Current Month
Document Complete	Merced to Fresno	Plan	Complete	Complete	Complete	Complete	Complete	Complete	Complete	Complete	Complete	Complete	Complete	Complete
		Forecast	Complete	Complete	Complete	Complete	Complete	Complete	Complete	Complete	Complete	Complete	Complete	Complete
		% Complete	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Document Complete	Fresno to Bakersfield	Plan	Complete	Complete	Complete	Complete	Complete	Complete	Complete	Complete	Complete	Complete	Complete	Complete
		Forecast	Complete	Complete	Complete	Complete	Complete	Complete	Complete	Complete	Complete	Complete	Complete	Complete
		% Complete	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Document Complete	CV Electrical Interconnections	Plan	Complete	Complete	Complete	Complete	Complete	Complete	Complete	Complete	Complete	Complete	Complete	Complete
		Forecast	Complete	Complete	Complete	Complete	Complete	Complete	Complete	Complete	Complete	Complete	Complete	Complete
		% Complete	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
1	San Francisco to San Jose	Plan	Complete	Complete	Complete	Complete	Sep-19	Sep-19	Mar-20	Mar-20	Mar-21	Apr-21		
		Forecast	Complete	Complete	Complete	Complete	Sep-19	Sep-19	Mar-20	Mar-20	Mar-21	Apr-21	Apr-21	Apr-21
		% Complete	100%	100%	100%	100%	85%	90%	40%	46%	0%	0%		
2	San Jose to Merced	Plan	Complete	Complete	Complete	Complete	Sep-19	Sep-19	Dec-19	Dec-19	Dec-20	Dec-20		
		Forecast	Complete	Complete	Complete	Complete	Sep-19	Sep-19	Dec-19	Feb-20	Dec-20	Dec-20	Dec-20	Dec-20 <sup>5</sup>
		% Complete	100%	100%	100%	100%	88%	90%	40%	41%	0%	0%		
3	Central Valley Wye (M-F)	Plan	Complete	Complete	Complete	Complete	Complete	Complete	Complete	Complete	Apr-20	Apr-20		
		Forecast	Complete	Complete	Complete	Complete	Complete	Complete	Complete	Complete	May-20	May-20	May-20	May-20
		% Complete	100%	100%	100%	100%	100%	100%	100%	100%	0%	0%		
4	Locally Generated Alternative (F-B)	Plan	Complete	Complete	Complete	Complete	Complete	Complete	Complete	Complete	Jul-19	Jul-19		
		Forecast	Complete	Complete	Complete	Complete	Complete	Complete	Complete	Complete	Aug-19	Aug-19 <sup>3</sup>	Aug-19	Aug-19
		% Complete	100%	100%	100%	100%	100%	100%	100%	100%	89%	92%		
5	Los Angeles to Anaheim	Plan	Complete	Complete	Complete	Complete	Complete	Complete	Nov-20	Nov-20	Dec-21	Dec-21		
		Forecast	Complete	Complete	Complete	Complete	Complete	Complete	TBD	TBD <sup>4</sup>	Dec-21	Dec-21 <sup>4</sup>	Dec-21	Dec-21
		% Complete	100%	100%	100%	100%	100%	100%	TBD	TBD%	0%	0%		
6	Burbank to Los Angeles	Plan	Complete	Complete	Complete	Complete	Complete	Complete	Sep-19	Sep-19	Aug-20	Aug-20		
		Forecast	Complete	Complete	Complete	Complete	Complete	Complete	Oct-19	Oct-19	Aug-20	Aug-20	Aug-20	Aug-20
		% Complete	100%	100%	100%	100%	100%	100%	70%	70%	0%	0%		
7	Palmdale to Burbank	Plan	Complete	Complete	Complete	Complete	Complete	Complete	Dec-19	Dec-19	Feb-21	Feb-21		
		Forecast	Complete	Complete	Complete	Complete	Complete	Complete	Dec-19	Jan-20	Feb-21	Feb-21	Feb-21	Feb-21
		% Complete	100%	100%	100%	100%	100%	100%	63%	64%	0%	0%		
8	Bakersfield to Palmdale	Plan	Complete	Complete	Complete	Complete	Complete	Complete	Jul-19	Jul-19	Jun-20	Jun-20		
		Forecast	Complete	Complete	Complete	Complete	Complete	Complete	Sep-19	Oct-19	Jun-20	Jun-20	Jun-20	Jun-20 <sup>6</sup>
		% Complete	100%	100%	100%	100%	100%	100%	83%	84%	0%	0%		
	HMF	Plan	Complete	Complete	Complete	Complete	Apr-16	Apr-16	Sep-16	Sep-16	May-17	Feb-21		
		Forecast	Complete	Complete	Complete	Complete	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD
		% Complete	100%	100%	100%	100%	0%	0%	0%	0%	0%	0%		

- Notes:**
- The Authority is in communication with FRA about NEPA Assignment and is evaluating options.
  - Original and Revised Target Dates are consistent with Baseline Update Report presented and accepted at the May 2019 Authority Board Meeting. Dates assumed FRA was to grant NEPA Assignment, May 1, 2019
  - 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 was awaiting engagement by the FRA on NEPA to advance and complete the ROD.
  - Release date modified based on the publication of the Project Update Report (May 2019). Percent complete will be modified to account for the inclusion of BNSF facilities next month.
  - The anticipated level of effort to prepare the Draft EIR/EIS and the need to offset the federal ROD decision by one month from the State NOD decision may delay the projected NOD date by one month.
  - Potential ROD delay up to six months due to cooperating parties' coordination efforts.

# Project Development Schedule (to ROD) – cont’d. -Information through June 30, 2019<sup>2</sup>

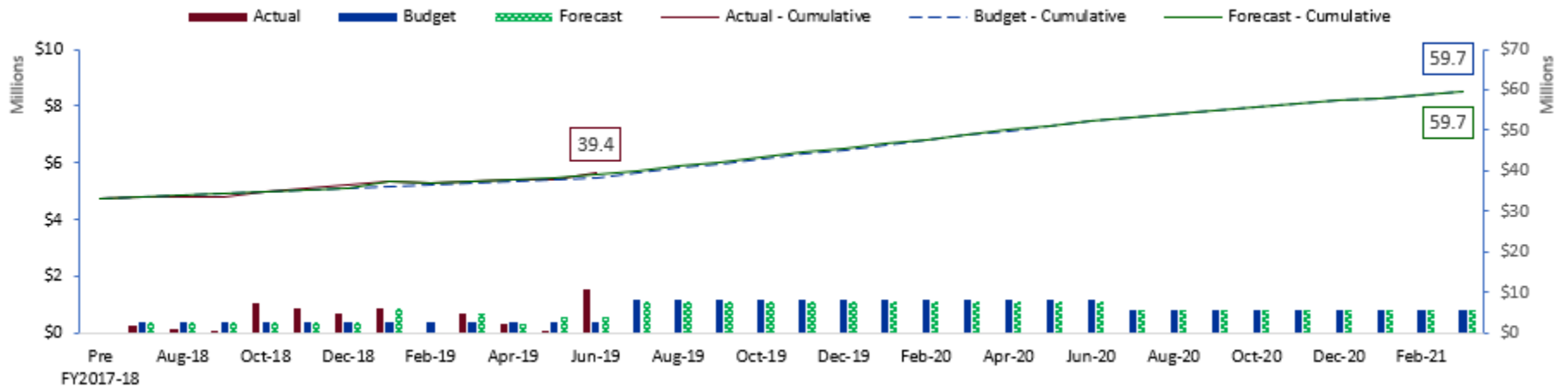
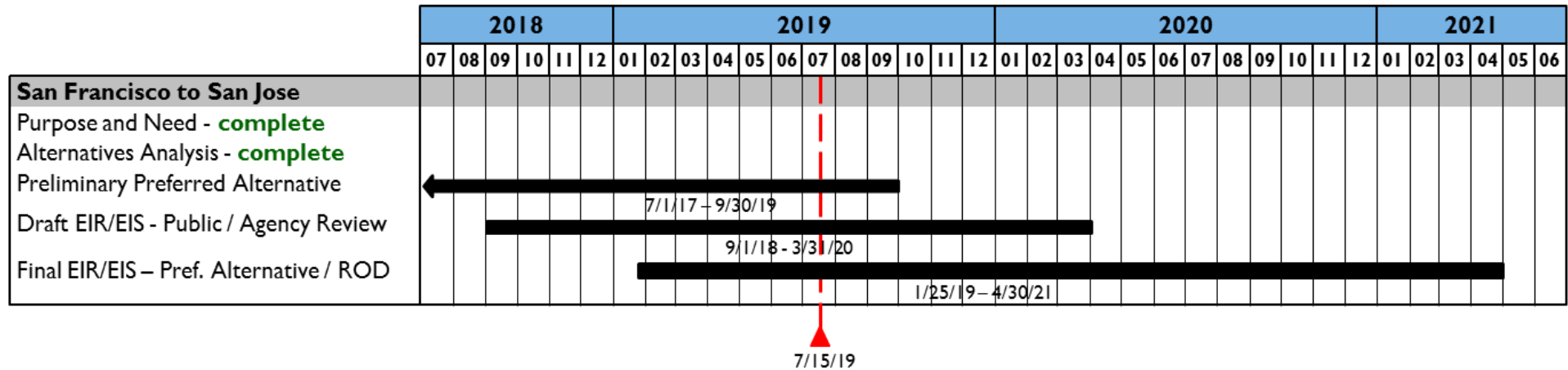
Program Priority	Segment	Schedule Status and Mitigation Strategies
Document complete	Merced to Fresno	EIR certified and project approved May 2012; FRA ROD issued September 2012
Document complete	Fresno to Bakersfield	EIR certified and project approved May 2014; FRA ROD issued June 2014 Supplemental EIR certified and locally generated alternative approved October 2018
Document complete	CV Electrical Interconnections	<b>Environmental Evaluation Has Been Completed</b> 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.
<b>1</b>	San Francisco to San Jose	Schedule updated consistent with May 2019 Board-approved baseline update to achieve ROD in April 2021.
<b>2</b>	San Jose to Merced	Schedule updated to reflect incorporation of additional materials and respond to administrative draft review comments to achieve ROD in December 2020. <sup>3</sup>
<b>3</b>	Central Valley Wye (M–F)	Schedule updated consistent with May 2019 Board-approved baseline update to achieve ROD in May 2020.
<b>4</b>	Locally Generated Alternative (F–B)	Schedule updated consistent with May 2019 Board-approved baseline update to achieve ROD in August 2019.
<b>5</b>	LA to Anaheim	Schedule updated consistent with May 2019 Board-approved baseline update to achieve ROD in December 2021.
<b>6</b>	Burbank to LA	Schedule updated consistent with May 2019 Board-approved baseline update to achieve ROD in August 2020.
<b>7</b>	Palmdale to Burbank	Schedule updated consistent with May 2019 Board-approved baseline update to achieve ROD in February 2021.
<b>8</b>	Bakersfield to Palmdale	Schedule updated to reflect continued coordination with consulting parties on Cesar Chavez National Monument. <sup>4</sup>
	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.

<sup>2</sup> Original and revised target dates are consistent with Baseline Update Report presented and accepted at the May 2019 Authority Board meeting. Dates assumed FRA was to grant NEPA Assignment, May 1, 2019.

<sup>3</sup> The anticipated level of effort to prepare the Draft EIR/EIS and the need to offset the federal ROD decision by one month from the State NOD decision may delay the projected NOD date by one month.

<sup>4</sup> Potential ROD delay up to six months due to cooperating parties’ coordination efforts.

