



California High-Speed Rail Operations Report

FY2014-15, FY2015-16, FY2016-17, FY2017-18, FY2018-19, FY2019-20 and Program Metrics

November 2019 (data through September 2019)

Agenda

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

ROW Acquisition – Executive Summary

- Remaining Parcels by Construction Package: CP 1, CP 2-3, and CP 4 acquisition forecasts and delivery are challenged by 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 CP 1 thru CP 4 through September 30, 2019. As of that date, the Authority has secured legal possession of 1,520 parcels with 1,475 delivered to the Design-Builders (DB). The total number of parcels acquired (legally possessed) by the Authority and pending delivery in September was 57 parcels. Of the total number of parcels legally acquired, 12 parcels were delivered to the DB during the month of September. No parcels were delivered to the DB for CP1, 12 parcels were delivered to the DB for CP2-3, and no parcels were delivered to the DB for CP4. Forty-five parcels have been acquired pending vacancy or certification to the DB. The total percent of cumulative parcels delivered to the DB is 85%. From last month, total parcels needed for the project increased by 51 parcels. From last month’s total remaining parcels, the total remaining parcels for September 30, 2019 has increased by six parcels. The total parcels and percentage delivered to date are as follows:

Total Parcels and Percentage Delivered to Date

Section	Number of Parcels	Acquired by HSR Pending Delivery to DB	Delivered to DB	Percent Delivered to DB	Remaining Parcels	Remaining Parcels on DB Hold	Remaining DB Identified Critical Parcels
CP 1	818	25	778	95%	15	4	2
CP 2-3	732	17	544	74%	171	11	7
CP 4A	193	3	153	79%	37	1	4
Total	1743	45	1475	85%	223	16	13

- Reporting of railroad parcels is now included in the land conveyancing reporting in the Central Valley Status Report. The property rights needed on railroad right-of way is obtained through agreement rather than going through the right-of-way acquisition process. Removing the railroad parcels from the parcel acquisition data resulted in the changes to the table above.
- CP 1 Summary: In CP 1, DB Critical parcels increased by one. One of the two remaining DB Critical parcels is a public agency parcel and the other is a private parcel pending appraisal.
- CP 2-3 Summary: In CP 2-3, the seven DB Critical parcels remaining are proceeding toward condemnation.
- CP 4 Summary: In CP 4, three of the remaining four DB Critical parcels are public agency parcels, and the other parcel is a private parcel pending offer negotiation.

ROW Acquisition – Executive Summary (Cont'd)

- **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 slightly decreased from 14 to 13 parcels.
- **Legal Possession:** In September, the Authority legally acquired (possessed) 45 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.

Project Development – Key Issues – Executive Summary

- The Authority assumed federal lead agency status with NEPA Assignment. On July 23, the NEPA Assignment Team began working with all project sections, especially the Central Valley project sections, to conduct NEPA environmental clearance actions.
- For the San Francisco to San Jose Project Section, key actions included: Initiation of workshops to address program and legal comments from the review the administrative draft EIR/EIS (Environmental Impact Report/Environmental Impact Statement) and incorporation of new language to reflect changes in methodology for regional growth, Level of Service vs Vehicle Miles Traveled, and Bay Conservation Development Commission. The staff-recommended Preferred Alternative was unanimously approved by the Board.
- For the San Jose to Merced Project Section, key actions included completing the staff-recommended State’s Preferred Alternative staff report and Authority Board memorandum in response to internal Authority comments to draft products, completing public and local government outreach activities to gather input on the staff-recommended Preferred Alternative, and the Authority Board of Directors concurrence on the Preferred Alternative. Other activities included completing the Geotechnical Investigation Plan for the western and eastern approaches to Pacheco Pass and associated seismic faults and presenting the results of feasibility and functional evaluations of a continuous enclosure of HSR guideway and overhead contact system to avoid or minimize acoustic, visual, or strike impacts on waterfowl or shorebirds where the proposed alignment would cross the Grasslands Ecological Area Important Bird Area.
- For the Merced to Fresno Central Valley Wye, activities included releasing the draft supplemental EIS for public circulation on September 13, 2019 with the comment period ending October 28, 2019. Continued preparing responses to comments received during the CEQA circulation of the draft supplemental EIR.
- For the Fresno to Bakersfield Locally Generated Alternative, the federal cooperating agency review period closed August 30, 2019. In September, Authority staff have been finalizing the Final EIS in accordance with the responsibilities under NEPA Assignment. Authority is also coordinating with the FRA regarding Air Quality Conformity as required. The Authority anticipates finalizing the EIS and Record of Decision in October.
- For Bakersfield to Palmdale Project Section, engineering analysis continues to be conducted to avoid adversely affecting the Cesar Chavez National Monument (CCNM). On August 28, 2019, Authority staff presented additional design options to the consulting parties for review and comment. The Authority is refining the engineering analysis and preparing a Finding of Effect report that will be submitted to the Consulting Parties for concurrence on the effects of the project on the CCNM.
- For the Palmdale to Burbank project section, coordination continued with USACE and USEPA on Checkpoint B (for approvals and permits) regarding impacts to Una Lake. Cooperating agency review of the EIR/EIS is planned for December 2019.
- For the Burbank to Los Angeles project section, continued to conduct consultation with municipalities and agencies within the project section by providing preliminary engineering plans for their review. From this review, refinements were made to the construction phasing plans. Cooperating agency review of the EIR/EIS is planned for late October or early November 2019.
- For the Los Angeles to Anaheim project section, coordination continued with BNSF on project elements and analysis methods for inclusion in the draft EIR/EIS. Development of the outreach strategy and timeline is ongoing.

Third-Party Agreement Execution – Executive Summary

- The current report presents agreement execution progress relative to the Central Valley, North, South, and Valley to Valley through September 30, 2019.
- 94 of 114 Reimbursement and Master/Cooperative Agreements for the Central Valley have been executed. This equates to an 82% completion rate.
- The team is continuously assessing lessons learned from all CPs for improvements in current construction, as well as improved management practices for future construction.

Contract Management – Executive Summary

- CP 1 - The project consumed approximately 74% of the approved contract duration through to the end of September 2019; and about 63.8% of the current contract value has been earned during that time. Key topics of work performed are as follows: relocation of AT&T facilities at several locations are becoming near critical to critical, there has been ongoing coordination with the Contractor and AT&T to develop work-arounds and mitigate any possible delays; acquisition of several ROW parcels are critical, mitigation measures are being considered with the Contractor, up to and including rights-of-entry and optimizing utility relocation prior to parcel acquisition; relocation of Kinder Morgan Petroleum Product Pipeline may impact the bridge construction at Herndon Avenue, coordination is on-going with the Contractor to mitigate possible delays; location agreed upon for acquisition of AT&T Remote Terminal Unit (RTU) easement for AT&T Tasks 9 and 10, Intrusion Protection Barrier (IPB) requirements are being reviewed by the Authority; and the North Extension change order is being renegotiated with the Contractor; and demolition of Modern Tank Fabrication and Weir Flo-Way properties are complete, one property, Lamoure's Cleaners, remains to be demolished.
- CP 2-3 - Based on the revised contract completion date of May 22, 2020, the project consumed approximately 86.7% of the contract time through the end of September 2019; about 46.9% of the current contract amount has been earned during that time; Design comment resolution meetings occurring two to three times per week improving communication and resolving design related issues; Project 517 Type Selection Report is under evaluation; construction is in progress at ten (10) structures, at South Ave, Conejo Ave, Peach Ave, 9th Ave, Flint Ave, Kent, Kansas, Excelsior, Ave 88 and Tule River, this construction work includes demolition, earthwork, utility relocations and structural work; HSRA and PCM working aggressively to acquire ROW and Outgrants; Tulare county ITP Amendment issued - Clears 12 Miles, all the remaining ITP Amendments deemed complete and scheduled for issuance; and the work on the Revised Baseline Schedule (RBS) is progressing well, regular workshops are being held between HSR and DFJV to resolve the RBS.
- CP 4 – Of the current contract, approximately 66.5% time elapsed and about 43% budget amount was spent through the end of the reporting period; the approved Revised Baseline Schedule is under review for required revisions due to revised and updated ROW delivery dates, CRB is in the process of updating the schedule and implementing mitigation measures as suitable; and ROW progress as well as Environmental Monitoring activities are continuing to be reviewed and updated. These activities will be monitored and tracked on a weekly basis utilizing suitable scheduling tools.
- SR-99 Realignment - The project consumed 89.9% of the contract time as of the end of September 2019 and 94.3% of the current contract amount has been spent during that time. The construction work was completed on April 8, 2019 and is open to the public.

Finance/Budget – Executive Summary

- FY2019-20 Capital Outlay expenditures totaled \$112.4M for September 2019, a \$61.2M decrease compared to \$173.6M for August 2019. The decrease is primarily attributed to a \$126M TIA settlement payment which was included in the August expenditures.
- Total Program and FY2019-20 budget supports activities to advance Central Valley development and construction, Phase I planning, and Bookend Corridor projects. In addition, the FY2019-20 budget prioritizes the completion of the Federal scope for the ARRA and FY10 grants.
- The FY2019-20 Capital Outlay budget remains \$2.255B.
- The FY2019-20 Forecast remains \$2.255B.
- 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.

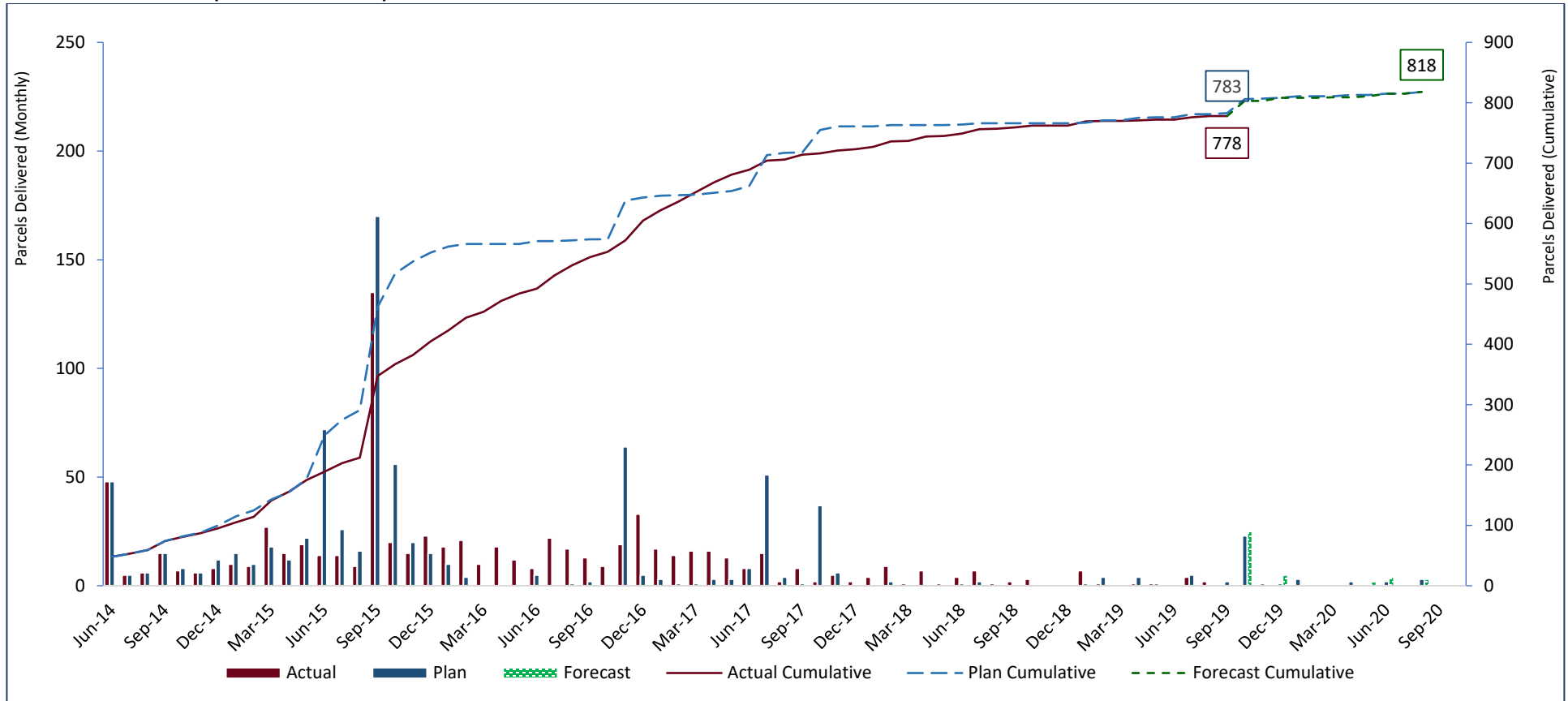
Operations Report Metrics - Right-of-Way (ROW)

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

CP 1 – Delivered to DB (number of Parcels)



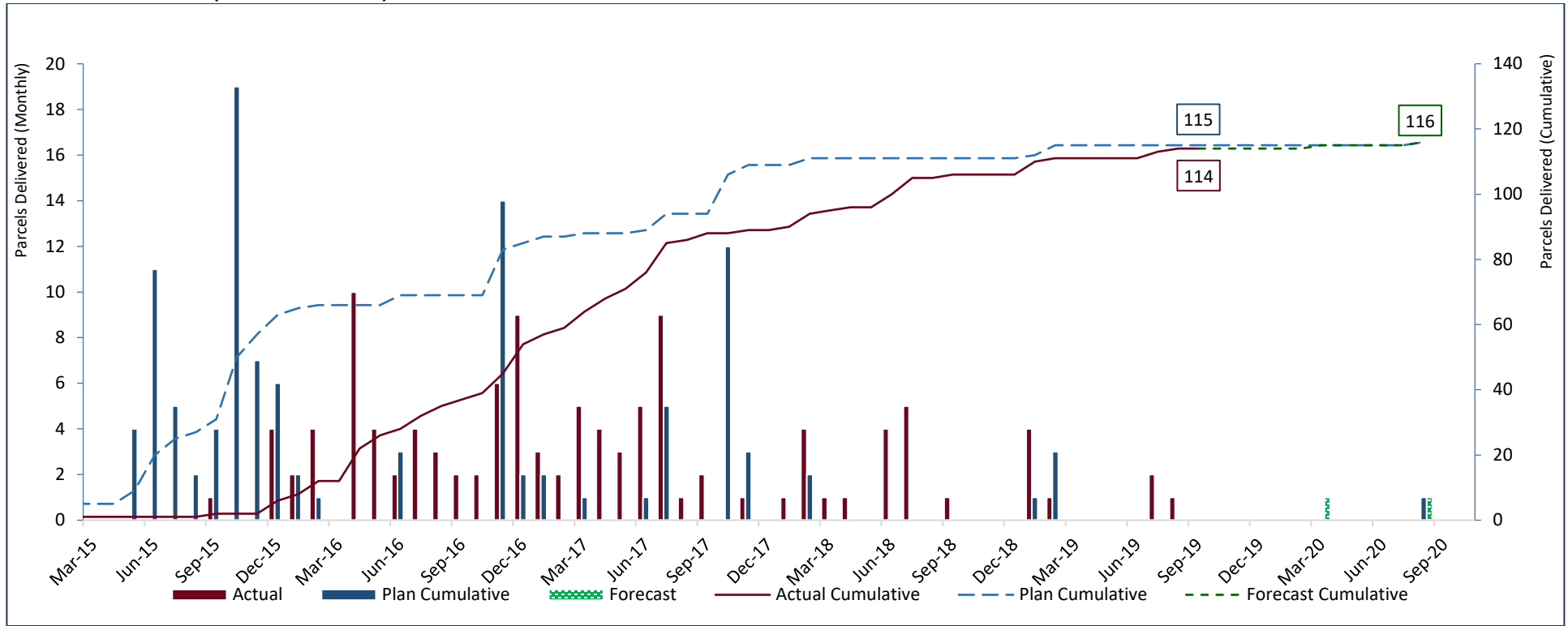
Notes:

1. Monthly bars tie to left axis and Cumulative lines tie to right axis. Data through September 30, 2019.
2. "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.
3. "Forecast": Forecast is continually refined based on expected delivery schedule.
4. CP 1 total parcels are continually updated as design changes are approved.

Source:
October 1, 2019 ROW Executive Report

ROW – CP 1 Priority Parcels Delivered to DB by Month Plan vs. Actual vs. Forecast

CP 1 – Delivered to DB (number of Parcels)

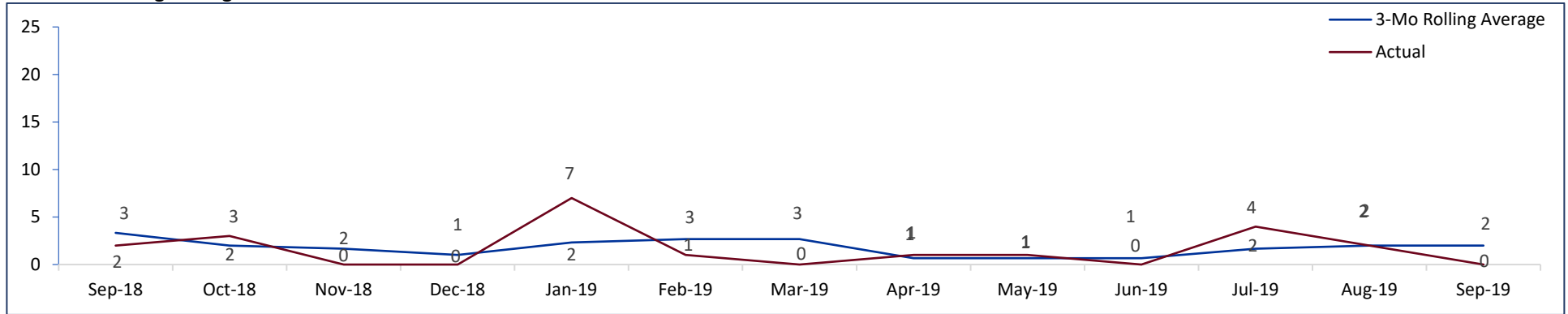


- Notes:**
1. Monthly bars tie to left axis and Cumulative lines tie to right axis. Data through September 30, 2019.
 2. "Plan": Negotiated schedule as of December 2014 plus public parcels, and new parcels added for design developments and utility relocations. Addition of new parcels extend Plan full delivery to later date.
 3. "Forecast": Continually refined based on expected delivery (driven by pending design changes, legal settlements/agreements, and timing and complexity of relocations).
 4. Total number of parcels will be updated as priority parcels are approved.

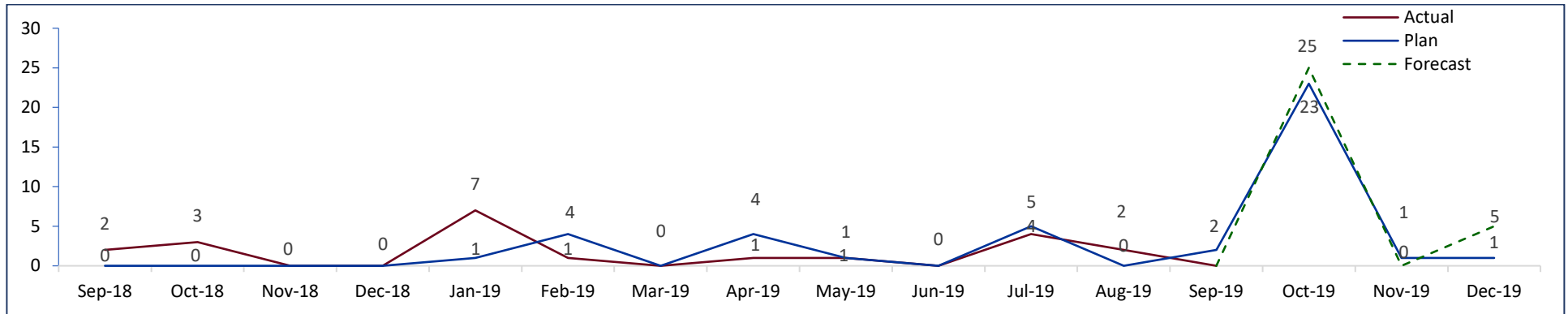
Source:
October 1, 2019 ROW Executive Report

ROW – CP 1 Historic Performance

CP 1 3-Mo Rolling Average vs. Actual number of Parcels



CP 1 Actual vs. Plan vs. Forecast



CP 1 Variance – Actual vs. Plan

Sep-18	Oct-18	Nov-18	Dec-18	Jan-19	Feb-19	Mar-	Apr-19	May-	Jun-19	Jul-19	Aug-19	Sep-19
2	3	0	0	6	-3	0	-3	0	0	-1	2	-2

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

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.

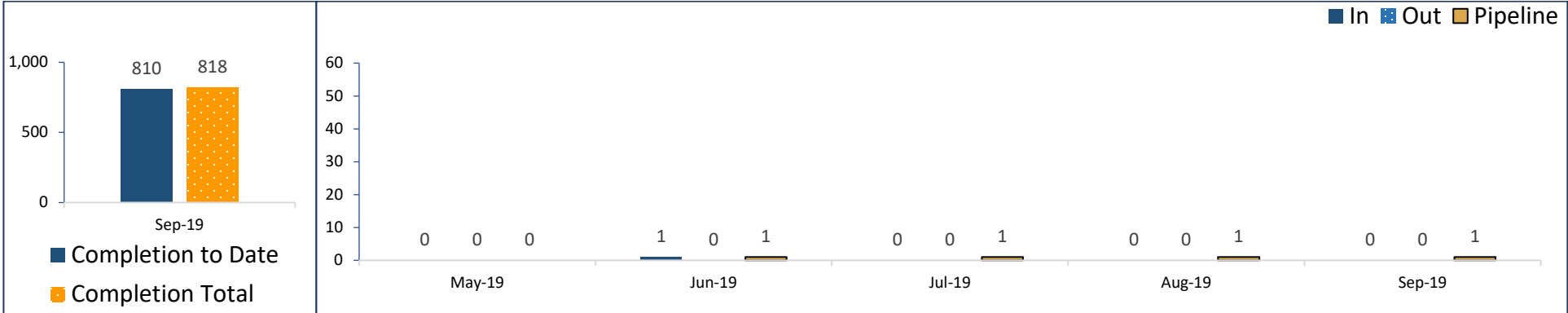
Source:
 October 1, 2019 ROW Executive Report

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

Volume of Activity by Process (Flow) – Pipeline

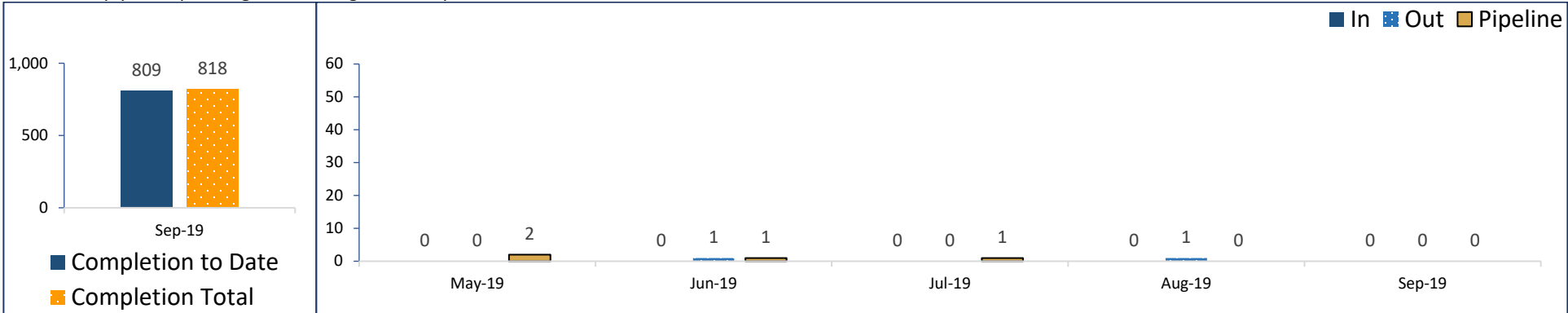
Appraisal

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



Just Compensation

- Parcels in pipeline pending DGS setting Just Compensation.



