



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

**FY14-15, FY15-16 and Program Metrics**

July 2016

# Agenda

---

## ▶ Operations Report Metrics

- Executive Summary
- Right of Way (ROW)
- Environmental
- Third-Party Agreements
- Contract Management
- Finance/Capital Budget
- ARRA Schedule
- Risk

# Executive Summary

---

## ROW Acquisition

- ▶ This month's report has incorporated new reports for CP 1D which is the northern extension of CPI between Avenue 17 and Avenue 19 in Madera County, as well as CP4. It is important to keep the reporting for CP 1D completely separate from CP 1ABC since these were brand new parcels on a separate independent schedule for delivery.
- ▶ The current report presents ROW acquisition progress relative to CPI thru CP4 through May 31, 2016. As of that date, the Authority has secured legal possession of 780 parcels, with 711\* delivered to the design-builder. There were 13 parcels delivered in CPI and 12 parcels delivered in CP 2-3 and 0 parcels delivered in CP4 and 1 parcel delivered in CP 1D for a total delivery of 26 parcels during the month of May.
- ▶ California High-Speed Rail Authority (CHSRA) staff is focused on delivery of key early construction parcels through utilization of the Settlement Teams and partnering with the design builders. This partnering effort has been successful and has enabled multiple locations to start construction and additional locations will start during the remainder of 2016. The partnering efforts will continue to identify those key parcels needed to continue meaningful construction.
- ▶ The CP2-3 ROW Acquisition plan is in the process of being re-baselined with the design builder with anticipated approval of the re-baseline delivery plan expected in the next 30 days. The Rebaselining will set new delivery dates for new or modified parcel acquisition limits per the provisions of the contract.
- ▶ The probabilistic analysis update for CPI, CP2-3 and CP 4 are underway and scheduled to be completed in July 2016. A supplemental risk informed ROW analysis specifically focusing on "construction critical" parcel delivery is planned to be complete in August 2016.

\* Note that the June Operations Report showed total parcels delivered thru April 2016 as 676, however the correct number should have been 685 including the 9 parcels delivered in CP 4 on April 30<sup>th</sup>. Thus when adding the 26 parcels in May it aligns with the new total of 711.

# Executive Summary

---

## Environmental

- ▶ In conjunction with the VOLPE National Transportation Systems Center, the team held four Environmental Document Quality workshops with over 100 RDP technical reviewers and the RC/EEC regional teams to set clear expectations and address historic weaknesses experienced in prior environmental documents.
- ▶ The team is finalizing a standard set of Impact Avoidance and Minimization Features and mitigation measures for program use that builds on the lessons learned from our experiences with the D/B contractors in implementing these in the field.
- ▶ The EPA and US Army Corps of Engineers approved the project purpose and need statement for the San Francisco to San Jose HSR Section. In addition, the Authority held scoping meetings in San Francisco (May 23), San Mateo (May 24) and Mountain View (May 25).
- ▶ For the San Jose to Merced HSR Section, the Authority held community open houses in Los Banos (May 16), San Jose (May 17) and Gilroy (May 19) to provide the community with a project update.
- ▶ Work continues by the San Francisco to San Jose and San Jose to Merced regional teams to prepare project definition reports.
- ▶ The teams are preparing administrative draft EIR/EIS documents for the Central Valley Wye and for the Bakersfield F Street Station Alignment.
- ▶ As part of the NEPA/Section 404/408 Integration process, started writing the Checkpoint B document for Palmdale to Burbank HSR Section.
- ▶ Work goes on among the Authority, FRA, USFWS, CDFW and resource agency discussions on a Statewide Regional Conservation Approach.

The four Southern California HSR sections are confirming the project footprints and preparing technical reports needed for the EIR/EIS documents.

# Executive Summary

---

## Third Party Agreement Execution

- ▶ The current report presents Third Party Agreement execution progress relative to Construction Package I (CPI), CP2-3, CP4, Central Valley (Non-CP), North and South through May 31, 2016.
- ▶ The plan for agreement execution within the CPs is based on the respective design-build contractor schedules and is updated monthly to reflect changes in the respective contractors schedule. In some instances a Third Party Agreement is not clearly defined in the schedule; therefore, other schedule information is used to determine agreement need by dates. The forecast for agreement execution is based on short term historical trends for agreement process durations.
- ▶ The reports show that for the Master/Cooperative Agreements for CP2-3 and CP4 most of the agreements have been executed. Of the remaining CP agreements needed, the County of Kings, Angiola Water District, Deer Creek Storm Water District and County of Kern are not expected to be executed due to litigation and other issues. For Railroads, the only agreements necessary to start construction that are pending are BNSF Relocation and Construction agreements for CPI, CP2-3 and CP4 which need 100% DB design to execute.

# Executive Summary

---

## Contract Management

- ▶ **CPI** - Construction activities continue to increase. TPZP continues to progress construction at multiple locations throughout the project. The following provides a summary of the major structure activities by location: Fresno River Viaduct - continued temporary formwork and structural concrete construction for the bridge superstructure; Cottonwood Creek – completed the construction of all foundation piles; Fresno Trench (between Belmont & SR 180) - continued foundation work; Tuolumne Street Overcrossing - foundation piles completed, placed first precast girders for the new bridge over G Street; Downtown Fresno Viaduct (North Avenue & SR 99) – completed the construction of seven foundation piles and continued the fabrication of foundation reinforcement; and San Joaquin River Viaduct (SR 99 On-Ramp) – preparing the location to allow for installation of foundation piles. The Authority and TPZP continue to jointly plan to maximize construction work at critical and near critical path structure locations in the coming months.
- ▶ **CP 2-3** - The Joint Venture of Dragados/Flatiron continues to mobilize and plan the work, including developing and submitting various design and construction plans, meeting with third parties to understand their design requirements, and beginning building demolition activities. Field work continues with geotechnical exploration, utility location activities, and installation of delineators to identify the environmental footprint. Other early start activities are being planned for, including a total of eight overcrossings or grade separations in Fresno, Tulare and Kings Counties, clearing & grubbing and embankment construction in the north area of the project, and paving work on local streets and roads.
- ▶ **CP 4** – The Authority awarded this contract to California Rail Builders (CRB) on February 29, 2016 and issued a Notice to Proceed on April 15, 2016. CRB has begun mobilization and preliminary design activities, including planning for environmental re-examinations, updating the risk register and early development of the right of way acquisition plan.

# Executive Summary

---

## **Finance/Budget**

- ▶ Capital outlay expenditures were \$150.9M as reported in the Capital Outlay report for July-2016, compared to \$54.9M for July-2015.
- ▶ Delays in ROW impacted construction schedules. Mitigation measures are in place to prioritize critical parcels required for major construction work. An analysis has been performed to verify that ARRA Federal Funds will not be at-risk even by using the Alternative Forecast. Continued monitoring will be performed to assess any changes should the ROW delivery be delayed further than anticipated.

# Agenda

---

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

## ROW Metrics - Context

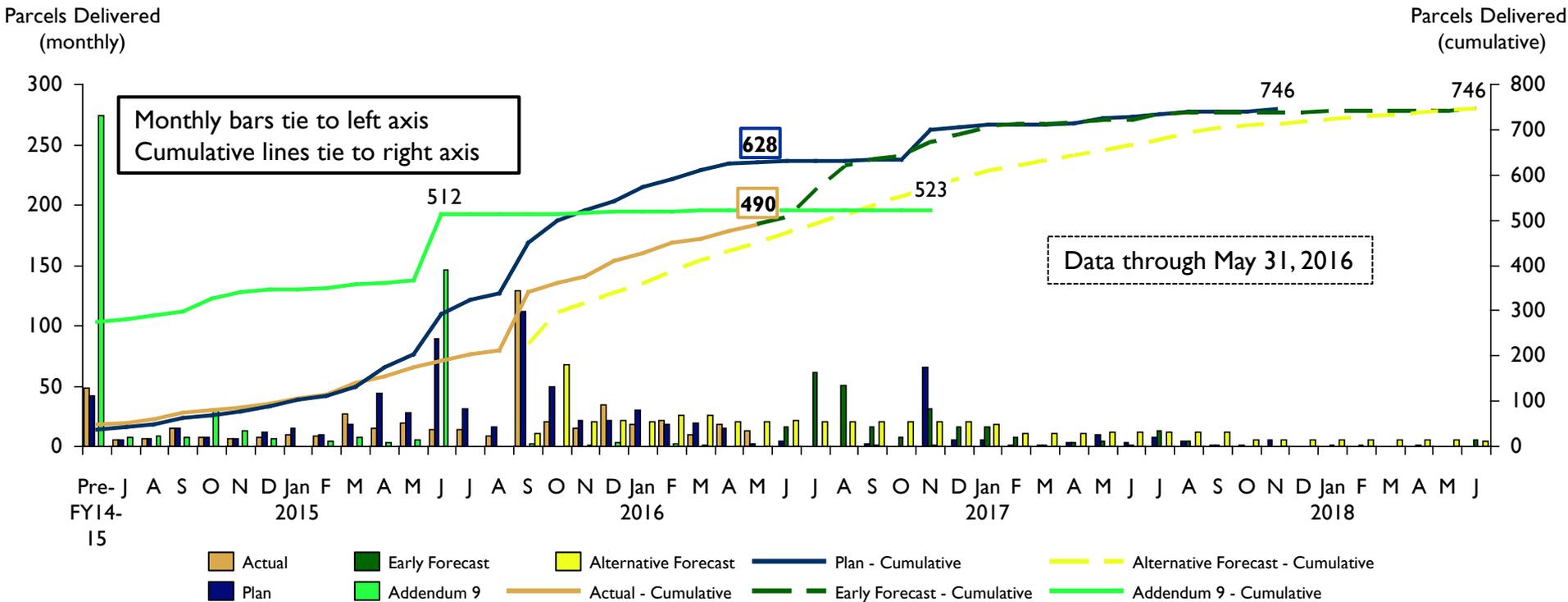
---

- ▶ 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 CPI, the negotiated schedule of parcel delivery as of December 2014 plus additional public parcels and design changes; for CP2-3, planned delivery is currently a placeholder and will be re-baselined once the design builder completes the revised appraisal mapping for the proposed changes.
    - Actual: Actual parcels delivered each month
    - Early Forecast: Refined every month based on future expected delivery
    - Alternative Forecast: 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
- ▶ The total number of CPI and CP2-3 parcels needed for delivery has changed (CPI: 542 to 746 and CP2-3: 543 to 537) over time for two main reasons:
  - The number of public property parcels were based upon 15% designs; as the ROW Transfer Agreements were completed with the local agencies, the number of parcels has been refined.
  - As the Design Builder refines the design, the ROW needs may also be changed. The number of parcels to be acquired can fluctuate up or down. In some cases, additional ROW may be required from previously completed acquisitions.
- ▶ For ROW expenditure analysis, this report presents:
  - Actual expenditures: reported each month
  - Forecast: adjusted quarterly based on the Funding Contribution Plan

# ROW – CP1 Parcels Delivered to Design-Build by Month

Plan vs. Actual vs. Forecast

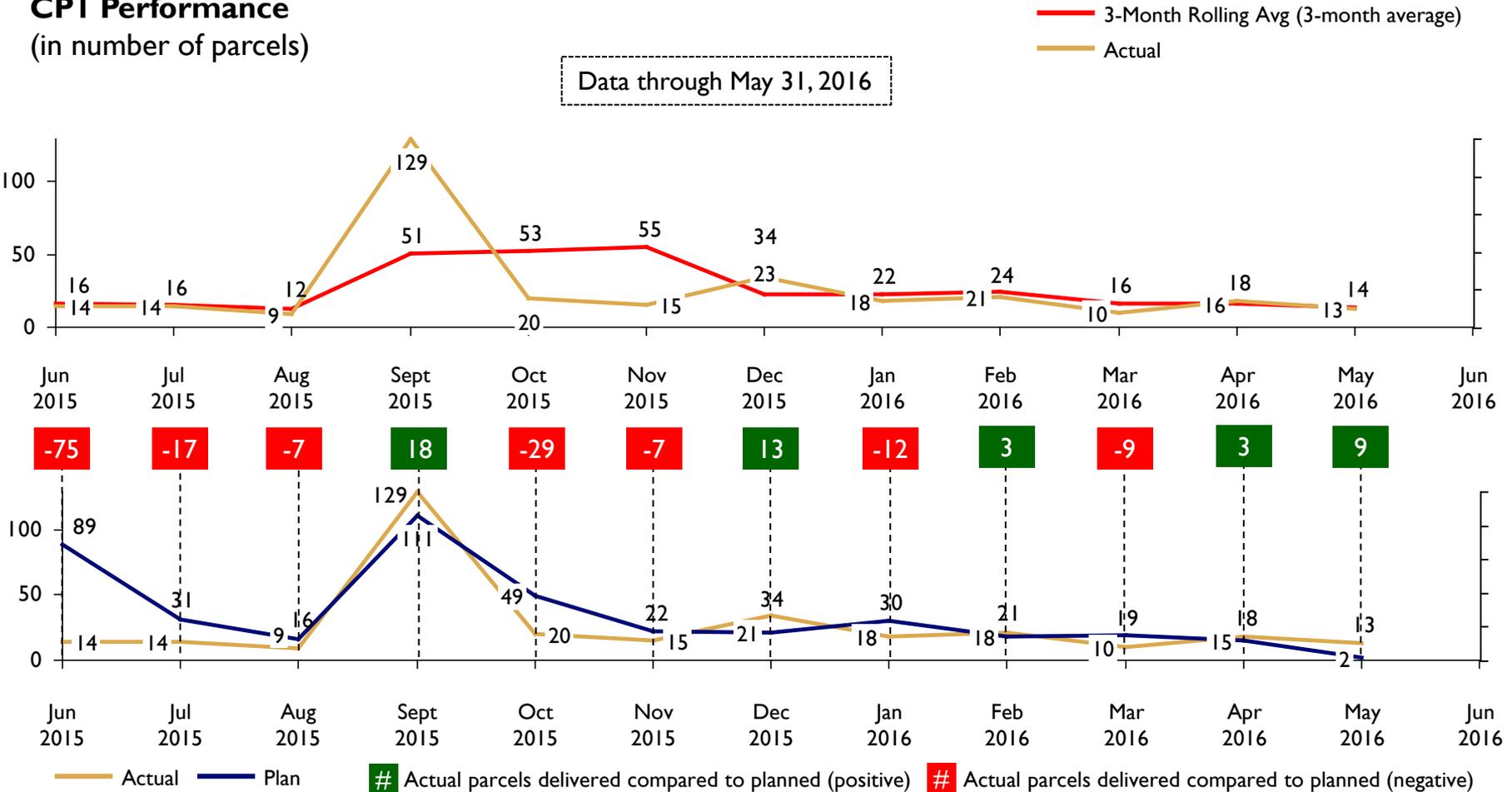
## CPI - Delivered to DB (number of parcels)