# San Francisco to San Jose

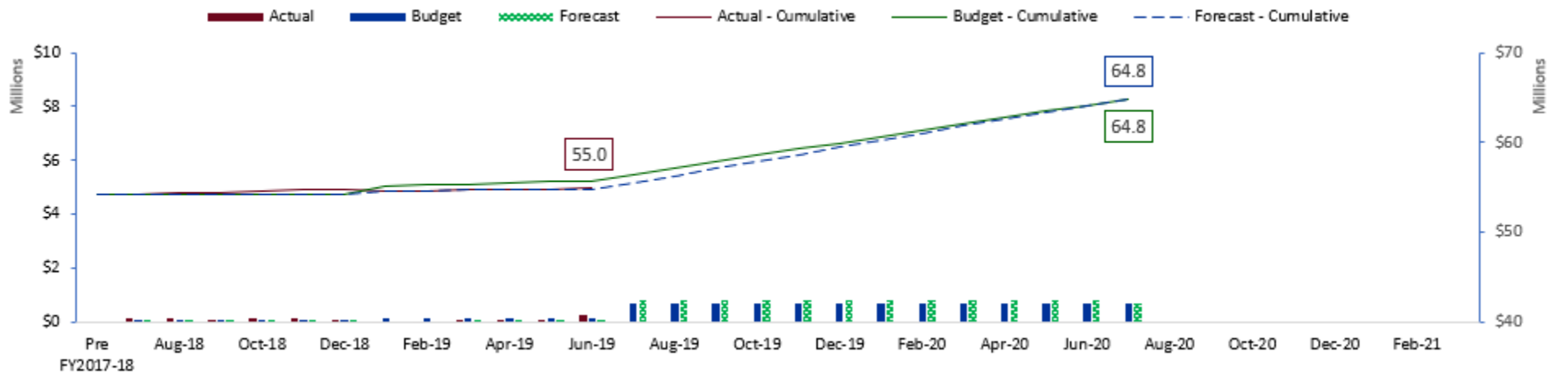
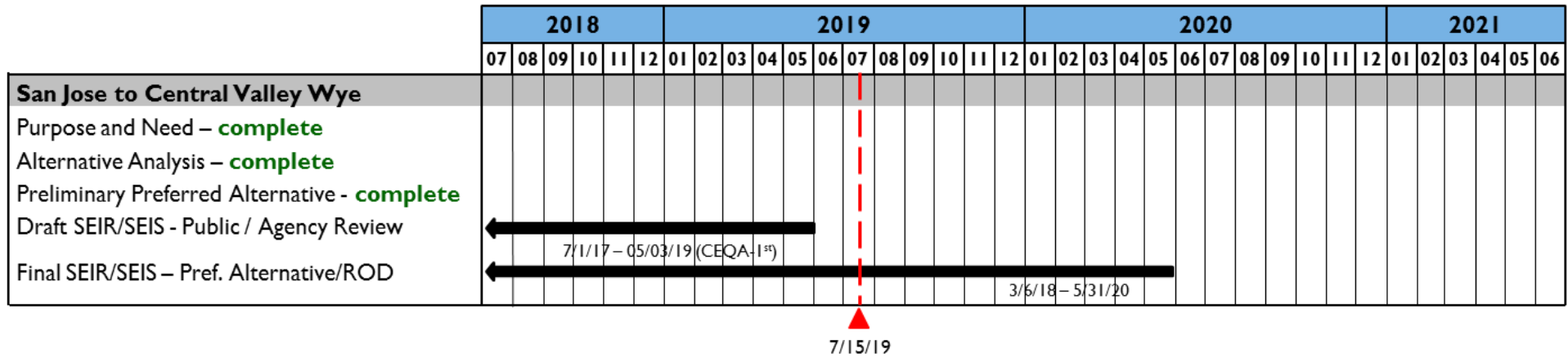


**Notes:**

1. All estimates are preliminary and subject to change.
2. For financial estimates, actuals have been updated through June 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.



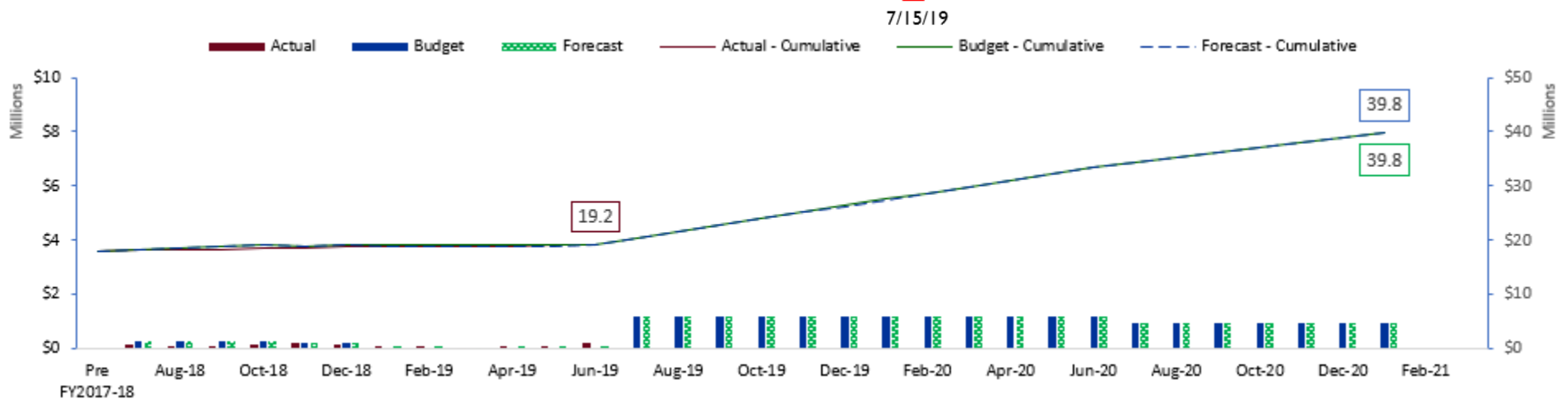
# Central Valley Wye (M-F)



- 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 June 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).

# Locally Generated Alternative (F-B)

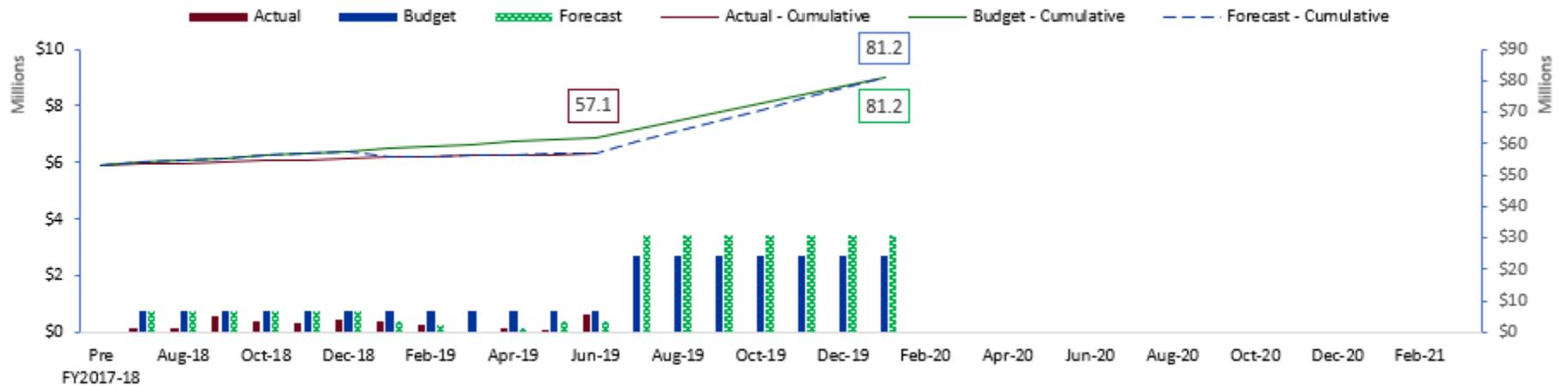
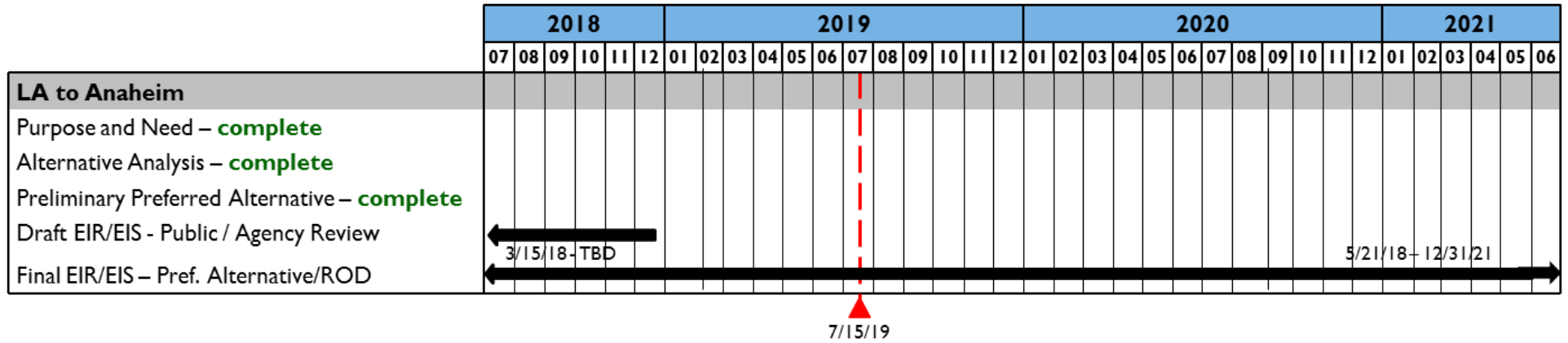
	2018						2019						2020						2021																	
	07	08	09	10	11	12	01	02	03	04	05	06	07	08	09	10	11	12	01	02	03	04	05	06	07	08	09	10	11	12	01	02	03	04	05	06
<b>Bakersfield F Street Alignment</b>																																				
Purpose and Need – <b>complete</b>																																				
Alternative Analysis – <b>complete</b>																																				
Preliminary Preferred Alternative – <b>complete</b>																																				
Draft SEIR/SEIS - Public / Agency Review - <b>complete</b>																																				
Final SEIR/SEIS – Pref. Alt./ROD																																				



**Notes:**

1. All estimates are preliminary and subject to change.
2. Purpose and Need and the Alternatives Analysis were achieved as part of the Fresno to Bakersfield EIR/EIS, completed in June 2014.
3. For financial estimates, actuals have been updated through June 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.

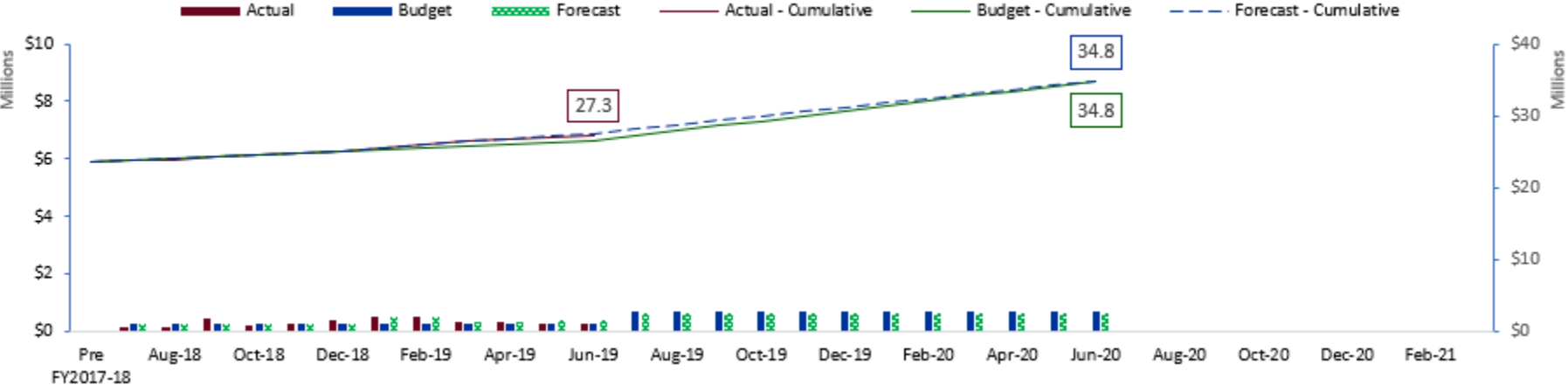
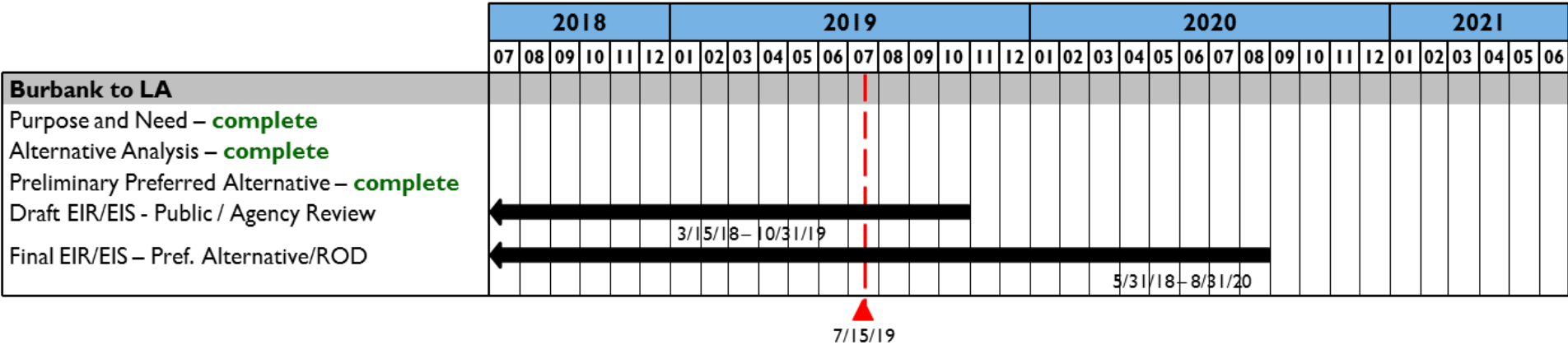
# LA to Anaheim