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

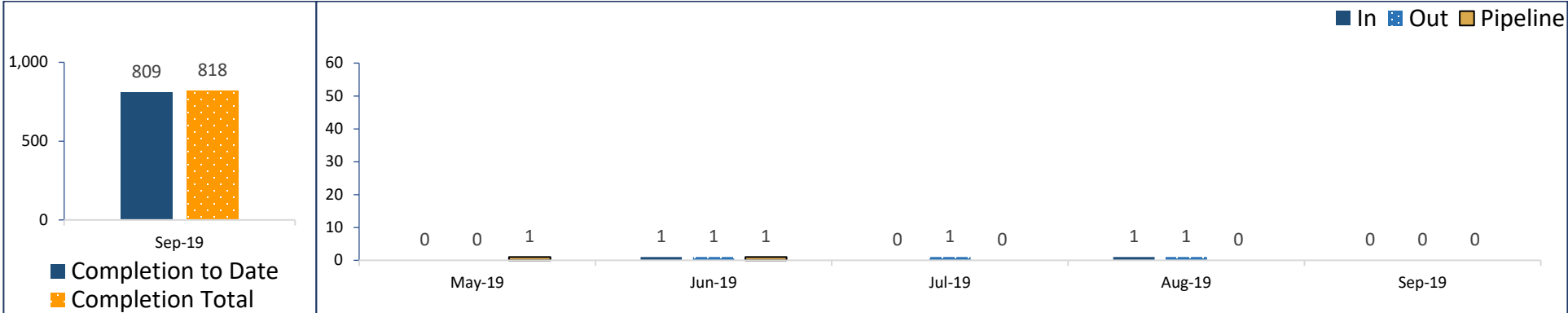
Source:
October 1, 2019 ROW Executive Report

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

Volume of Activity by Process (Flow) – Pipeline

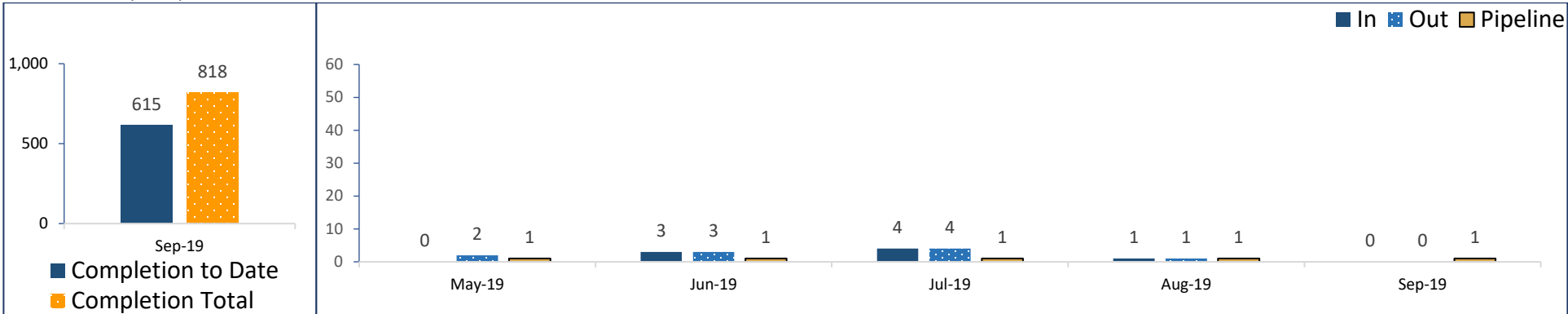
First Written Offer

- Pipeline consists of non-railroad parcels.



Negotiation Acquisition

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



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

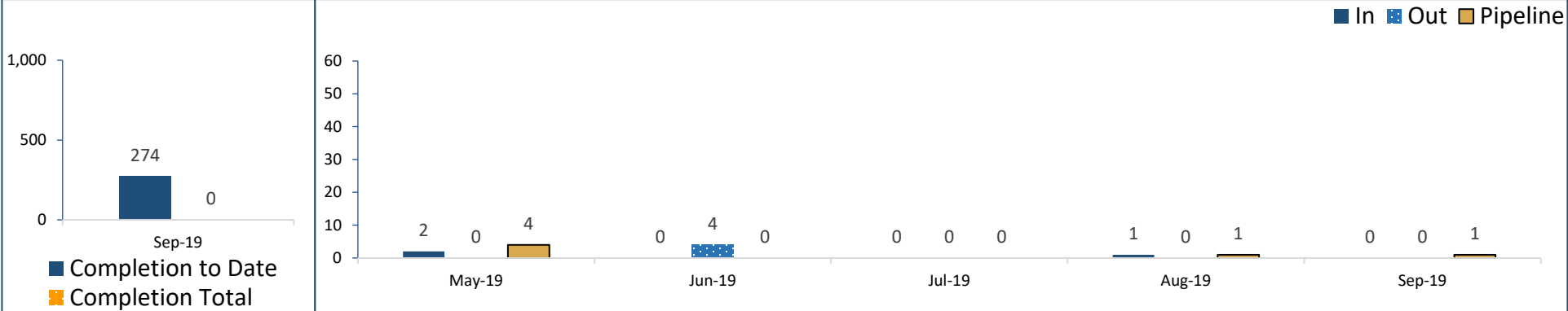
Source:
 October 1, 2019 ROW Executive Report

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

Volume of Activity by Process (Flow) – Pipeline

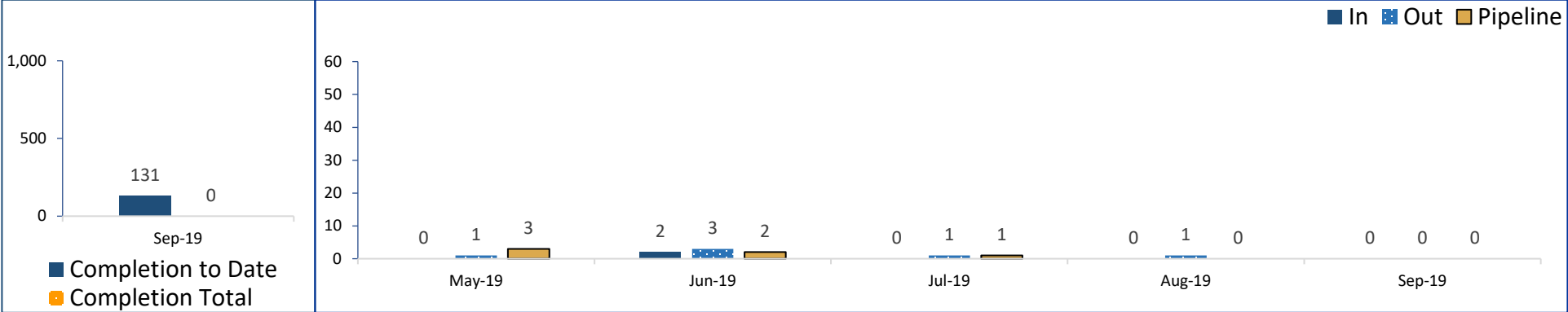
Condemnation

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



Eminent Domain

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



Notes:

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

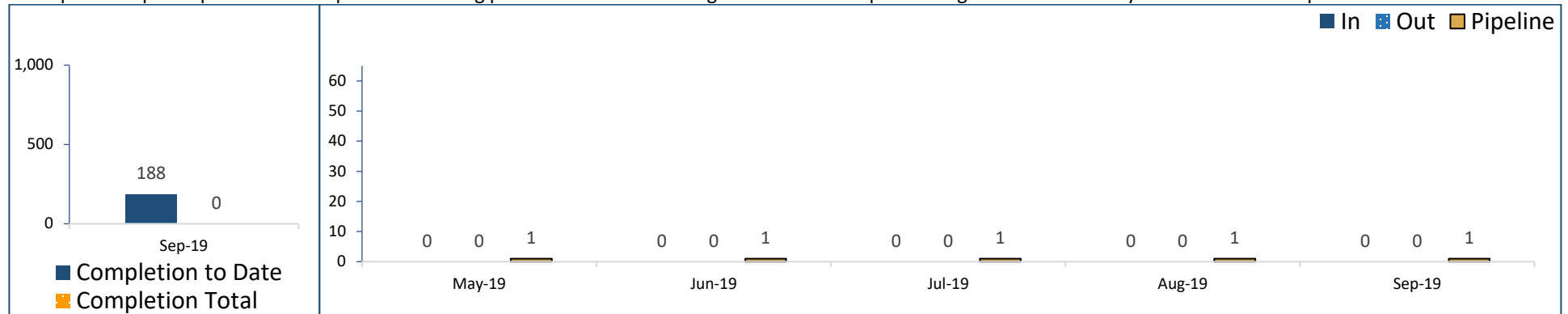
Source:
October 1, 2019 ROW Executive Report

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

Volume of Activity by Process (Flow) – Pipeline

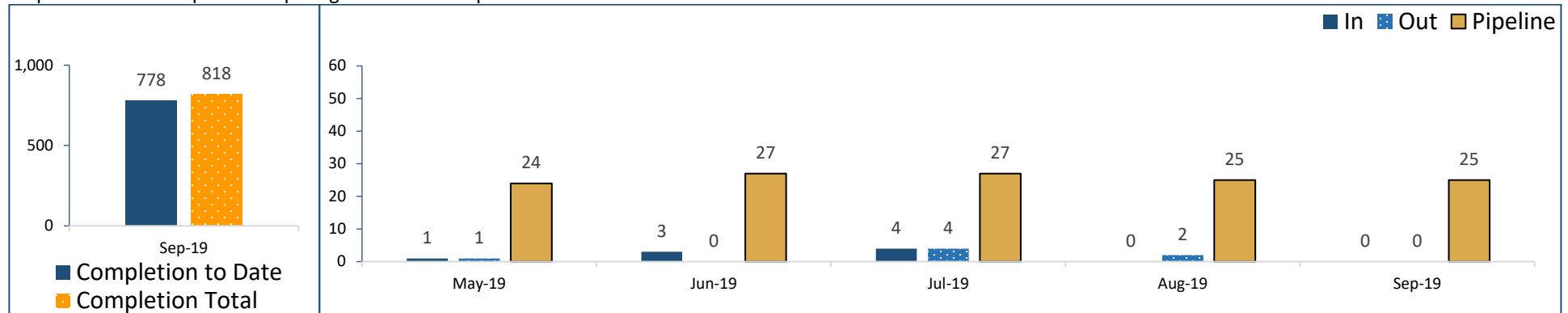
Public Agency

- Comprised of public parcels. Public parcels are being processed with Master Agreements before proceeding to individual utility relocations and acquisitions.



Delivery

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



Notes:

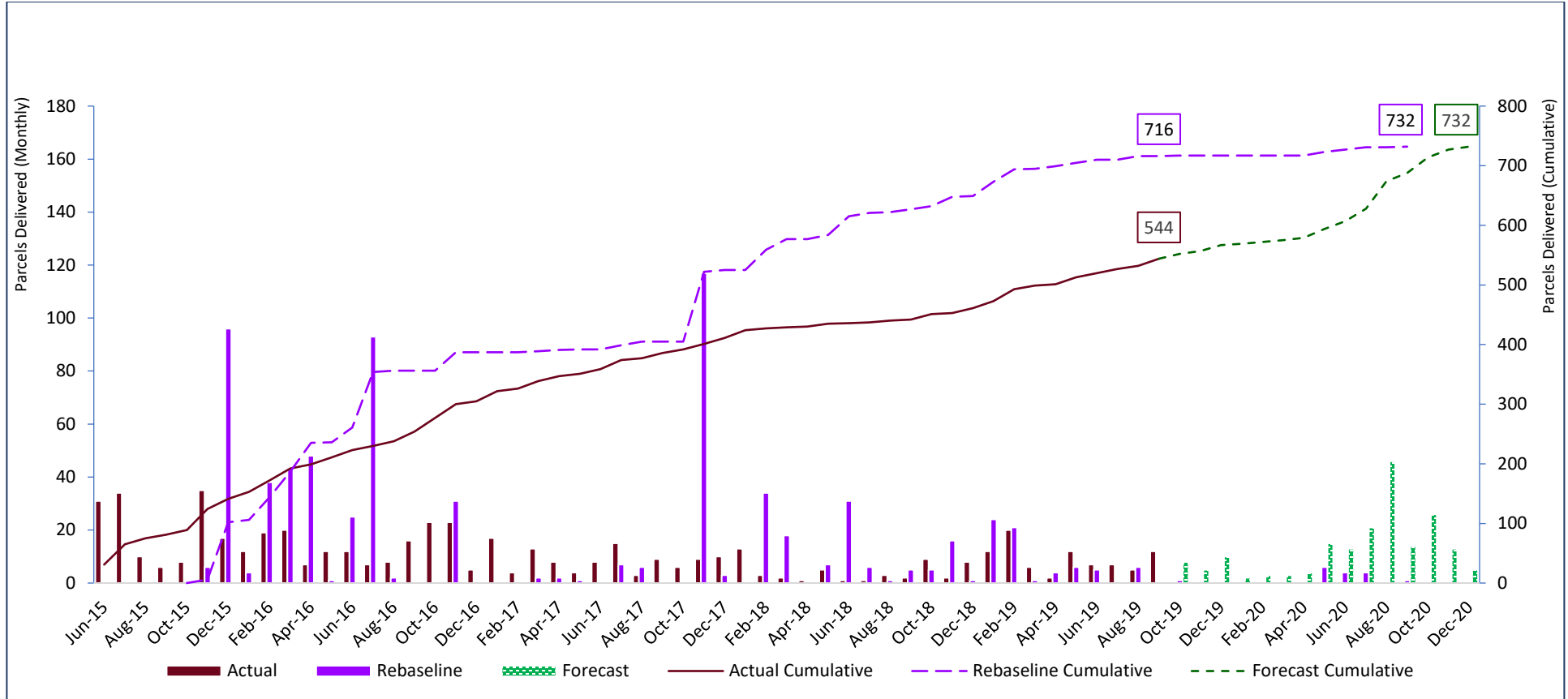
1. Total number of public parcels to be identified.
2. Lag in data entry and parcel count changes due to design developments may create month-to-month variances in the parcel flow pipeline.

Source:
October 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)



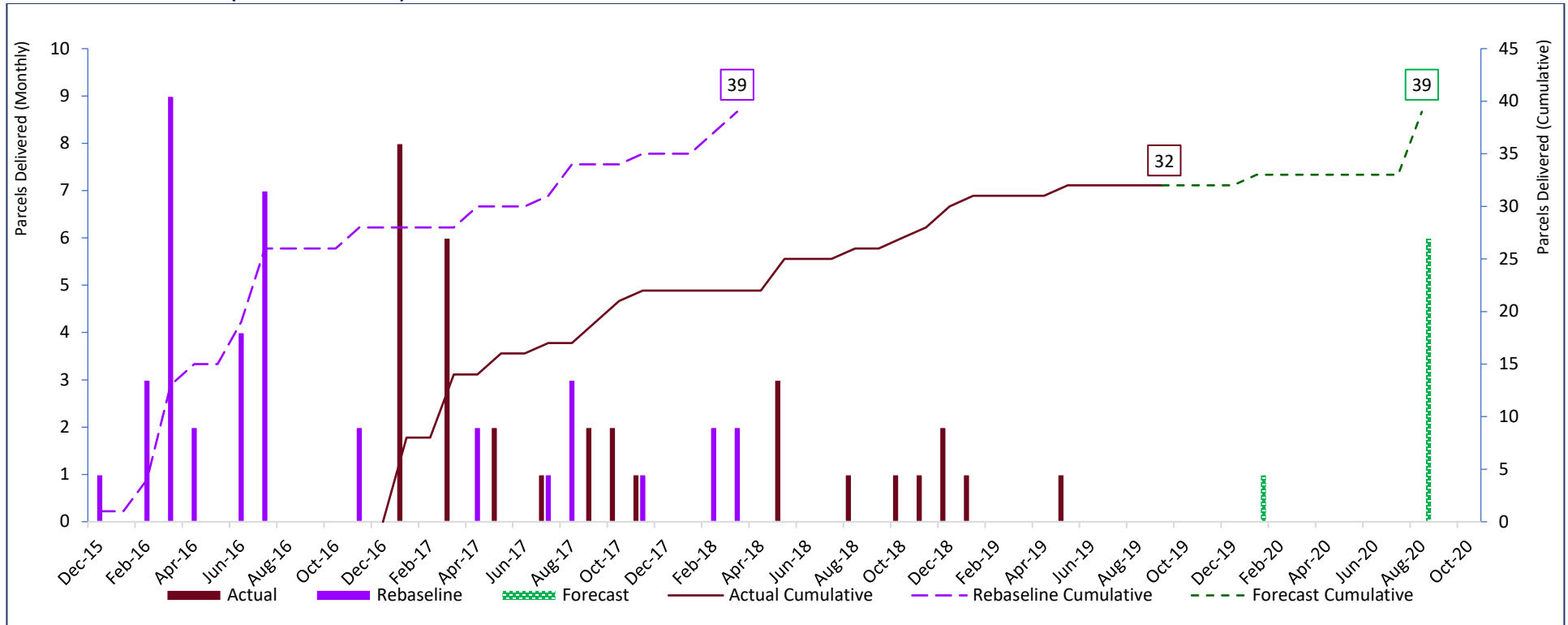
Notes:

1. Monthly bars tie to left axis and Cumulative lines tie to right axis. Data through September 30, 2019.
2. The “Plan” schedule shown previously has been replaced with the “Rebaseline” schedule that reflects current contractual delivery schedule based on design developments.
3. “Forecast”: Continually refined based on expected delivery.
4. Total number of parcels will be updated as new parcels added for design developments and utility relocations are approved.

Source:
October 1, 2019 ROW Executive Report

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

CP 2-3 – Delivered to DB (number of Parcels)



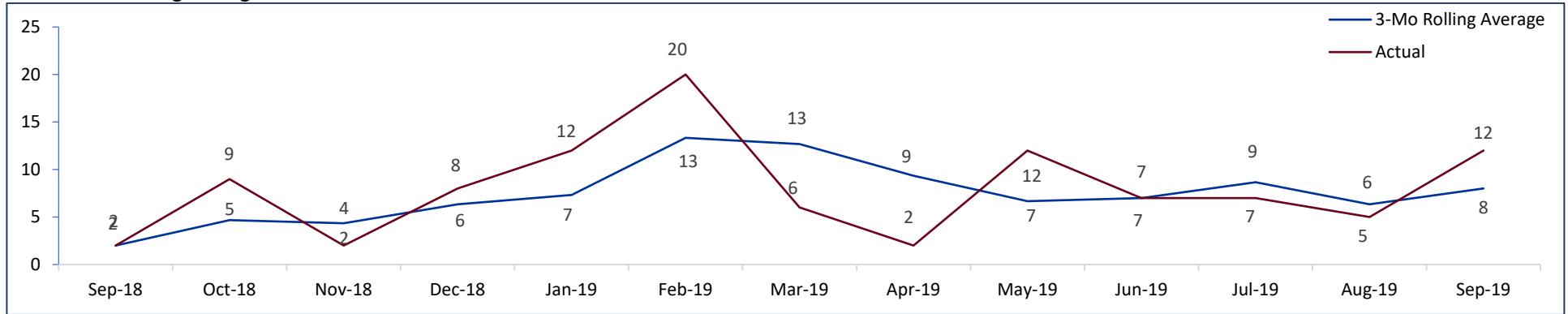
Notes:

1. Monthly bars tie to left axis and Cumulative lines tie to right axis. Data through September 30, 2019.
2. The “Plan” schedule shown previously has been replaced with the “Rebaseline” schedule that reflects current contractual delivery schedule based on design developments.
3. “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.
4. Total number of parcels will be updated as priority parcels are approved.

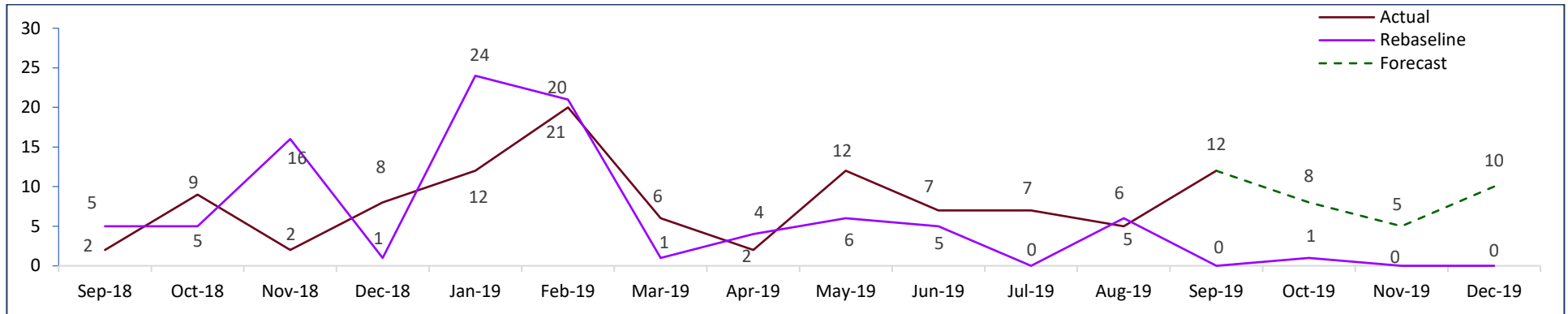
Source:
October 1, 2019 ROW Executive Report

ROW – CP 2-3 Historic Performance

CP 2-3 3-Mo Rolling Average vs. Actual number of Parcels



CP 2-3 Actual vs. Plan vs. Forecast



CP 2-3 Variance – Actual vs. Rebaseline

Sep-18	Oct-18	Nov-18	Dec-18	Jan-19	Feb-19	Mar-19	Apr-19	May-19	Jun-19	Jul-19	Aug-19	Sept-19
-3	4	-14	7	-12	-1	5	-2	6	2	7	-1	12

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.

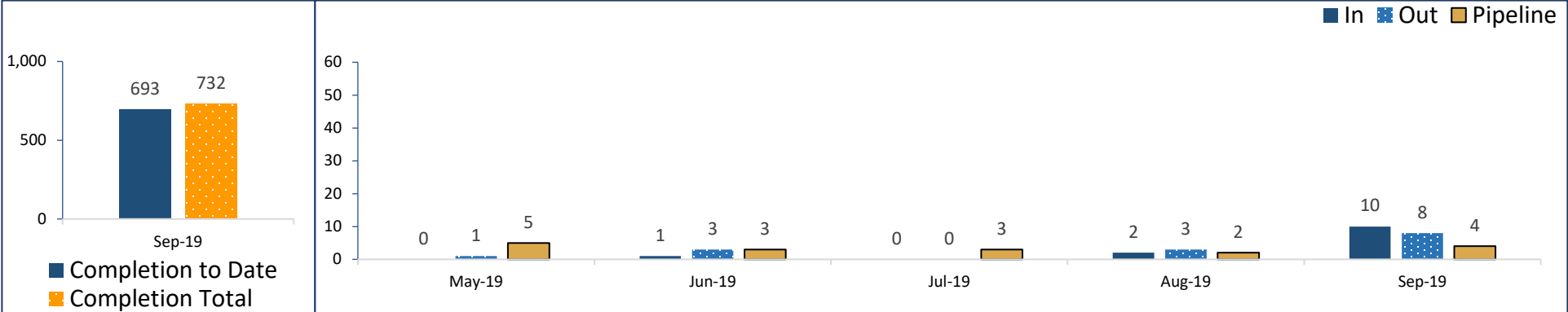
Source:
October 1, 2019 ROW Executive Report

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

Volume of Activity by Process (Flow) – Pipeline

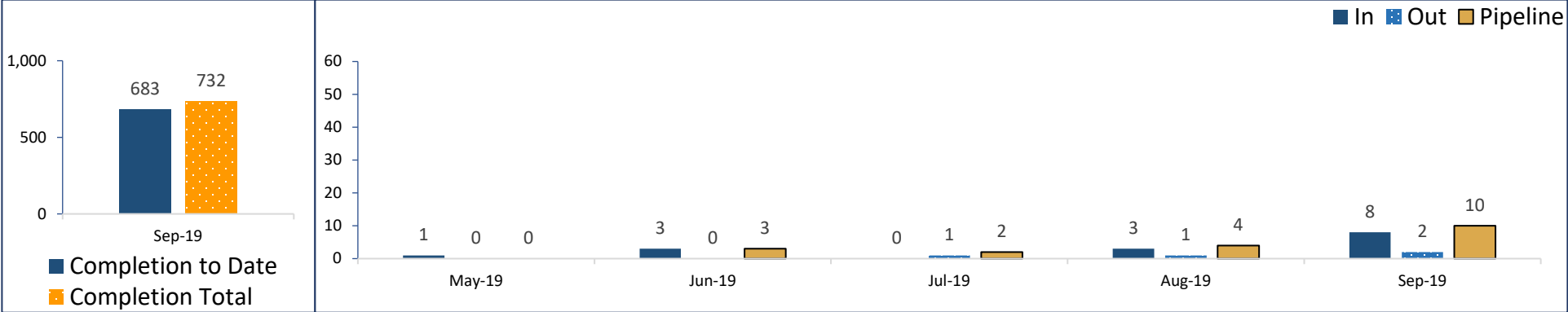
Appraisal

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



Just Compensation

- Parcels in pipeline pending DGS setting Just Compensation.