- Notes:
1. "Plan": Negotiated schedule as of December 2014 plus public parcels, design changes and new parcels. Addition of new parcels extend Plan full delivery to later date.
  2. "Early Forecast" and "Alternative Forecast": Early forecast is continually refined based on expected delivery schedule. The Alternative Forecast reflects potential delays.
  3. CPI total parcels continually updated as design changes are approved.
  4. "Addendum 9" refers to original contract schedule. The "Plan" superseded Addendum 9, thus it has not been updated to reflect the additional public parcels
  5. Does not include CPID (North Extension) parcels.
- Source: Jun 3, 2016 ROW Weekly Report

# ROW – CP1 Historic Performance

## CPI Performance (in number of parcels)



Notes:

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

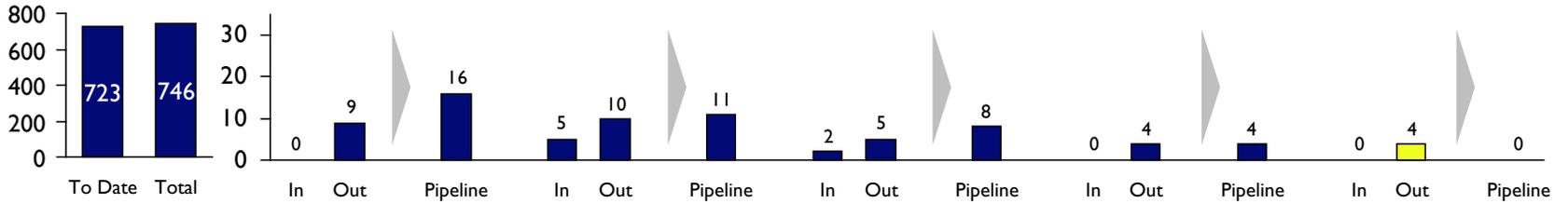
Source: Jun 3, 2016 ROW Weekly Report

# ROW – CP1 Pipeline by Process (1 out of 4 pages)

## Volume of Activity by Process (Flow) - Pipeline

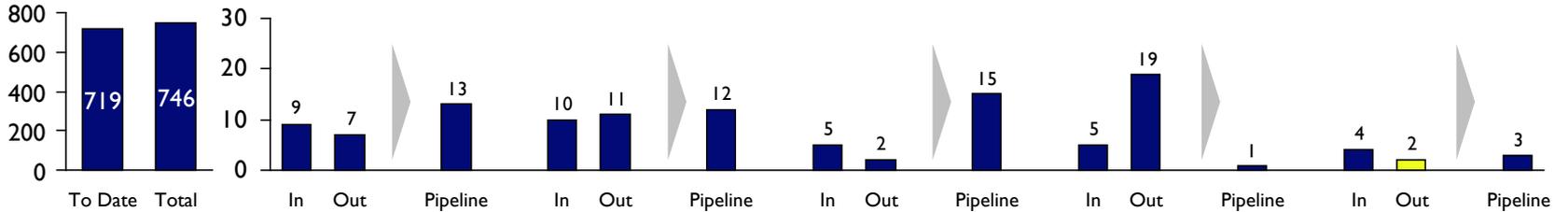


Appraisal



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

Just Compensation



- Parcels in pipeline pending DGS setting Just Compensation

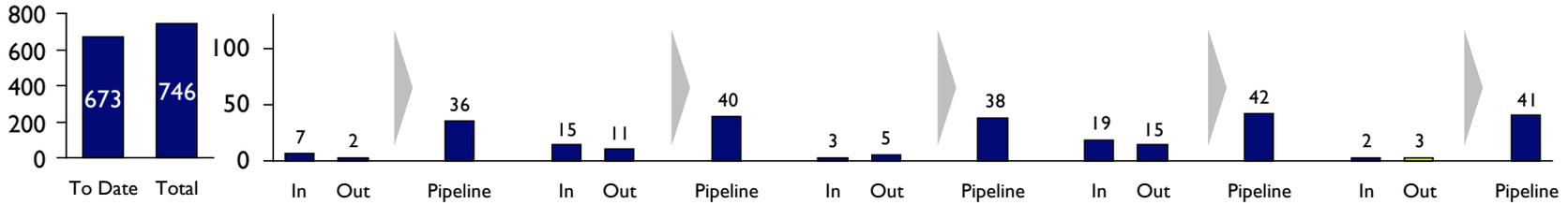
Source: Jun 3, 2016 ROW Weekly Report

# ROW – CP1 Pipeline by Process (2 out of 4 pages)

## Volume of Activity by Process (Flow) - Pipeline

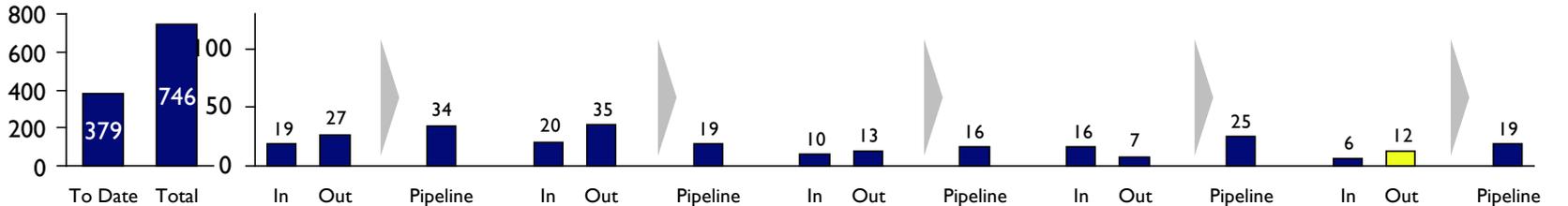


First Written Offer



- Pipeline consists of railroad parcels and non-railroad parcels

Negotiation Acquisition



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

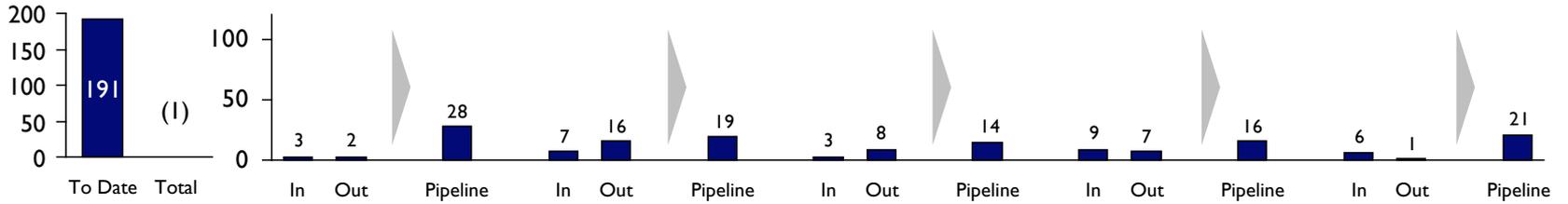
Source: Jun 3, 2016 ROW Weekly Report

# ROW – CP1 Pipeline by Process (3 out of 4 pages)

## Volume of Activity by Process (Flow) - Pipeline

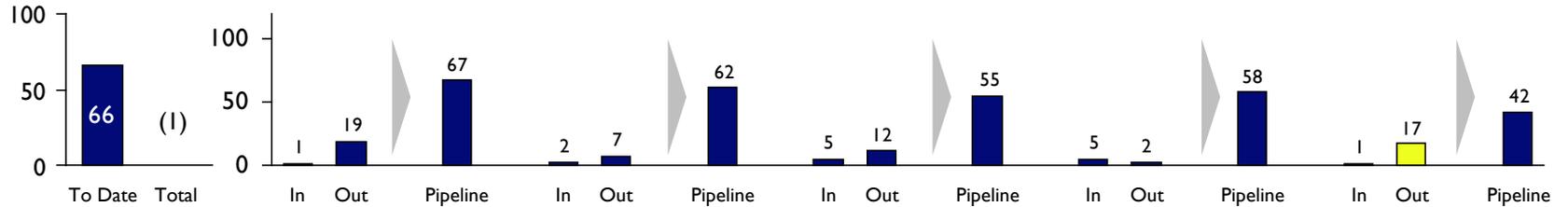


Condemnation



- Pipeline comprised of RONS being processed by CHSRA and ROW consultants and awaiting adoption by PWB. Also includes parcels being prepared by HSR to transfer to Caltrans Legal.