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

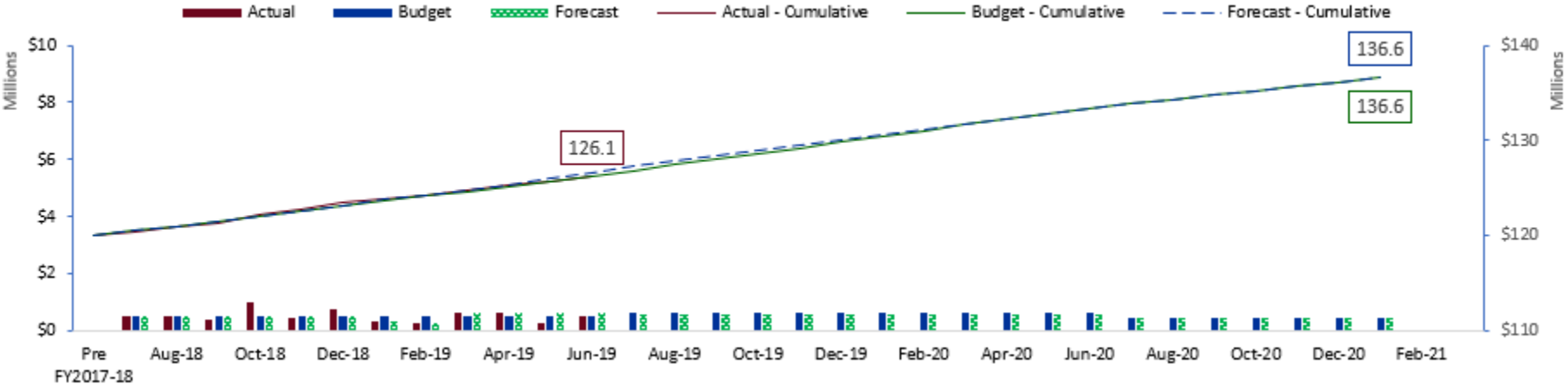
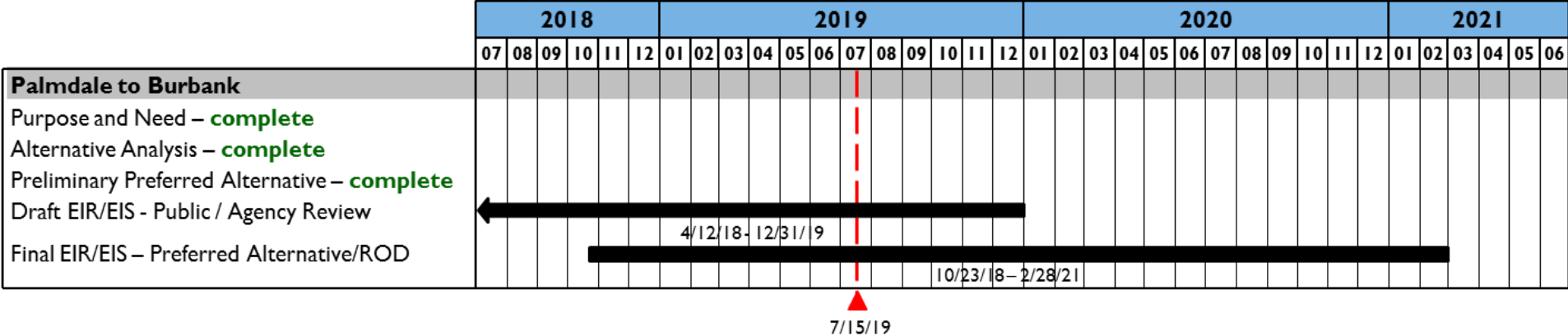


# Burbank to LA



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

# Palmdale to Burbank

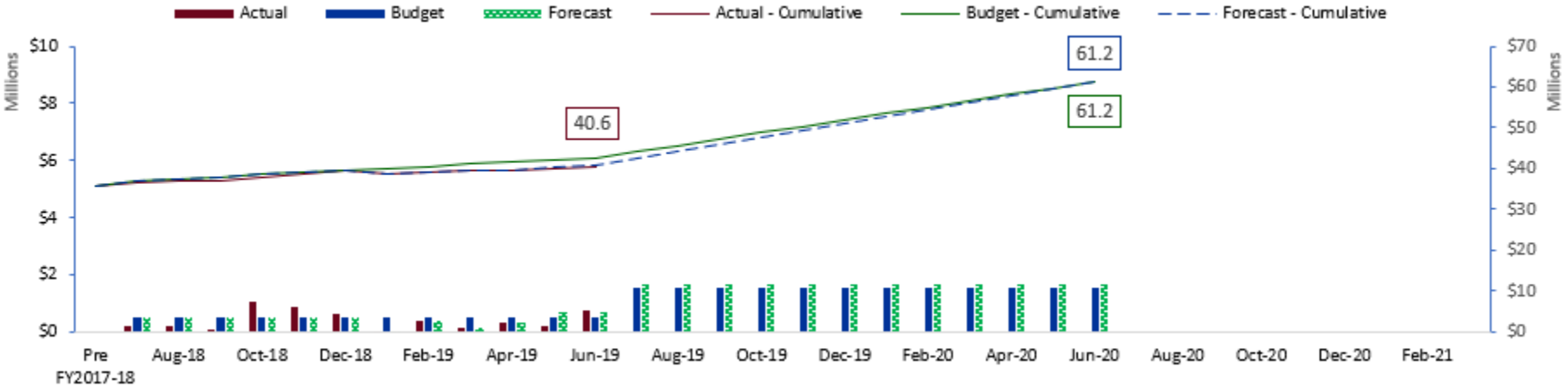


- Notes:**
1. All estimates are preliminary and subject to change.
  2. For financial estimates, actuals have been updated through June 2019. Forecast cost are through June 2021.
  3. Budget and Forecast have been updated to reflect the revised ROD date changes. Note that for this report, the budget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

# 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
<b>Bakersfield to Palmdale</b>																																			
Purpose and Need – <b>complete</b>																																			
Alternative Analysis – <b>complete</b>																																			
Pre. Preferred Alternative – <b>complete</b>																																			
Draft EIR/EIS - Public / Agency Review	← 3/15/18 – 10/31/19																																		
Final EIR/EIS – Pref. Alternative ROD	← 6/2/18 – 06/30/20																																		

7/15/2019



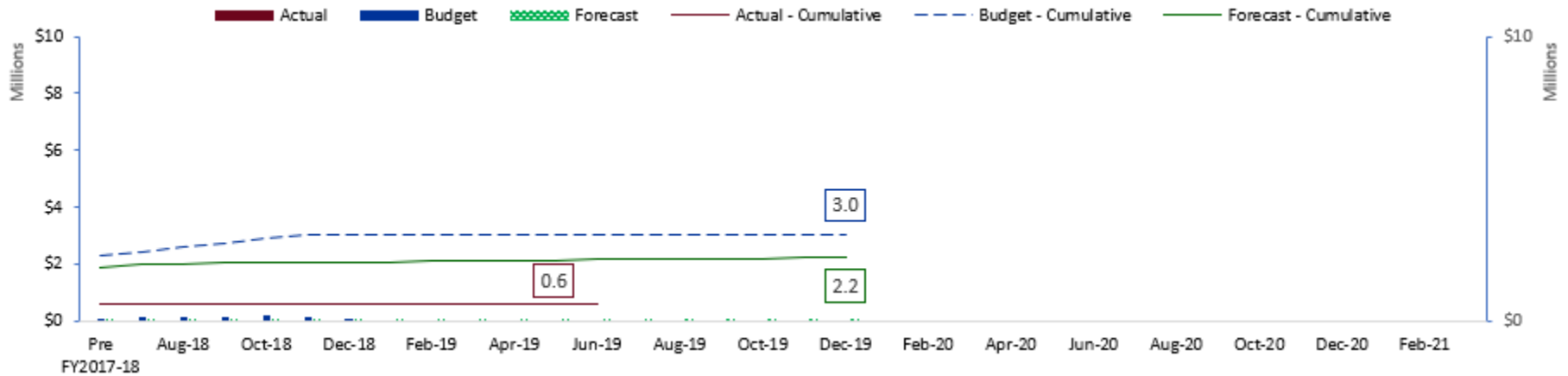
- Notes:
1. All estimates are preliminary and subject to change.
  2. For financial estimates, actuals have been updated through June 2019. Forecast cost are through June 2021.
  3. Budget and Forecast have been updated to reflect the revised ROD date changes. Note that for this report, the budget and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

# Heavy Maintenance Facility<sup>1</sup>

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

Dates to be Determined

7/15/19



**Notes:**

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

# Four-month look ahead - milestones and other key deliverables, all sections/projects: Information through June 30, 2019

Program Priority	Milestone	Project Section	Due Date	Percent Completion	Status
1	Obtain Checkpoint B concurrence from USACE and USEPA	San Francisco to San Jose	August 2019	95%	Delay generated by need to provide a more detailed discussion of the Light Maintenance Facility project element. Delay does not affect overall schedule.
2	Submit administrative draft EIR/EIS for Cooperating Agency review	San Jose to Merced	September 2019	83%	Revisions to the initial administrative draft EIR/EIS, in response to Authority reviewers, are in progress.
2	Preliminary Engineering for Project Definition (PEPD)	San Jose to Merced	March 2019	100%	Record Set PEPD Notice of Acceptance issued by the Authority on May 31, 2019.
3	Publish draft Supplemental EIR/EIS for CEQA public review	Central Valley Wye (M-F)	May 2019	100%	CVY Draft Supplemental EIR/EIS was released May 3, 2019 for public comment under CEQA-first strategy.
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 incorporate BNSF "east of Fullerton" projects that requires modification to draft EIR/EIS.
6	Prepare administrative draft EIR/EIS for Authority's legal and technical review	Burbank to Los Angeles	March 2019	91%	Revisions to the initial administrative draft EIR/EIS, in response to Authority reviewers, are in progress.

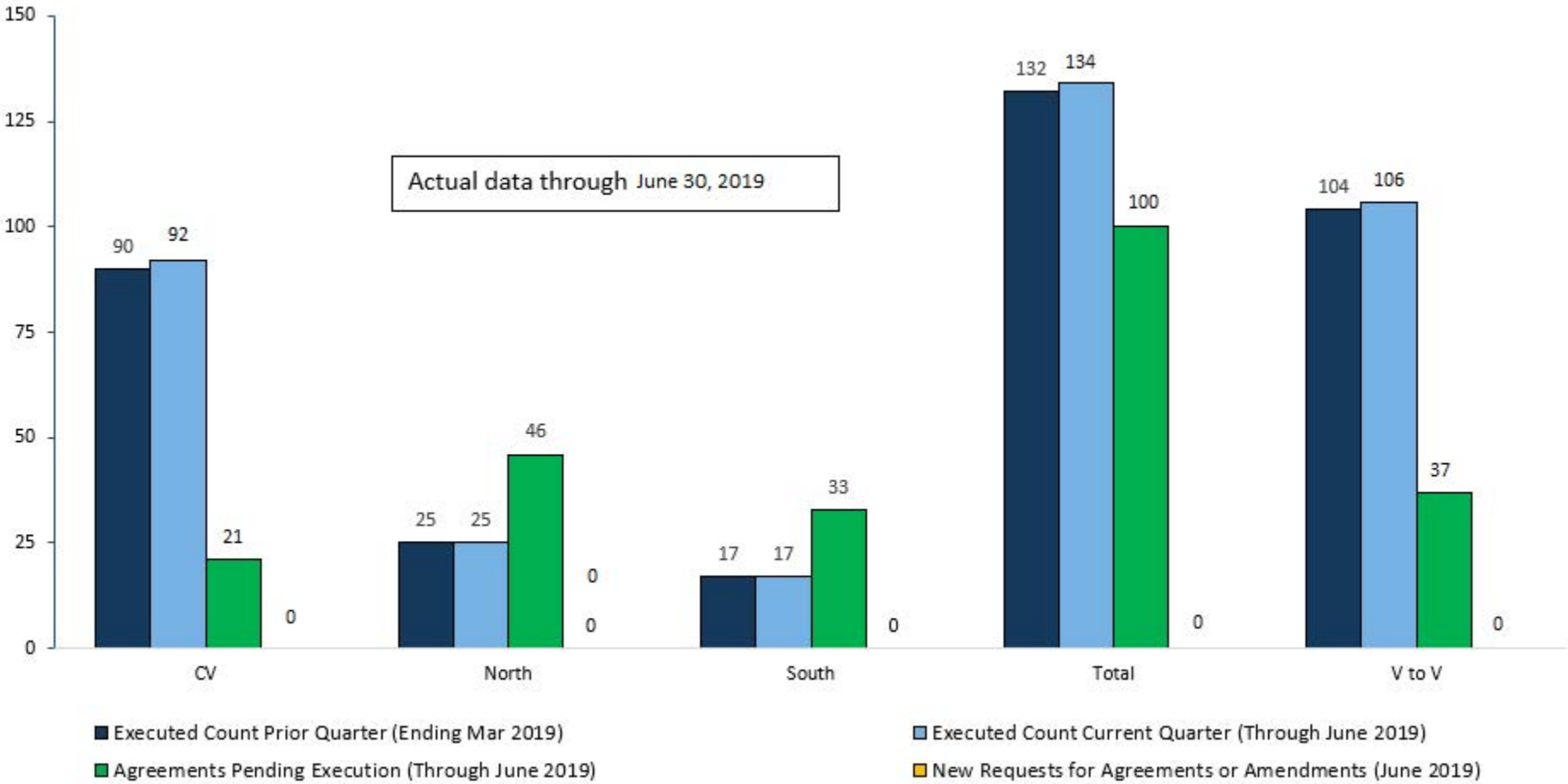
# Four-month look ahead - milestones and other key deliverables, all sections/projects: - cont'd. - Information through June 30, 2019<sup>8</sup>

Program Priority	Milestone	Project Section	Due Date	Percent Completion	Status
7	Obtain Checkpoint B concurrence from USACE and USEPA	Palmdale to Burbank	September 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	84%	Schedule for public comment period/release of the draft EIR/EIS dependent on outcome of Section 106 consultation with National Chavez Center and consulting parties. Anticipated delayed 6 months for public release of the draft EIR/EIS.