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

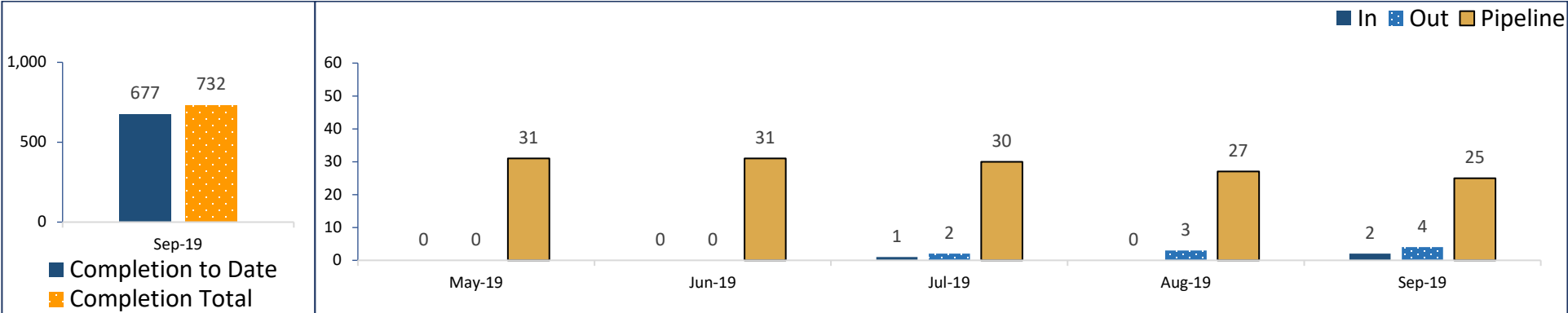
Source:
October 1, 2019 ROW Executive Report

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

Volume of Activity by Process (Flow) – Pipeline

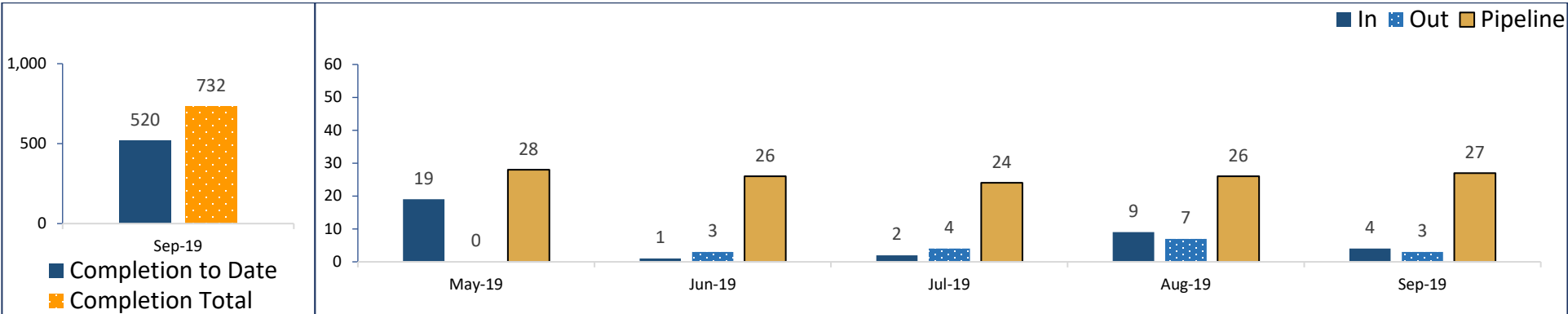
First Written Offer

- Pipeline consists of non-railroad parcels.



Negotiation Acquisition

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



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.

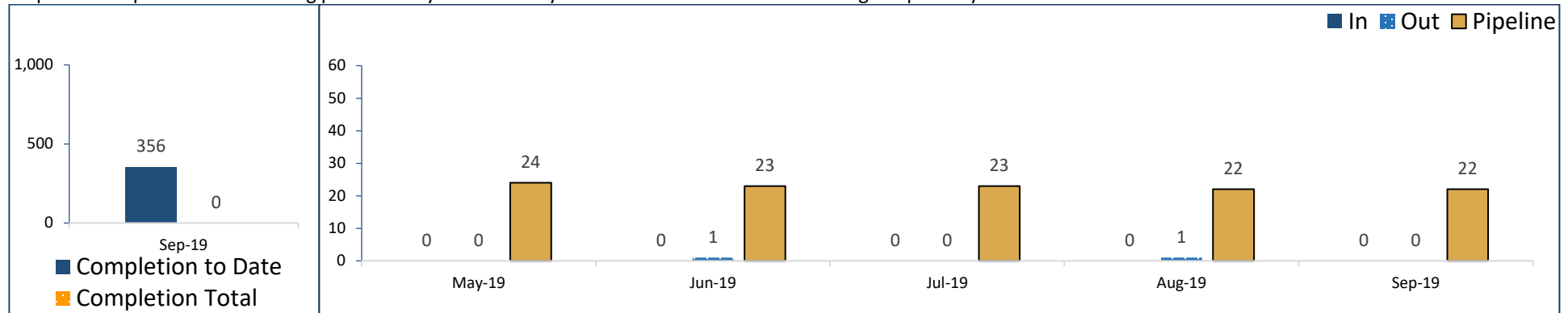
Source:
 October 1, 2019 ROW Executive Report

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

Volume of Activity by Process (Flow) – Pipeline

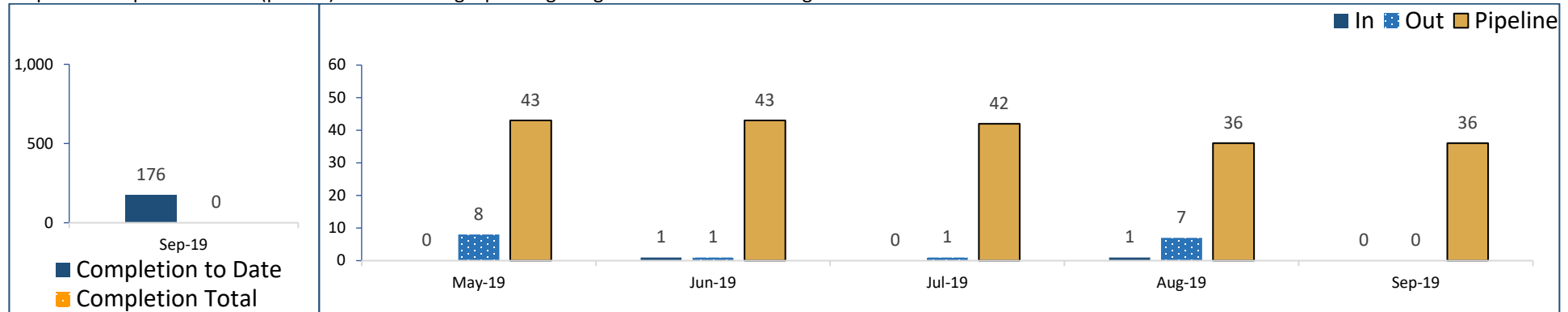
Condemnation

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



Eminent Domain

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



Notes:

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

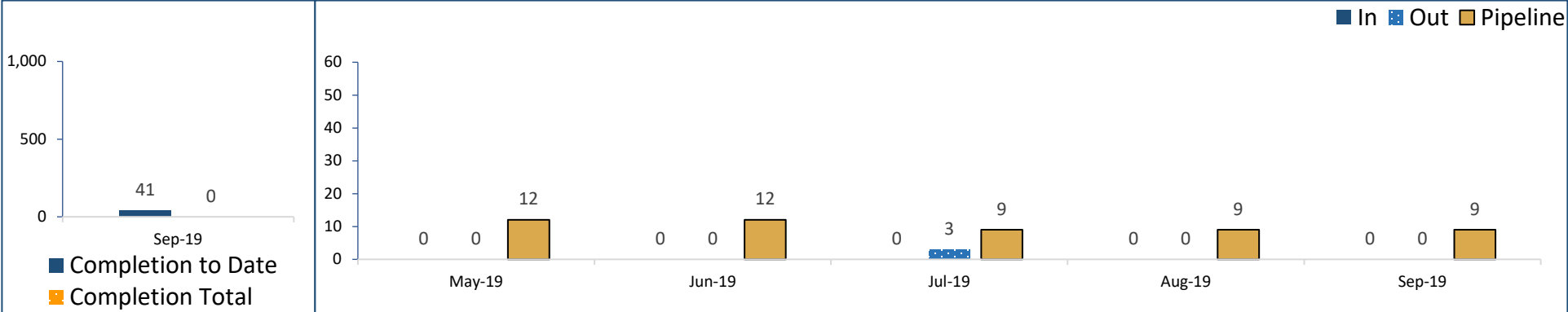
Source:
October 1, 2019 ROW Executive Report

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

Volume of Activity by Process (Flow) – Pipeline

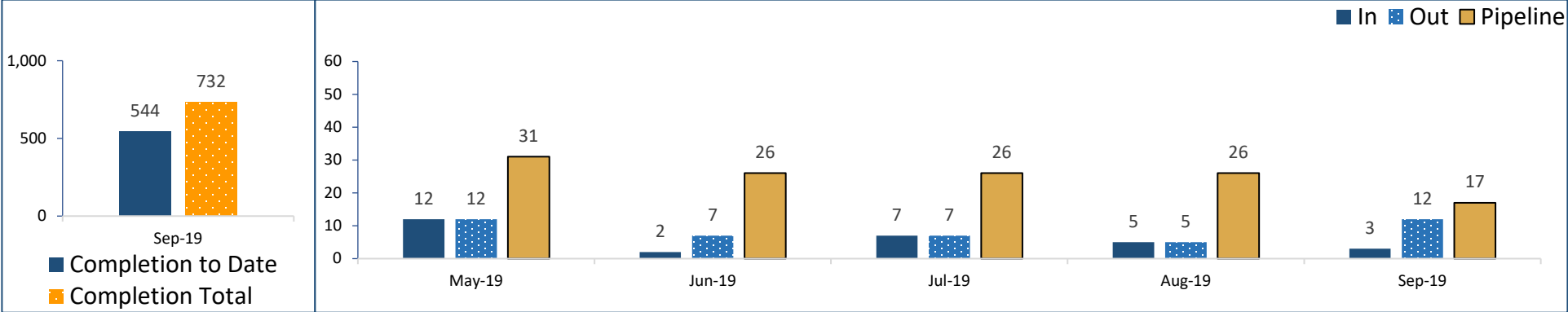
Public Agency

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



Delivery

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



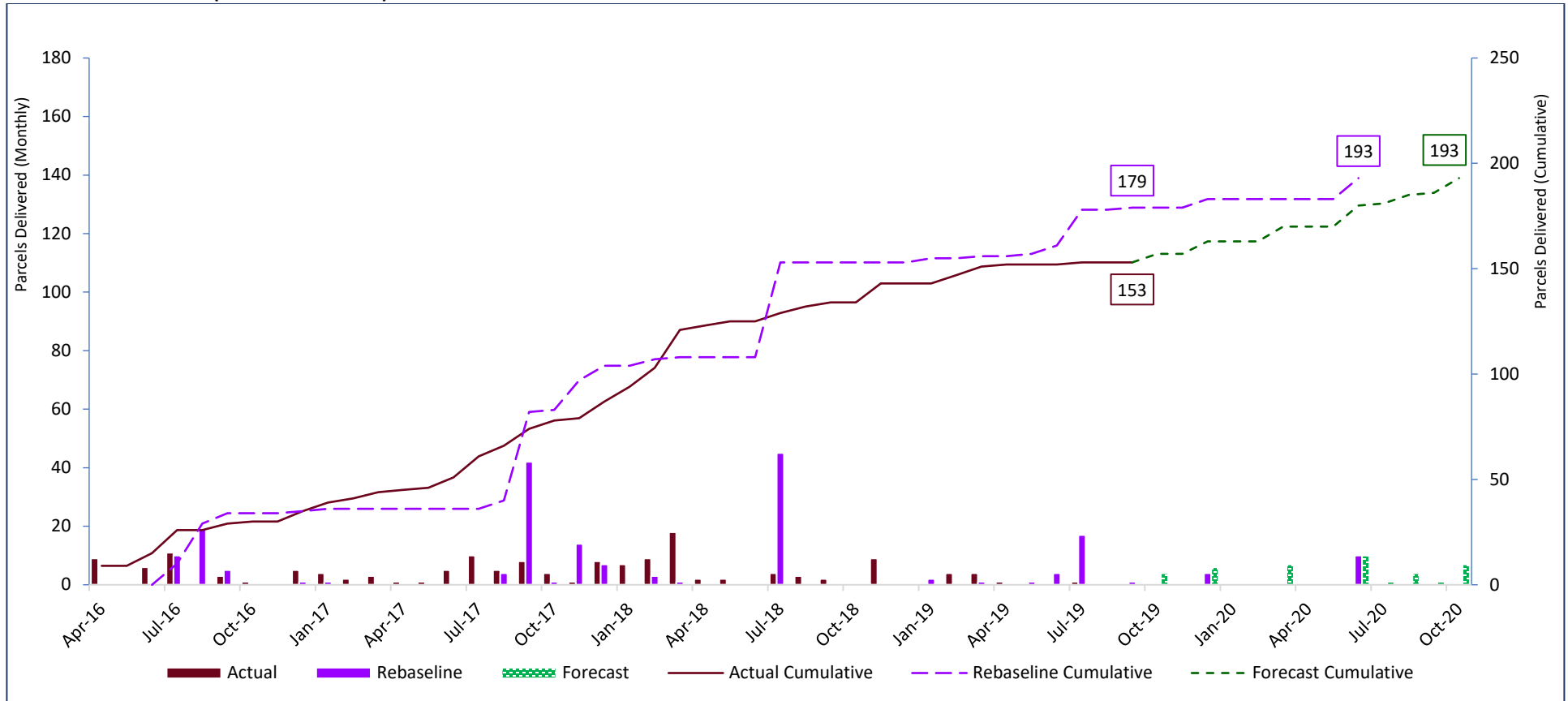
Notes:

1. Total number of public parcels to be identified.
2. Lag in data entry and parcel count changes due to design developments may create month-to-month variances in the parcel flow pipeline.
3. Increase in Delivery Pipeline is due to the addition of 11 parcels, acquired as Excess previously, that will be delivered from Authority's Land Management Division

Source:
October 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)



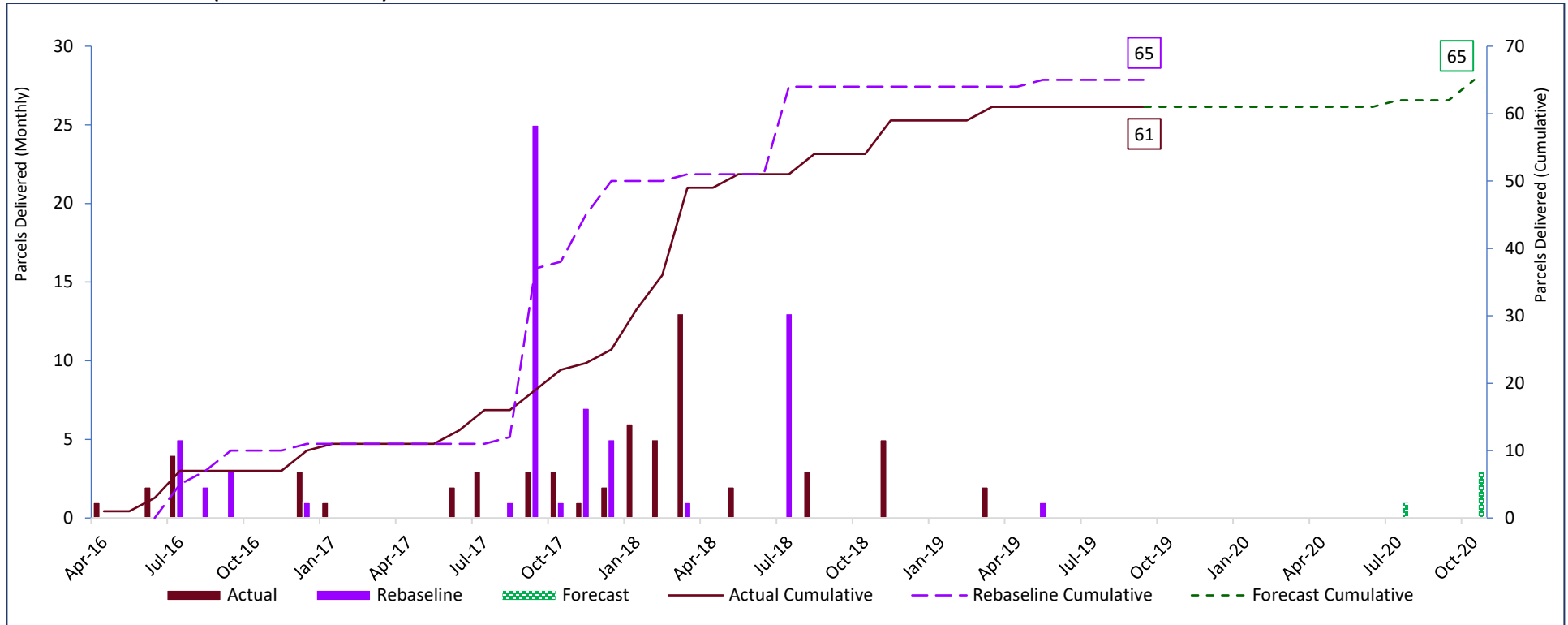
Notes:

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2. 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.
3. "Forecast": Continually refined based on expected delivery.
4. Total number of parcels will be updated as new parcels added for design developments and utility relocations are approved.

Source:
October 1, 2019 ROW Executive Report

ROW – CP 4 Priority Parcels Delivered to DB by Month Plan vs. Actual vs. Forecast

CP 4 – Delivered to DB (number of Parcels)

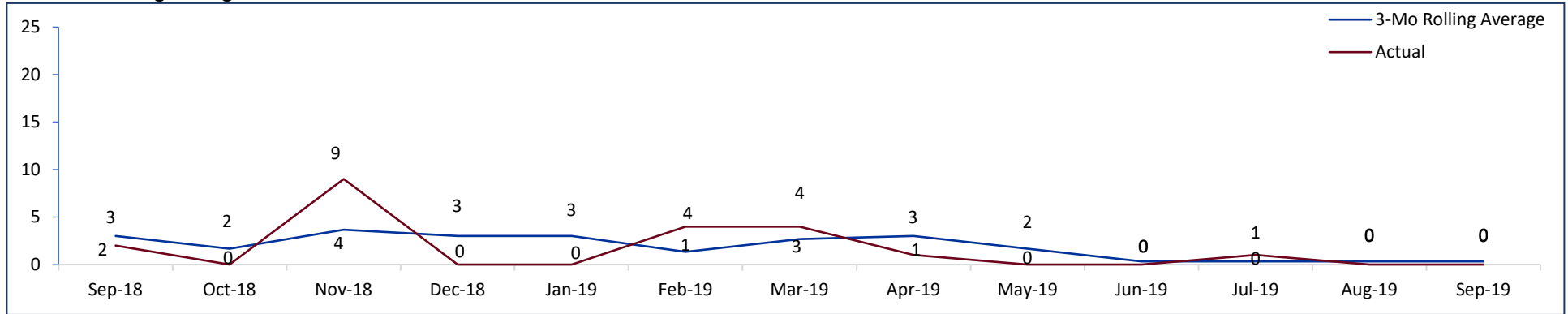


- Notes:**
1. Monthly bars tie to left axis and Cumulative lines tie to right axis. Data through September 30, 2019.
 2. The “Plan” schedule shown previously has been replaced with the “Rebaseline” schedule that reflects current contractual delivery schedule based on new parcels added for design developments and utility relocations.
 3. “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).
 4. Total number of parcels will be updated as priority parcels are approved.
 5. Planned delivery spike in delivery September 2017 is due to major design change (ATC 11).

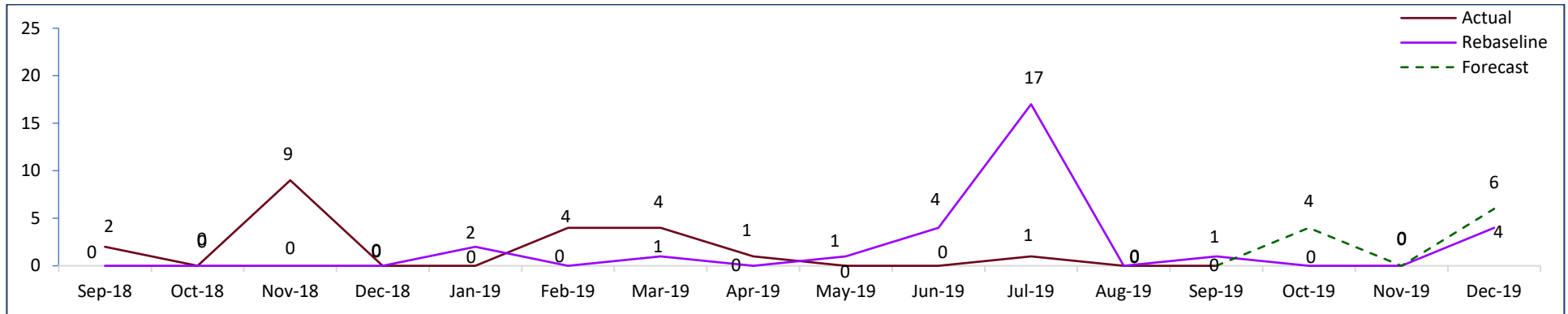
Source:
October 1, 2019 ROW Executive Report

ROW – CP 4 Historic Performance

CP 4 3-Mo Rolling Average vs. Actual number of Parcels



CP 4 Actual vs. Plan vs. Forecast



CP 4 Variance – Actual vs. Rebaseline

Sep-18	Oct-18	Nov-18	Dec-18	Jan-19	Feb-19	Mar-19	Apr-19	May-19	Jun-19	Jul-19	Aug-19	Sept-19
2	0	9	0	-2	4	3	1	-1	-4	-16	0	-1

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.

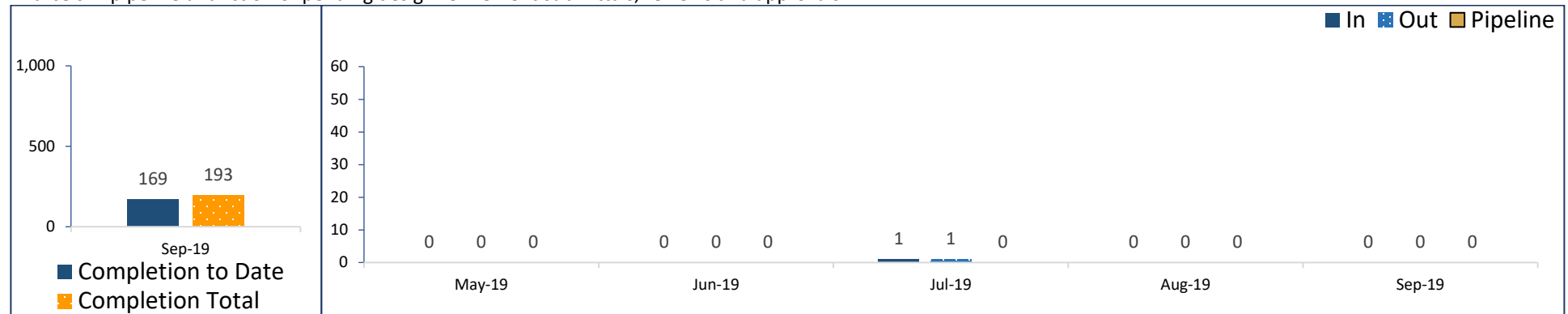
Source:
 October 1, 2019 ROW Executive Report

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

Volume of Activity by Process (Flow) – Pipeline

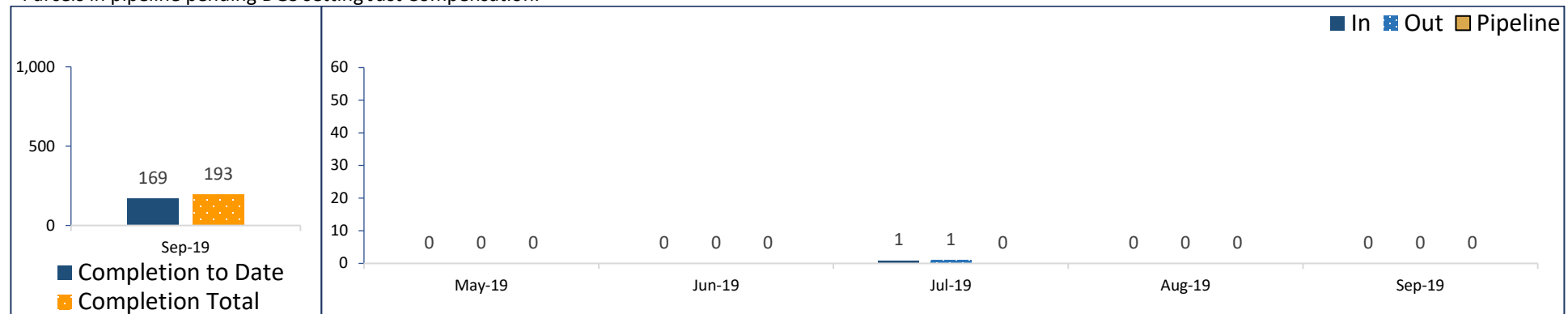
Appraisal

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



Just Compensation

- Parcels in pipeline pending DGS setting Just Compensation.