Eminent Domain



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

(1) Total parcels that may take the condemnation route is unknown

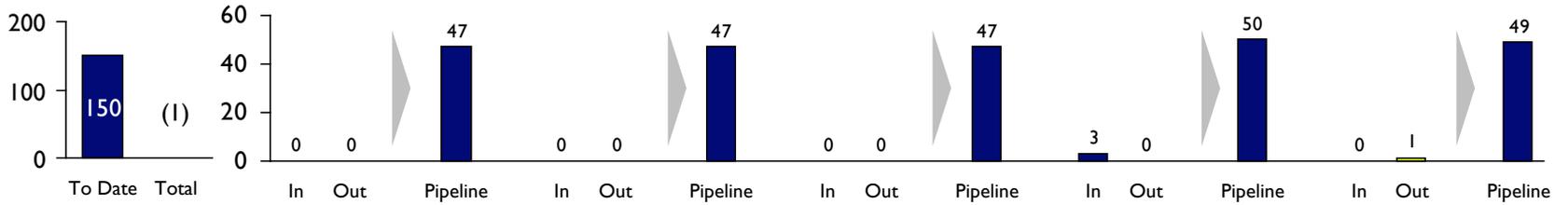
Source: Jun 3, 2016 ROW Weekly Report

# ROW – CP1 Pipeline by Process (4 out of 4 pages)

## Volume of Activity by Process (Flow) - Pipeline

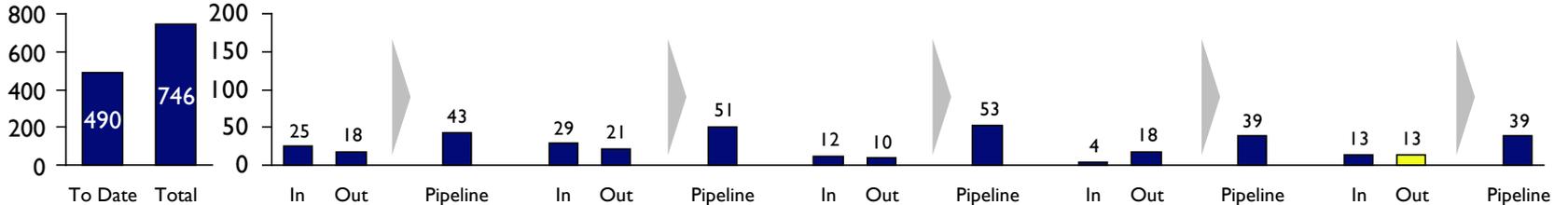


Public Agency / Railroad



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

Delivery



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

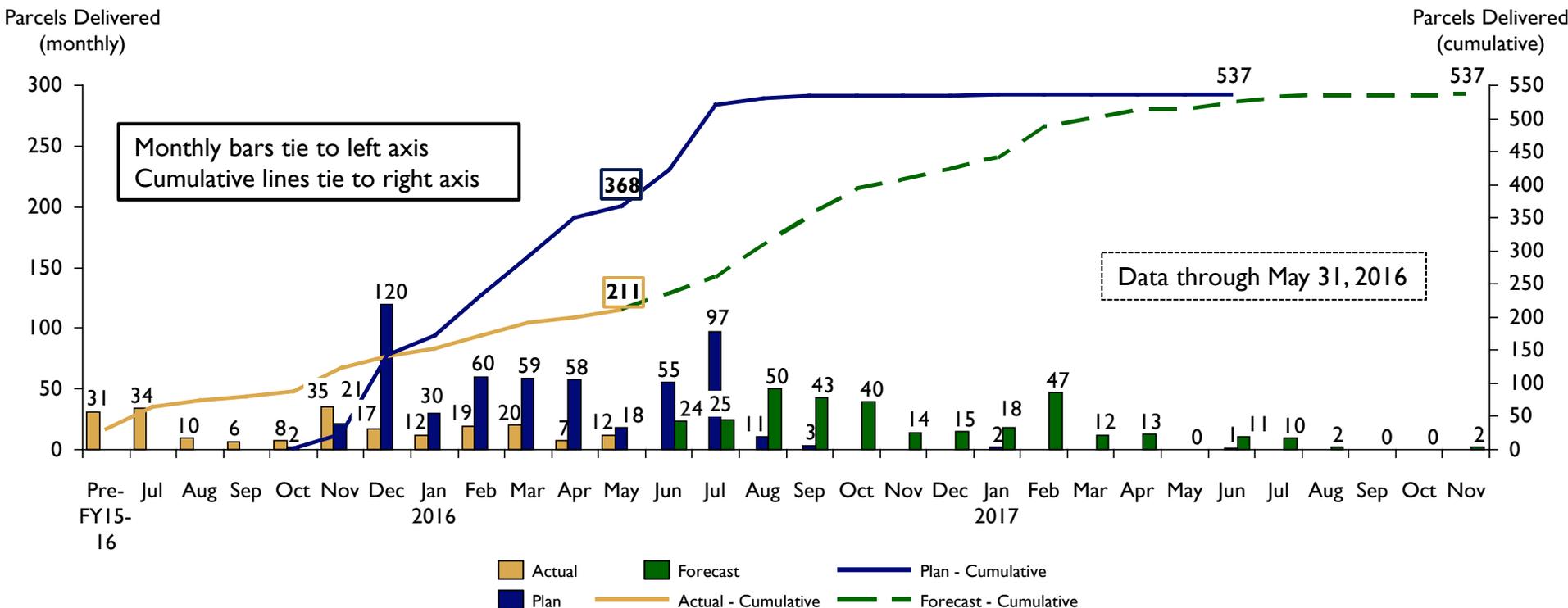
(1) Total number of public parcels to be identified

Source: Jun 3, 2016 ROW Weekly Report

# ROW – CP2-3 Parcels Delivered to Design-Build by Month

Planned vs. Actual vs. Forecast

## CP2-3 - Delivered to DB (in number of parcels)



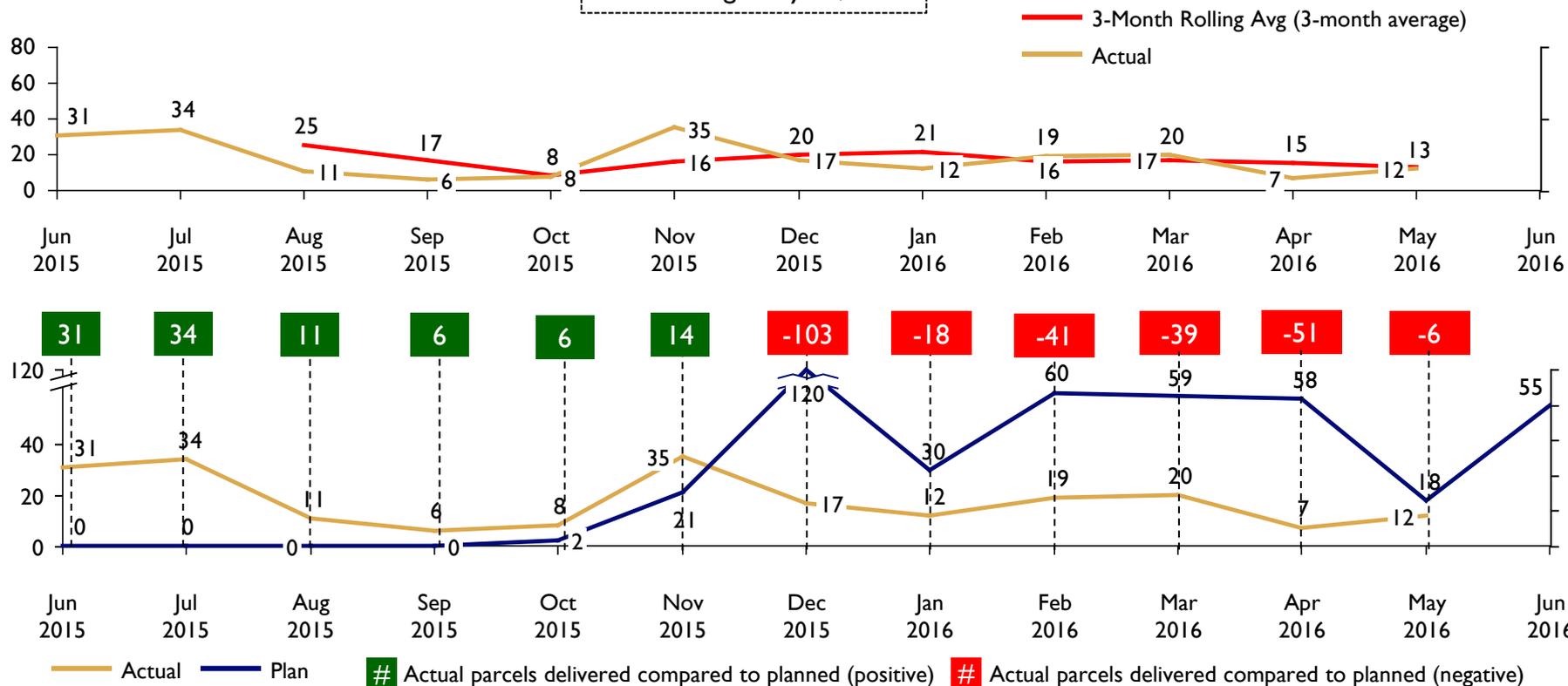
- Notes:
1. The "Plan" numbers have been developed as a placeholder until acquisition plan with DB is finalized. Addition of new parcels extend Plan full delivery to later date.
  2. "Forecast": Continually refined based on expected delivery.
  3. Total number of parcels will be updated as design changes are approved.

Source: Jun 3, 2016 ROW Weekly Report

# ROW – CP2-3 Historic Performance

## CP2-3 Performance (in number of parcels)

Data through May 31, 2016



Notes:

1. Per contract, "planned" to be re-baselined.
2. Contract executed in June 2015; 31 parcels delivered after contract execution
3. Design changes and lag in data entry can cause slight changes to plan and actual counts.

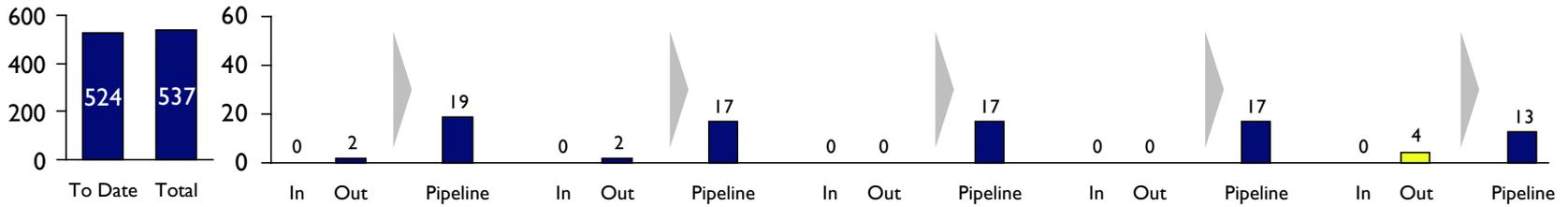
Source: Jun 3, 2016 ROW Weekly Report

# ROW – CP2-3 Pipeline by Process (1 out of 4 pages)

## Volume of Activity by Process (Flow) - Pipeline

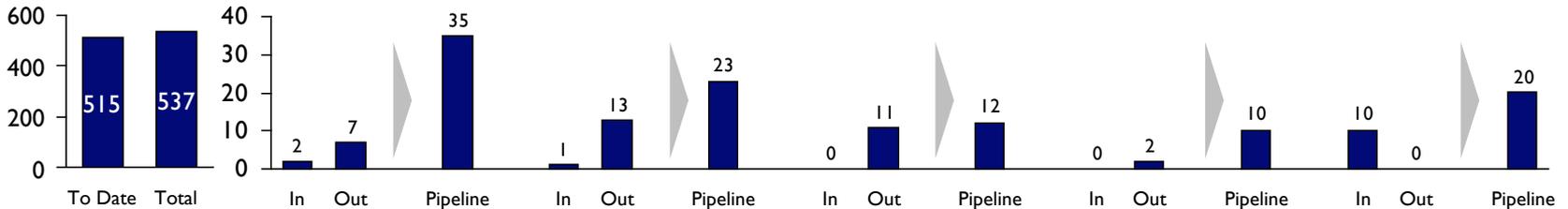


Appraisal



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

Just Compensation



- Parcels in pipeline pending DGS setting Just Compensation

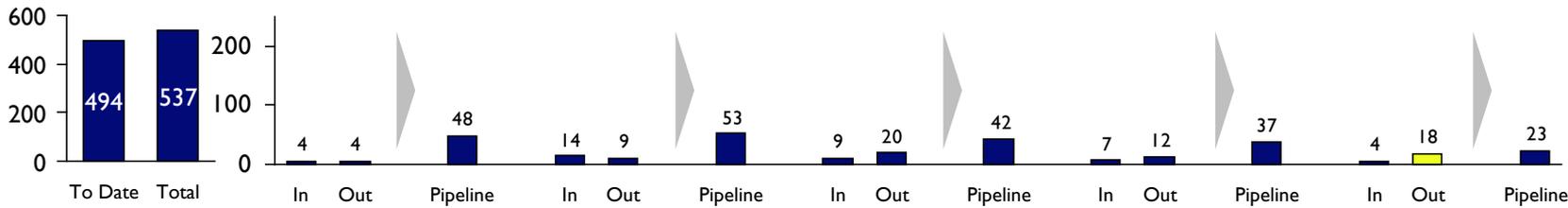
Source: Jun 3, 2016 ROW Weekly Report

# ROW – CP2-3 Pipeline by Process (2 out of 4 pages)

## Volume of Activity by Process (Flow) - Pipeline

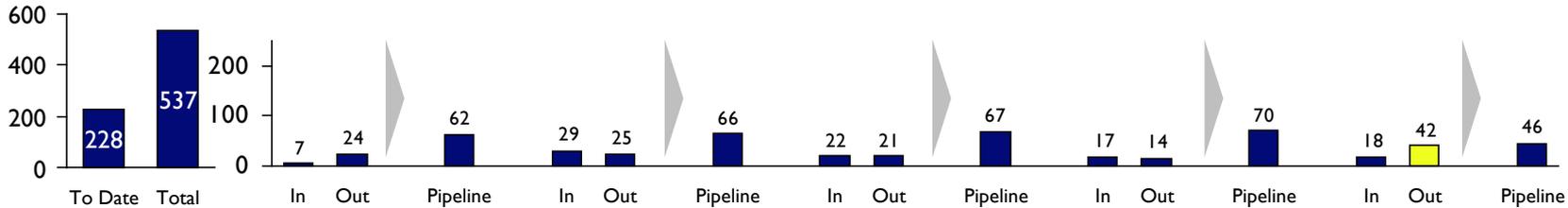


First Written Offer



- Pipeline consists of railroad parcels and non-railroad parcels

Negotiation Acquisition



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

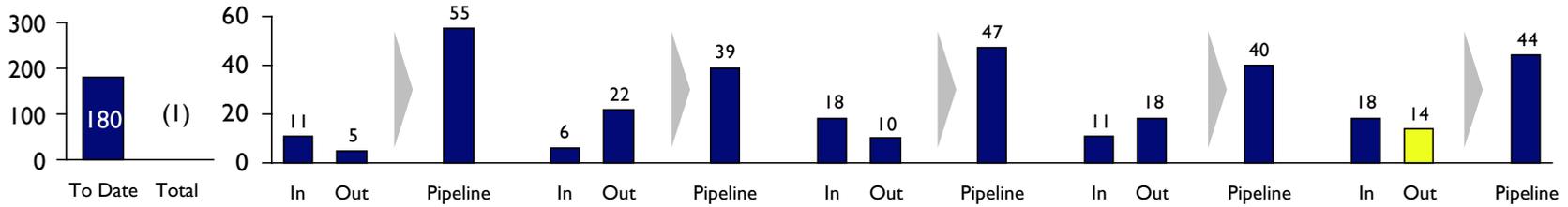
Source: Jun 3, 2016 ROW Weekly Report

# ROW – CP2-3 Pipeline by Process (3 out of 4 pages)

## Volume of Activity by Process (Flow) - Pipeline

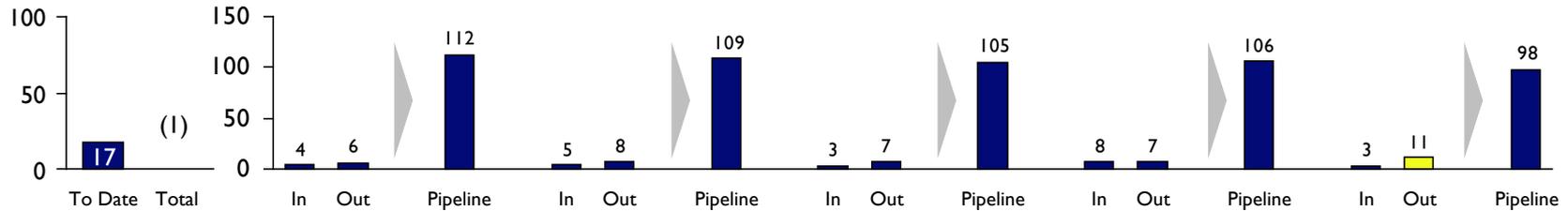


Condemnation



- Pipeline comprised of RONS being processed by CHSRA 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.