# Operations Report Metrics

## Third-Party Agreements

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

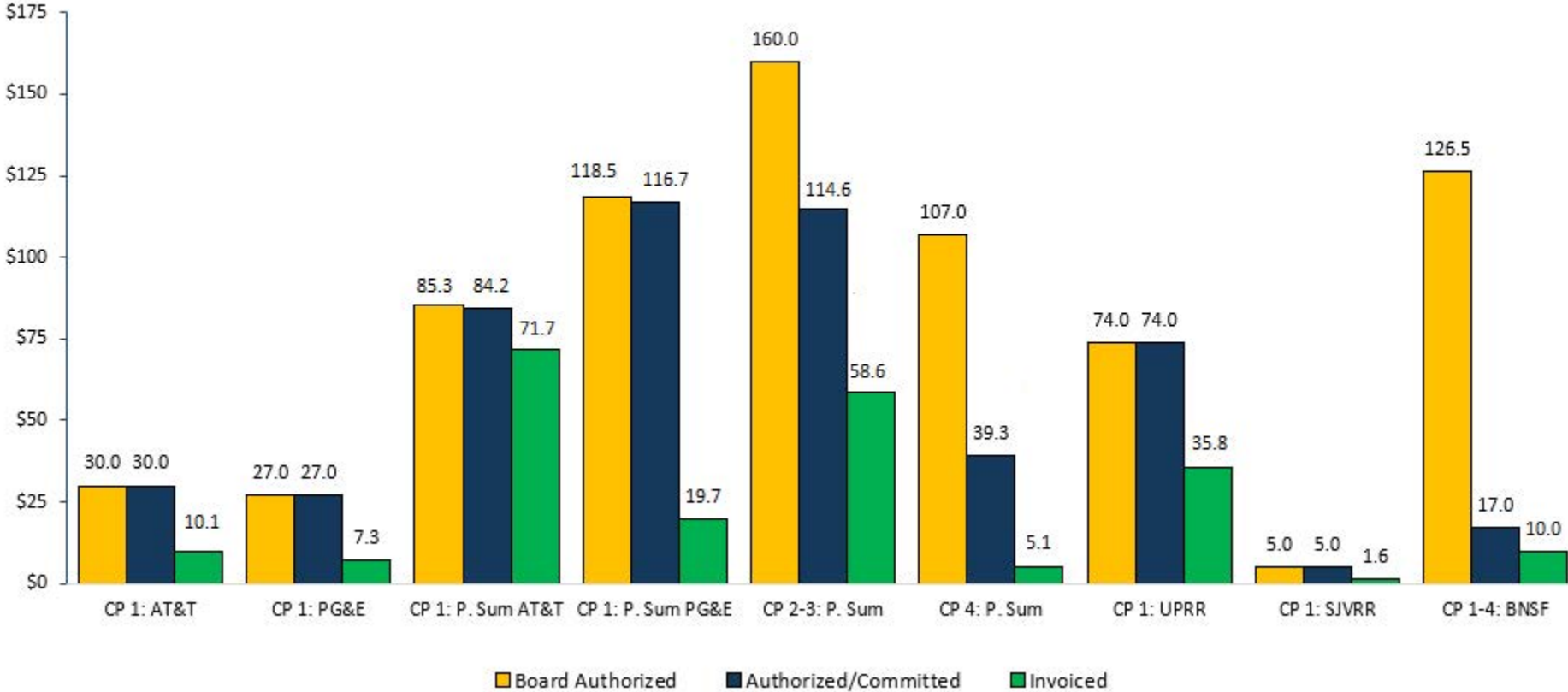


- Notes:**
- 1. Central Valley, North, and South total counts include Master/Cooperative Agreements and Reimbursement Agreements for environmental coordination and project development only.
  - 2. Valley to Valley count is a subset of the agreements already represented.
  - 3. The count for unexecuted 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.

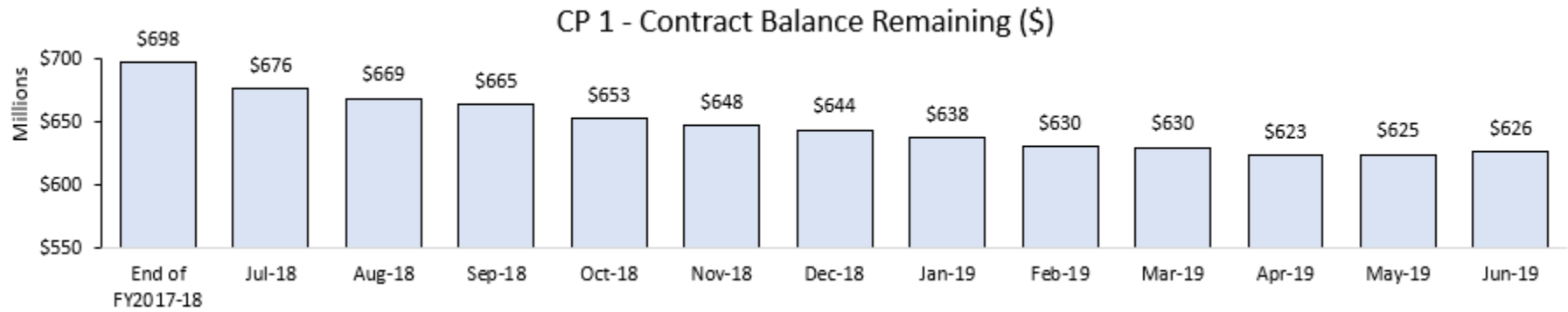
# Operations Report Metrics

## Contract Management

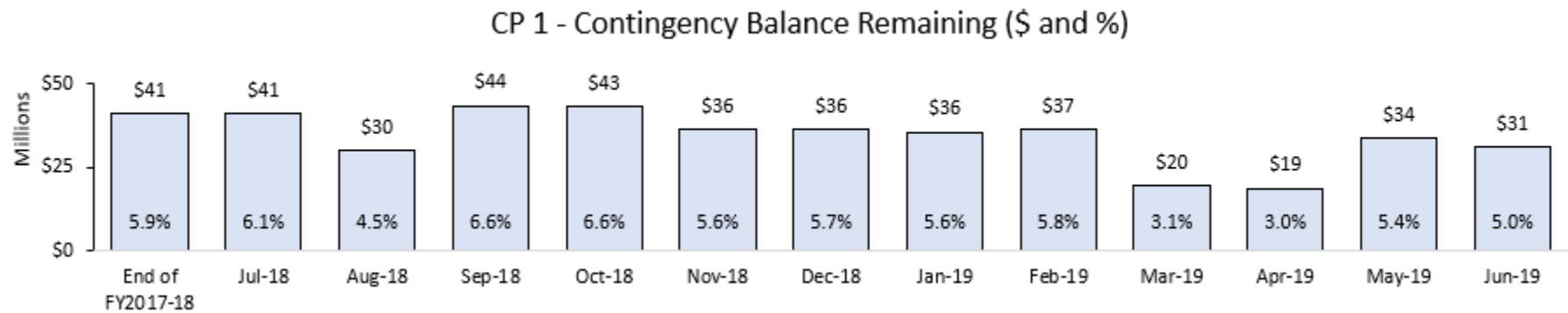
# Contract Management Metrics - Context

- 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



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



**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:** June 30, 2019 CP 1 Monthly Status Report.

# CP 1 Contract Management Raw Data: Contingency Value

## CP 1 – Contingency (\$ in millions)

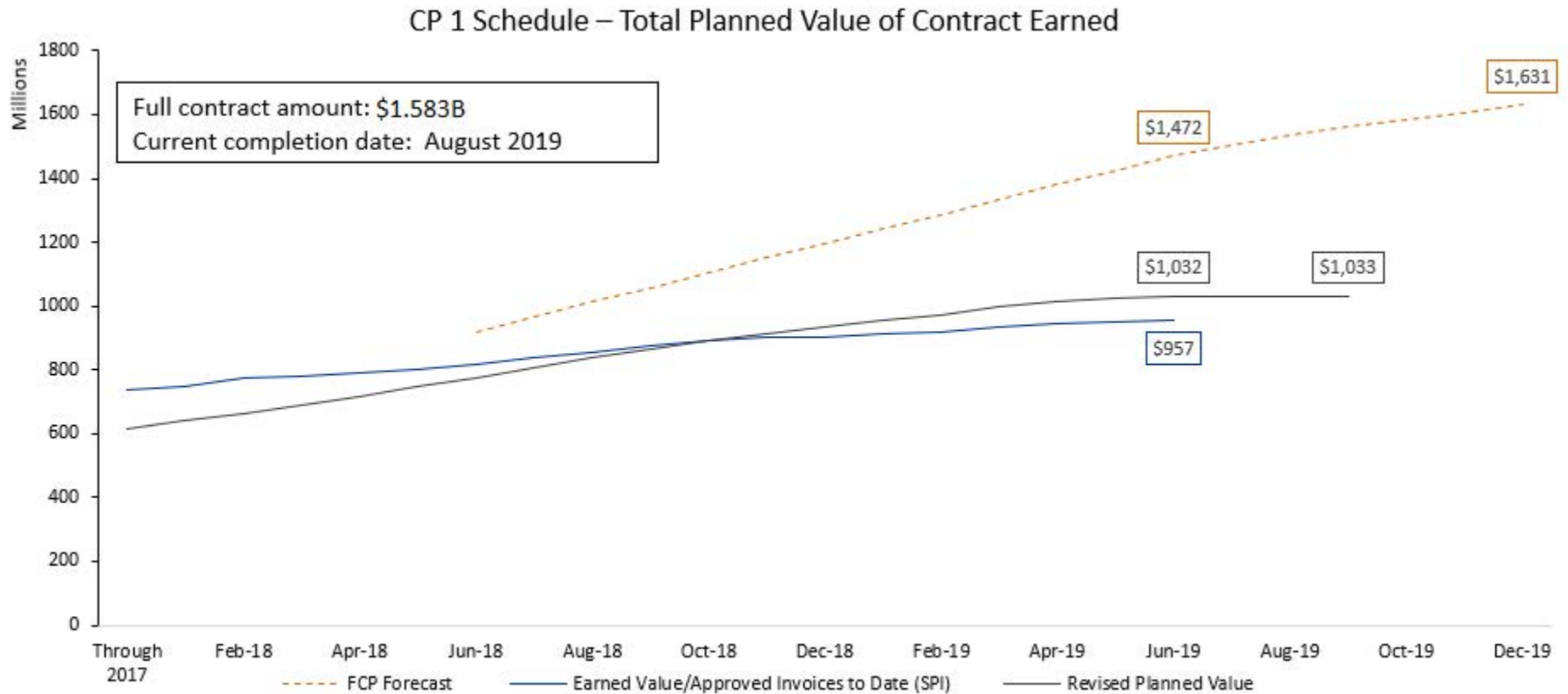
	End of FY17-18	July 2018	Aug 2018	Sept 2018	Oct 2018	Nov 2018	Dec 2018	Jan 2019	Feb 2019	Mar 2019	Apr 2019	May 2019	June 2019
<b>Contract Balance Remaining</b>	698.2	676.2	669.2	664.6	653.0	648.0	644.0	637.5	630.2	630.0	623.4	624.6	626.1
<b>Contingency</b>	207.0	207.0	207.0	237.3	237.3	237.3	237.3	237.3	237.3	237.3	237.3	237.3	237.3
<b>Change Orders (from contingency)</b>	165.9	0.1	11.0	16.7	0.3	6.9	0.0	0.7	-1.0	17.1	0.8	0.0	2.8
<b>Contingency Balance Remaining</b>	41.1	41.0	30.0	43.6	43.3	36.4	36.4	35.7	36.7	19.6	18.8	33.9	31.1
<b>Contingency %</b>	5.9%	6.1%	4.5%	6.6%	6.6%	5.6%	5.7%	5.6%	5.8%	3.1%	3.0%	5.4%	5.0%

**Note:**

1. Contract Balance Remaining is the sum of the previous month’s Contract Balance Remaining less the monthly approved invoice amount plus change orders (from contingency).