Note:

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

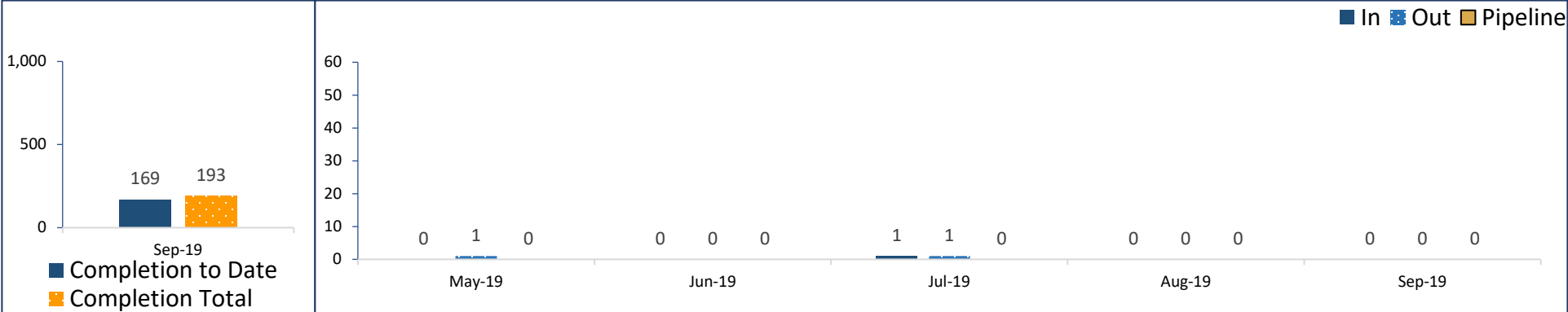
Source:
October 1, 2019 ROW Executive Report

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

Volume of Activity by Process (Flow) – Pipeline

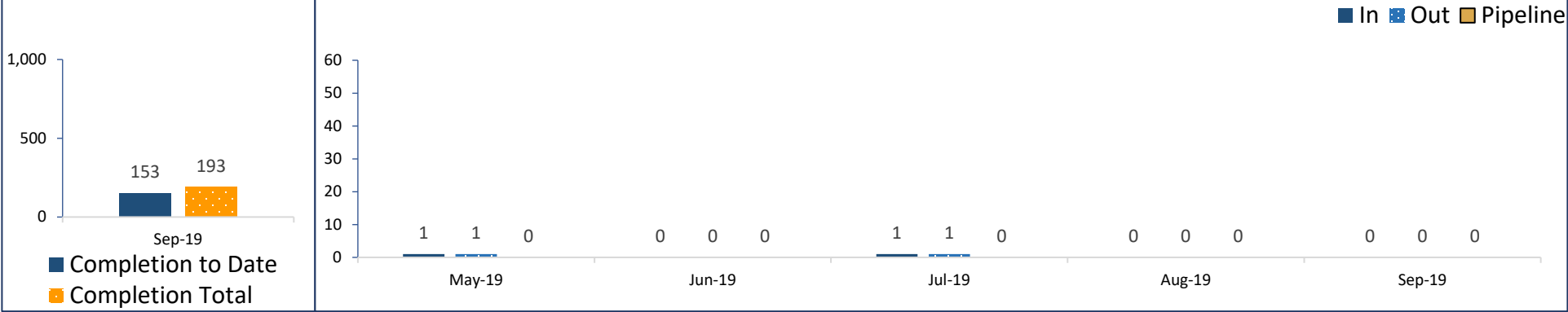
First Written Offer

- Pipeline consists of non-railroad parcels.



Negotiation Acquisition

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



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

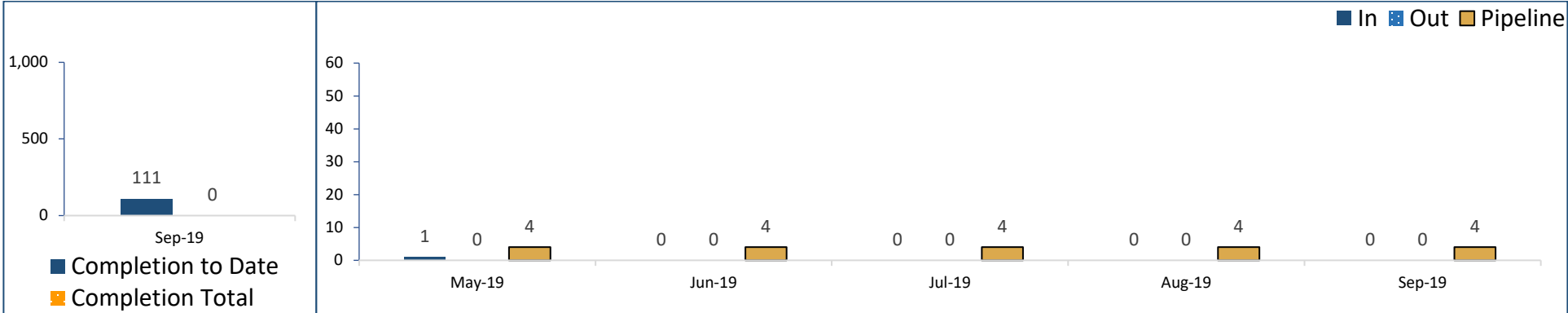
Source:
October 1, 2019 ROW Executive Report

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

Volume of Activity by Process (Flow) – Pipeline

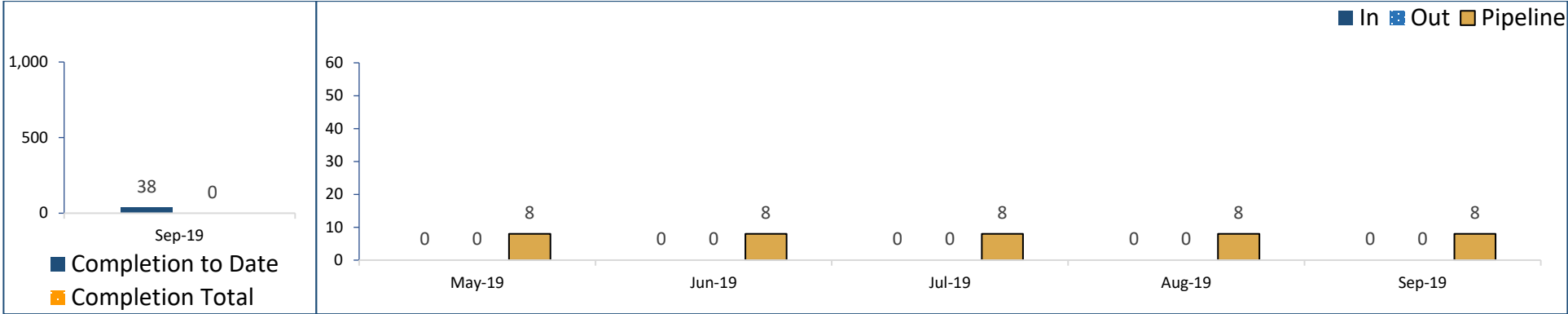
Condemnation

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



Eminent Domain

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



Notes:

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

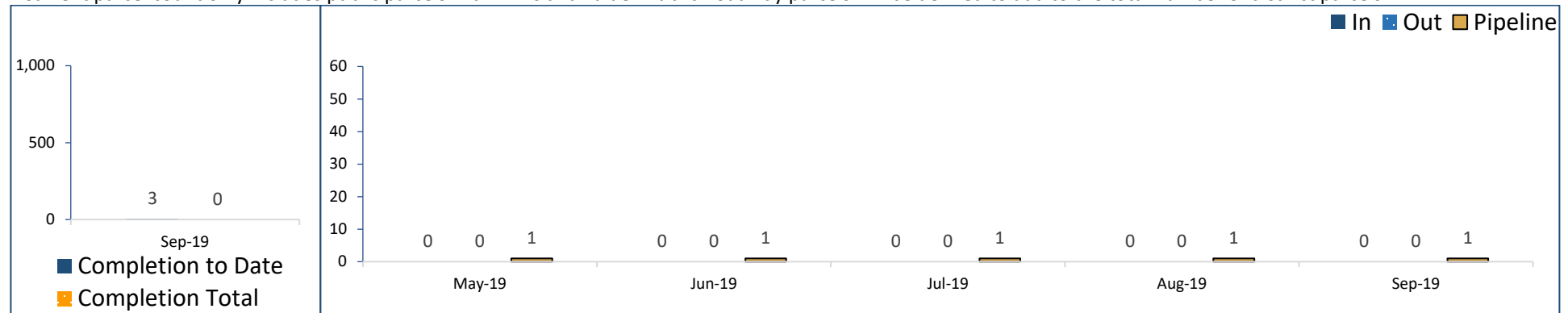
Source: October 1, 2019 ROW Executive Report

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

Volume of Activity by Process (Flow) – Pipeline

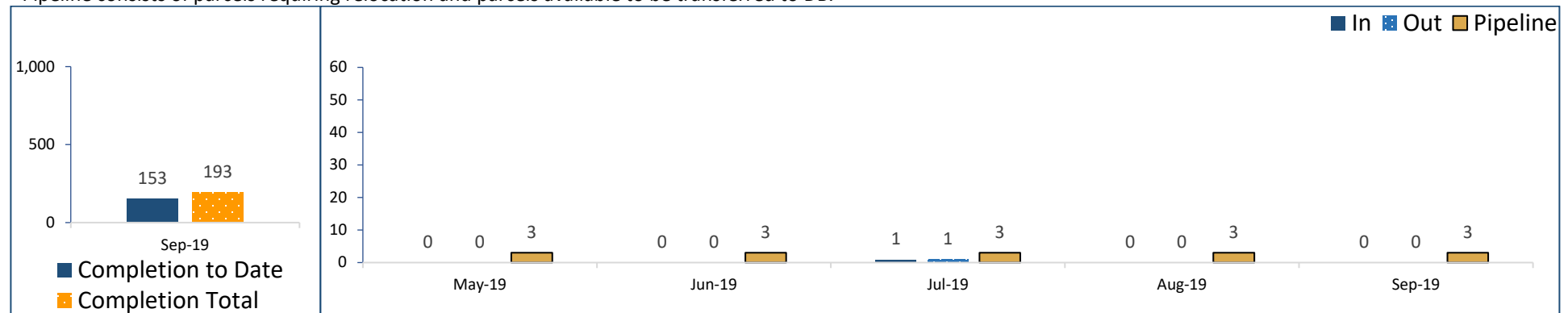
Public Agency

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



Delivery

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



Notes:

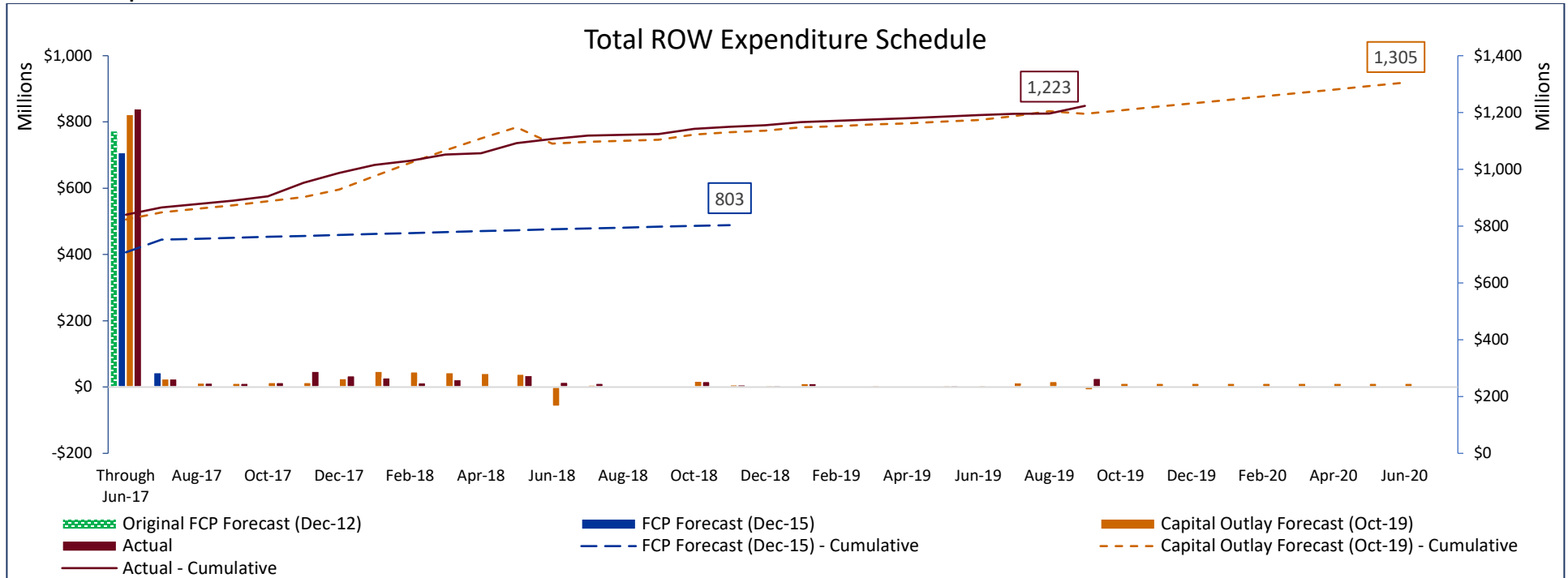
1. Total number of public parcels to be identified.
2. Lag in data entry and parcel count changes due to design developments may create month-to-month variances in the parcel flow pipeline.

Source:
October 1, 2019 ROW Executive Report

ROW – Total Expenditure by Month

Forecast vs. Actual

Total ROW Expenditure Schedule



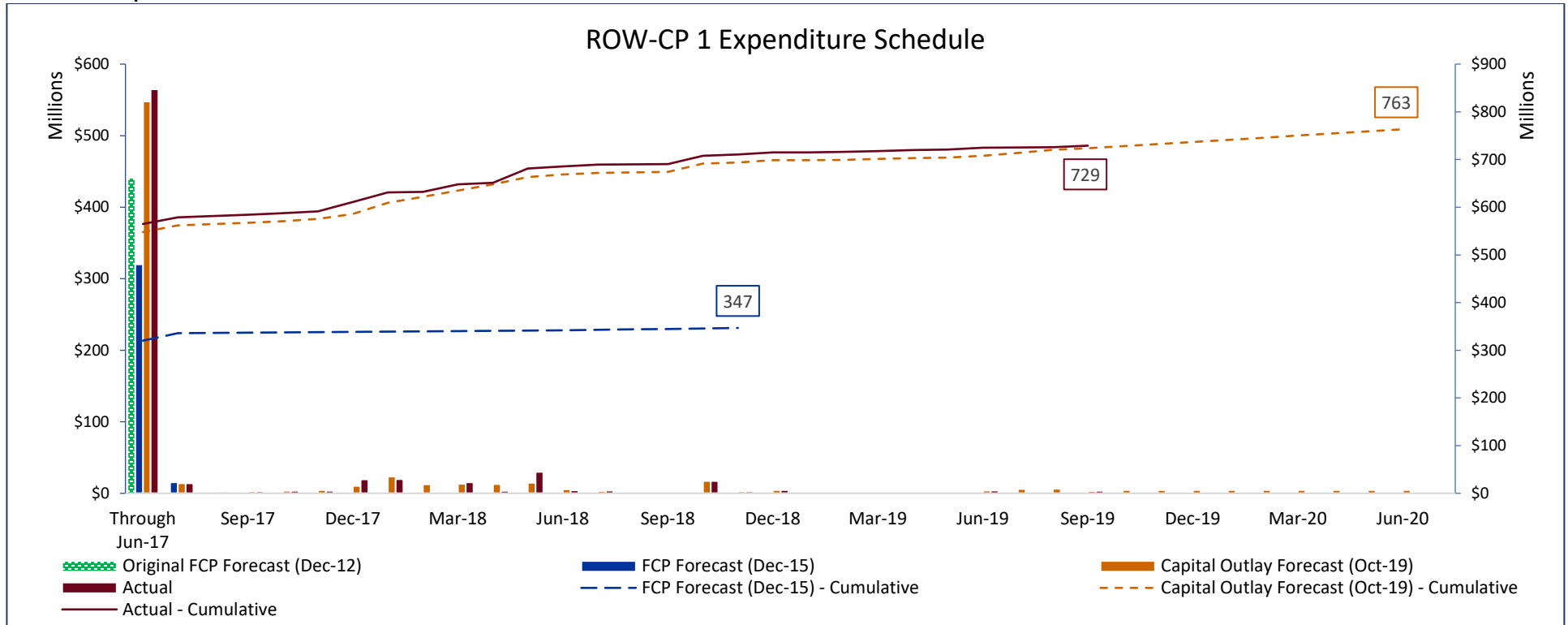
Notes

1. Monthly bars tie to left axis and Cumulative lines tie to right axis. Data through September 30, 2019.
2. Amounts represent monthly totals; not parcel-by-parcel forecast and actual expenditures.
3. \$24M of ROW preliminary costs is not allocated to specific construction package (CP).
4. "Original FCP Forecast" refers to the first Funding Contribution Plan approved by the FRA in December 2012.
5. Total ROW budget in Original FCP is \$774M and was forecasted to be fully spent by June 2015.
6. December 2015 FCP was not approved, and was only used to track expenditure performance prior to the approval of March 2016 FCP.
7. Numbers may not add due to rounding. Variance in FCP and Capital Outlay numbers due to timing differences.
8. 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, October 2019
 Funding Contribution Plan, December 2015
 Funding Contribution Plan, December 2012

ROW – CP 1 Expenditure by Month Forecast vs. Actual

ROW - CP 1 Expenditure Schedule



Notes:

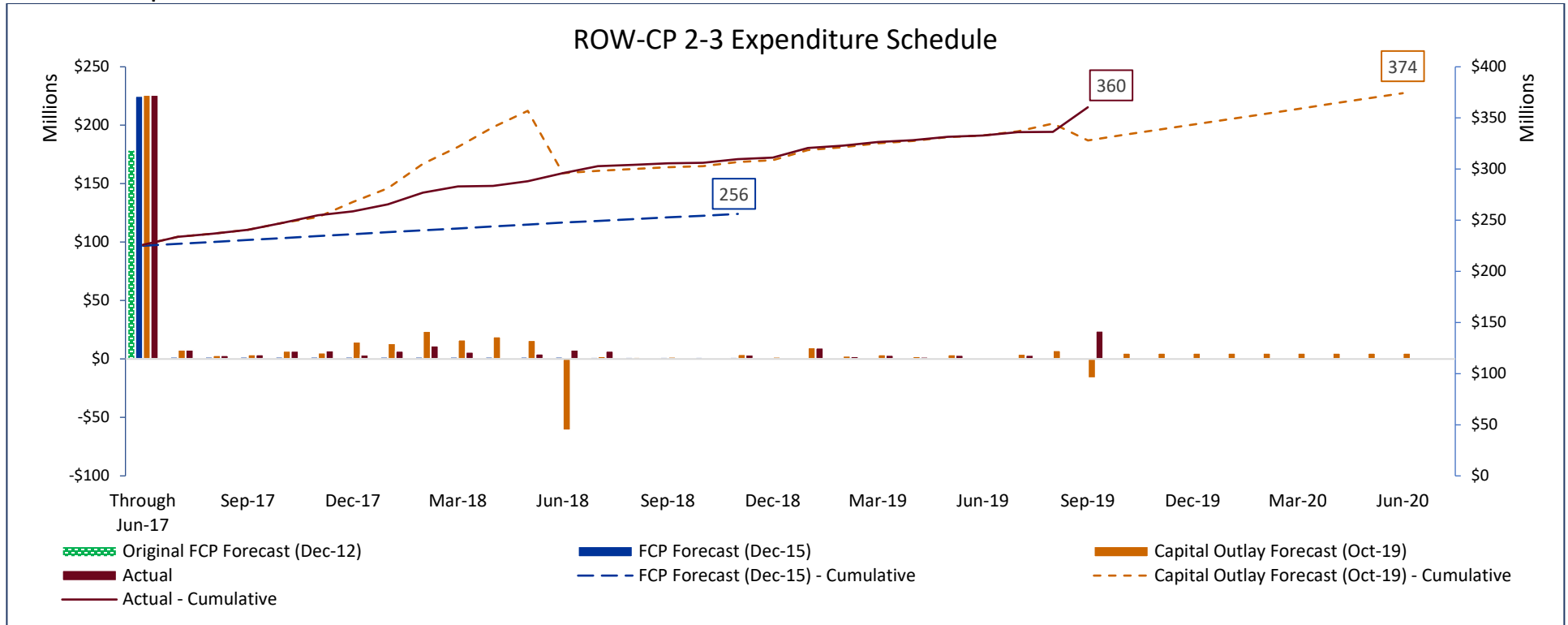
1. Monthly bars tie to left axis and Cumulative lines tie to right axis. Data through September 30, 2019.
2. Amounts represent monthly totals; not parcel-by-parcel forecast and actual expenditures.
3. Does not include CP 1D (North Extension) acquisition costs.
4. "Original FCP Forecast" refers to the first Funding Contribution Plan approved by the FRA in December 2012.
5. CP 1 ROW budget in Original FCP is \$441M and was forecasted to be fully spent by June 2015.
6. December 2015 FCP was not approved, and was only used to track expenditure performance prior to the approval of March 2016 FCP.
7. Numbers may not add due to rounding. Variance in FCP and Capital Outlay numbers due to timing differences.
8. 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, October 2019
 Funding Contribution Plan, December 2015
 Funding Contribution Plan, December 2012

ROW – CP 2-3 Expenditure by Month Forecast vs. Actual

ROW - CP 2-3 Expenditure Schedule



Notes:

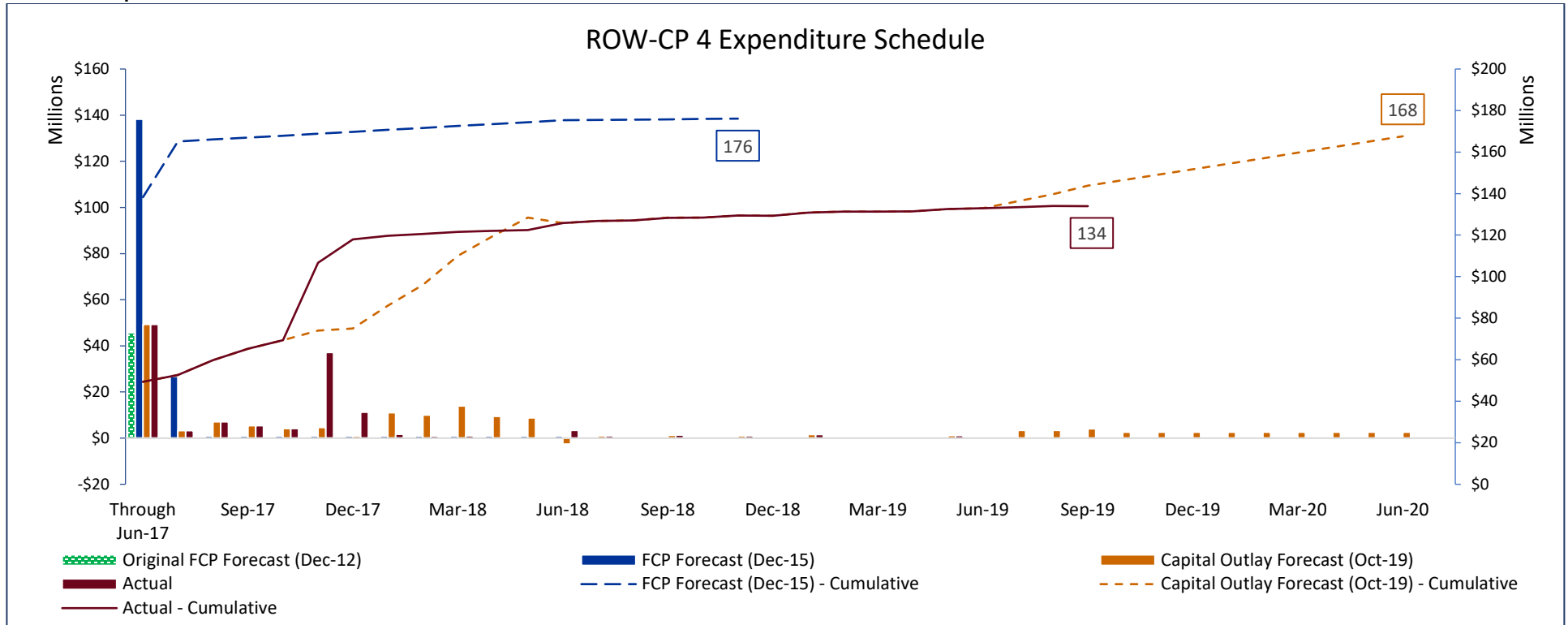
1. Monthly bars tie to left axis and Cumulative lines tie to right axis. Data through September 30, 2019.
2. Amounts represent monthly totals; not parcel-by-parcel forecast and actual expenditures.
3. "Original FCP Forecast" refers to the first Funding Contribution Plan approved by the FRA in Dec-012.
4. CP 2-3 ROW budget in Original FCP is \$179M and was forecasted to be fully spent by Jun-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. March 2017 actual expenditure includes ROW Working Capital Allocation (WCA) reversal reallocation.
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, October 2019
 Funding Contribution Plan, December 2015
 Funding Contribution Plan, December 2012

ROW – CP 4 Expenditure by Month Forecast vs. Actual

ROW-CP 4 Expenditure Schedule



Notes:

1. Monthly bars tie to left axis and Cumulative lines tie to right axis. Data through September 30, 2019.
2. Amounts represent monthly totals; not parcel-by-parcel forecast and actual expenditures.
3. CP 4 ROW parcel delivery data will be added to Operations Report once deliveries ramp-up.
4. "Original FCP Forecast" refers to the first Funding Contribution Plan approved by the FRA in December 2012.
5. CP 4 ROW budget in Original FCP is \$46M and was forecasted to be fully spent by June 2015.
6. December 2015 FCP was not approved, and was only used to track expenditure performance prior to the approval of March 16 FCP.
7. Numbers may not add due to rounding. Variance in FCP and Capital Outlay numbers due to timing differences.
8. 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, October 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 September 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 September 30, 2019

Program Priority	Segment	Progress to Date	Next Steps
1	San Francisco to San Jose (F2J)	<ul style="list-style-type: none"> Authority Board approved the Preferred Alternative at the September 17th Board meeting. Performed comment review workshops to address Program and Legal comments from Administrative Draft EIR/EIS #1 review. Incorporated new language to address issues with BCDC and methodology changes for the transportation and regional growth chapters. Prepared analyses to support environmental permitting with Bay Conservation and Development Commission (BCDC) as part of ongoing coordination efforts. Completed internal review of Checkpoint C draft #3. Developed alternative LMF concepts to support coordination with Brisbane and Universal Paragon Corporation. 	<ul style="list-style-type: none"> Respond to comment letters for the Preferred Alternative. Deliver Administrative Draft EIR/EIS #2 for backcheck. Respond to comments from Authority review of Checkpoint C draft #3 and submit draft #4. Continue coordination with BCDC regarding Visitacion Creek permitting. Continue coordination with Universal Paragon Corporation's proposed Brisbane Baylands Specific Plan. Authority senior staff continue to meet with Caltrain executive staff regarding 4th and King Station, Millbrae Station and blended operations. Cooperating agency review planned for December 2019.
2	San Jose to Merced (J2Y)	<ul style="list-style-type: none"> Revising the draft Checkpoint C report in response to legal and technical reviews. Met with USACE Sacramento District on Section 408 review process and assignment to the USACE San Francisco Division. Completed CEQA/NEPA consistency and legal adequacy backchecks of the revised administrative draft EIR/EIS. Finalized the staff report, public outreach report, Authority Board memo, and CEQA resolution for the staff-recommended Preferred Alternative. Completed federal agency and city council presentations, and public open house meetings on the staff-recommended State's Preferred Alternative in September Began preparing letters in response to agency and stakeholder letters on the staff-recommended Preferred Alternative. Met with local agencies on preliminary design, infrastructure project coordination, and rail corridor mobility planning. Completed the Geotechnical Investigation Plan for the western and eastern approaches to Pacheco Pass and associated seismic faults. 	<ul style="list-style-type: none"> Complete letters in response to agency and stakeholder letters on the staff-recommended Preferred Alternative. Submit the revised administrative draft EIR/EIS to the Finishing Team. Complete the Checkpoint C and Section 408 materials and submit to USACE and USEPA for review, preliminary LEDPA concurrence, and Section 408 determination. Advance environmental clearance for Phase 2 geotechnical investigations in Santa Clara and Merced counties (Pacheco Pass west approach). Cooperating agency review planned for November-December 2019.
3	Central Valley Wye (M-F)	<ul style="list-style-type: none"> US Fish and Wildlife Service Final Biological Opinion received on 9/27/19. Released CVY Draft Supplemental EIS for NEPA circulation starting on September 13 and comment period closing on October 28. Continued process of recording comment submissions received during CEQA circulation of the draft supplemental EIR. 	<ul style="list-style-type: none"> Prepare responses to agency comments to Draft Supplemental EIR/EIS for review and formal response. Conduct public hearing for NEPA circulation of CVY Draft Supplemental EIS on October 1

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

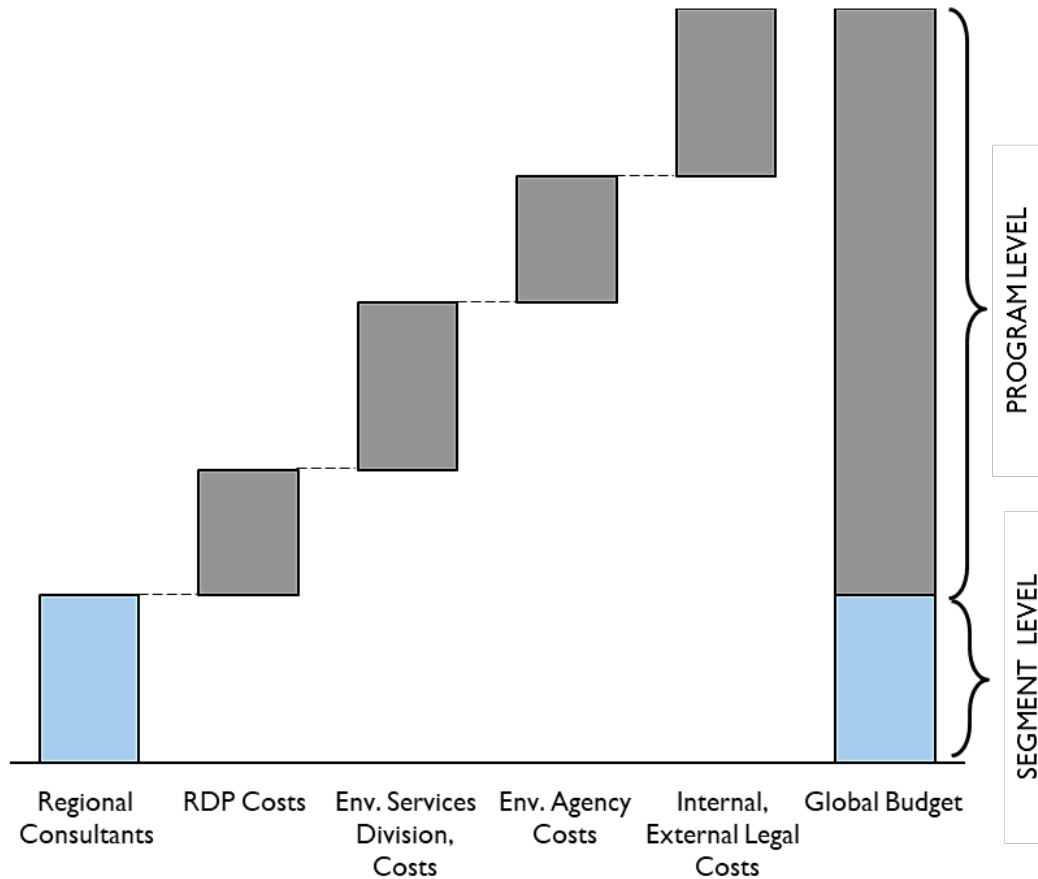
Information through September 30, 2019

Program Priority	Segment	Progress to Date	Next Steps
4	Locally-Generated Alternative (F-B)	<ul style="list-style-type: none"> • Circulated administrative draft final EIS for cooperating agency review. The review period ended August 30, 2019. • Readied for Authority review and approval Section 404 and Section 401 Clean Water Act permits and Section 1602 permit for project construction. • Initiated NEPA Assignment Team and Final Legal Sufficiency review of the Final EIS, Errata and Record of Decision. • Coordinating website accessibility remediation of all documents once final to ensure consistency with statewide and HSR guidelines. 	<ul style="list-style-type: none"> • Finalize the Final Supplemental EIS and Record of Decision for publication in the Federal Register and HSR website.
5	LA to Anaheim	<ul style="list-style-type: none"> • Continued coordination with BNSF on project elements. • Executed Task Order 2A with Regional Consultant for revised scope, schedule and budget to include BNSF “East of Fullerton” analysis and integration into the draft EIR/EIS. • Record of Decision date was revised to December 2021 as approved in the PUR (May 2019). This date complies with the ARRA grant deadline of December 2022. 	<ul style="list-style-type: none"> • Continue coordination with Metro, Metrolink and other stakeholder agencies on shared corridor strategies. • Continue coordination with BNSF to incorporate BNSF facilities east of Fullerton into the draft EIR/EIS.
6	Burbank to LA	<ul style="list-style-type: none"> • Finishing Team review process on administrative draft EIR/EIS is underway. • Refined construction phasing assumptions. 	<ul style="list-style-type: none"> • Continue work on revised construction assumptions for air quality analysis. • Finishing team to complete work on administrative draft EIR/EIS. • Main Street traffic analysis to be completed. • Execute third party agreement with the City of Glendale. • Cooperating agency review planned for late early November.
7	Palmdale to Burbank	<ul style="list-style-type: none"> • Met with USACE and EPA on August 15, 2019 regarding next steps for the Checkpoint B document to address concerns at Una Lake. Completed site visit and constraints mapping of Una Lake to evaluate avoidance and minimization options to address questions from the USACE and EPA. • Completed draft Record Set PEPD documents. • Submitted compiled administrative draft EIR/EIS for Legal Back Check as part of internal Authority review. 	<ul style="list-style-type: none"> • Complete development of new avoidance alternatives and analysis on effects at Una Lake. Continue coordination with USACE and EPA on Checkpoint B document as part of the 404-permitting process. Prepare avoidance memorandum and complete workshop with USACE and EPA. • Submit revised Record Set to FRA to incorporate changes in project definition. • Complete revisions and backcheck of administrative draft EIR/EIS prior to finishing team. • Cooperating agency review planned for December.
8	Bakersfield to Palmdale	<ul style="list-style-type: none"> • Held meeting with Cesar Chavez National Monument (CCNM) consulting parties on August 28, 2019. • Received comments from consulting parties on the revised screening report and prepared draft of Section 106 Finding of Effect (FOE) document. Continued coordinating responses. Prepared visual simulations to support impact analyses at CCNM. • Prepared comment response matrix for cooperating agency comments. 	<ul style="list-style-type: none"> • Progress consultation with the CCNM and other consulting parties to finalize alignment options. Consultation meeting with consulting parties scheduled for October 16, 2019. Complete necessary engineering analysis of the avoidance and minimization options to include in PEPD and EIR/EIS. • 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.
9	HMF	<ul style="list-style-type: none"> • Environmental clearance approach on hold. • Environmental screening criteria and clearance approach still under discussion. 	<ul style="list-style-type: none"> • Assess schedule performance once screening criteria and environmental clearance approach are finalized.

Global Project Development Budget

Includes activities involved in the scope at the program and segment levels

Cost Categories for Scope and Budget Definition.



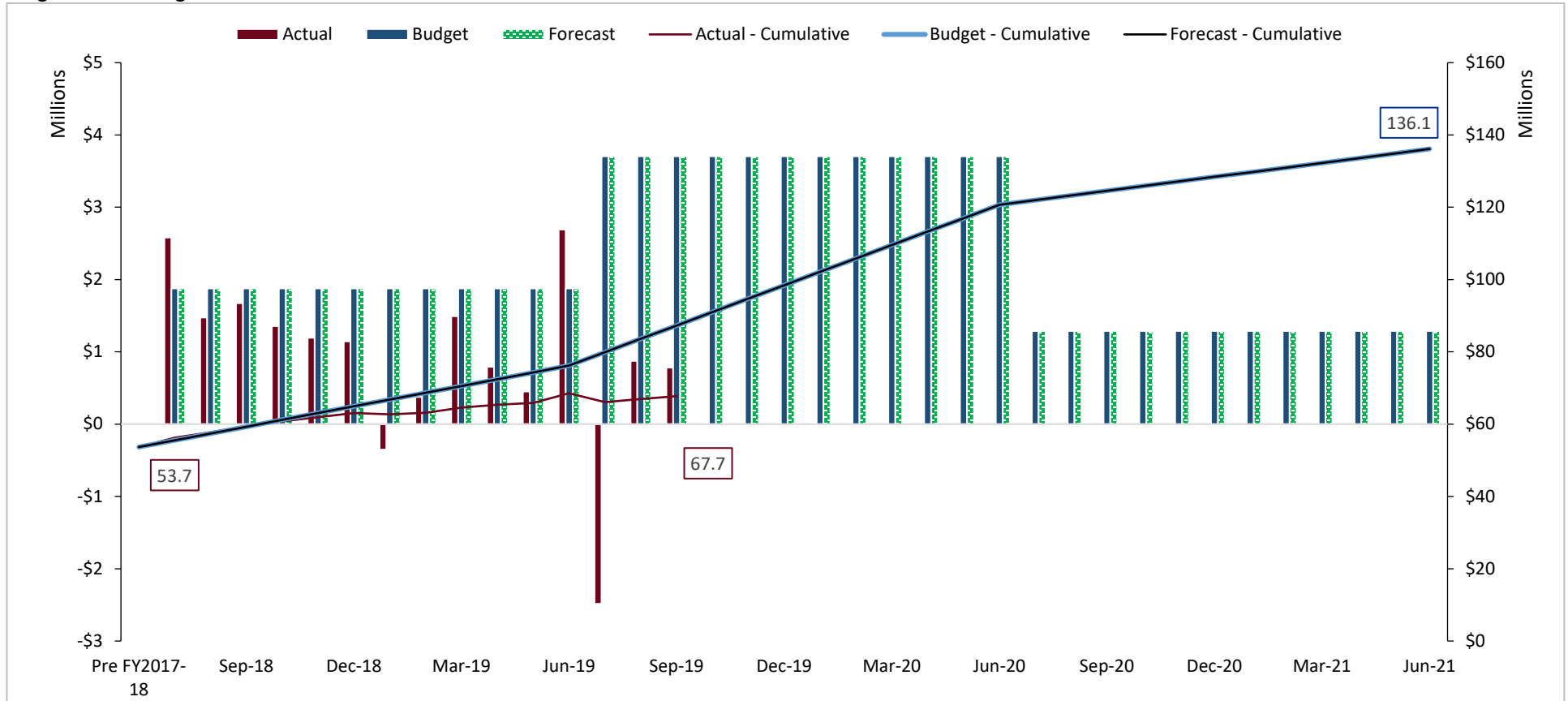
Cost Categories
<ul style="list-style-type: none"> • Regional consultants' and Engineering and Environmental consultants' costs include project management, outreach, planning, engineering and environmental activities. • RDP costs include environmental management, coordination, and technical reviews.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

Notes:

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

Program Level Budget (Non-Section Specific Costs)¹

Program Level Budget



Notes:

1. Monthly bars tie to left axis and Cumulative lines tie to right axis.
2. 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.
3. Cumulative Budget line is same as Forecast line, thus hidden.
4. A new workplan was implemented beginning October 15, 2018 and extends through June 2020.
5. Program forecasts have been updated for July 1, 2018 through December 2021 when the last project-level EIR/EIS is to be completed.
6. Increased costs for June 2019 a result of fiscal year-end accruals and payment of previously invoiced costs.
7. The negative actuals for June 2019 are due to accrual reversals.

Project Development Schedule (to ROD) - Information through September 30, 2019

Program Priority	Segment	Progress	Complete Purpose & Need Statement		Complete Alternatives Analysis		Board Concurrence of Preliminary Preferred Alt for Draft EIR/EIS		Publish Draft EIR/EIS		Publish Final EIS & Obtain ROD		Date EIR/EIS To Be Completed	
			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 Forecast % Complete	Complete 100%	Complete 100%	Complete 100%	Complete 100%	Complete 100%	Complete 100%	Complete 100%	Complete 100%	Complete 100%	Complete 100%	Complete 100%	Complete 100%
Document Complete	Fresno to Bakersfield	Plan Forecast % Complete	Complete 100%	Complete 100%	Complete 100%	Complete 100%	Complete 100%	Complete 100%	Complete 100%	Complete 100%	Complete 100%	Complete 100%	Complete 100%	Complete 100%
Document Complete	CV Electrical Interconnections	Plan Forecast % Complete	Complete 100%	Complete 100%	Complete 100%	Complete 100%	Complete 100%	Complete 100%	Complete 100%	Complete 100%	Complete 100%	Complete 100%	Complete 100%	Complete 100%
1	San Francisco to San Jose	Plan Forecast % Complete	Complete 100%	Complete 100%	Complete 100%	Complete 100%	Sep-19 98%	Complete 100%	Mar-20 48%	Mar-20 49%	Apr-21 0%	Apr-21 0%	Apr-21	Apr-21
2	San Jose to Merced	Plan Forecast % Complete	Complete 100%	Complete 100%	Complete 100%	Complete 100%	Sep-19 98%	Complete 100%	Dec-19 44%	Dec-19 45%	Dec-20 0%	Dec-20 0%	Dec-20	Dec-20
3	Central Valley Wye (M-F)	Plan Forecast % Complete	Complete 100%	Complete 100%	Complete 100%	Complete 100%	Complete 100%	Complete 100%	May-18 99%	Complete 100%	Apr-20 0%	Apr-20 5%	Sep-20	Sep-20
4	Locally Generated Alternative (F-B)	Plan Forecast % Complete	Complete 100%	Complete 100%	Complete 100%	Complete 100%	Complete 100%	Complete 100%	Complete 100%	Complete 100%	Jul-19 92%	Jul-19 96%	Aug-19	Aug-19
5	Los Angeles to Anaheim	Plan Forecast % Complete	Complete 100%	Complete 100%	Complete 100%	Complete 100%	Complete 100%	Complete 100%	Nov-20 68%	Nov-20 68%	Dec-21 0%	Dec-21 0%	Dec-21	Dec-21
6	Burbank to Los Angeles	Plan Forecast % Complete	Complete 100%	Complete 100%	Complete 100%	Complete 100%	Complete 100%	Complete 100%	Sep-19 70%	Sep-19 70%	Aug-20 0%	Aug-20 0%	Aug-20	Aug-20
7	Palmdale to Burbank	Plan Forecast % Complete	Complete 100%	Complete 100%	Complete 100%	Complete 100%	Complete 100%	Complete 100%	Dec-19 64%	Dec-19 64%	Feb-21 0%	Feb-21 0%	Feb-21	Feb-21
8	Bakersfield to Palmdale	Plan Forecast % Complete	Complete 100%	Complete 100%	Complete 100%	Complete 100%	Complete 100%	Complete 100%	Jul-19 84%	Jul-19 85%	Jun-20 0%	Jun-20 0%	Jun-20	Jun-20
9	HMF	Plan Forecast % Complete	Complete 100%	Complete 100%	Complete 100%	Complete 100%	Apr-16 TBD 0%	Apr-16 TBD 0%	Sep-16 TBD 0%	Sep-16 TBD 0%	Feb-21 TBD 0%	Feb-21 TBD 0%	TBD	TBD

¹ Actual 4-month delay (day for day slip occurred because of lack of NEPA Assignment).

² Actual 3-month delay (day for day slip occurred because of lack of NEPA Assignment).

³ Potential 5-month delay (Construction assumptions update and External Agency coordination: Burbank Airport). Developing mitigation plans to minimize or eliminate associated schedule impacts.

⁴ Potential 6-month delay (External Agency Coordination: Una Lake). Developing mitigation plans to minimize or eliminate associated schedule impacts.

⁵ Potential 6-month delay (External Agency Coordination: CCONM). Developing mitigation plans to minimize or eliminate associated schedule impacts.

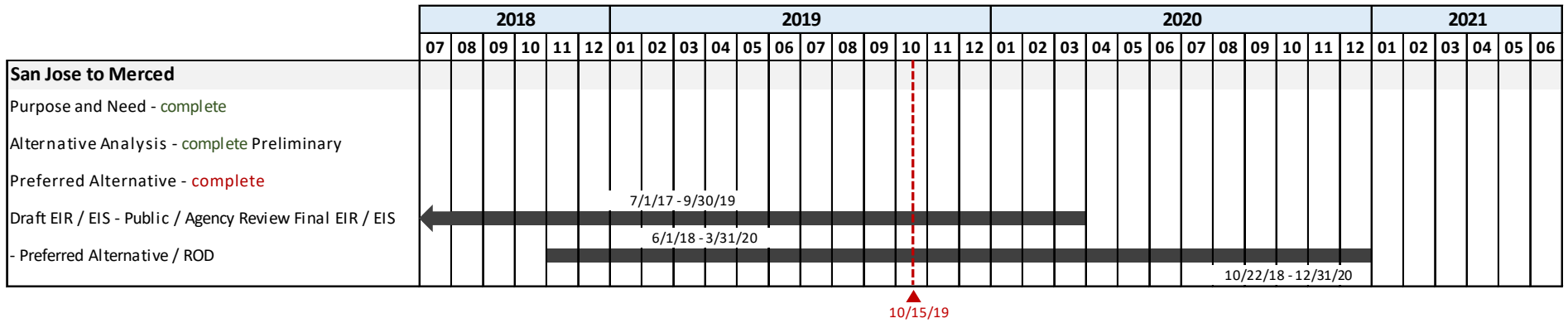
Project Development Schedule (to ROD) – cont’d. -Information through September 30, 2019¹

Program Priority	Segment	Schedule Status and Mitigation Strategies
Document complete	Merced to Fresno	EIR certified and project approved May 2012; FRA ROD issued September 2012
Document complete	Fresno to Bakersfield	EIR certified and project approved May 2014; FRA ROD issued June 2014 Supplemental EIR certified and locally generated alternative approved October 2018
Document complete	CV Electrical Interconnections	Environmental Evaluation Has Been Completed Using an environmental re-examination process, it was determined that the electrical interconnection and network upgrades for PG&E sites 8 through 12 supporting the test track do not require preparation of a supplemental environmental document. As a result, the environmental review has been completed, shaving a year off the schedule.
1	San Francisco to San Jose	Schedule updated to reflect incorporation of additional materials to achieve ROD in April 2021.
2	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.
3	Central Valley Wye (M–F)	Schedule updated to reflect delay in approval of NEPA assignment to achieve ROD in September 2020.
4	Locally Generated Alternative (F–B)	Schedule updated to reflect delay in approval of NEPA assignment to achieve ROD in October 2019.
5	LA to Anaheim	Schedule updated consistent with May 2019 Board-approved baseline update to achieve ROD in December 2021.
6	Burbank to LA	Schedule updated consistent with May 2019 Board-approved baseline update to achieve ROD in August 2020.
7	Palmdale to Burbank	Schedule updated consistent with May 2019 Board-approved baseline update to achieve ROD in February 2021.
8	Bakersfield to Palmdale	Schedule updated consistent with May 2019 Board-approved baseline update to achieve ROD in June 2020.
9	HMF	Environmental clearance approach on hold and under review; dates are subject to change pending Authority decision regarding site screening criteria and type of environmental clearance documentation needed.

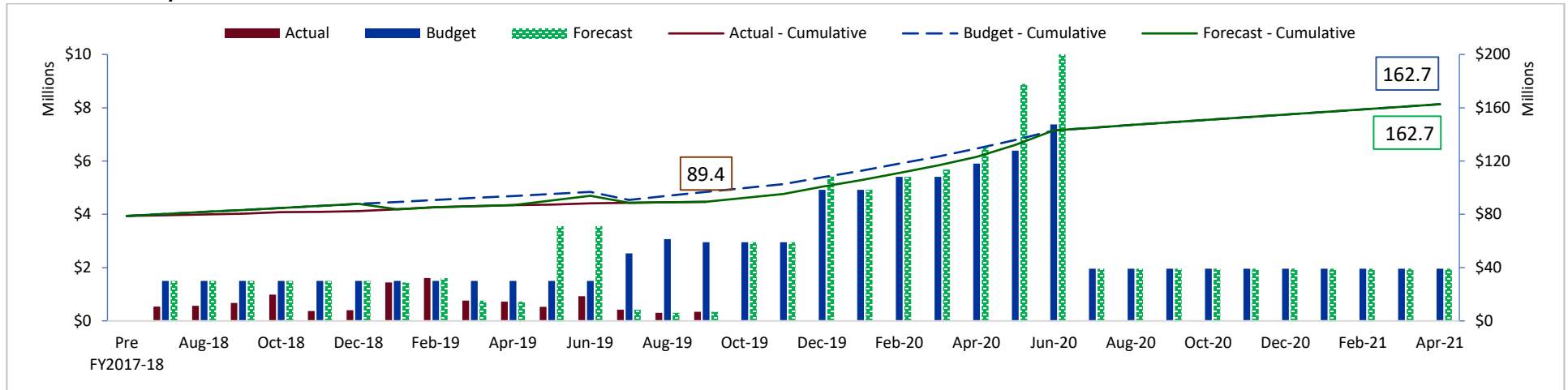
¹ Original and revised target dates are consistent with Baseline Update Report presented and accepted at the May 2019 Authority Board meetings. Date assumed FRA was to grant NEPA Assignment, May 1, 2019.