(1) Total parcels that may take the condemnation route is unknown

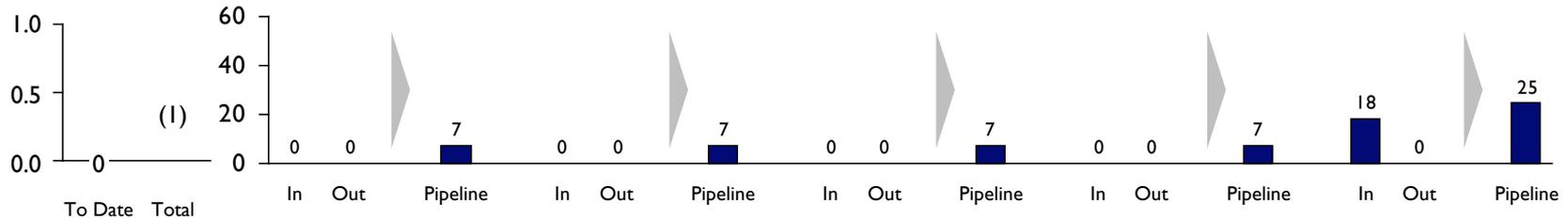
Source: Jun 3, 2016 ROW Weekly Report

# ROW – CP2-3 Pipeline by Process (4 out of 4 pages)

## Volume of Activity by Process (Flow) - Pipeline

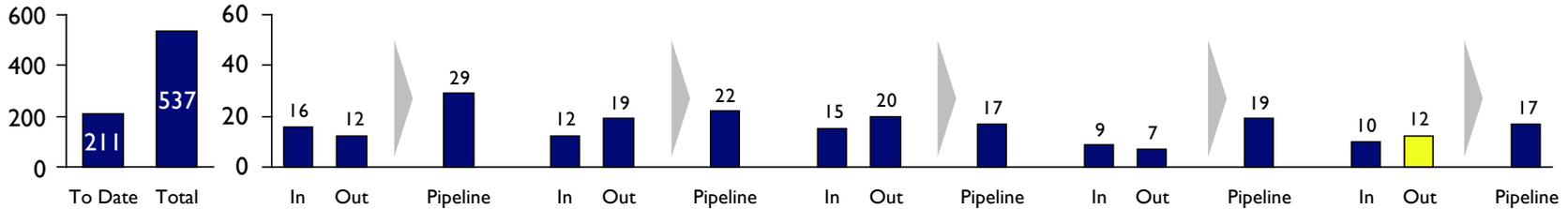


Public Agency / Railroad



- Current parcel count only includes public parcels with APN's 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.

(1) Total number of public parcels to be identified

Source: Jun 3, 2016 ROW Weekly Report

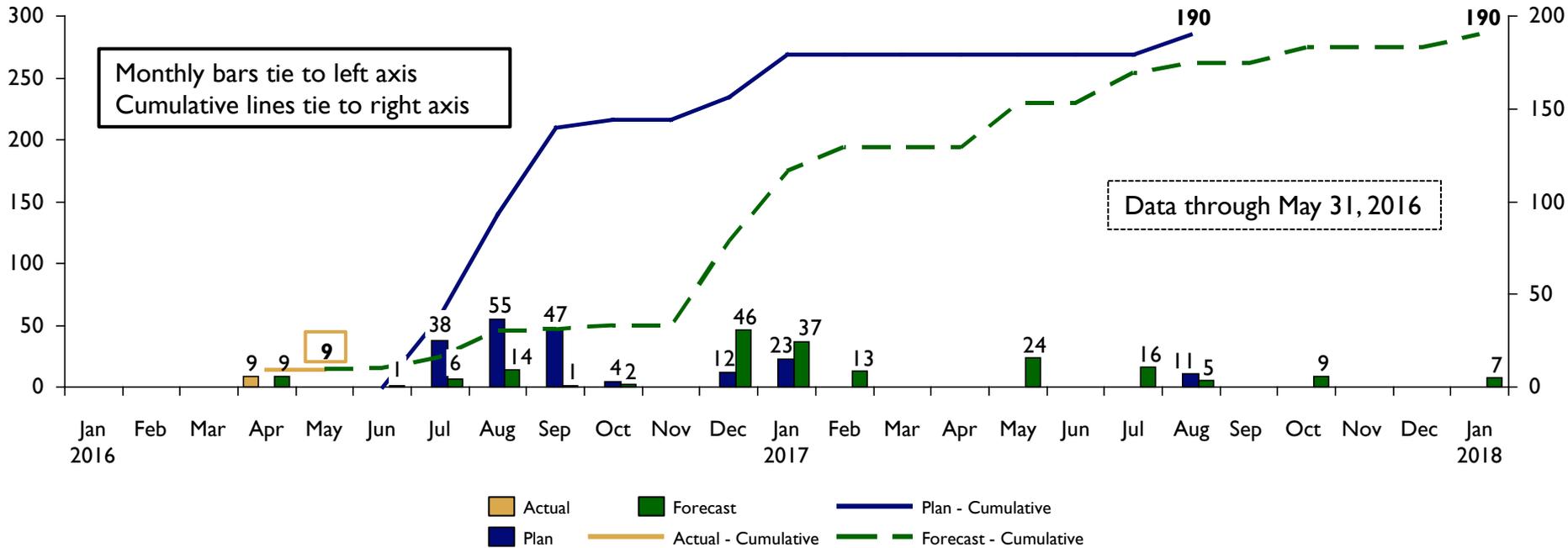
# ROW – CP4 Parcels Delivered to Design-Build by Month

Planned vs. Actual vs. Forecast

## CP4 - Delivered to DB (in number of parcels)

Parcels Delivered  
(monthly)

Parcels Delivered  
(cumulative)



Notes:

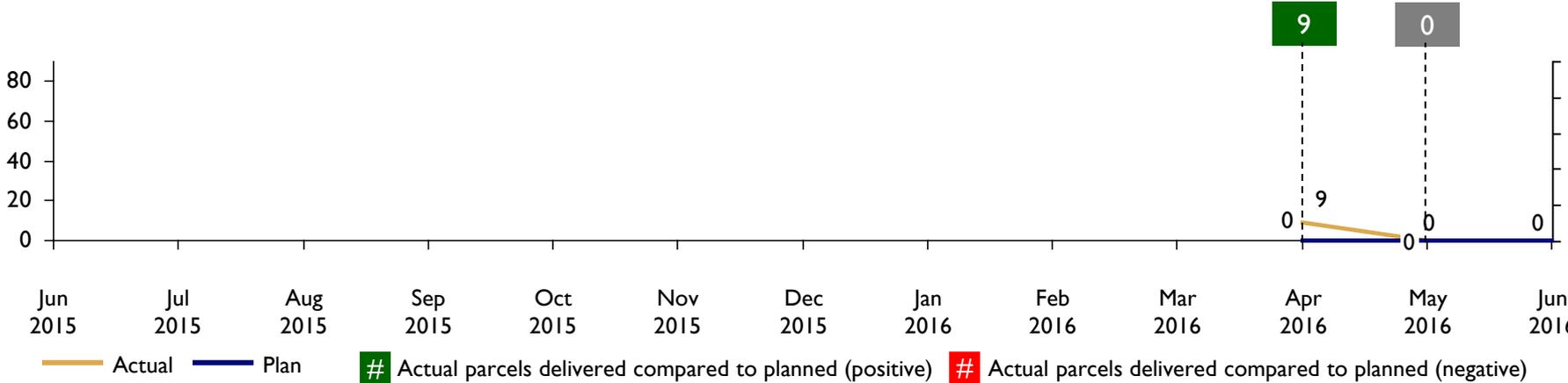
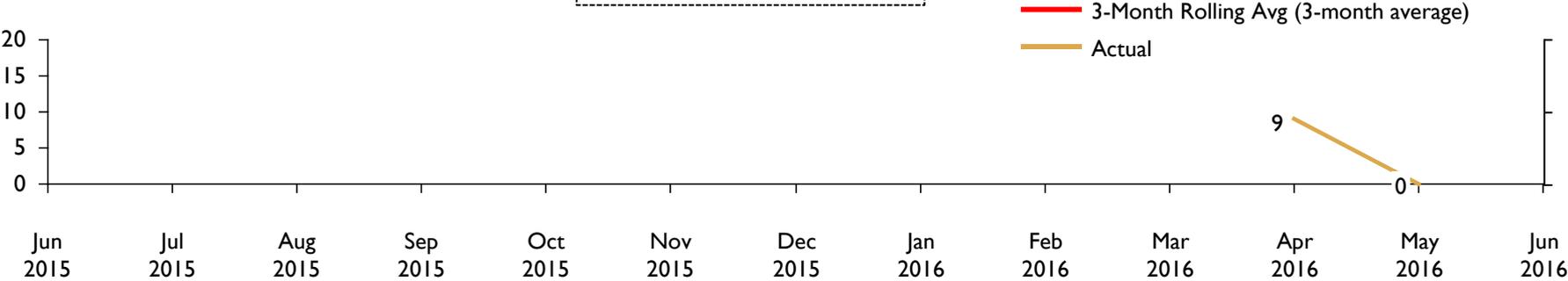
1. The "Plan" numbers have been developed as a placeholder until acquisition plan with DB is finalized.
2. "Forecast": Continually refined based on expected delivery.
3. Total number of parcels will be updated as design changes are approved.

Source: Jun 3, 2016 ROW Weekly Report

# ROW – CP4 Historic Performance

## CP4 Performance (in number of parcels)

Data through May 31, 2016



- Notes:
1. Per contract, "planned" to be re-baselined.
  2. Contract executed in June 2015; 31 parcels delivered after contract execution
  3. Design changes and lag in data entry can cause slight changes to plan and actual counts.