Source: June 30, 2019 CP 1 Monthly Status Report.

# CP 1 Contract Management – Schedule Performance Index



**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:**

FCP Forecast: Funding Contribution Plan, September 2018.  
 Earned Value/Approved Invoices to Date: June 30, 2019 CP1 Performance Metric Report.  
 FCP Forecast will be updated based on quarterly Funding Contribution Plan.

# CP 1 Contract Management Raw Data: Schedule Performance Index

## FY2017-18 CP 1 – Schedule (\$ in millions)

	End of FY2017-18	Jul-18	Aug-18	Sep-18	Oct-18	Nov-18	Dec-18	Jan-19	Feb-19	Mar-19	Apr-19	May-19	Jun-19
<b>FCP Forecast Value</b>	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	1,472.0
<b>Earned Value</b>	581.4	591.4	602.0	607.0	612.0	617.0	619.0	621.1	622.9	625.8	628.9	631.4	635.0
<b>Invoiced to Date</b> 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	957.4
<b>Planned Value</b> 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	1,032.3
<b>Schedule Performance Index</b>	75.0%	73.0%	72.0%	71.0%	69.0%	68.0%	67.0%	68.0%	64.0%	63.0%	62.0%	61.0%	62.0%

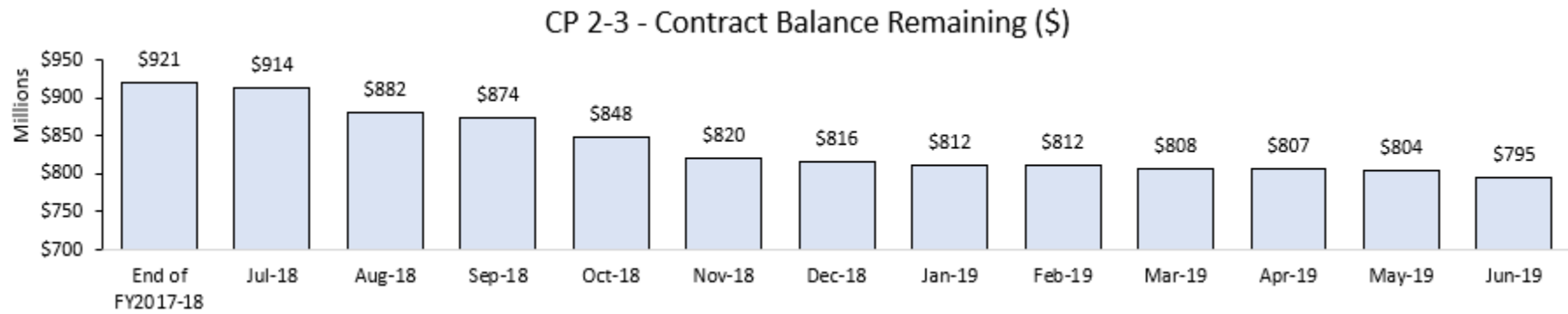
### Notes

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.

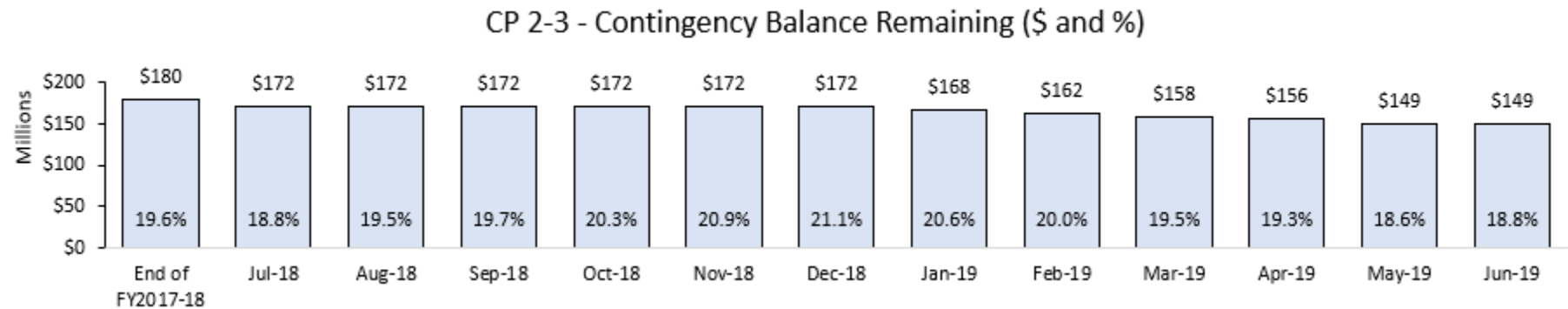
### Sources:

FCP Forecast: Funding Contribution Plan, September 2018.  
EV: June 30, 2019 CP 1 Performance Metric Report.

# CP 2-3 Contract Management – Contingency Value



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



**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: June 30, 2019 CP 2-3 Monthly Status Report.



# CP 2-3 Contract Management Raw Data: Contingency Value

## CP 2-3 – Contingency (\$ in millions)

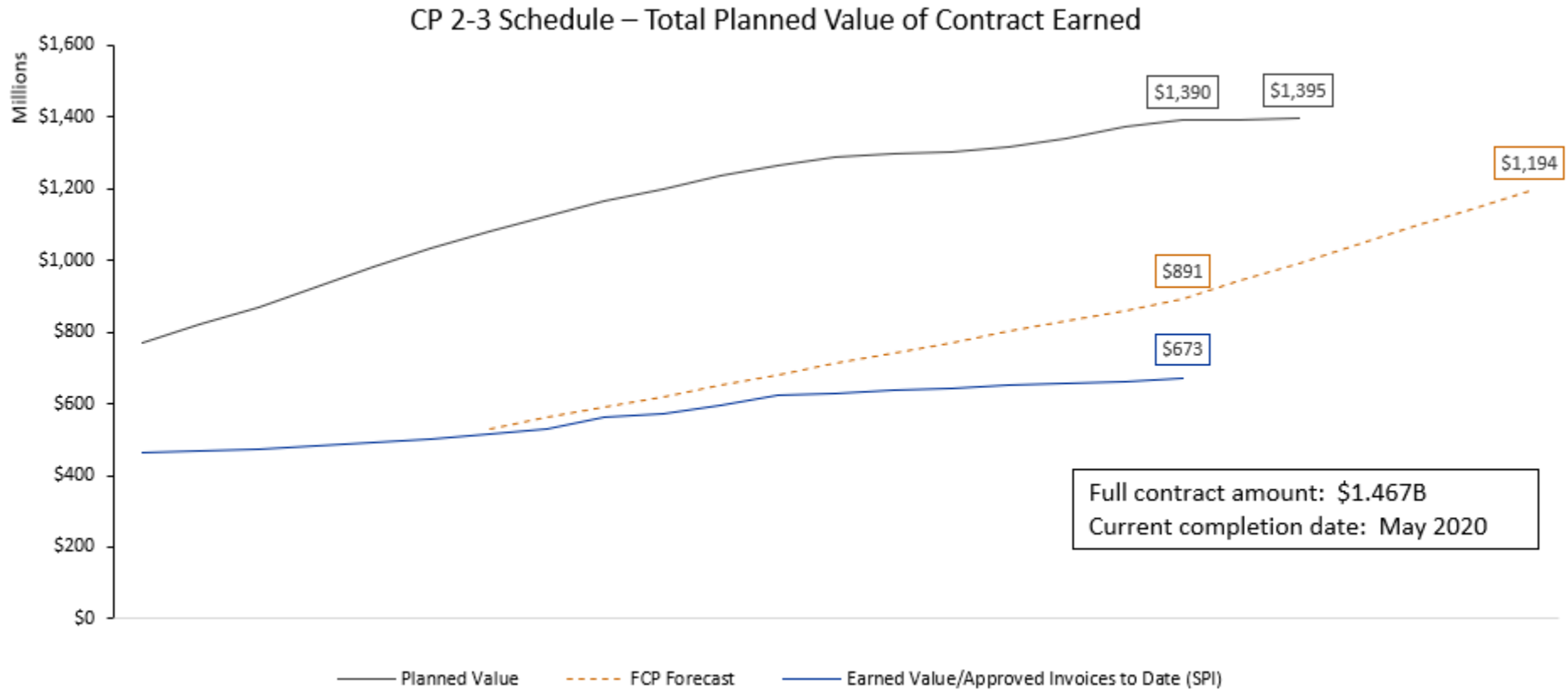
	End of FY2017-18	Jul-18	Aug-18	Sep-18	Oct-18	Nov-18	Dec-18	Jan-19	Feb-19	Mar-19	Apr-19	May-19	Jun-19
<b>Contract Balance Remaining</b>	921.4	914.1	881.5	874.2	847.9	820.2	815.5	812.2	811.6	807.7	806.7	804.0	794.5
<b>Contingency</b>	261.2	261.2	261.2	261.2	261.2	261.2	261.2	261.2	261.2	261.2	261.2	261.2	261.2
<b>Change Orders (from contingency)</b>	80.9	8.3	0.0	0.1	0.1	0.0	0.0	4.2	5.0	4.7	2.2	6.1	0.0
<b>Contingency Balance Remaining</b>	180.3	172.0	172.0	171.9	171.7	171.7	171.7	167.5	162.5	157.8	155.6	149.5	149.5
<b>Contingency %</b>	19.6%	18.8%	19.5%	19.7%	20.3%	20.9%	21.1%	20.6%	20.0%	19.5%	19.3%	18.6%	18.8%

**Note:**

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

Source: June 30, 2019 CP 2-3 Monthly Status Report.

# CP 2-3 Contract Management – Schedule Performance Index



**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:**

FCP Forecast: Funding Contribution Plan, September 2018.  
Earned Value/Approved Invoices to Date: June 30, 2019 CP 2-3 Performance Metric Report.  
FCP Forecast will be updated based on quarterly Funding Contribution Plan.

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

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

	End of FY2017-18	Jul-18	Aug-18	Sep-18	Oct-18	Nov-18	Dec-18	Jan-19	Feb-19	Mar-19	Apr-19	May-19	Jun-19
<b>FCP Forecast Value</b>	531.3	561.2	591.2	621.1	651.0	681.0	710.9	741.0	770.8	800.8	830.7	860.7	890.6
<b>Earned Value / Invoiced to Date</b> 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	672.9
<b>Planned Value</b> 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	1,390.1
<b>Schedule Performance Index</b>	48.0%	47.0%	48.0%	48.0%	48.0%	49.0%	49.0%	49.0%	49.0%	49.0%	49.0%	48.0%	48.4%

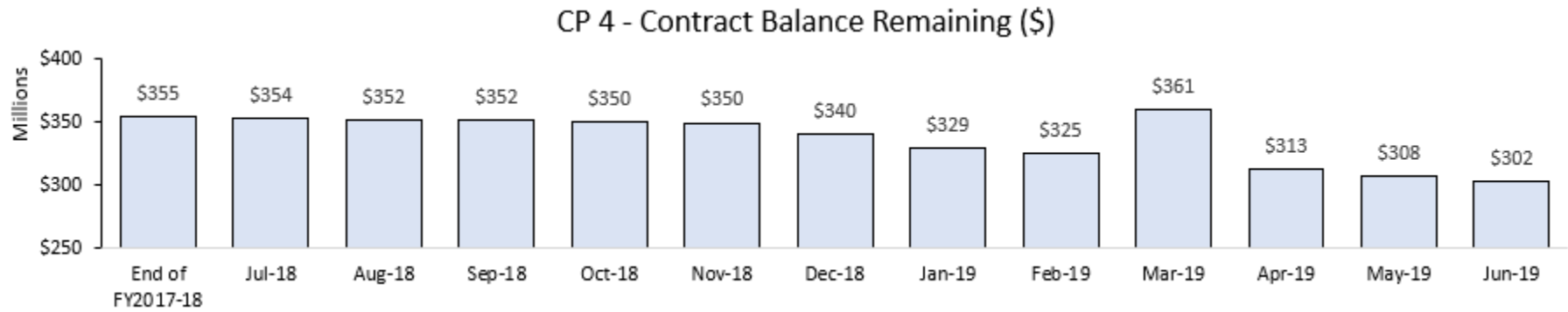
### Notes

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.