San Jose to Merced

Project Schedule



Financial Summary

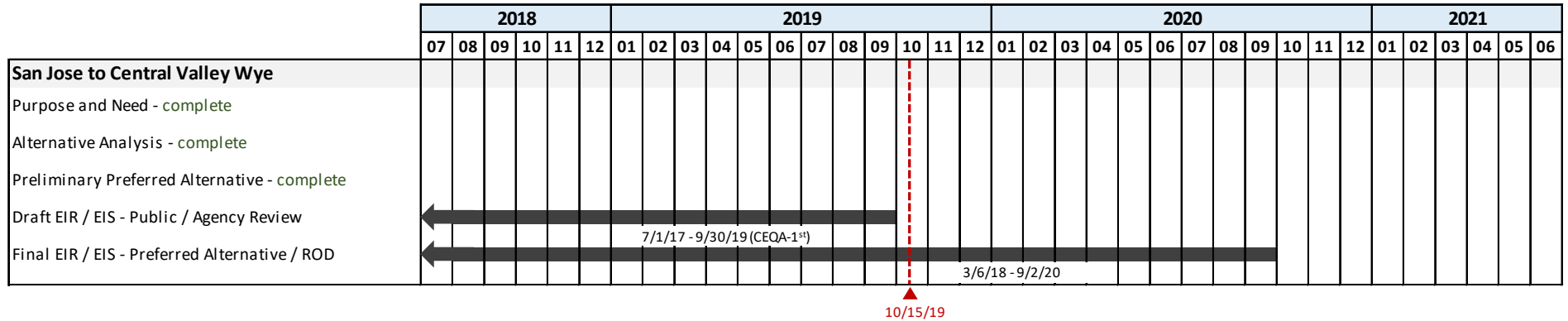


Notes:

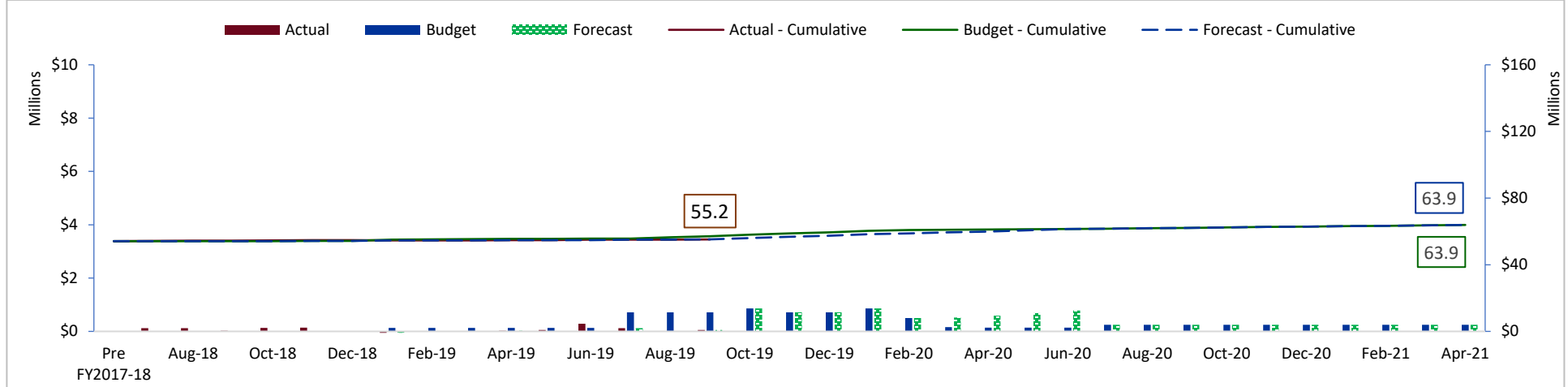
1. All estimates are preliminary and subject to change.
2. For financial estimates, actuals have been updated through September 2019. Forecast cost are through April 2021.
3. Budget and Forecast have been updated to reflect the revised ROD date changes. Note that for this report, the budget and forecast are identical.
4. Red horizontal bar represents a correction that should have appeared in the September 2019 report.

Central Valley Wye (M-F)

Project Schedule



Financial Summary



- 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 September 2019. Forecast cost are through April 2021.
 4. The Authority released the Draft EIR/EIS in May 2019 under the State authority under the California Environmental Quality Act (CEQA) under a CEQA-first strategy to advance the environmental review. The Authority has published the Draft EIR/EIS under the National Environmental Policy Act (NEPA) on September 23, 2019 and it will close on October 28, 2019.
 5. Red horizontal bar represents a correction that should have appeared in the September 2019 report.

Four-month look ahead milestones and other key deliverables, all sections / projects

- Information through September 30, 2019

Program Priority	Milestone	Project Section	Due Date	Percent Completion	Status
1	Submit administrative draft EIR/EIS for Cooperating Agency review	San Francisco to San Jose	January 2020	90%	Revisions to the initial administrative draft EIR/EIS, in response to Authority reviewers, CEQA Guidelines updates, and other new direction are in progress.
2	Submit administrative draft EIR/EIS for Cooperating Agency review	San Jose to Merced	December 2019	90%	Completed legal and environmental program backchecks of the revised administrative draft EIR/EIS, in response to CEQA/NEPA adequacy and legal reviews in September.
2	Publish draft Supplemental EIS for NEPA public review	Central Valley Wye (M-F)	September 2019	100%	CVY Draft Supplemental EIS was released on September 13, 2019 for public comment under NEPA.
3	Prepare Final Supplemental EIR/EIS	Central Valley Wye (M-F)	April 2020	5%	Preparation to begin October 2019 following NEPA public review period. Comments on CEQA document entered in CommentSense
4	Release the Final Supplemental EIS and Sign Record of Decision	Locally Generated Alternative (F-B)	October 2019	96%	Completed final cooperating agency reviews in August and finalizing the EIS and Record of Decision. Coordinating final NEPA Assignment review and legal sufficiency prior to final signatures for the Record of Decision.
5	Prepare administrative draft EIR/EIS for Authority's legal and technical review	Los Angeles to Anaheim	July 2020	84%	An initial version of the administrative draft EIR/EIS was prepared and reviewed by Authority staff. However, publication of the draft document has encountered delays because of the need to incorporate BNSF "east of Fullerton" projects which requires revising the document.
6	Prepare administrative draft EIR/EIS for Authority's legal and technical review	Burbank to Los Angeles	October 2019	95%	Finishing team review of the administrative draft EIR/EIS is in progress.

Four-month look ahead - milestones and other key deliverables, all sections / projects: - cont'd.

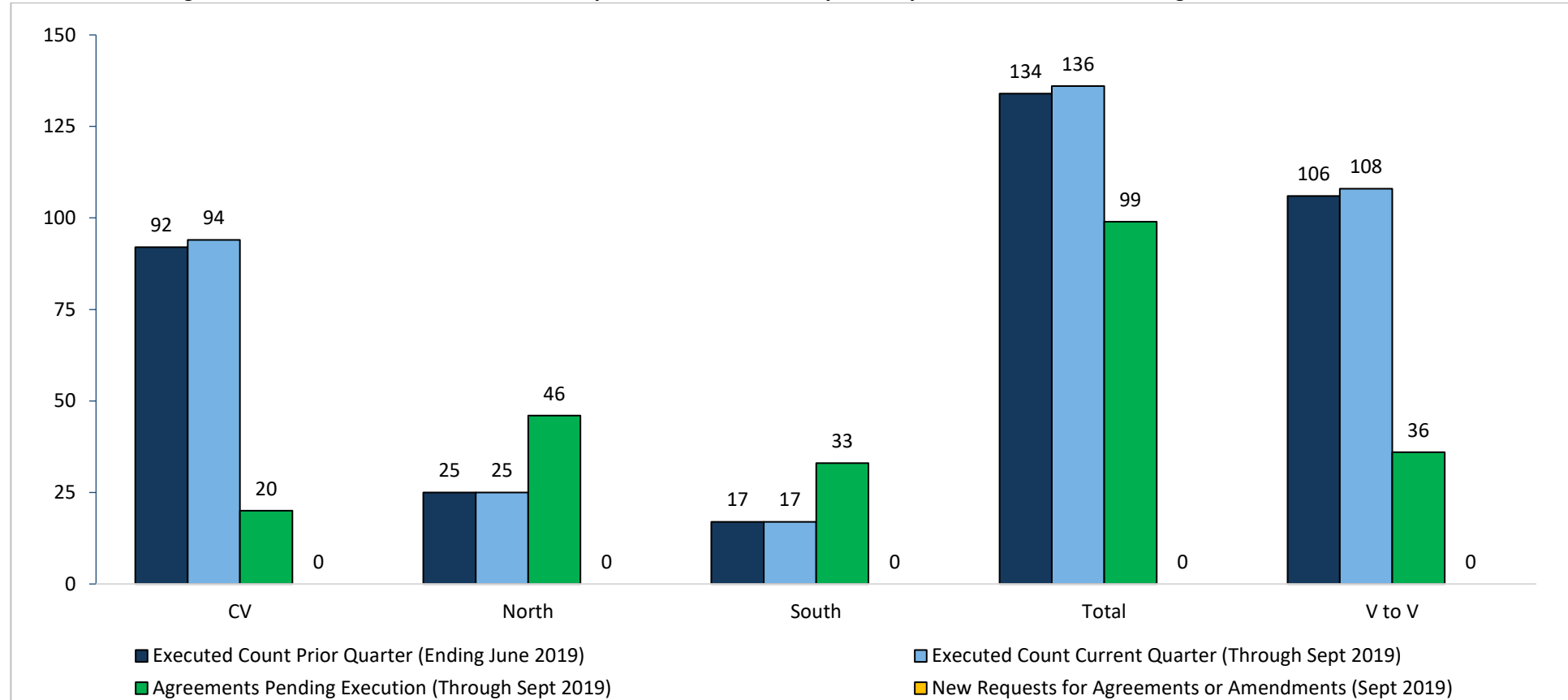
- Information through September 30, 2019

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 to include additional analysis of impacts and avoidance at Una Lake.
8	Publish Draft EIR/EIS for public and agency circulation	Bakersfield to Palmdale	March 2020	85%	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. We anticipate a potential 6-month delay in project delivery due to ongoing consultation with consulting parties and effort to design and evaluate a new alternative in the Draft EIR/EIS. We are developing mitigation strategies to minimize any potential delay.

Operations Report Metrics - Third-Party Agreements

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

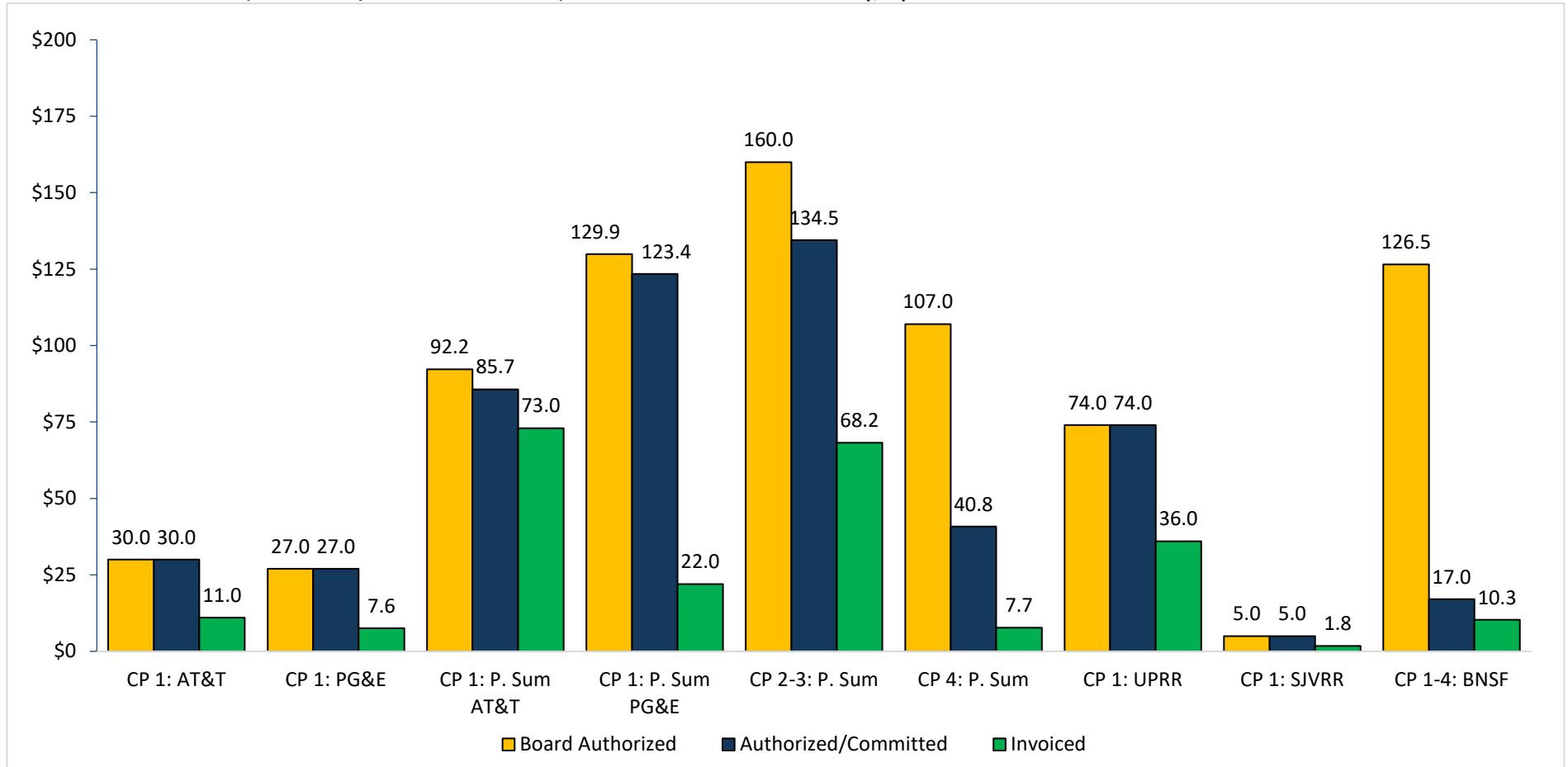
Executed Counts, Agreements and amendments for Central Valley, North, South, and Valley to Valley Executed and Unexecuted Agreements



- Notes:**
- Actual data through September 30, 2019.
 - Central Valley, North, and South total counts include Master/Cooperative Agreements and Reimbursement Agreements for environmental coordination and project development only.
 - Valley to Valley count is a subset of the agreements already represented.
 - 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.

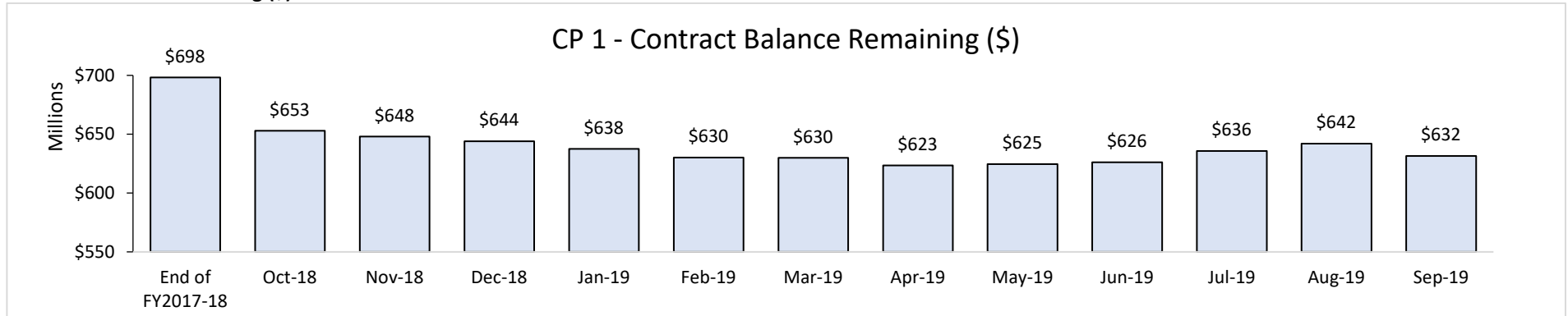
Operations Report Metrics - Contract Management

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.

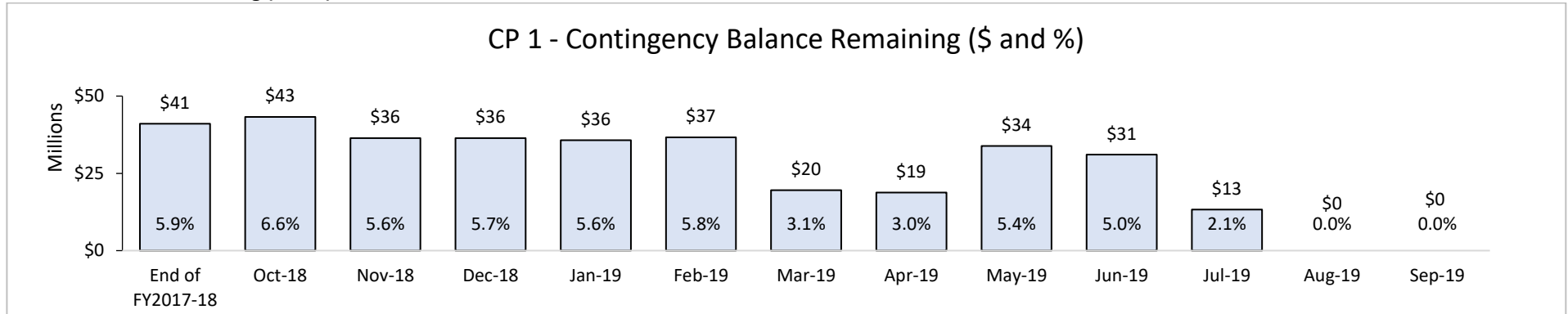
CP 1 Contract Management – Contingency Value

Contract Balance Remaining (\$)



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

Contract Balance Remaining (\$ & %)



Notes:

1. Contract Balance Remaining = [Revised DB Contract Amount] – [Authority Approved Invoices to Date].
2. Contract balance only accounts for invoices in determining contract balance, so this number may not reconcile with “earned value” in schedule performance index metric.
3. Contingency is being maintained at the project level and has the remaining contingency not being shown in contract level. The contingency is being drawn from the project contingency to facilitate the execution of change orders.

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

CP 1 Contract Management Raw Data: Contingency Value

CP 1 – Contingency (\$ in millions)

	End of FY2017-18	Oct-18	Nov-18	Dec-18	Jan-19	Feb-19	Mar-19	Apr-19	May-19	Jun-19	Jul-19	Aug-19	Sep-19
Contract Balance Remaining	698.2	653.0	648.0	644.0	637.5	630.2	630.0	623.4	624.6	626.1	635.7	642.0	631.5
Contingency	207.0	237.3	237.3	237.3	237.3	237.3	237.3	237.3	237.3	237.3	237.3	0.0	0.0
Change Orders (from contingency)	165.9	0.3	6.9	0.0	0.7	-1.0	17.1	0.8	0.0	2.8	17.8	0.0	0.0
Contingency Balance Remaining	41.1	43.3	36.4	36.4	35.7	36.7	19.6	18.8	33.9	31.1	13.3	0.0	0.0
Contingency %	5.9%	6.6%	5.6%	5.7%	5.6%	5.8%	3.1%	3.0%	5.4%	5.0%	2.1%	0.0%	0.0%

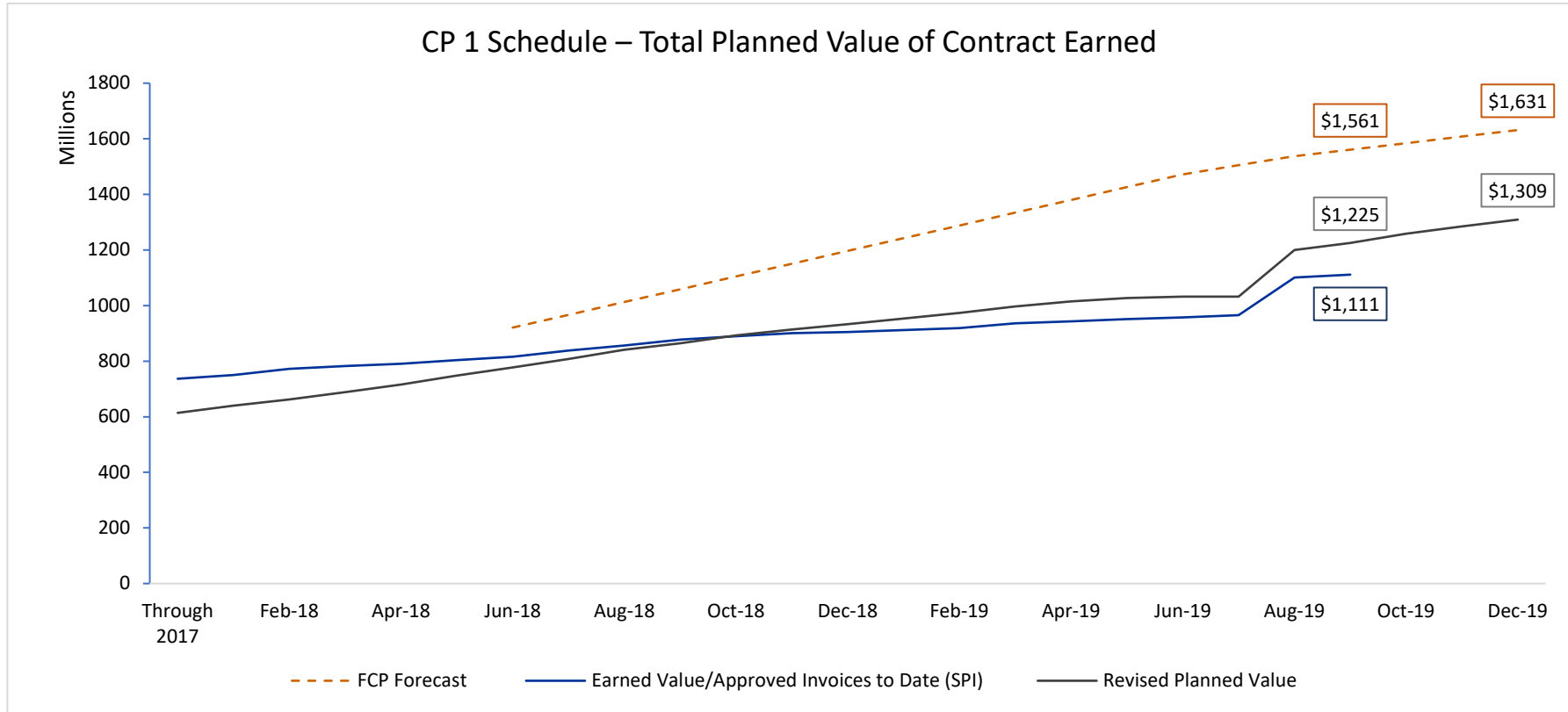
Note:

1. Contract Balance Remaining is the sum of the previous month's Contract Balance Remaining less the monthly approved invoice amount plus change orders (from contingency).
2. Contingency is being maintained at the project level and has the remaining contingency not being shown in contract level. The contingency is being drawn from the project contingency to facilitate the execution of change orders.

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

CP 1 Contract Management – Schedule Performance Index

CP 1 Schedule – Total Planned Value of Contract Earned



Notes:

1. Full contract amount: \$1.743B. Current Completion Date: November 2021.
2. Full contract amount includes bid amount, provisional sums and executed change order amounts.
3. 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: September 30, 2019 CP 1 Performance Metric Report.
 FCP Forecast will be updated based on quarterly Funding Contribution Plan.

CP 1 Contract Management Raw Data: Schedule Performance Index

FY2018-19 CP 1 – Schedule (\$ in millions)

	End of FY2017-18	Oct-18	Nov-18	Dec-18	Jan-19	Feb-19	Mar-19	Apr-19	May-19	Jun-19	Jul-19	Aug-19	Sep-19
FCP Forecast Value	920.8	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	1,505.0	1,537.0	1,561.0
Earned Value	581.4	612.0	617.0	619.0	621.1	622.9	625.8	628.9	631.4	635.0	637.8	641.4	1,111.2
Invoiced to Date See Note 1	816.0	889.2	901.0	905.0	912.3	918.6	935.9	943.3	951.1	957.4	965.5	1,100.8	1,111.2
Planned Value See Note 2	777.3	892.6	914.3	932.9	953.0	974.0	996.0	1,015.0	1,027.0	1,032.3	1,032.4	1,200.0	1,225.1
Schedule Performance Index	75.0%	69.0%	68.0%	67.0%	68.0%	64.0%	63.0%	62.0%	61.0%	62.0%	62.0%	91.0%	91.0%

Notes:

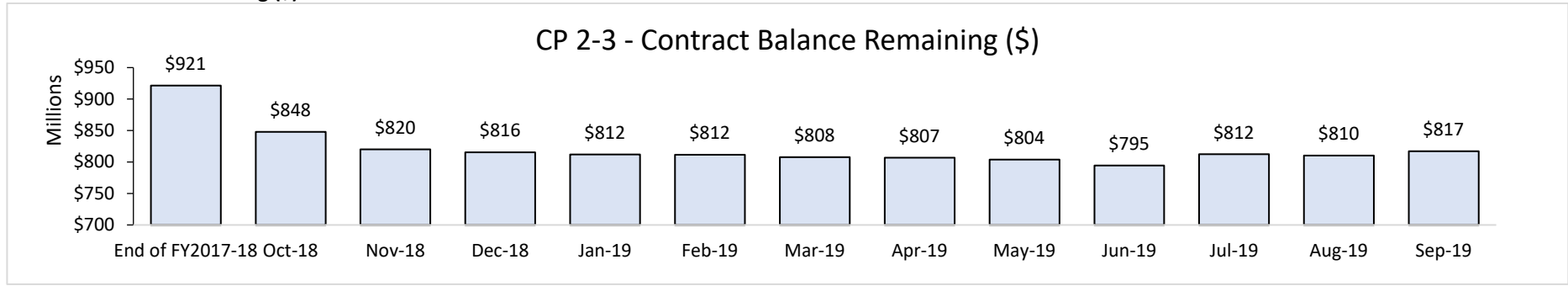
1. The first value shown is EV associated with only the scope included in the revised approved baseline. The second value is the Earned Value taken from Performance Metric Reports and associated with the current contract total.
2. The Planned Values shown are from the accepted mid-point Planned Value curve from the approved baseline schedule.