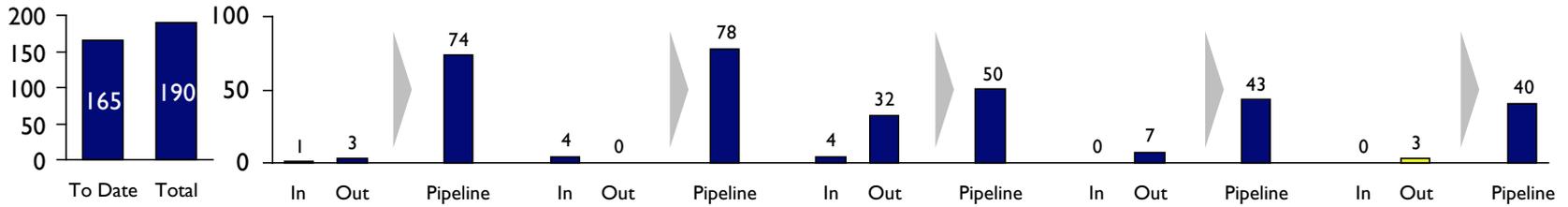
Source: Jun 3, 2016 ROW Weekly Report

# ROW – CP4 Pipeline by Process (1 out of 4 pages)

## Volume of Activity by Process (Flow) - Pipeline

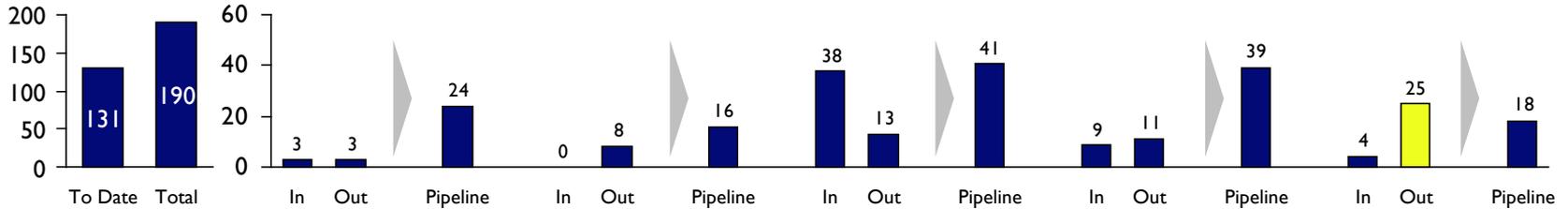


Appraisal



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

Just Compensation



- Parcels in pipeline pending DGS setting Just Compensation

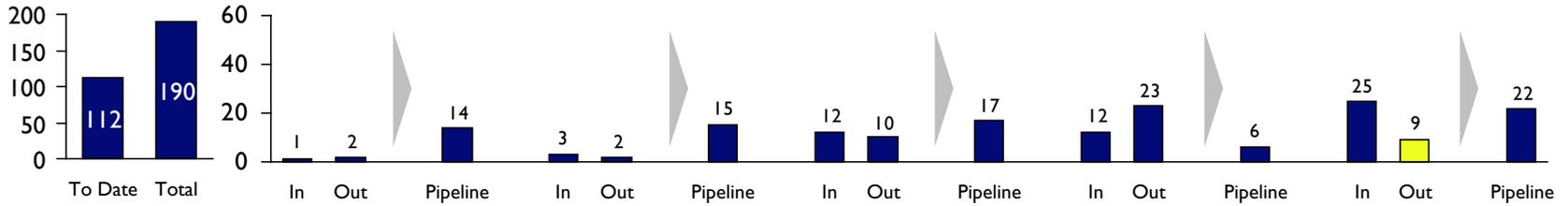
Source: Jun 3, 2016 ROW Weekly Report

# ROW – CP4 Pipeline by Process (2 out of 4 pages)

## Volume of Activity by Process (Flow) - Pipeline

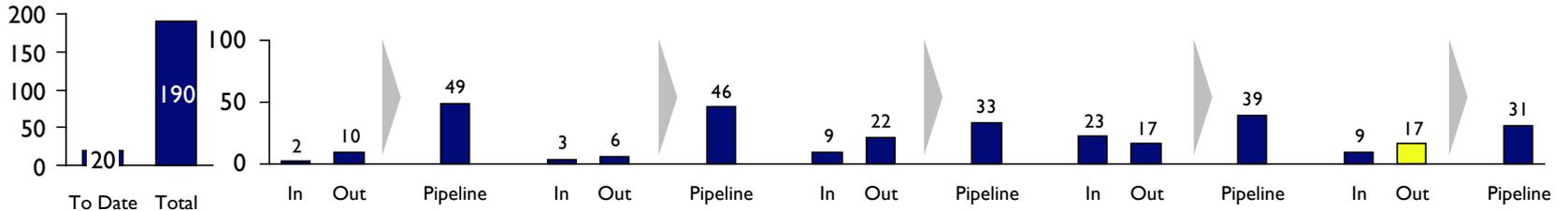


First Written Offer



- Pipeline consists of railroad parcels and non-railroad parcels

Negotiation Acquisition



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

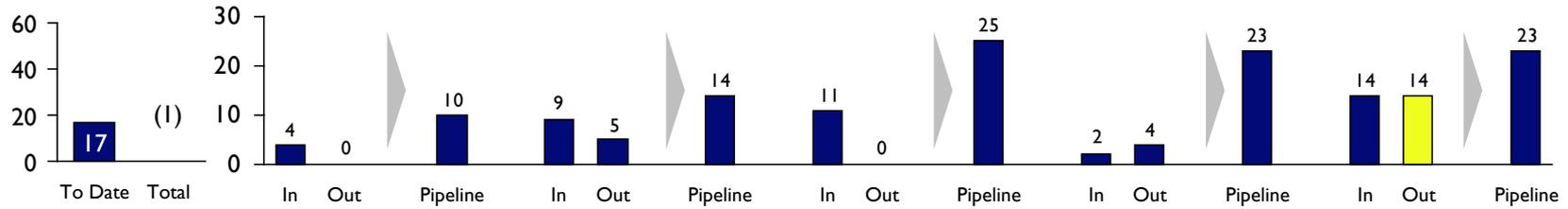
Source: Jun 3, 2016 ROW Weekly Report

# ROW – CP4 Pipeline by Process (3 out of 4 pages)

## Volume of Activity by Process (Flow) - Pipeline

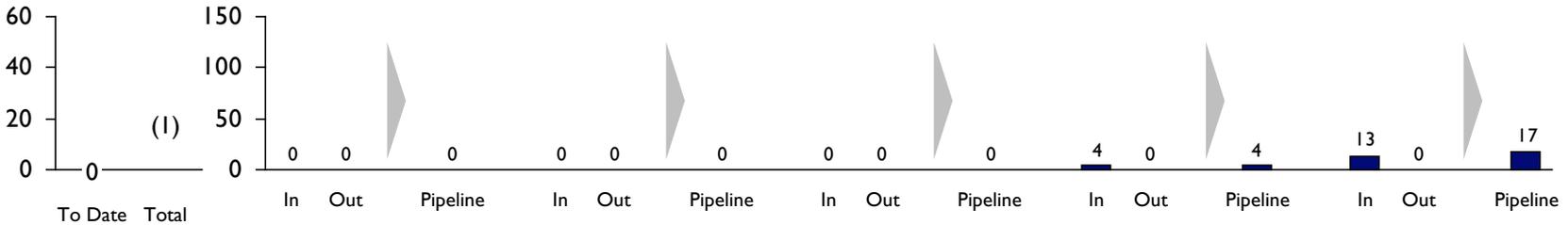


Condemnation



- Pipeline comprised of RONS being processed by CHSRA 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.

(1) Total parcels that may take the condemnation route is unknown

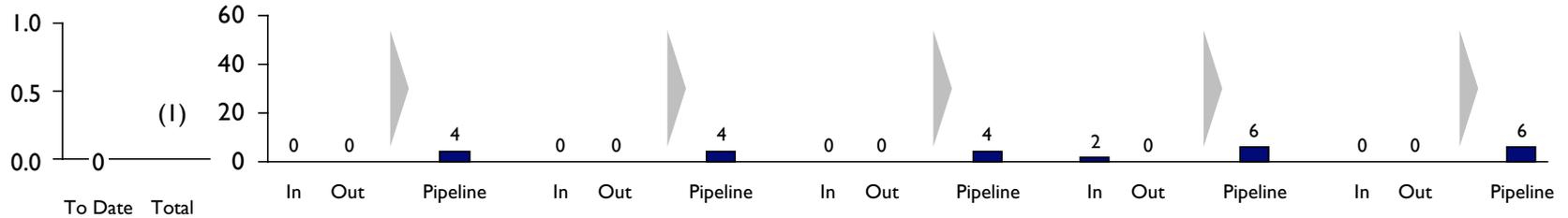
Source: Jun 3, 2016 ROW Weekly Report

# ROW – CP4 Pipeline by Process (4 out of 4 pages)

## Volume of Activity by Process (Flow) - Pipeline

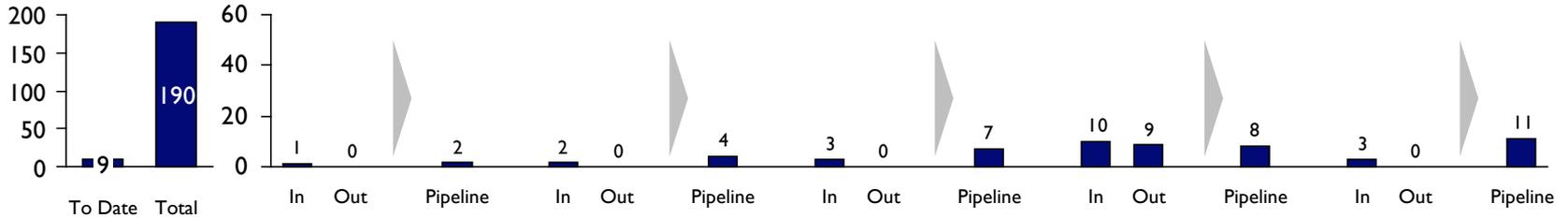
Completion    Jan 2016    Feb 2016    Mar 2016    Apr 2016    **May 2016**

Public Agency / Railroad



- Current parcel count only includes public parcels with APN's 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.

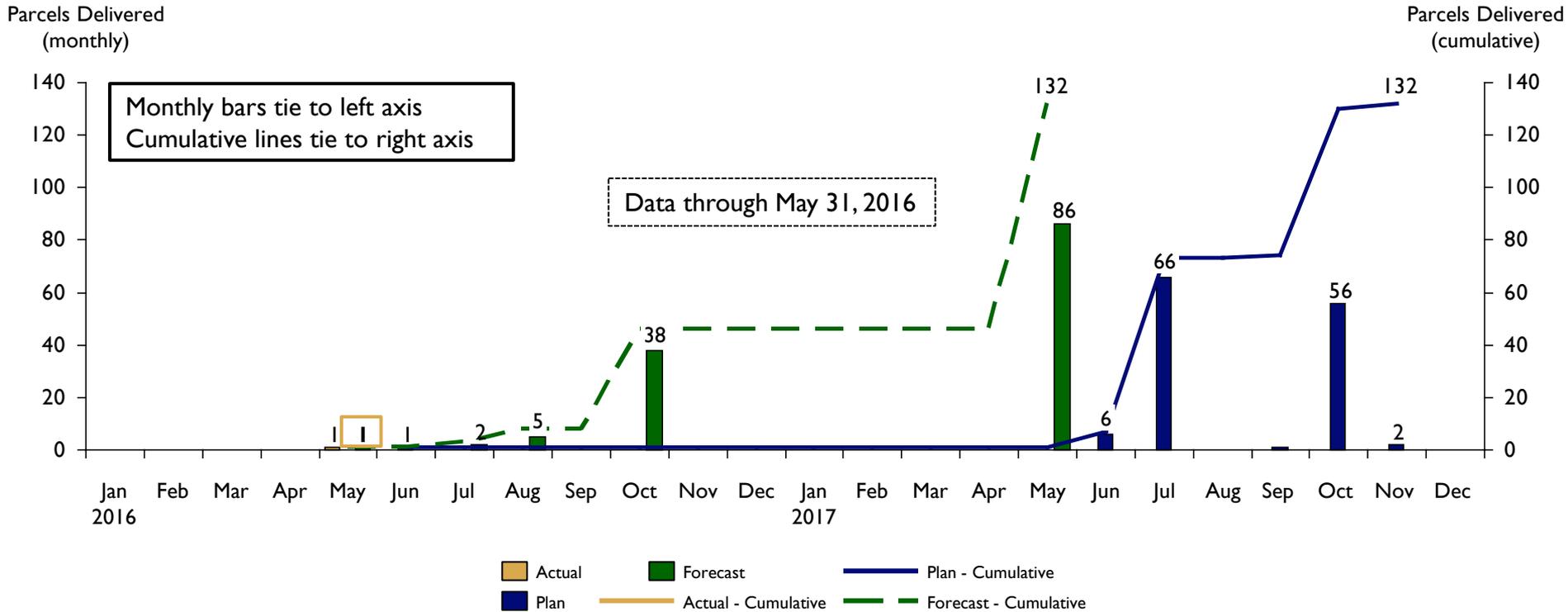
(1) Total number of public parcels to be identified

Source: Jun 3, 2016 ROW Weekly Report

# ROW – CP1D Parcels Delivered to Design-Build by Month

Planned vs. Actual vs. Forecast

## CPID - Delivered to DB (in number of parcels)



Notes:

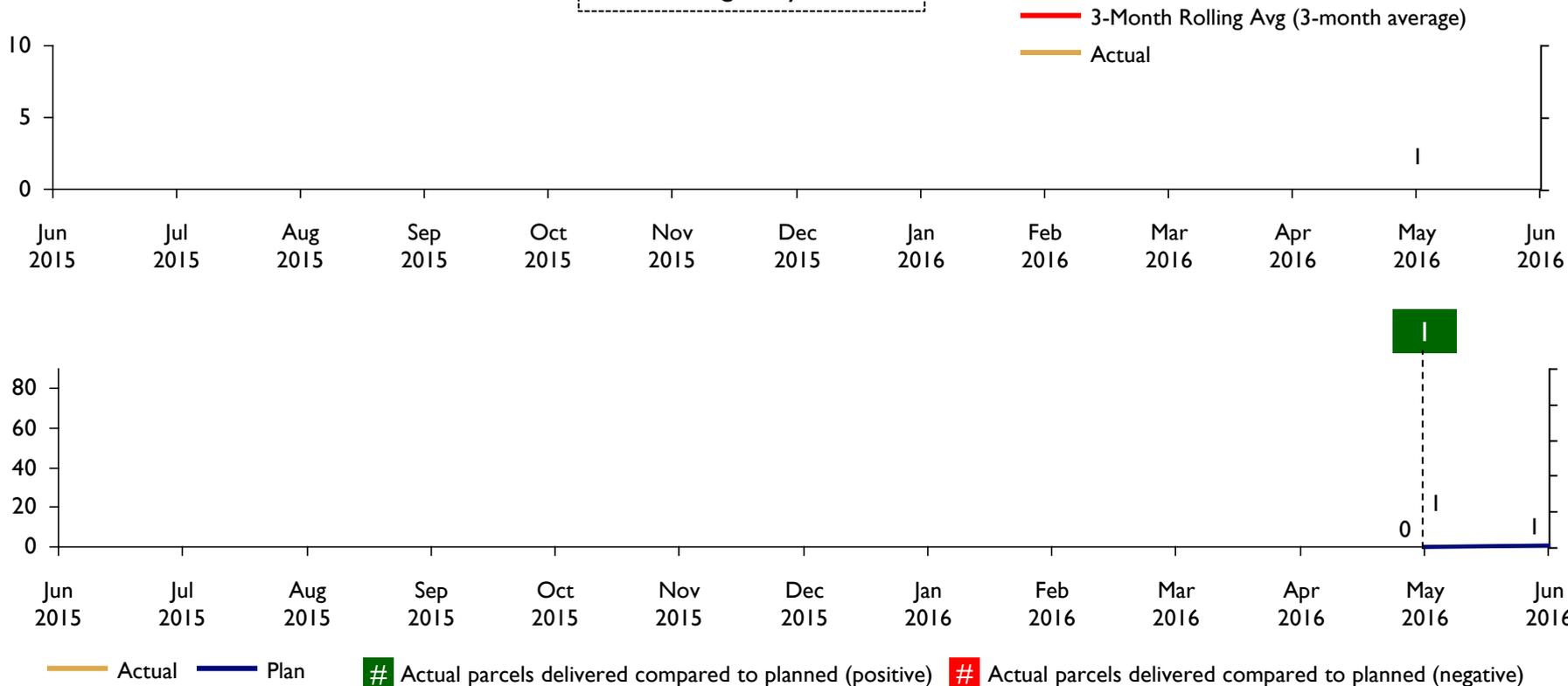
1. The “Plan” numbers have been developed as a placeholder until acquisition plan with DB is finalized.
2. “Forecast”: Continually refined based on expected delivery.
3. Total number of parcels will be updated as design changes are approved.
4. Zero CPID parcels delivered to date.

Source: June 3, 2016 ROW Weekly Report

# ROW – CP1D Historic Performance

## CPID Performance (in number of parcels)

Data through May 31, 2016



Notes:

1. Per contract, "planned" to be re-baselined.
2. Contract executed in June 2015; 31 parcels delivered after contract execution
3. Design changes and lag in data entry can cause slight changes to plan and actual counts.

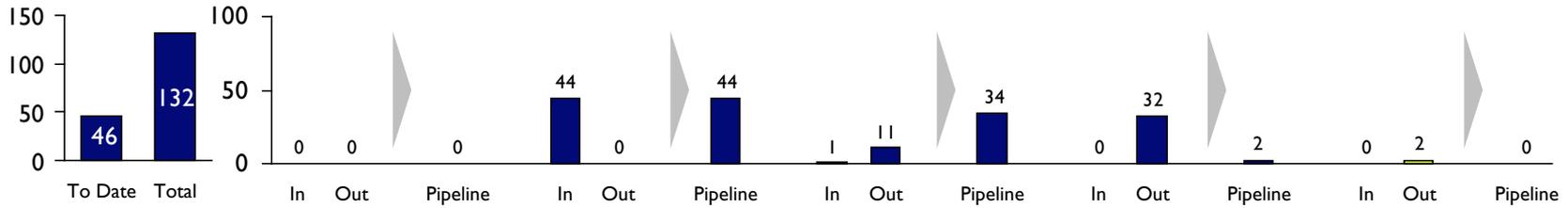
Source: Jun 3, 2016 ROW Weekly Report

# ROW – CP1D Pipeline by Process (1 out of 4 pages)

## Volume of Activity by Process (Flow) - Pipeline

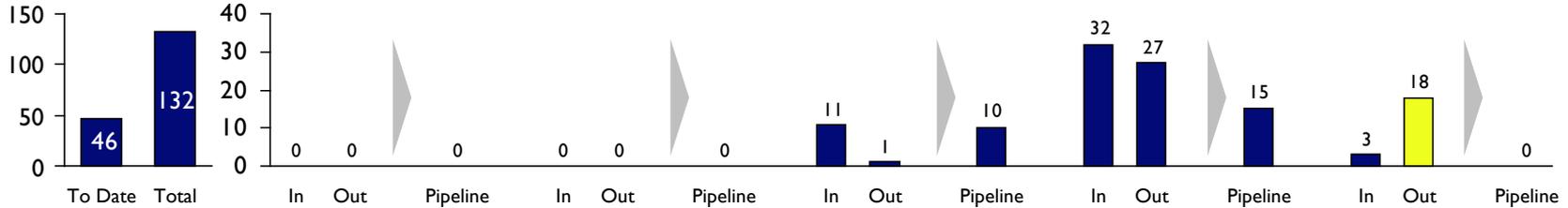


Appraisal



- Parcels in pipeline a function of pending design refinement submittals, reviews and approvals. Note that the remaining 86 parcels needed to complete the appraisals is being mapped and will start appraisals in late June.

Just Compensation



- Parcels in pipeline pending DGS setting Just Compensation

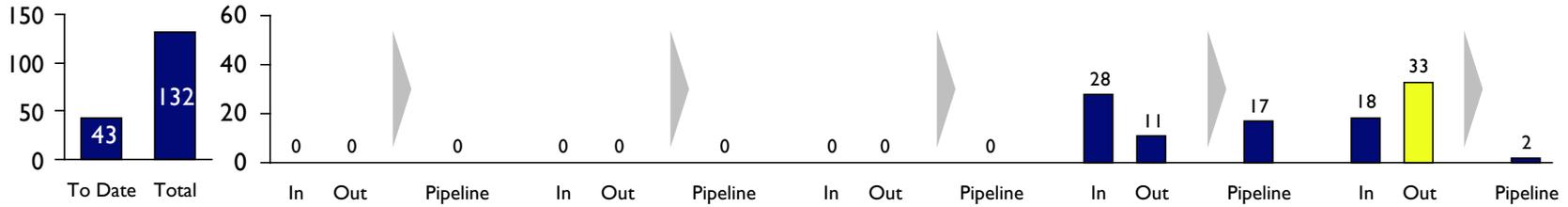
Source: Jun 3, 2016 ROW Weekly Report

# ROW – CP1D Pipeline by Process (2 out of 4 pages)

## Volume of Activity by Process (Flow) - Pipeline

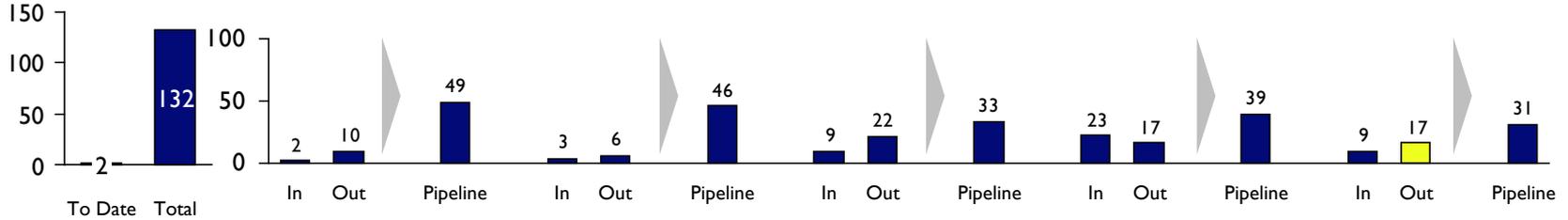


First Written Offer



- Pipeline consists of railroad parcels and non-railroad parcels

Negotiation Acquisition



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

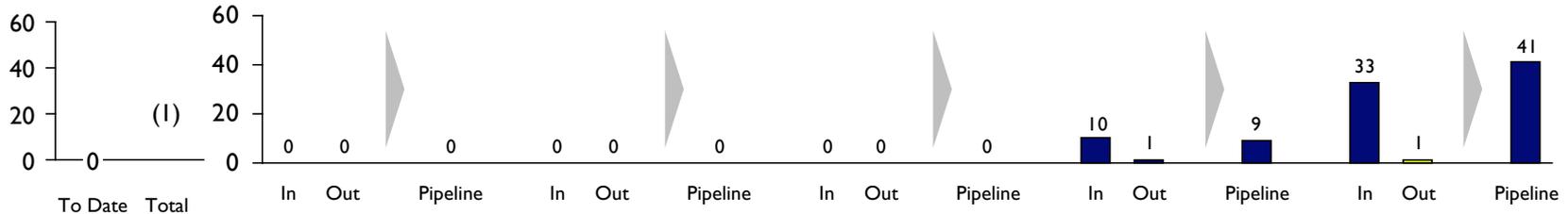
Source: Jun 3, 2016 ROW Weekly Report

# ROW – CP1D Pipeline by Process (3 out of 4 pages)

## Volume of Activity by Process (Flow) - Pipeline

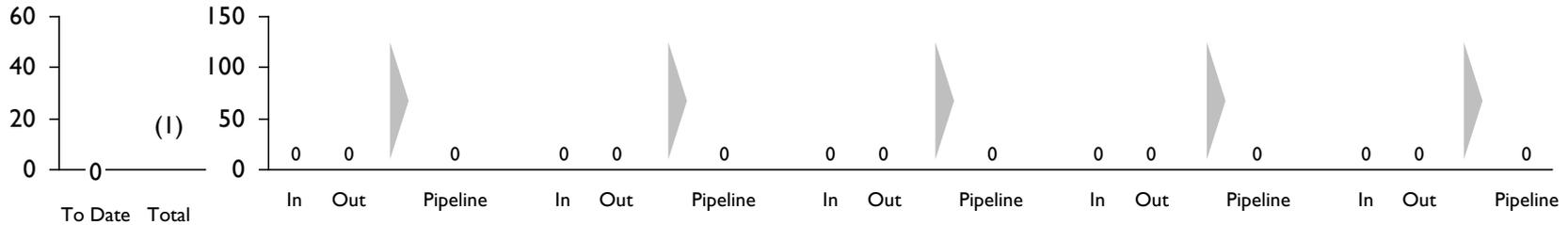
Completion    Jan 2016    Feb 2016    Mar 2016    Apr 2016    **May 2016**

Condemnation



- Pipeline comprised of RONs being processed by CHSRA 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.

(1) Total parcels that may take the condemnation route is unknown

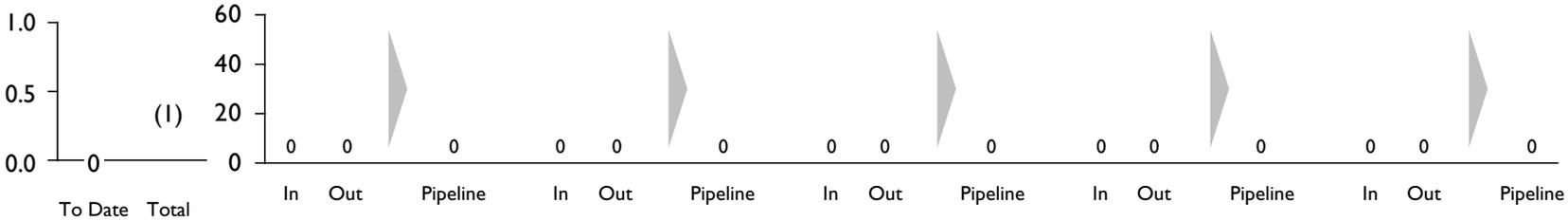
Source: Jun 3, 2016 ROW Weekly Report

# ROW – CP1D Pipeline by Process (4 out of 4 pages)

## Volume of Activity by Process (Flow) - Pipeline

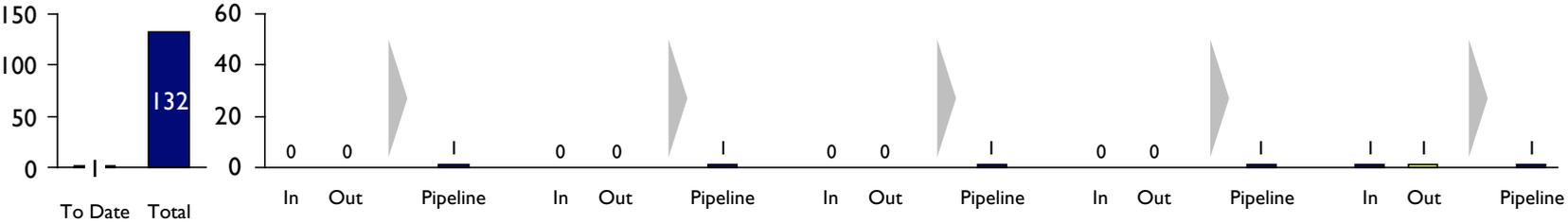
Completion    Jan 2016    Feb 2016    Mar 2016    Apr 2016    **May 2016**

Public Agency / Railroad



- Current parcel count only includes public parcels with APN's 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.