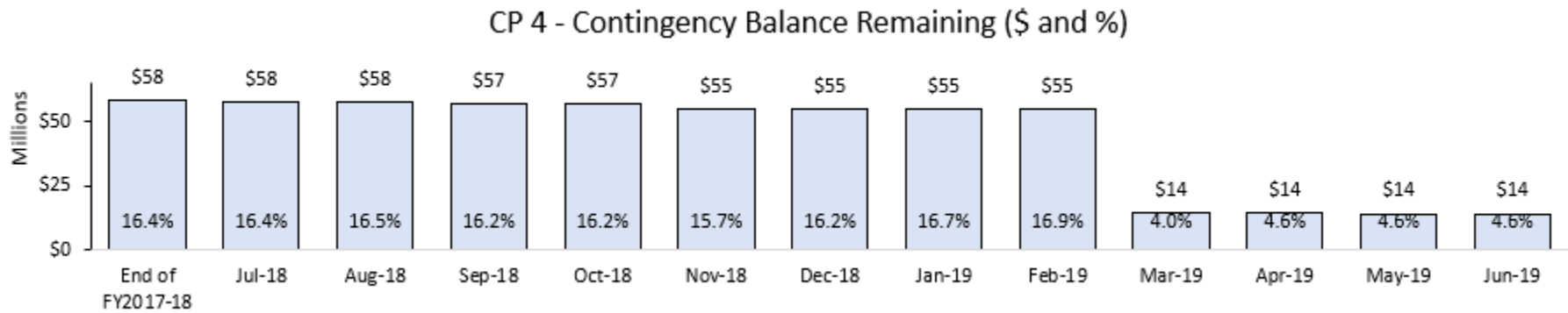
### Sources:

FCP Forecast: Funding Contribution Plan, September 2018.  
EV: June 30, 2019 CP 2-3 Performance Metric Report.

# CP 4 Contract Management – Contingency Value



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



**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: June 30, 2019 CP 4 Monthly Status Report.

# CP 4 Contract Management Raw Data: Contingency Value

## CP 4 – Contingency (\$ in millions)

	End of FY2017-18	Jul-18	Aug-18	Sep-18	Oct-18	Nov-18	Dec-18	Jan-19	Feb-19	Mar-19	Apr-19	May-19	Jun-19
<b>Contract Balance Remaining</b>	354.6	353.5	351.8	351.5	350.1	349.7	340.0	328.8	325.3	360.6	312.8	307.5	302.3
<b>Contingency</b>	62.0	62.0	62.0	62.0	62.0	62.0	62.0	62.0	62.0	62.0	62.0	62.0	62.0
<b>Change Orders (from contingency)</b>	3.8	0.2	0.0	1.2	0.0	1.8	0.0	0.0	0.0	40.7	0.0	0.3	0.0
<b>Contingency Balance Remaining</b>	58.2	58.0	58.0	56.8	56.8	55.0	55.0	55.0	55.0	14.4	14.4	14.1	14.1
<b>Contingency %</b>	16.4%	16.4%	16.5%	16.2%	16.2%	15.7%	16.4%	16.7%	16.9%	4.0%	4.6%	4.6%	4.6%

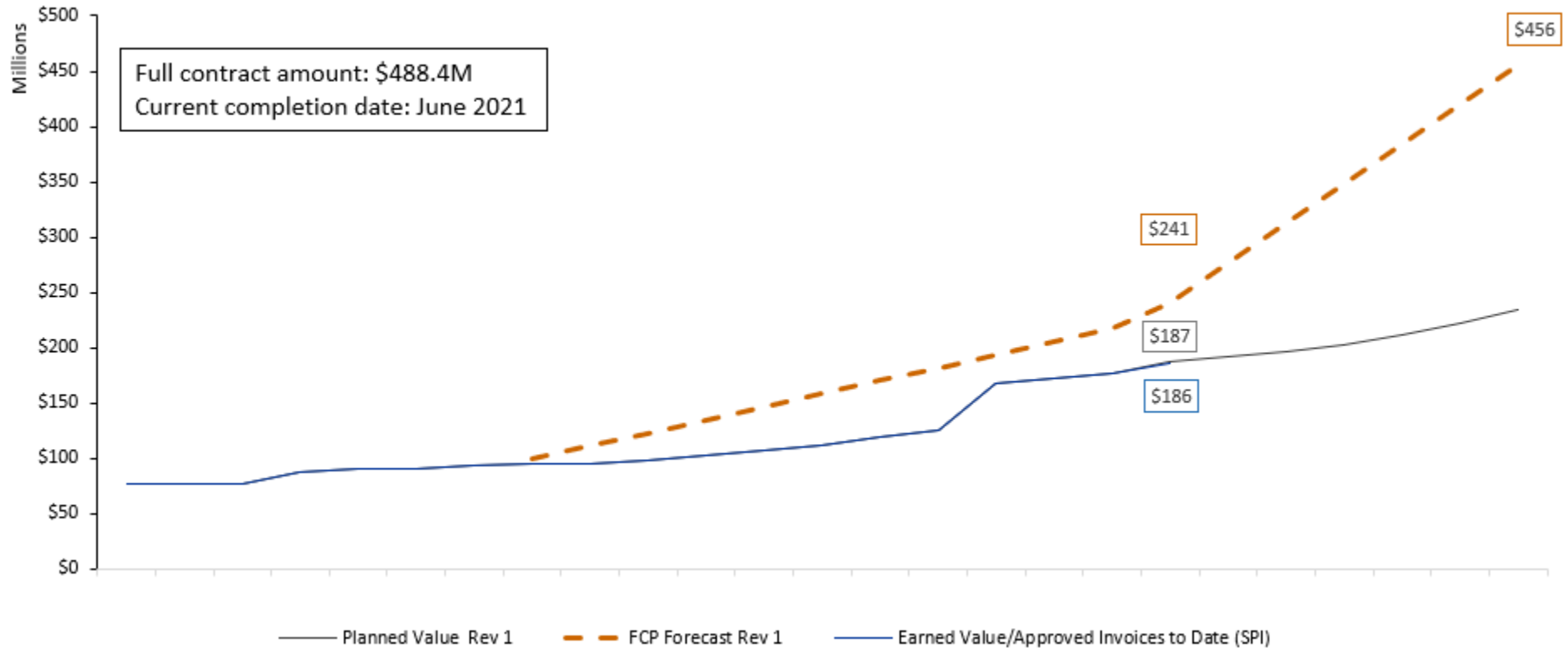
**Note:**

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).

Source: June 30, 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 revised baseline schedule.
4. The Revised (Contract) Baseline Schedule was approved in June 2019 and the planned values are based on this.

**Sources:**

Earned Value/Approved Invoices to Date: June 30, 2019 CP 4 Monthly Status Report.  
 FCP Forecast will be updated based on quarterly Funding Contribution Plan Report.

# CP 4 Contract Management Raw Data: Schedule Performance Index

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

	End of FY2017-18	Jul-18	Aug-18	Sep-18	Oct-18	Nov-18	Dec-18	Jan-19	Feb-19	Mar-19	Apr-19	May-19	Jun-19
<b>FCP Forecast Value</b> See Note 3	99.5	111.3	123.1	134.9	146.6	158.4	170.2	182.0	193.7	205.6	217.3	229.1	240.9
<b>Earned Value / Invoiced to Date</b> 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	186.3
<b>Planned Value</b> See Note 2 & 3	301.6	316.4	333.2	350.3	371.1	385.8	400.1	412.0	419.4	437.4	441.6	445.5	187.3
<b>Schedule Performance Index</b>	31%	32%	29%	28%	27%	28%	28%	28%	29%	29%	40%	41%	99% <sup>1</sup>

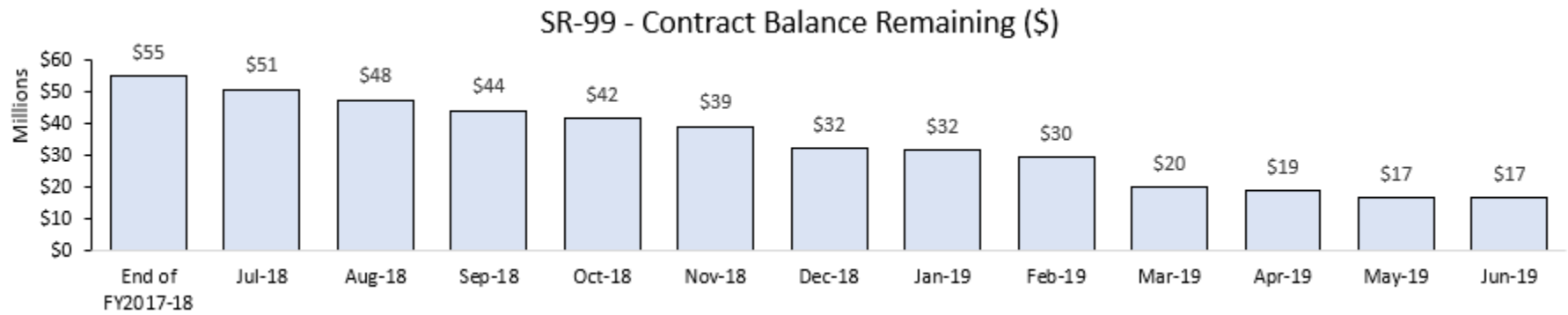
**Notes:**

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.
3. The Revised (Contract) Baseline Schedule was approved in June 2019 and the June 2019 planned value and SPI is based on this schedule.

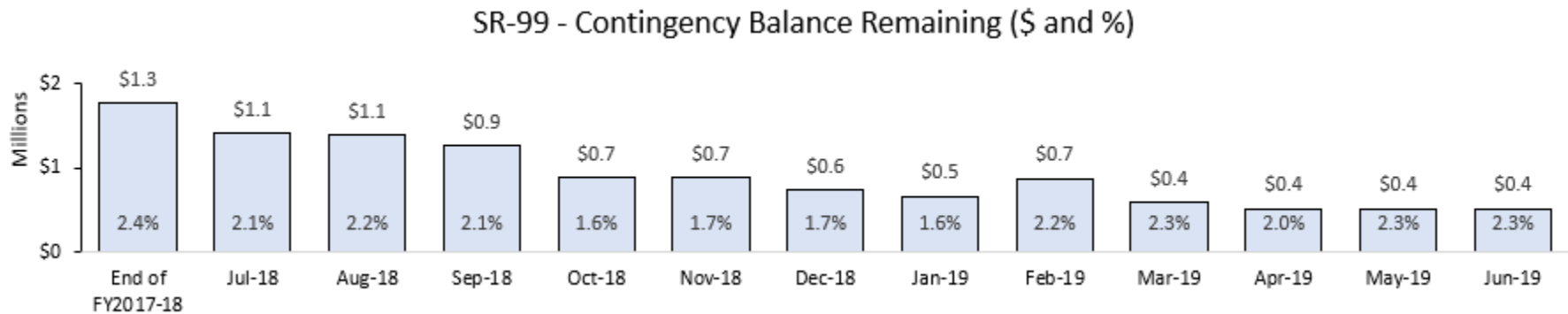
**Sources:**

EV: June 30, 2019 CP 4 Performance Metric Report

# SR-99 Contract Management – Contingency Value



- If remaining contingency against amount of contract / work left falls below 5%, corrective action may be necessary.
- The values shown are a sum of the Early Work Plan (EWP) and Main Package (MP) Contingencies.