Sources:

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

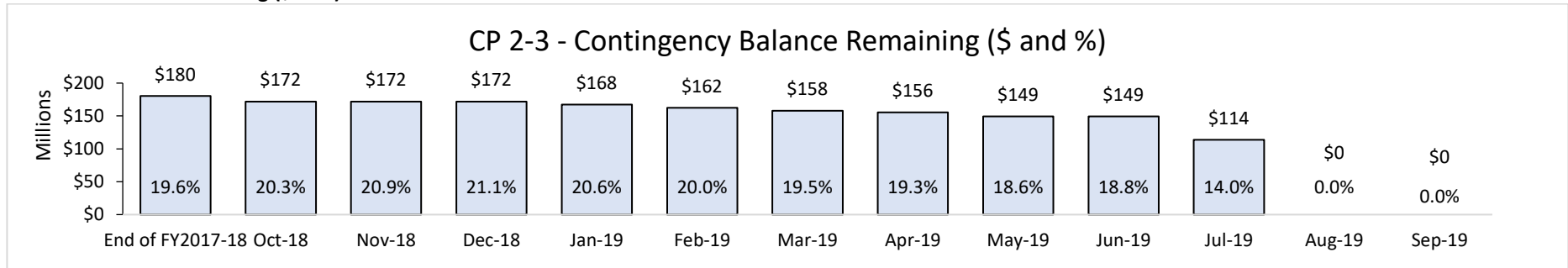
CP 2-3 Contract Management – Contingency Value

Contract Balance Remaining (\$)



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

Contract Balance Remaining (\$ & %)



Notes:

1. Contract Balance Remaining = [Revised DB Contract Amount] – [Authority Approved Invoices to Date].
2. Contract balance only accounts for invoices in determining contract balance, so this number may not reconcile with “earned value” in schedule performance index metric.
3. Contingency is being maintained at the project level and has the remaining contingency not being shown in contract level. The contingency is being drawn from the project contingency to facilitate the execution of change orders.

Source:
September 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	Oct-18	Nov-18	Dec-18	Jan-19	Feb-19	Mar-19	Apr-19	May-19	Jun-19	Jul-19	Aug-19	Sep-19
Contract Balance Remaining	921.4	847.9	820.2	815.5	812.2	811.6	807.7	806.7	804.0	794.5	812.5	810.4	817.2
Contingency	261.2	261.2	261.2	261.2	261.2	261.2	261.2	261.2	261.2	261.2	261.2	0.0	0.0
Change Orders (from contingency)	80.9	0.1	0.0	0.0	4.2	5.0	4.7	2.2	6.1	0.0	35.6	0.0	0.0
Contingency Balance Remaining	180.3	171.7	171.7	171.7	167.5	162.5	157.8	155.6	149.5	149.5	113.9	0.0	0.0
Contingency %	19.6%	20.3%	20.9%	21.1%	20.6%	20.0%	19.5%	19.3%	18.6%	18.8%	14.0%	0.0%	0.0%

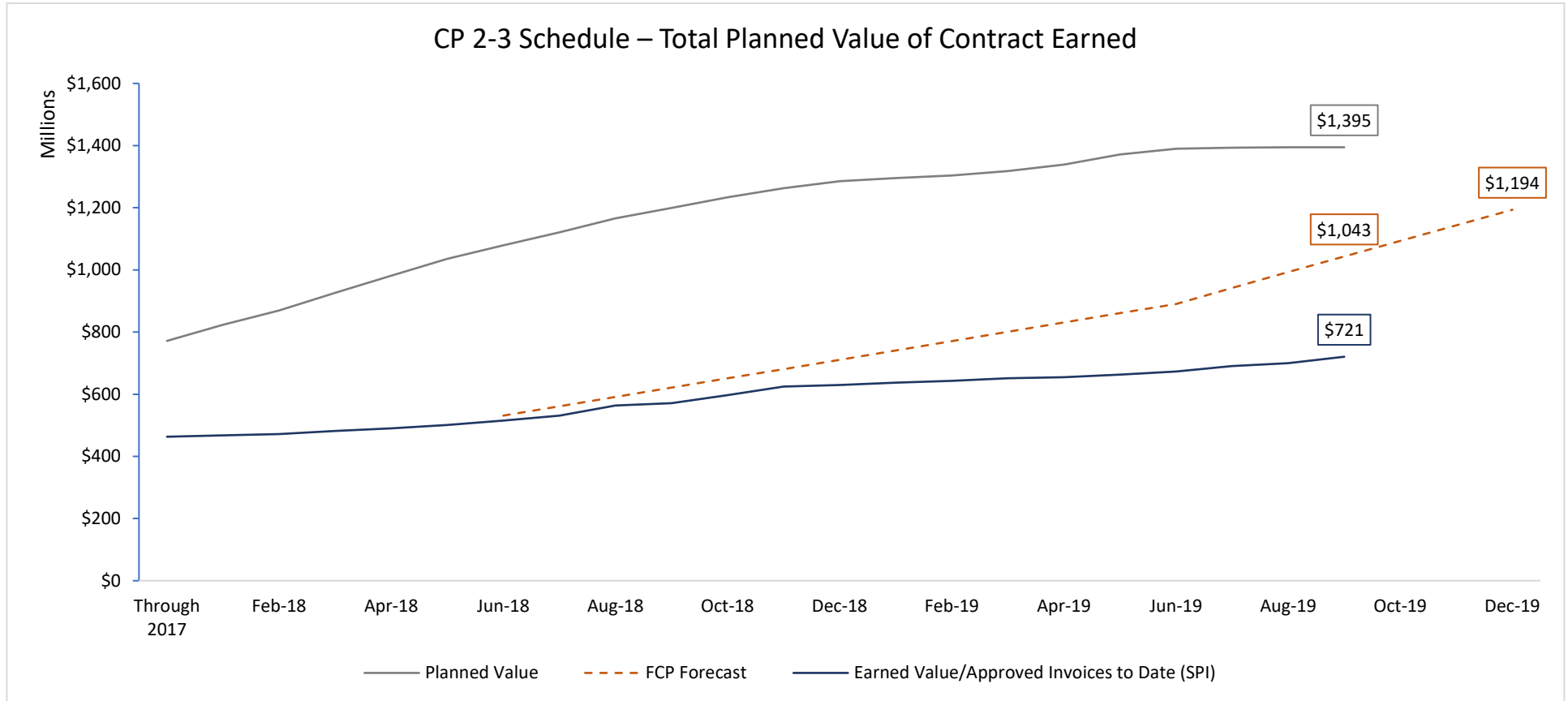
Note:

1. Contract Balance Remaining is the sum of the previous month's Contract Balance Remaining less the monthly approved invoice amount plus change orders (from contingency).
2. The executed positive and negative change orders for the period result in a net decrease in the current contract amount.
3. Contingency is being maintained at the project level and has the remaining contingency not being shown in contract level. The contingency is being drawn from the project contingency to facilitate the execution of change orders.

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

CP 2-3 Contract Management – Schedule Performance Index

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



Notes:

1. Full contract amount: \$1.510B. Current Completion Date: May 2020.
2. Full contract amount includes bid amount, provisional sums and executed change order amounts.
3. The Planned Values shown are from the accepted mid-point Planned Value curve from the approved baseline schedule.
4. 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: September 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

FY2018-19 CP 2-3 – Schedule (\$ in millions)

	End of FY2017-18	Oct-18	Nov-18	Dec-18	Jan-19	Feb-19	Mar-19	Apr-19	May-19	Jun-19	Jul-19	Aug-19	Sep-19
FCP Forecast Value	531.3	651.0	681.0	710.9	741.0	770.8	800.8	830.7	860.7	890.6	942.0	993.3	1,043.0
Earned Value / Invoiced to Date <small>See Note 1</small>	515.3	597.3	625.0	629.6	637.3	642.9	651.5	654.7	663.4	672.9	690.6	699.7	720.6
Planned Value <small>See Note 2</small>	1,079.0	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	1,393.3	1,394.6	1,394.5
Schedule Performance Index	48.0%	48.0%	49.0%	49.0%	49.0%	49.0%	49.0%	49.0%	48.0%	48.4%	49.6%	50.2%	51.6%

Notes

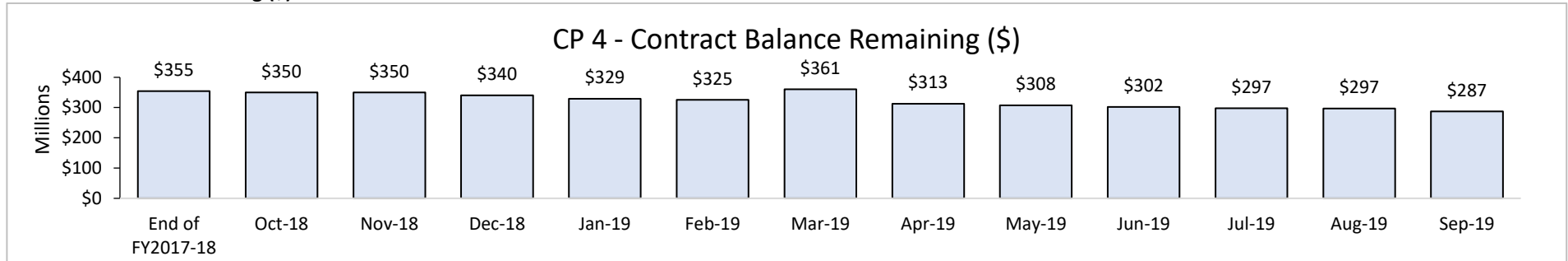
1. This is the Earned Value taken from Performance Metric Reports.
2. The Planned Values shown are from the accepted mid-point Planned Value curve from the approved baseline schedule.
3. Revised planned values are being developed to align with the revised contract amount and completion date.

Sources:

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

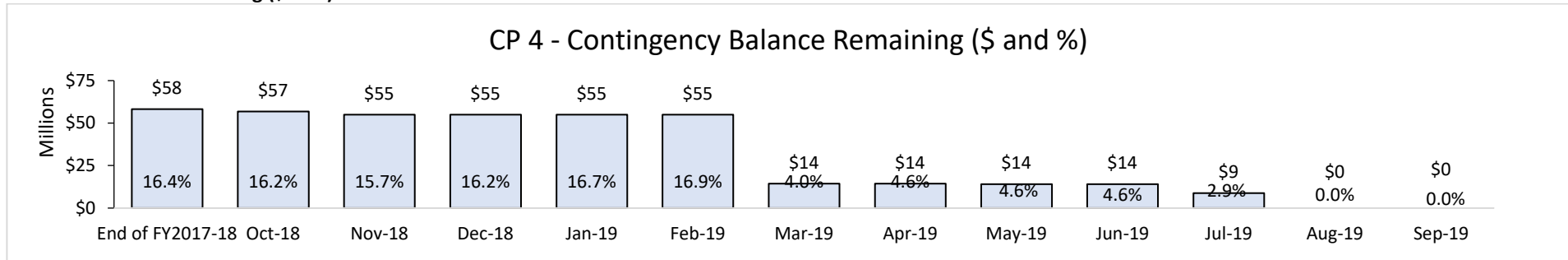
CP 4 Contract Management – Contingency Value

Contract Balance Remaining (\$)



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

Contract Balance Remaining (\$ & %)



Notes:

1. Contract Balance Remaining = [Revised DB Contract Amount] – [Authority Approved Invoices to Date].
2. Contract balance only accounts for invoices in determining contract balance, so this number may not reconcile with “earned value” in schedule performance index metric.
3. Contingency is being maintained at the project level and has the remaining contingency not being shown in contract level. The contingency is being drawn from the project contingency to facilitate the execution of change orders.

Source:
September 30, 2019 CP 4 Monthly Status Report.

CP 4 Contract Management Raw Data: Contingency Value

CP 4 – Contingency (\$ in millions)

	End of FY2017-18	Oct-18	Nov-18	Dec-18	Jan-19	Feb-19	Mar-19	Apr-19	May-19	Jun-19	Jul-19	Aug-19	Sep-19
Contract Balance Remaining	354.6	350.1	349.7	349.7	328.8	325.3	360.6	312.8	307.5	302.3	297.4	296.9	287.1
Contingency	62.0	62.0	62.0	62.0	62.0	62.0	62.0	62.0	62.0	62.0	62.0	0.0	0.0
Change Orders (from contingency)	3.8	0.0	1.8	1.8	0.0	0.0	40.7	0.0	0.3	0.0	5.4	0.0	0.0
Contingency Balance Remaining	58.2	56.8	55.0	55.0	55.0	55.0	14.4	14.4	14.1	14.1	8.7	0.0	0.0
Contingency %	16.4%	16.2%	15.7%	15.7%	16.7%	16.9%	4.0%	4.6%	4.6%	4.6%	2.9%	0.0%	0.0%

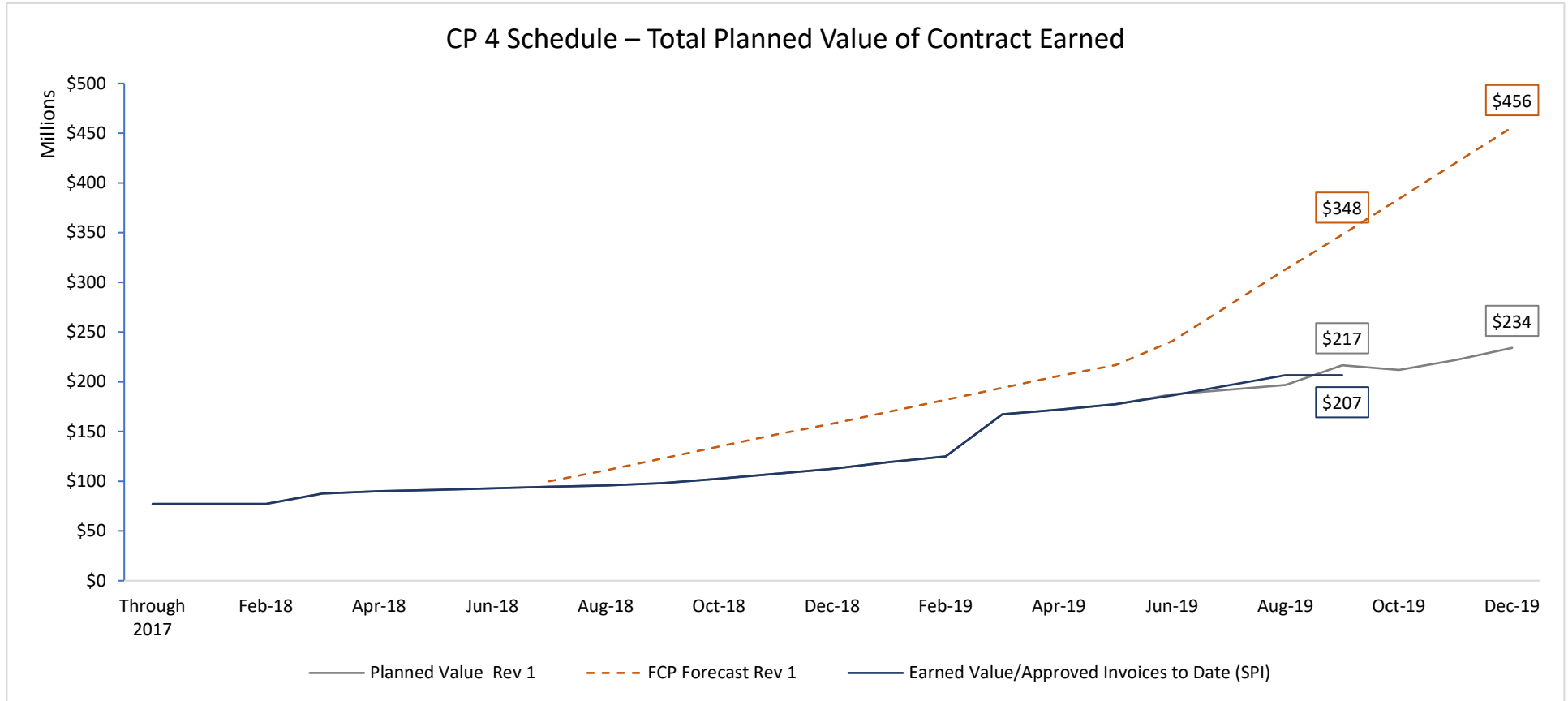
Note:

1. Contract Balance Remaining is the sum of the previous month’s Contract Balance Remaining less the monthly approved invoice amount plus change orders (from contingency).
2. Contingency is being maintained at the project level and has the remaining contingency not being shown in contract level. The contingency is being drawn from the project contingency to facilitate the execution of change orders.

Source:
September 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: \$503.5M. Current Completion Date: June 2021.
2. Full contract amount includes bid amount, provisional sums and executed change order amounts.
3. Total amount earned refers to progress on the schedule, not approved contract invoices.
4. The Planned Values shown are from the accepted mid-point Planned Value curve from the approved revised baseline schedule.
5. 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: September 30, 2019 CP 4 Monthly Status Report.
 FCP Forecast will be updated based on quarterly Funding Contribution Plan.

CP 4 Contract Management Raw Data: Schedule Performance Index

FY2018-19 CP 4 – Schedule (\$ in millions)

	End of FY2017-18	Oct-18	Nov-18	Dec-18	Jan-19	Feb-19	Mar-19	Apr-19	May-19	Jun-19	Jul-19	Aug-19	Sep-19
FCP Forecast Value See Note 3	99.5	146.6	158.4	170.2	182.0	193.7	205.6	217.3	229.1	240.9	277.0	313.0	348.0
Earned Value / Invoiced to Date See Note 1	94.5	100.2	107.8.0	112.1	118.9	122.4	127.8	175.6	181.3	186.3	196.6	206.6	206.6
Planned Value See Note 2 & 3	301.6	371.1	385.8	400.1	412.0	419.4	437.4	441.6	445.5	187.3	192.2	196.7	216.6
Schedule Performance Index	31%	27%	28%	28%	28%	29%	29%	40%	41%	99%	100%	105%	107%

Notes:

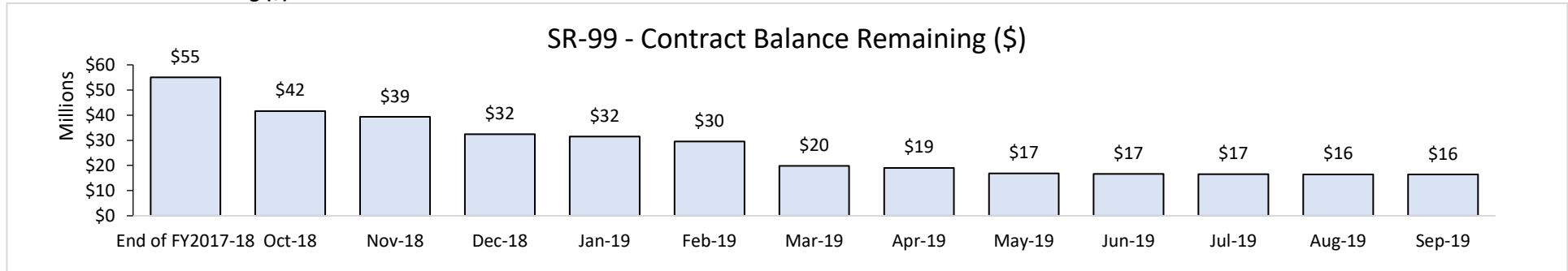
1. This is the Earned Value taken from Performance Metric Reports and it is an estimate.
2. The Planned Values shown are from the accepted mid-point Planned Value curve from the approved baseline schedule.
3. The Revised (Contract) Baseline Schedule was approved in June 2019 and the August 2019 planned value and SPI is based on this schedule.

Sources:

EV: September 30, 2019 CP 4 Performance Metric Report

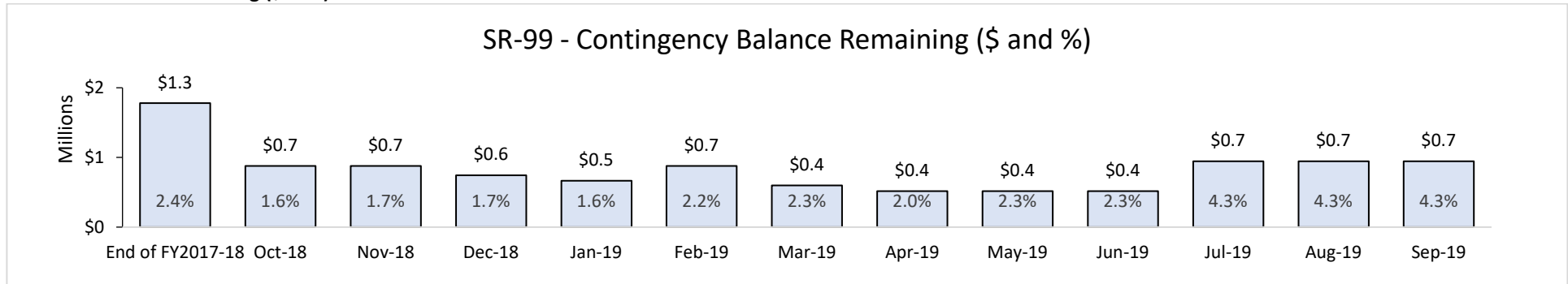
SR-99 Contract Management – Contingency Value

Contract Balance Remaining (\$)



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

Contract Balance Remaining (\$ & %)



Notes:

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

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

SR-99 Contract Management Raw Data: Contingency Value

SR-99 – Contingency (\$ in millions)

	End of FY2017-18	Oct-18	Nov-18	Dec-18	Jan-19	Feb-19	Mar-19	Apr-19	May-19	Jun-19	Jul-19	Aug-19	Sep-19
Contract Balance Remaining	55.1	41.7	38.3	32.4	31.5	29.5	19.9	19.0	16.9	16.7	16.6	16.5	16.4
See Note 3	27.0	15.3	13.1	10.4	9.7	9.5	9.5	9.5	9.5	9.5	9.5	9.5	9.4
Contingency See Note 2	5.9	5.9	5.9	5.9	5.9	5.9	5.9	5.9	5.9	5.9	5.9	5.9	5.9
Change Orders (from contingency)	4.6	0.3	0.0	0.1	0.1	-0.2	0.2	0.1	0.0	0.0	0.3	0.0	0.0
Contingency Balance Remaining See Note 2	1.3	0.7	0.7	0.6	0.5	0.7	0.5	0.4	0.4	0.4	0.7	0.7	0.7
Contingency % See Note 2	4.9%	1.6%	1.7%	1.7%	1.6%	2.2%	2.2%	2.0%	2.3%	2.3%	4.3%	4.3%	4.3%

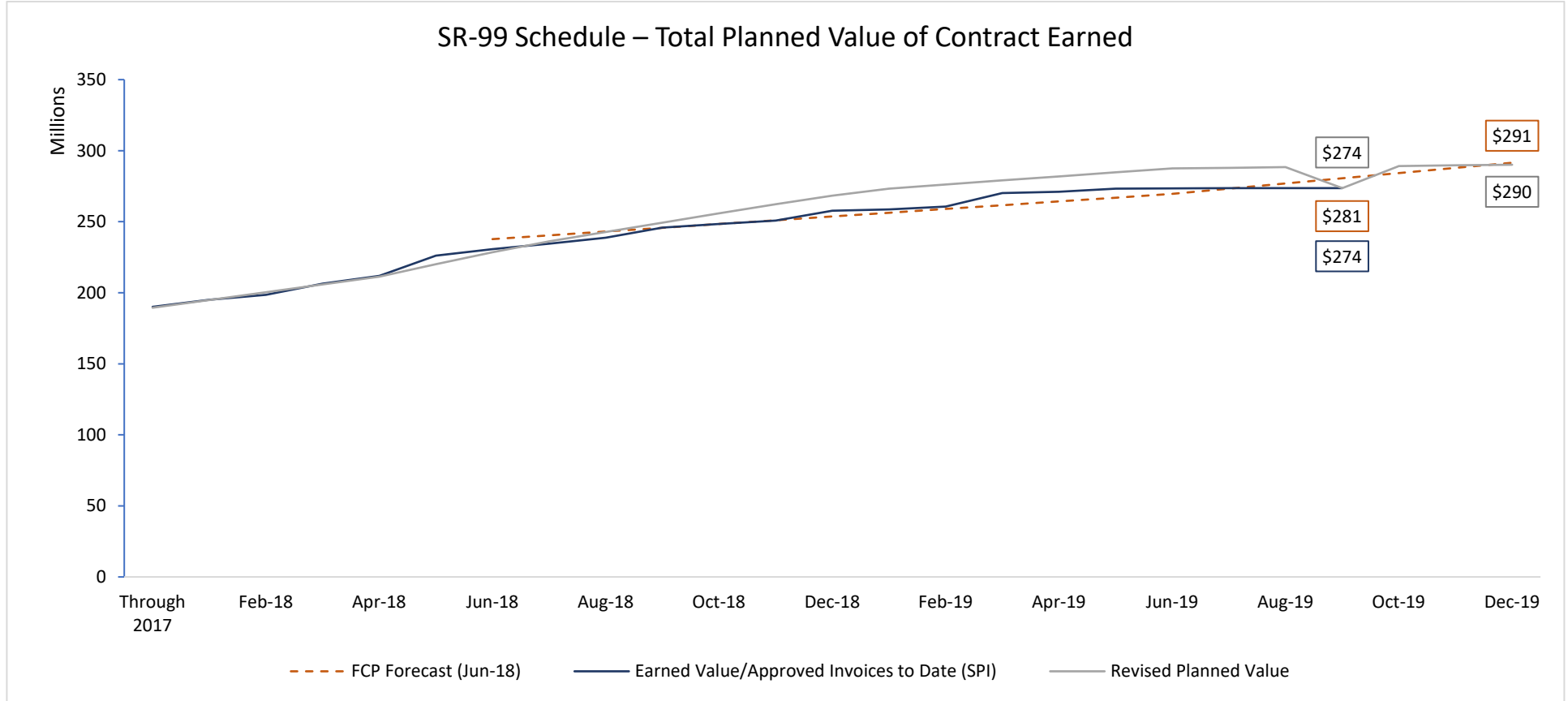
Notes:

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:
September 30, 2019 SR-99 Monthly Status Report.