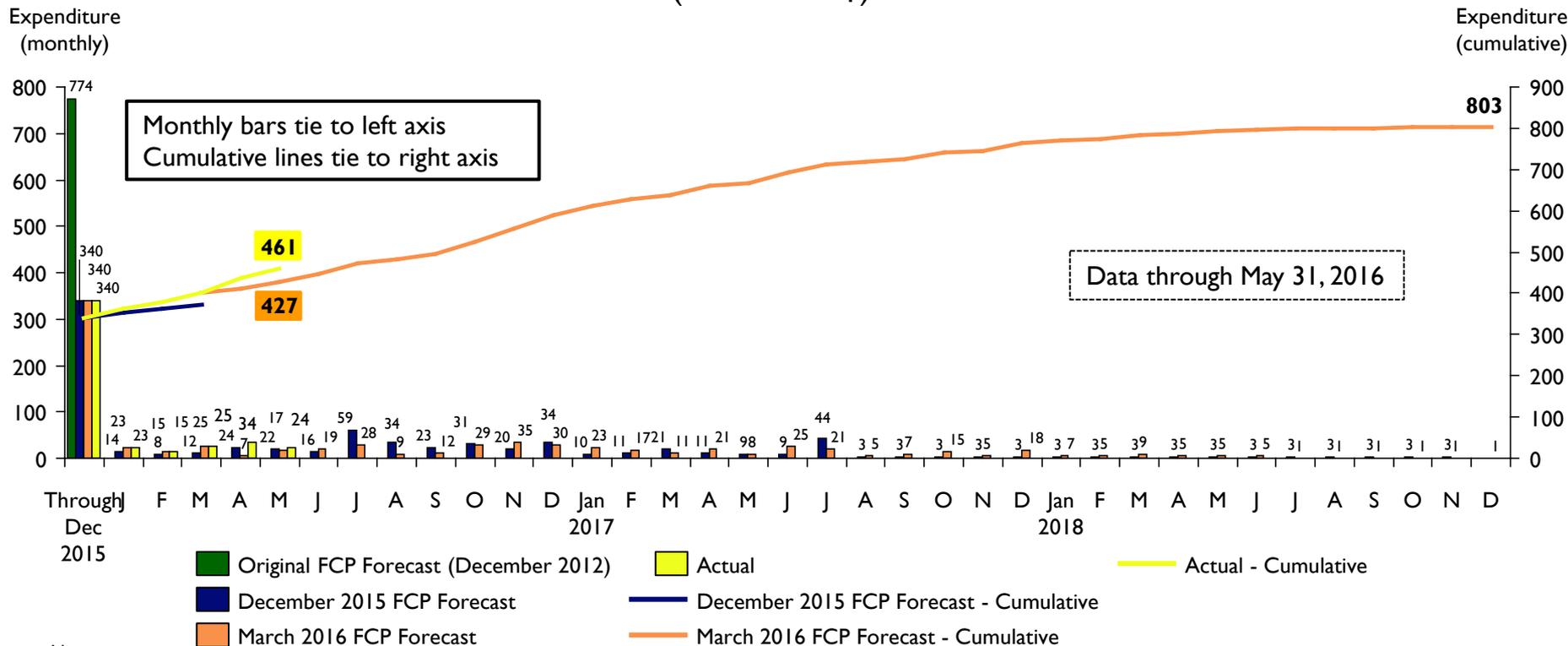
(1) Total number of public parcels to be identified

Source: Jun 3, 2016 ROW Weekly Report

# Total ROW Expenditure by Month

Forecast vs. Actual

## Total ROW Expenditure Schedule (in millions \$)



Notes:

1. Amounts represent monthly totals; not parcel-by-parcel forecast and actual expenditures.
2. \$24m of ROW preliminary costs is not allocated to specific construction package (CP).
3. "Original FCP Forecast" refers to the first Funding Contribution Plan approved by the FRA in December 2012.
4. Total ROW budget in Original FCP is \$774m, and was forecasted to be fully spent by June 2015. Current total ROW budget is \$803m.
5. Dec. '15 FCP was not approved, and was only used to track expend performance prior to the approval of Mar. '16 FCP.
6. Numbers may not add due to rounding.
7. Variance in FCP and Capital Outlay numbers due to timing differences.

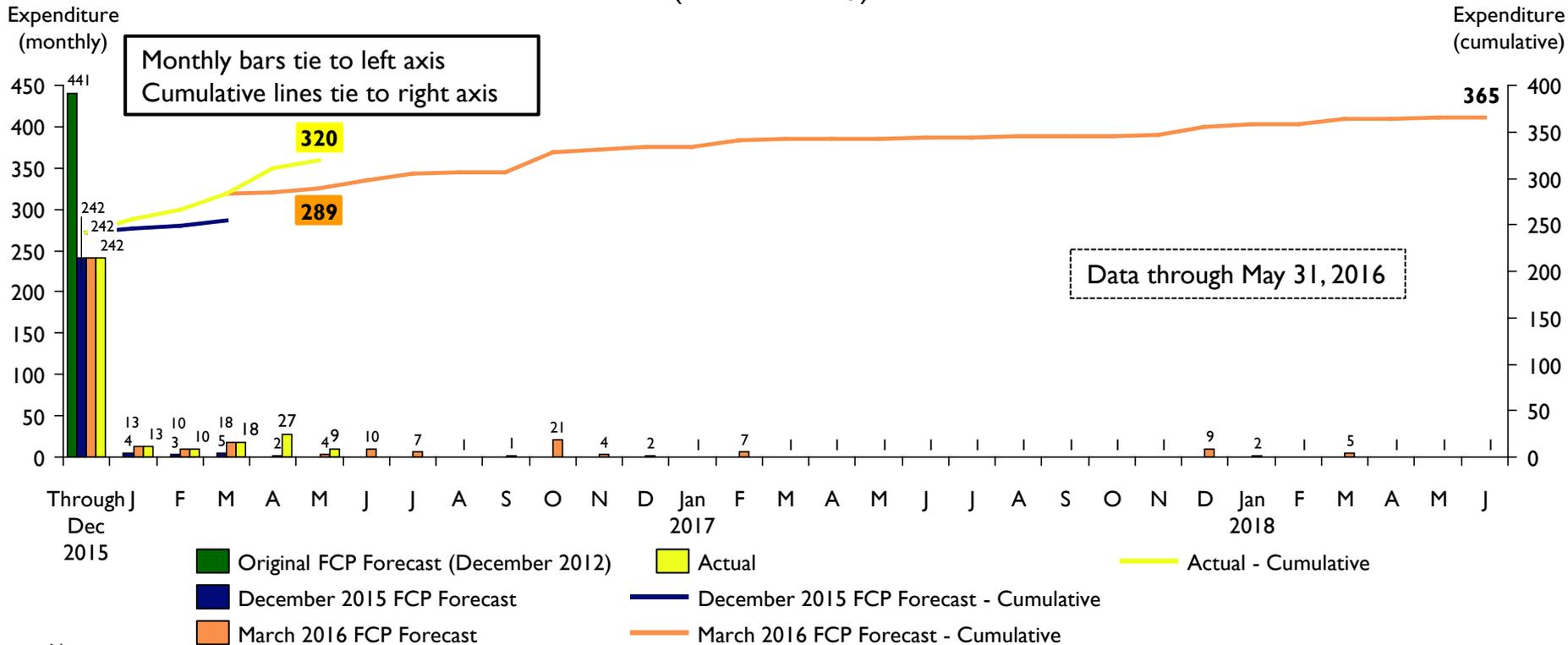
Sources:

1. Interim Funding Contribution Plan Worksheet, May 2016
2. Funding Contribution Plan, Mar. 2016
3. Funding Contribution Plan, Dec. 2015
4. Funding Contribution Plan, Dec. 2012

# ROW-CP1 Expenditure by Month

Forecast vs. Actual

## ROW-CPI Expenditure Schedule (in millions \$)



Notes:

1. Amounts represent monthly totals; not parcel-by-parcel forecast and actual expenditures.
2. Does not include CPID (North Extension) acquisition costs.
3. "Original FCP Forecast" refers to the first Funding Contribution Plan approved by the FRA in December 2012.
4. CPI ROW budget in Original FCP is \$441m, and was forecasted to be fully spent by June 2015. Current CPI ROW budget is \$365m.
5. Dec. '15 FCP was not approved, and was only used to track expend performance prior to the approval of Mar. '16 FCP.
6. Numbers may not add due to rounding.
7. Variance in FCP and Capital Outlay numbers due to timing differences.

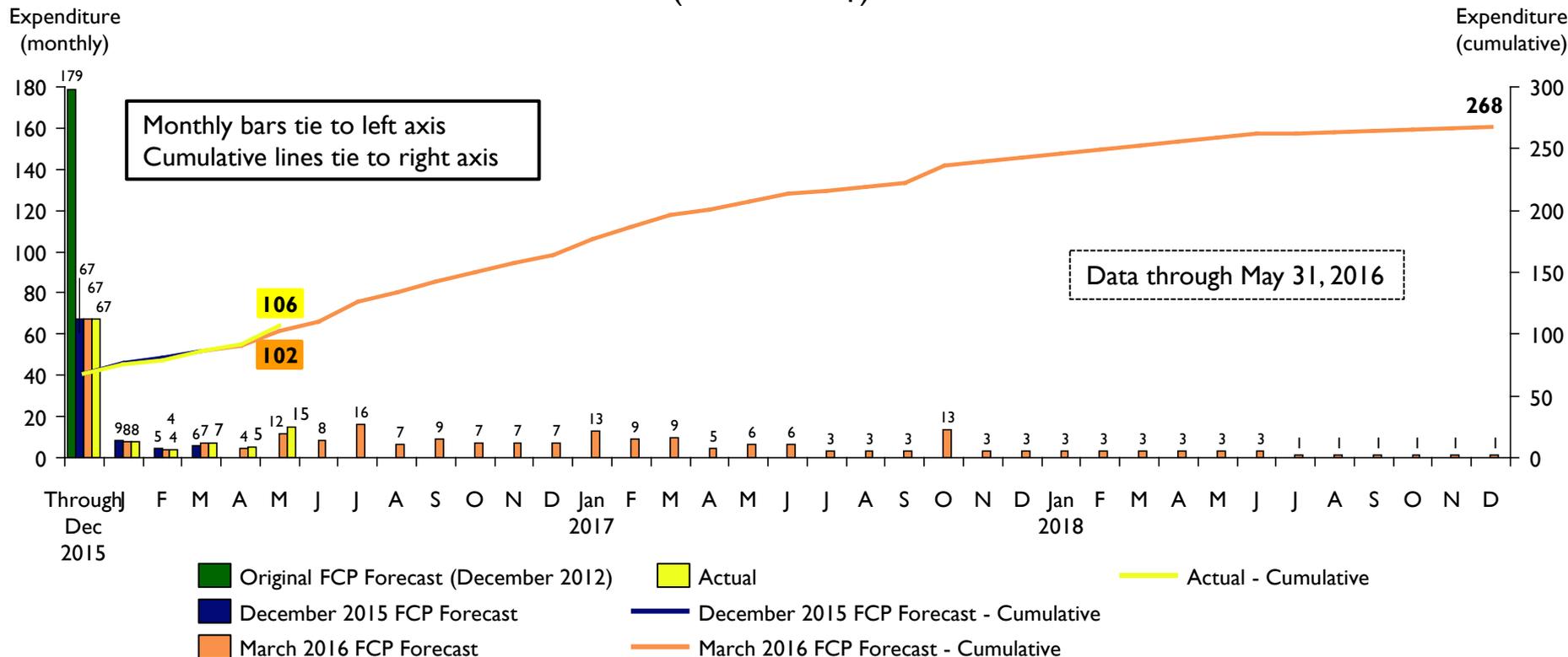
Sources:

1. Interim Funding Contribution Plan Worksheet, May 2016
2. Funding Contribution Plan, Mar. 2016
3. Funding Contribution Plan, Dec. 2015
4. Funding Contribution Plan, Dec. 2012

# ROW-CP2-3 Expenditure by Month

Forecast vs. Actual

## ROW-CP2-3 Expenditure Schedule (in millions \$)



Notes:

1. Amounts represent monthly totals; not parcel-by-parcel forecast and actual expenditures.
2. "Original FCP Forecast" refers to the first Funding Contribution Plan approved by the FRA in December 2012.
3. CP2-3 ROW budget in Original FCP is \$179m, and was forecasted to be fully spent by June 2015. Current tCP2-3 ROW budget is \$268m.
4. Dec. '15 FCP was not approved, and was only used to track expend performance prior to the approval of Mar. '16 FCP.
5. Numbers may not add due to rounding.
6. Variance in FCP and Capital Outlay numbers due to timing differences.