**Notes:**

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

**Source:** June 30, 2019 SR-99 Monthly Status Report.



# SR-99 Contract Management Raw Data: Contingency Value

## SR-99 – Contingency (\$ in millions)

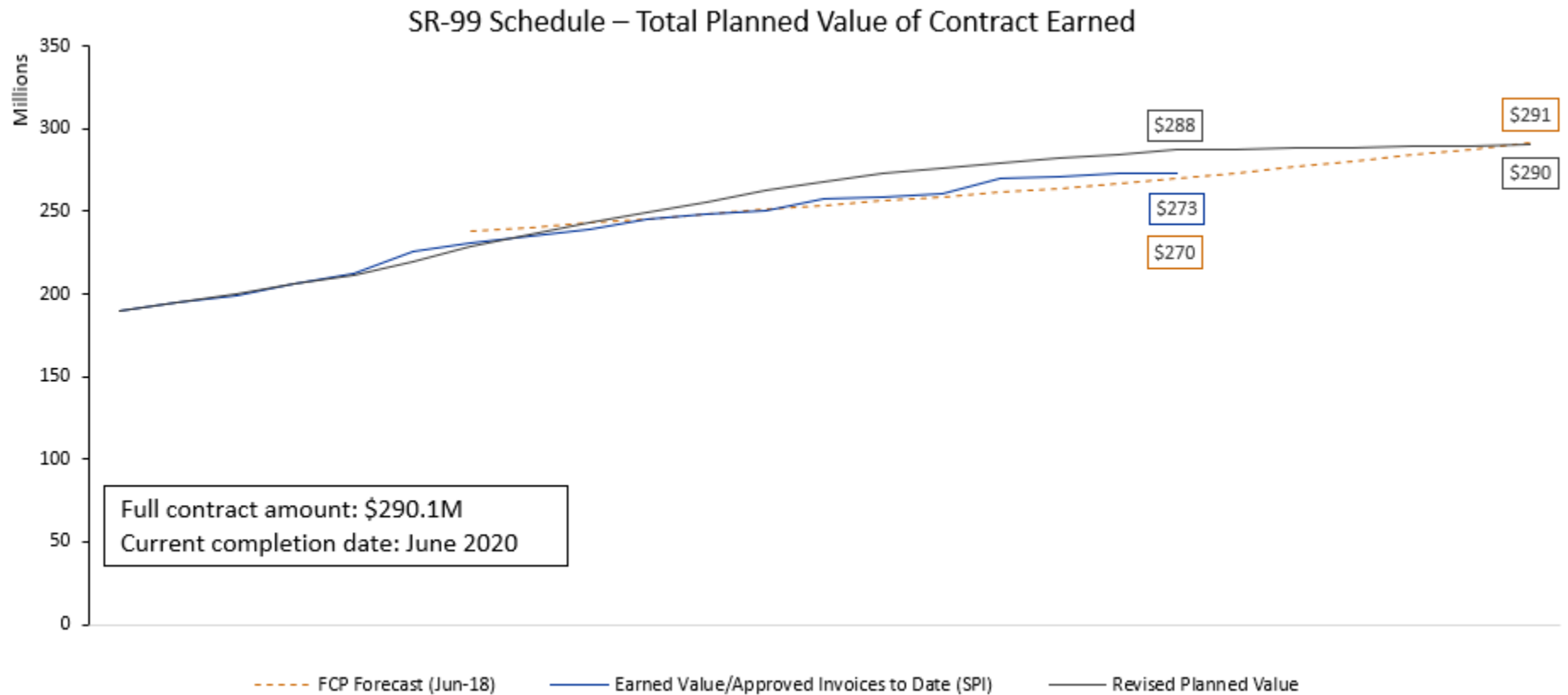
	End of FY2017-18	Jul-18	Aug-18	Sep-18	Oct-18	Nov-18	Dec-18	Jan-19	Feb-19	Mar-19	Apr-19	May-19	Jun-19
<b>Contract Balance Remaining</b>	55.1	51.0	47.7	44.3	41.7	38.3	32.4	31.5	29.5	19.9	19.0	16.9	16.7
See Note 3	27.0	23.5	20.4	17.4	15.3	13.1	10.4	9.7	9.5	9.5	9.5	9.5	9.5
<b>Contingency</b> See Note 2	5.9	5.9	5.9	5.9	5.9	5.9	5.9	5.9	5.9	5.9	5.9	5.9	5.9
<b>Change Orders</b> (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	0.0
<b>Contingency Balance Remaining</b> 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	0.4
<b>Contingency %</b> 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%	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: June 30, 2019 SR-99 Monthly Status Report.

# SR-99 Contract Management – Schedule Performance Index



**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:**

FCP Forecast: Funding Contribution Plan, September 2018.  
 Earned Value: June 30, 2019 SR-99 Performance Metric Report.  
 FCP Forecast will be updated based on quarterly Funding Contribution Plan.

# SR-99 Contract Management Raw Data: Schedule Performance Index

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

	End of FY2017-18	Jul-18	Aug-18	Sep-18	Oct-18	Nov-18	Dec-18	Jan-19	Feb-19	Mar-19	Apr-19	May-19	Jun-19
<b>FCP Forecast Value</b>	237.8	240.4	243.1	245.7	248.4	251.0	253.6	256.0	259.0	261.6	264.3	267.0	269.6
<b>Earned Value</b>	230.7	234.5	238.7	242.1	245.8	250.8	254.6	258.6	260.6	270.2	271.1	273.2	273.4
<b>Planned Value</b> 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	287.6
<b>Schedule Performance Index</b>	101.0%	99.0%	98.0%	97.0%	96.0%	95.0%	95.0%	95.0%	94.0%	97.0%	96.0%	96.0%	95.0%

**Note:**

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

**Sources:**

FCP Forecast: Funding Contribution Plan, September 2018  
EV: June 30, 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 August 2019 F&A Capital Outlay Report includes financial data through June 30, 2019.

# As of June 30, 2019, the Authority has spent 55.9% of FY2018-19 budget.

## FY2018-19 Expenditures to Date (\$ billions) - Data as of June 30, 2019

Total Appropriation <sup>3,4</sup>		FY2018-19 Budget <sup>2</sup>		FY Expenditures to Date <sup>5</sup>		FY Expenditures % of Budget	
May-19	Jun-19	May-19	Jun-19	May-19	Jun-19	May-19	Jun-19
19.286	19.286	1.787	1.787	0.814	0.999	45.60%	55.90%

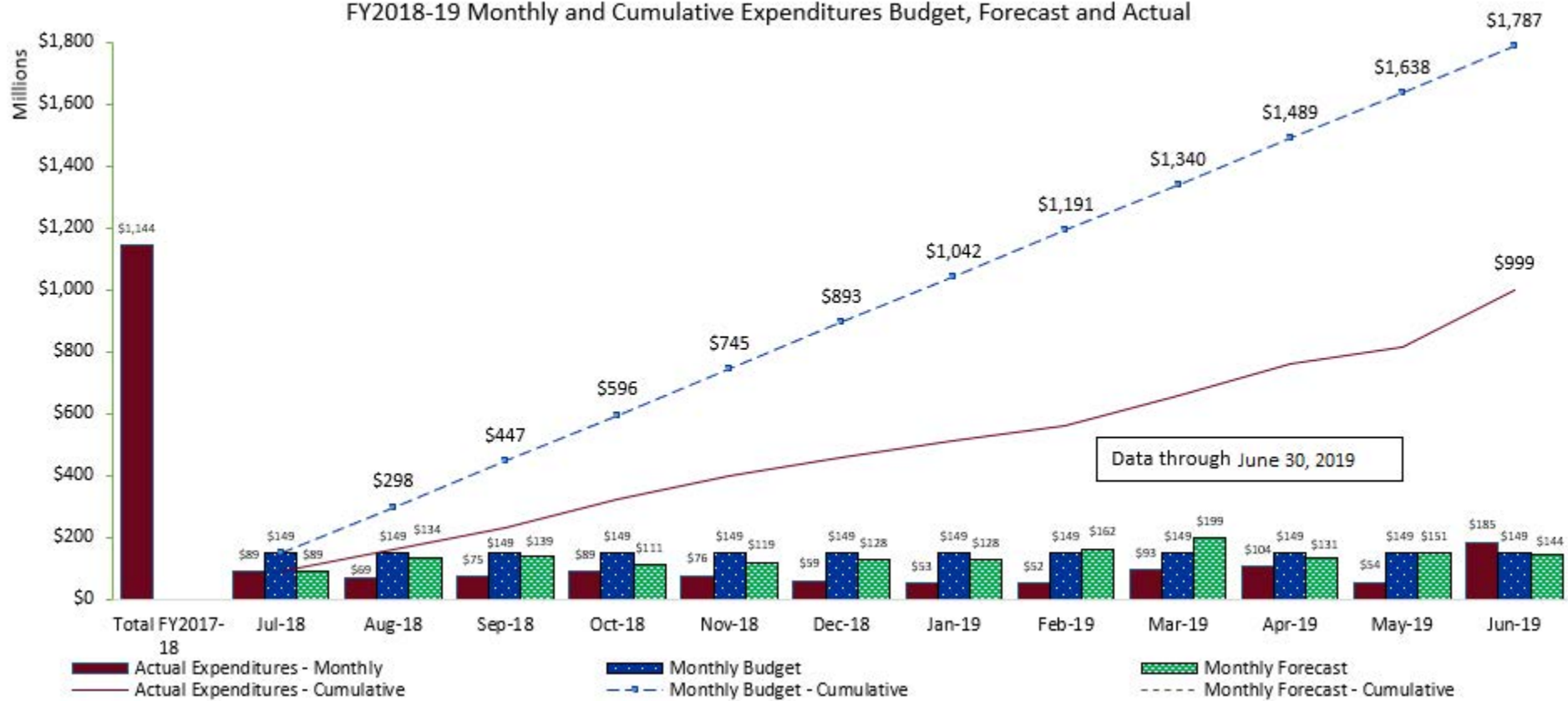
## Total Expenditures to Date (\$ billions) - Data as of June 30, 2019

Item	TOTAL		Planning		Construction <sup>2</sup>	
	Budget <sup>7</sup>	Expenditures to Date <sup>5</sup>	Budget	Expenditures to Date <sup>5</sup>	Budget	Expenditures to Date <sup>5</sup>
ARRA Grant <sup>8</sup>	2.547	2.547	0.487	0.487	2.06	2.06
FY10 Grant	0.929	0	0	0	0.929	0
Brownfields	0.001	0	0.001	0	0	0
PROP 1A	3.184	2.163	0.575	0.471	2.609	1.692
Cap and Trade	7.853	0.642	0.618	0.131	7.235	0.511
Local Assistance	1.1	0.124	0	0	1.1	0.124
<b>Total<sup>6</sup></b>	<b>15.613</b>	<b>5.476</b>	<b>1.681</b>	<b>1.089</b>	<b>13.932</b>	<b>4.387</b>

- Notes:**
1. Source: F&A Capital Outlay Report, August 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. The Cap and Trade Appropriation has been updated to reflect actual auction proceeds for the May-19 auction and was increased by \$19.0M to \$11.450B (\$678M Project Development, \$10.772B Construction). The total Appropriation reflects a one-time FY2014-15 Budget Act appropriation of \$650M, actual auction proceeds received to date of \$2.175B, 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, invoices received and processed but not yet paid, and material estimated costs for work performed, not yet paid.
  6. Numbers may not add due to rounding.
  7. The Total Program budget remains \$15.613B.
  8. ARRA Grant expenditures to date reflect \$5.9M in credits/refunds.

# Finance/Budget – FY2018-19 Expenditures

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



- Notes:**
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, invoices received and processed but not yet paid, and material estimated costs for work performed, not yet paid.

Source: F&A Capital Outlay Reports (August 2018 – August 2019)

# 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	\$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	\$998.8M
Monthly Expenditures	\$89.5M	\$68.7M	\$75.0M	\$89.5M	\$75.8M	\$59.2M	\$52.5M	\$52.0M	\$93.3M	\$104.2M	\$54.5M	\$184.6M
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	\$998.8M

#### Notes:

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, received and processed but not yet paid, and material estimated costs for work performed, not yet paid.
3. Numbers may not add due to rounding.