SR-99 Contract Management – Schedule Performance Index

SR-99 Schedule – Total Planned Value of Contract Earned



Notes:

1. Full contract amount: \$290.1M. Current Completion Date: June 2020.
2. Total amount earned refers to progress on the schedule, not approved contract invoices.
3. 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: September 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

FY2018-19 SR-99 – Schedule (\$ in millions)

	End of FY2017-18	Oct-18	Nov-18	Dec-18	Jan-19	Feb-19	Mar-19	Apr-19	May-19	Jun-19	Jul-19	Aug-19	Sep-19
FCP Forecast Value	237.8	248.4	251.0	253.6	256.0	259.0	261.6	264.3	267.0	269.6	273.3	276.9	281.0
Earned Value	230.7	245.8	250.8	254.6	258.6	260.6	270.2	271.1	273.2	273.4	273.6	273.6	274.0
Planned Value See Note 2	228.5	255.8	262.3	268.3	273.3	276.1	279.1	282.0	284.8	287.6	288.0	288.4	290.1
Schedule Performance Index	101.0%	96.0%	95.0%	95.0%	95.0%	94.0%	97.0%	96.0%	96.0%	95.0%	95.0%	95.0%	97.5%

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: September 30, 2019 SR-99 Performance Metric Report

Operations Report Metrics - Finance/Budget

Finance/Budget Metrics – Context

- For FY2019-20, 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 FY2019-20 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 November 2019 F&A Capital Outlay Report includes financial data through September 30, 2019.

As of September 30, 2019, the Authority has spent 14.8% of FY2019-20 Budget.

FY2019-20 Expenditures to Date (\$ billions)

(Data Through September 30, 2019)

Total Appropriation ^{3,4}		FY2019-20 Budget ²		FY Expenditures to Date ⁵		FY Expenditures % of Budget	
Aug-19	Sep-19	Aug-19	Sep-19	Aug-19	Sep-19	Aug-19	Sep-19
\$19.286	\$19.286	\$2.255	\$2.255	\$0.222	\$0.335	9.9%	14.8%

Total Expenditures to Date (\$ billions)

(Data Through September 30, 2019)

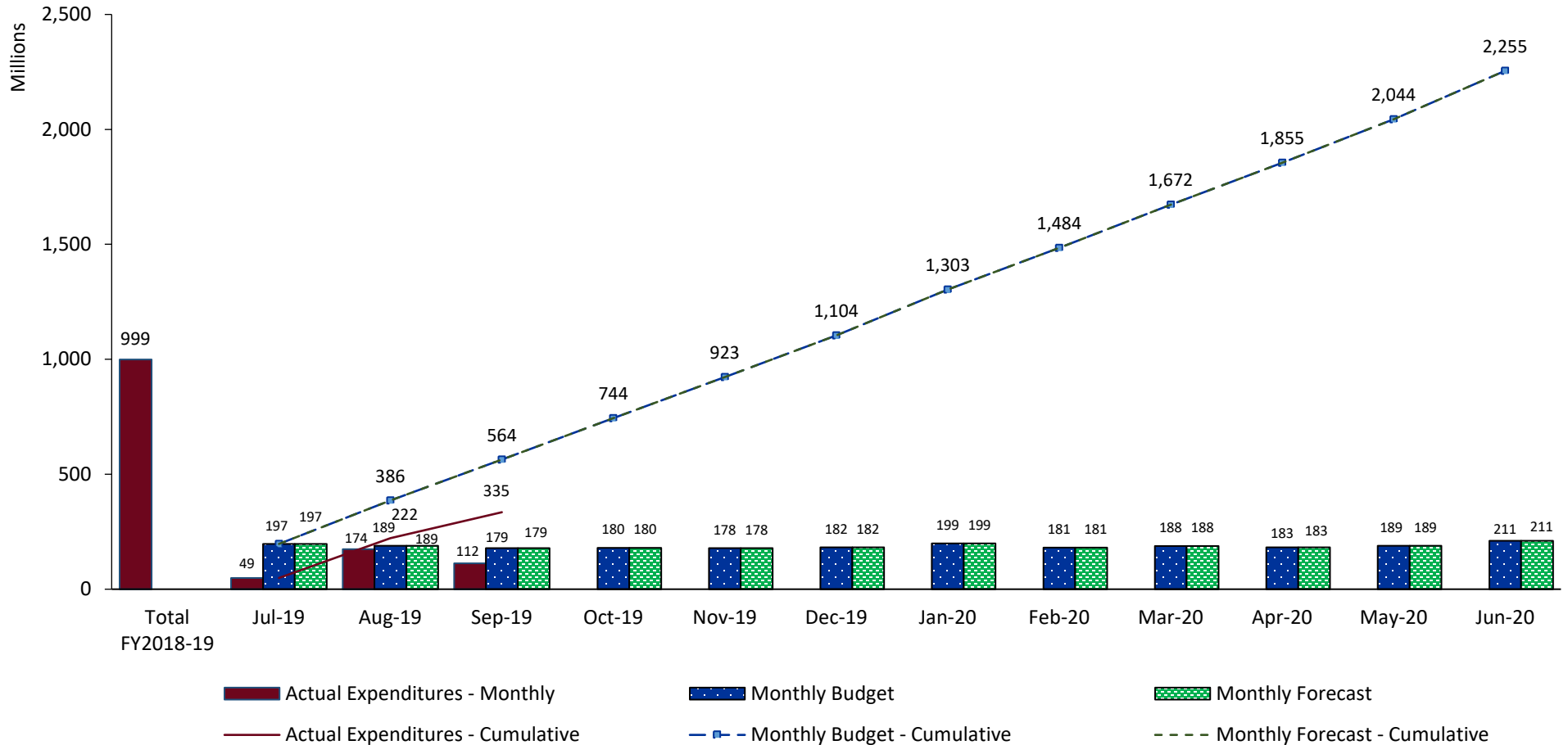
Item	TOTAL		Planning		Construction ²	
	Budget ⁷	Expenditures to Date ⁵	Budget	Expenditures to Date ⁵	Budget	Expenditures to Date ⁵
ARRA Grant ⁸	2.547	2.547	0.487	0.487	2.060	2.060
FY10 Grant	0.929	0	0	0	0.929	0
Brownfields	0.001	0	0.001	0	0	0
PROP 1A	3.184	2.418	0.575	0.480	2.609	1.938
Cap and Trade	7.852	0.690	0.618	0.135	7.235	0.555
Local Assistance	1.100	0.130	0	0	1.100	0.130
Total⁶	15.613	5.786	1.681	1.102	13.932	4.683

Notes:

1. Source: F&A Capital Outlay Report, November 2019; balance subject to change due to pending approval of federal reimbursements.
2. Total Program and FY2019-20 budget supports activities to advance Central Valley development and construction, Phase I planning, and Bookend Corridor projects. In addition, the FY2019-20 budget prioritizes the completion of the Federal scope for 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. Cap and Trade Total Appropriation of \$11.448B (\$678M Project Development and \$10.770B Construction) reflects a one-time FY2014-15 Budget Act appropriation of \$649M, 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 (\$8.624B). The Appropriation will be updated periodically based on actual Cap and Trade auction proceeds as required by Chapter 135, Health and Safety Code, Statutes 2017 (AB-398, Garcia).
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 – FY2019-20 Expenditures

FY2019-20 Monthly and Cumulative Expenditures Budget, Forecast and Actual (\$ in millions)



Notes:

1. Data through September 30, 2019.
2. Total Program and FY2019-20 budget supports activities to advance Central Valley development and construction, Phase I planning, and Bookend Corridor projects. In addition, the FY2019-20 budget prioritizes the completion of the Federal scope for 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. 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 (October 2019 – November 2019)

Finance/Budget Raw Data

Capital Outlay Budget, Expenditures, and Forecast

FY2018-19 Raw Data

	July 2018	Aug 2018	Sep 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
FY Expenditures 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

FY2019-20 Raw Data

	July 2019	Aug 2019	Sep 2019	Oct 2019	Nov 2019	Dec 2019	Jan 2020	Feb 2020	Mar 2020	Apr 2020	May 2020	June 2020
Total FY Budget	\$2.3B	\$2.3B	\$2.3B									
FY Expenditures to Date	\$48.8M	\$222.5M	\$334.8M									
Monthly Expenditures	\$48.8M	\$173.6M	\$112.4M									
Total FY Forecast	\$2.3B	\$2.3B	\$2.3B									

Notes:

1. Total Program and FY2019-20 budget supports activities to advance Central Valley development and construction, Phase I planning, and Bookend Corridor projects. In addition, the FY2019-20 budget prioritizes the completion of the Federal scope for 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 2018 – November 2019)

Operations Report Metrics ARRA State Match Schedule

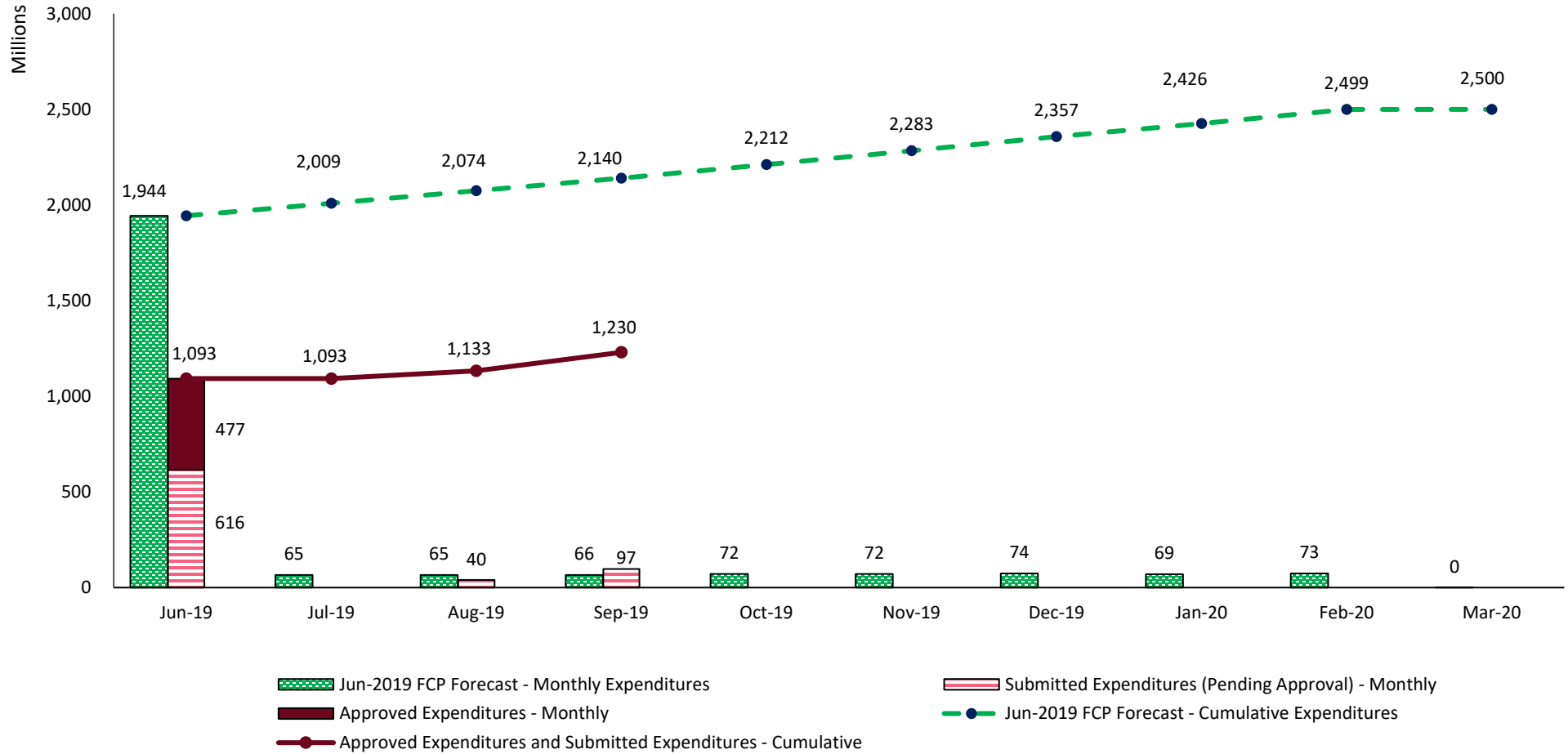
ARRA State Match Schedule – Context

- 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

State Match Schedule (\$ in millions)



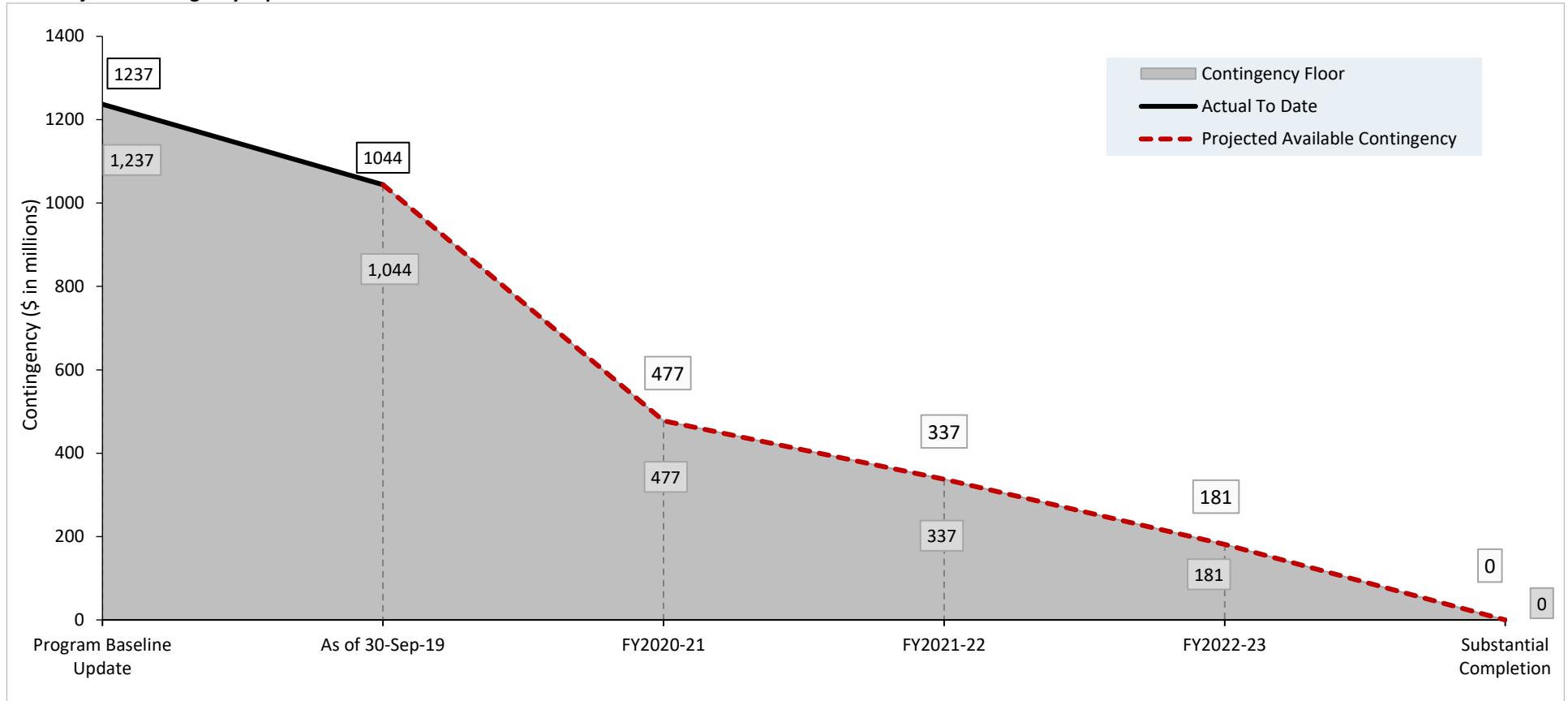
Notes:

1. Data as through September 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 \$753M.
4. The June 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

CP 1 Project - Contingency report

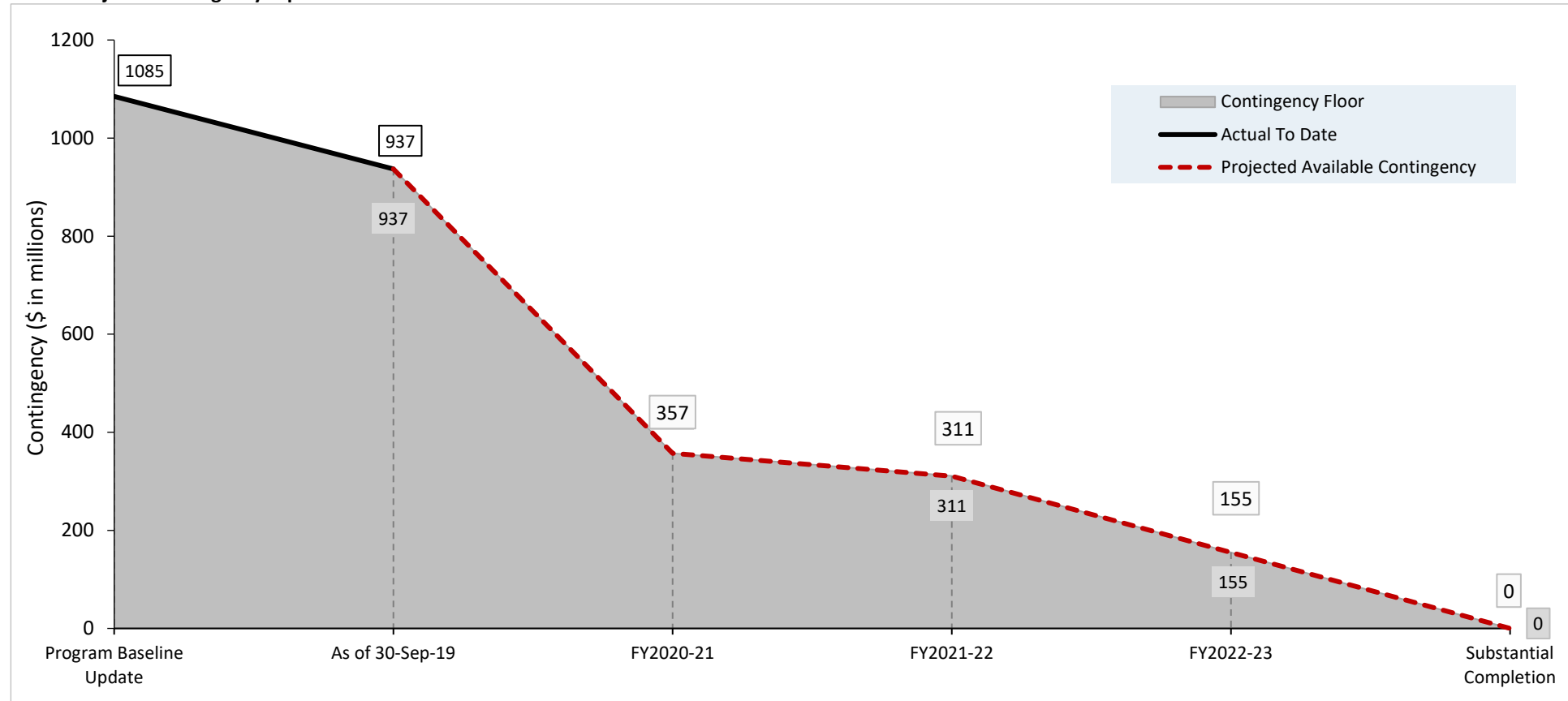


Notes:

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. The amount of \$77M is still included for Herndon - pending execution. It will be removed from the total amount once the change order is executed.
3. Contract through September 30, 2019.

Risk CP 2-3 Project - Contingency report

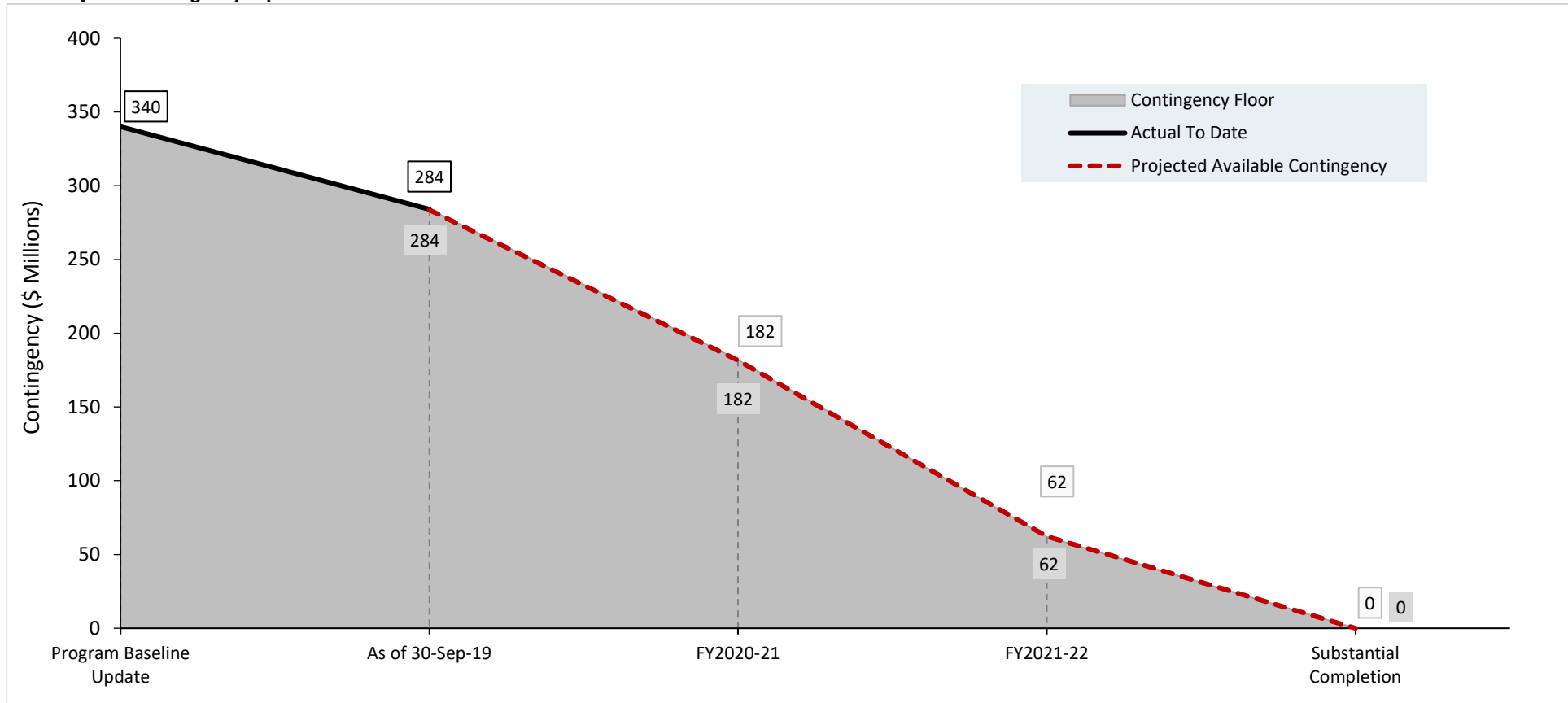
CP 2-3 Project - Contingency report



- 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. Contract through September 30, 2019.

Risk CP 4 Project - Contingency report

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. Contract through September 30, 2019.