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



# Operations Report Metrics

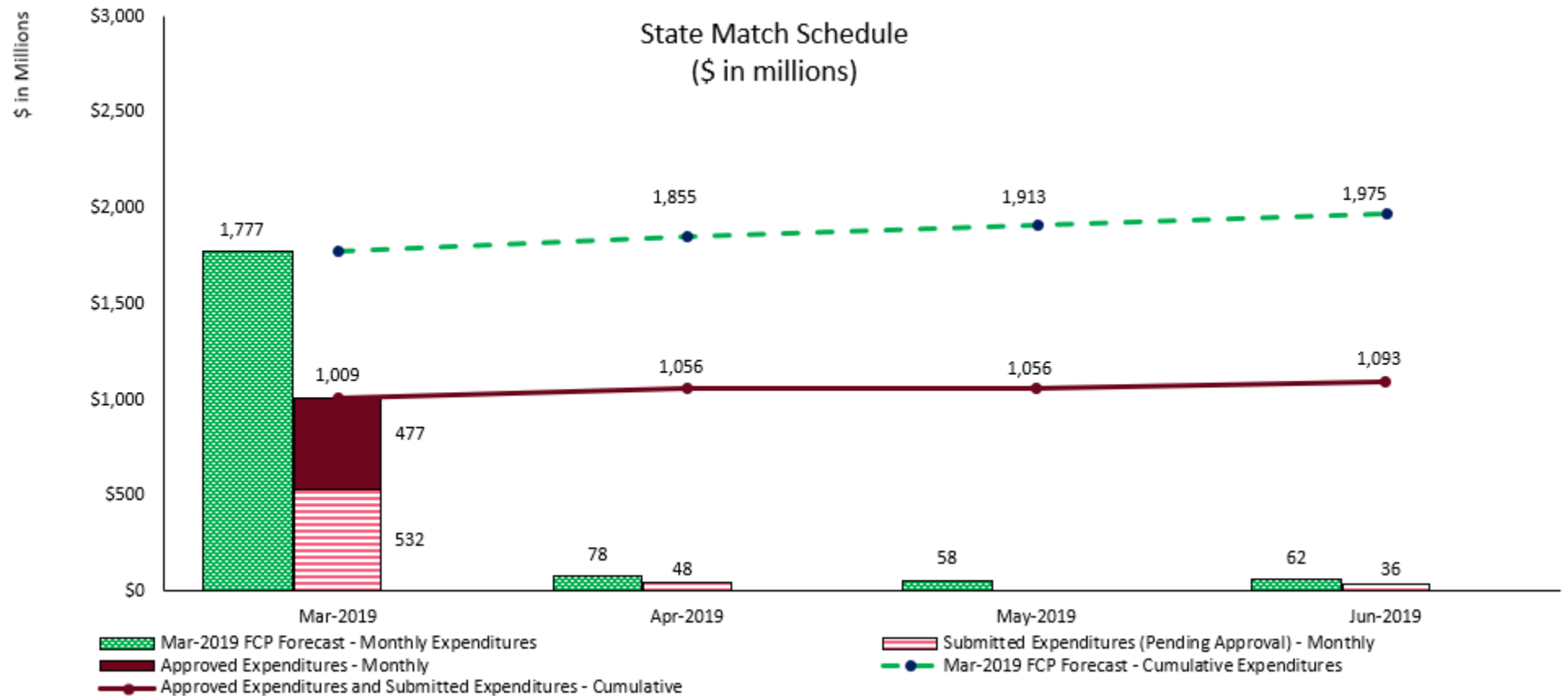
## ARRA State Match Schedule

# 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



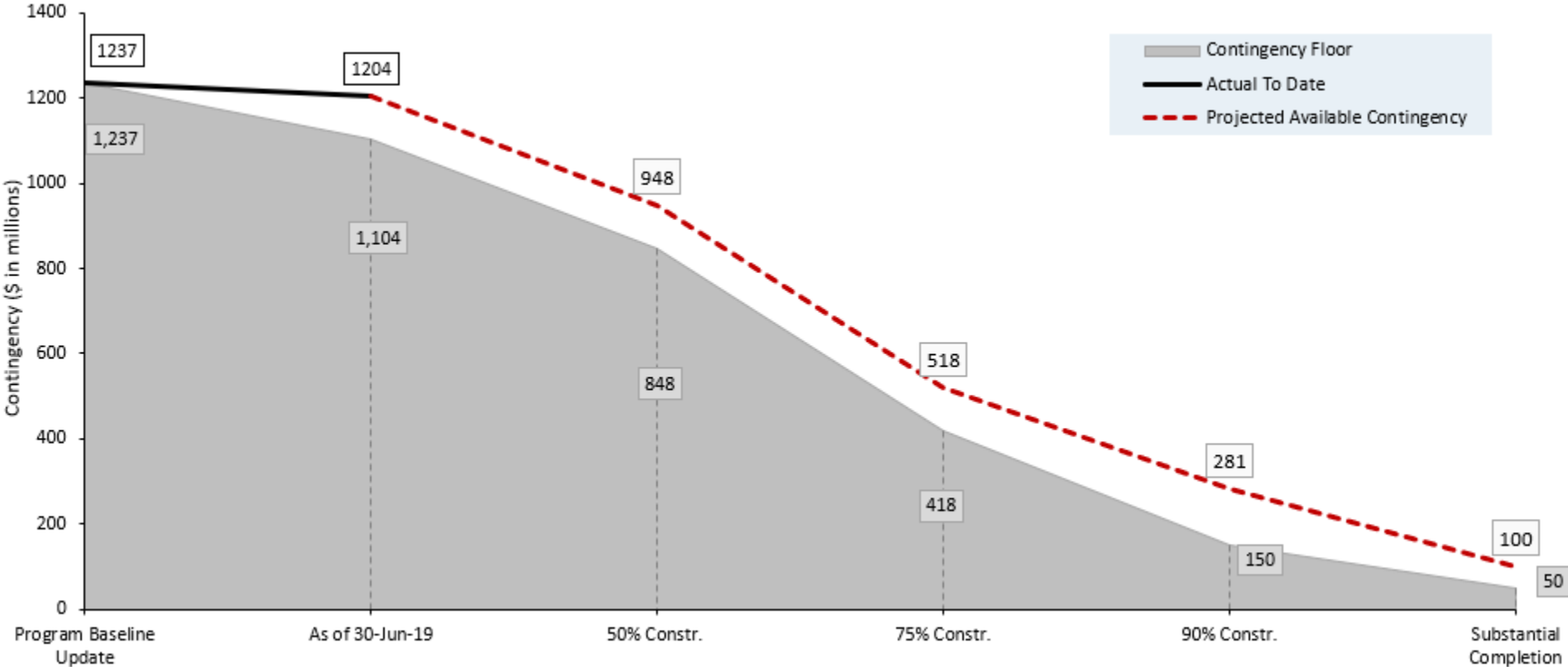
**Notes:**

1. Data as of June 30, 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 \$615.9M.
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

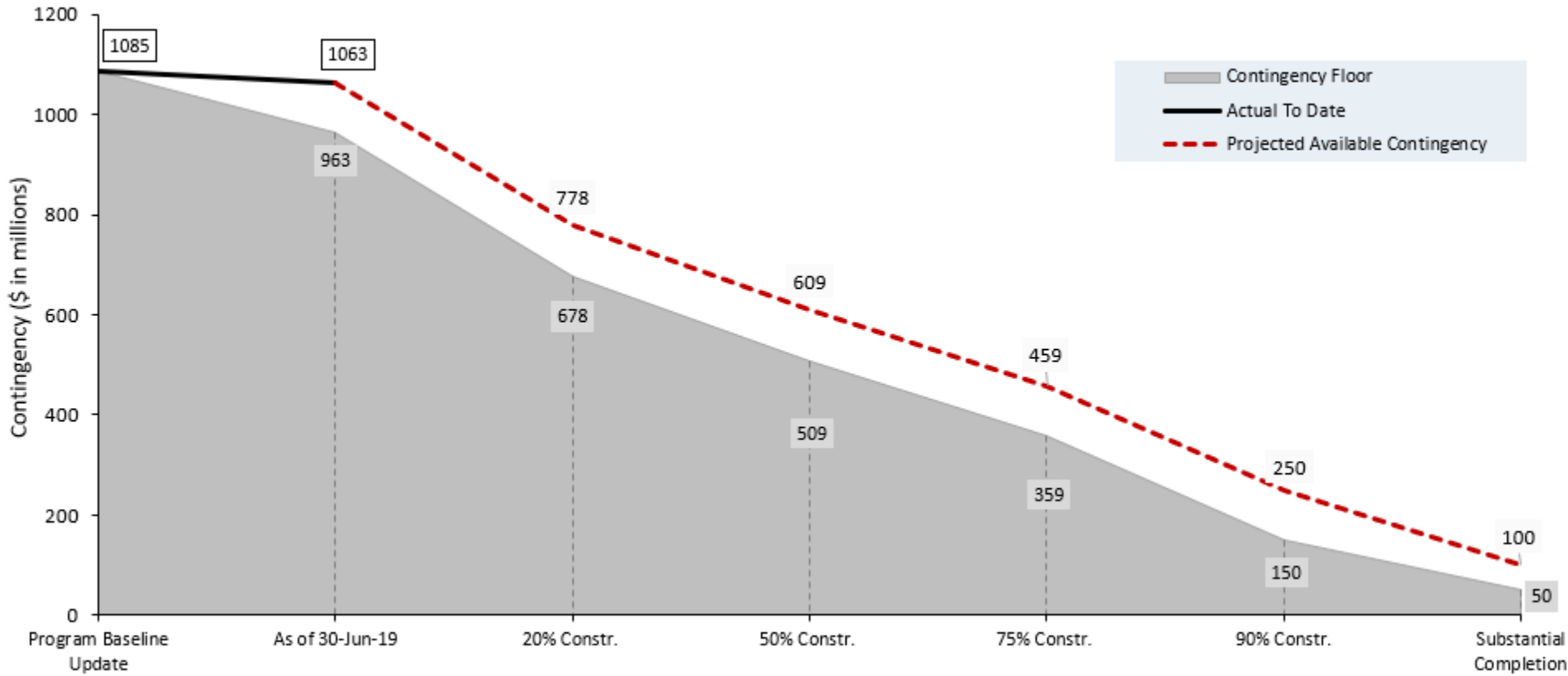
# Risk CP 1 Project - Contingency report



**Notes:**

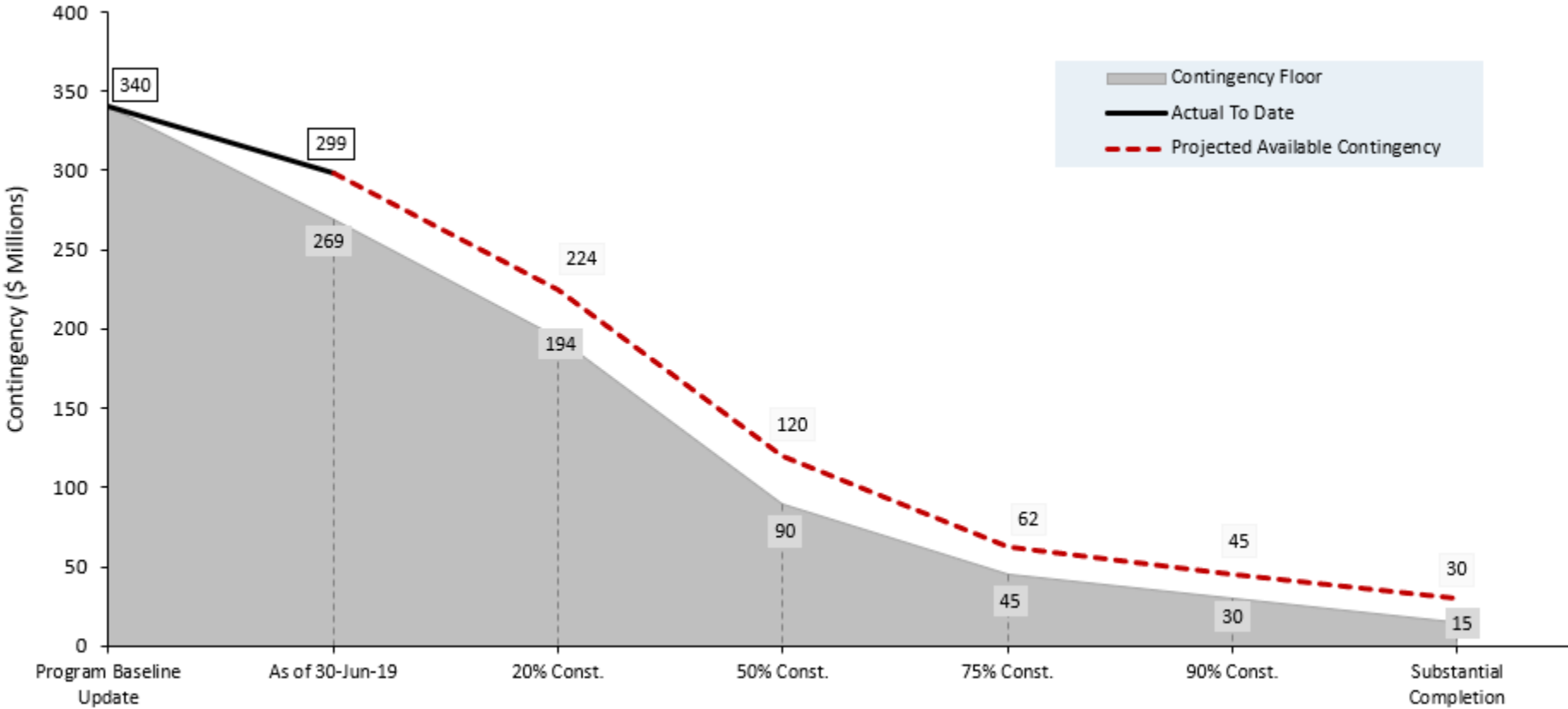
1. The Program Baseline Update was presented to and accepted by the CHSRA Board in May 2019. The adoption of the Program Baseline Update resulted in changes to contingency amounts. The contingency drawdown curve has been revised to reflect updated contingency amount for the entire CP 1 Project.
2. Content as of June 30, 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 June 30, 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 June 30, 2019.