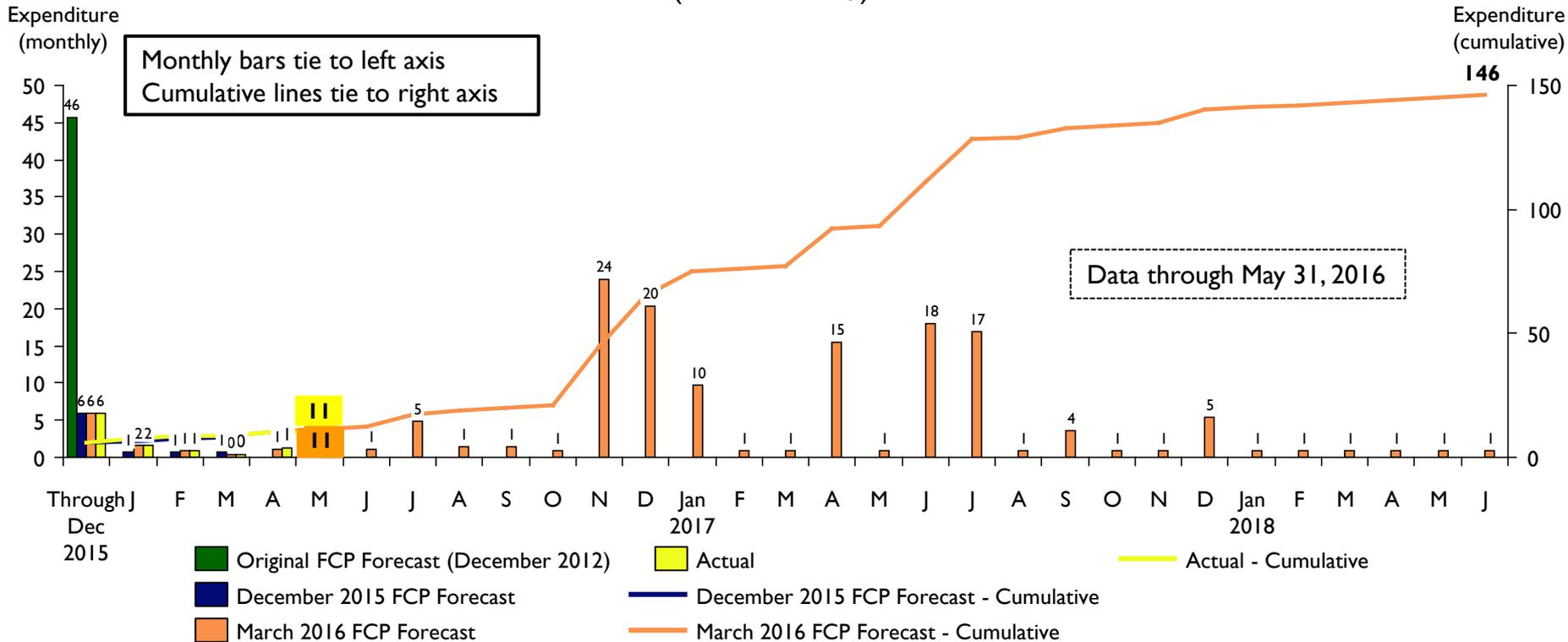
Sources:

1. Interim Funding Contribution Plan Worksheet, May 2016
2. Funding Contribution Plan, Mar. 2016
3. Funding Contribution Plan, Dec. 2015
4. Funding Contribution Plan, Dec. 2012

# ROW-CP4 Expenditure by Month

Forecast vs. Actual

## ROW-CP4 Expenditure Schedule (in millions \$)



Notes:

1. Amounts represent monthly totals; not parcel-by-parcel forecast and actual expenditures.
2. CP4 ROW parcel delivery data will be added to Operations Report once deliveries ramp-up
3. "Original FCP Forecast" refers to the first Funding Contribution Plan approved by the FRA in December 2012.
4. CP4 ROW budget in Original FCP is \$46m, and was forecasted to be fully spent by June 2015. Current CP4 ROW budget is \$146m.
5. Dec. '15 FCP was not approved, and was only used to track expend performance prior to the approval of Mar. '16 FCP.
6. Numbers may not add due to rounding.
7. Variance in FCP and Capital Outlay numbers due to timing differences.

Sources:

1. Interim Funding Contribution Plan Worksheet, May 2016
2. Funding Contribution Plan, Mar. 2016
3. Funding Contribution Plan, Dec. 2015
4. Funding Contribution Plan, Dec. 2012

# Agenda

---

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

## Environmental Clearance Metrics - Context

---

- ▶ The following slides track several metrics for each environmental segment/project related to:
  - Schedule and physical percent complete.
  - Key milestones.
  - Actual, planned and forecasted costs-to-completion dates:
    - As of July 2015, costs projections were re-baselined.
    - Starting in September 2015, forecasted costs were based on performance and trends, with planned costs remaining set.
    - In spring 2016 with a revised project control regime, the earned value and forecast costs will be reported monthly.
    - Actual costs come from invoices the Authority receives.
    - Future costs to be revised to take into account more comprehensively Preliminary Engineering for Procurement (PE4P) and non-biological mitigation measures.
    - Environmental Milestone Schedule (page 44) provides an overview of key upcoming milestones across all environmental segments and projects.

Note: The Environmental budgets in this Operations Report include all funding sources (Proposition 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.

# Environmental Milestones Schedule (to ROD)

Information through May 2016<sup>1</sup>

Segment	Progress to Date	Next Steps
San Francisco to San Jose	<ul style="list-style-type: none"> <li>Held three scoping meetings.</li> <li>Obtained EPA and US Army Corps of Engineers approval on project purpose and need.</li> <li>Began use of VTA countywide travel demand model for transportation analysis.</li> </ul>	<ul style="list-style-type: none"> <li>Submit draft project definition to FRA for review.</li> <li>Continue stakeholder outreach.</li> <li>Continued coordination meetings with Caltrain to advance blended service and operations in the Caltrain corridor.</li> </ul>
San Jose to CV Wye	<ul style="list-style-type: none"> <li>Reviewed Pacheco Pass alignment alternatives.</li> <li>Received PG&amp;E technical report on sites 4 and 5 electrical interconnections.</li> <li>Began use of VTA countywide travel demand model for transportation analysis.</li> </ul>	<ul style="list-style-type: none"> <li>Submit project definition to FRA for review.</li> <li>Continue coordinating infrastructure analysis with Caltrain.</li> <li>Continue stakeholder outreach.</li> </ul>
Central Valley Wye	<ul style="list-style-type: none"> <li>The regional consultant continues to prepare the Ranch Road to Merced environmental re-exam.</li> <li>Technical reports and administrative draft for Central Valley Wye evaluation under development.</li> </ul>	<ul style="list-style-type: none"> <li>Continue coordination with stakeholders and resource agencies to identify a preferred alternative.</li> <li>Review schedule to incorporate input from regulatory agencies and extension of CPI north from Ave 17 to Ave 19.</li> </ul>
Central Valley Interconnections	<ul style="list-style-type: none"> <li>Finalizing the draft environmental evaluation for interconnection and upgrade improvements for the test track.</li> <li>Work continues for sites 4 to 7.</li> </ul>	<ul style="list-style-type: none"> <li>Continue to coordinate with PG&amp;E on electrical interconnections and upgrades.</li> <li>Expect to complete re-evaluations for sites 8 to 12 by summer, 2016.</li> </ul>
HMF	<ul style="list-style-type: none"> <li>Environmental screening criteria and clearance approach still under discussion.</li> </ul>	<ul style="list-style-type: none"> <li>Assess schedule performance once screening criteria and approach are finalized.</li> </ul>
Bakersfield F St. Station Alignment	<ul style="list-style-type: none"> <li>The Board concurred with Staff's recommendation on the Locally Generated Alternative for the Draft Supplemental EIR/EIS.</li> <li>Technical reports and Administrative Draft for F Street evaluation under development and review.</li> <li>Reviewed draft document for submittal to EPA and US Army Corps of Engineers to identify Least Environmentally Damaging Practicable Alternative (LEDPA).</li> </ul>	<ul style="list-style-type: none"> <li>Continue outreach, community and agency meetings.</li> <li>Preparing Section 404 and Section 401 Clean Water Act permit applications for Construction Year 2016.</li> </ul>

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

# Environmental Milestones Schedule (to ROD)

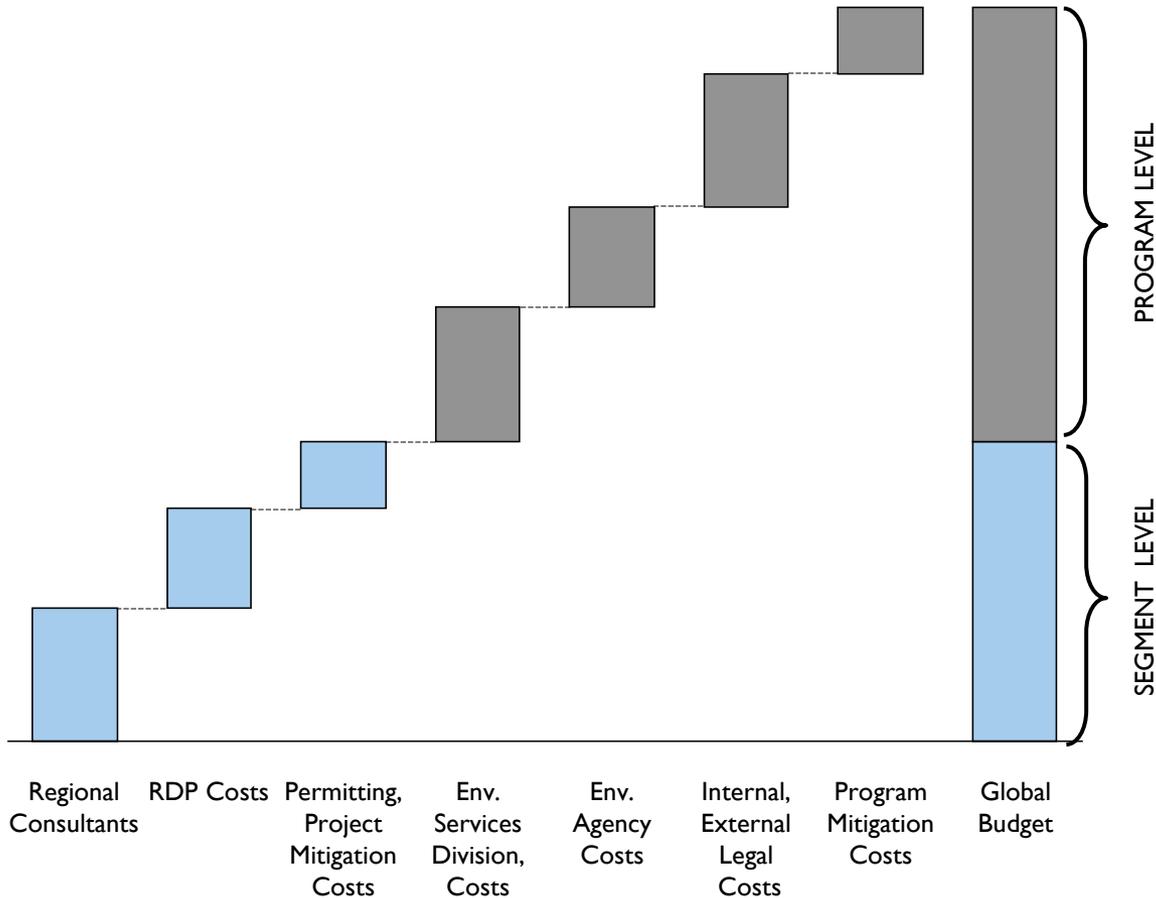
*Information through May 2016<sup>1</sup>*

Segment	Progress to Date	Next Steps
Bakersfield to Palmdale	<ul style="list-style-type: none"> <li>Developing technical reports and administrative drafts for evaluation.</li> <li>Continuing work on regional approach for biological mitigation.</li> <li>Reviewed first administrative draft transportation and biological resources technical reports.</li> </ul>	<ul style="list-style-type: none"> <li>Complete draft Preliminary Engineering for Project Definition for environmental analysis.</li> <li>Complete screen check administrative draft transportation report and Chapter 2 – Alternatives.</li> <li>Distribute additional permission-to-enter (PTE) letters for field studies.</li> </ul>
Palmdale to Burbank	<ul style="list-style-type: none"> <li>Conducting environmental technical studies.</li> <li>Continuing geotechnical investigation in Angeles National Forest.</li> <li>Preparing Checkpoint B submittal.</li> <li>Working on regional approach for biological mitigation.</li> <li>Completing first draft of Transportation Study.</li> </ul>	<ul style="list-style-type: none"> <li>Complete screen check administrative draft of Chapter 2 – Alternatives.</li> <li>Distribute additional permission-to-enter (PTE) letters for field studies.</li> <li>Review in-progress Preliminary Engineering for Project Definition for environmental review.</li> </ul>
Burbank to LA	<ul style="list-style-type: none"> <li>Conducting environmental technical studies.</li> <li>Developing technical baseline studies and administrative drafts for evaluation.</li> <li>Completing methodological approaches for air quality and traffic analyses.</li> </ul>	<ul style="list-style-type: none"> <li>Advance draft Preliminary Engineering for Project Definition for environmental review.</li> <li>Complete in-progress Preliminary Engineering for Project Definition for environmental review.</li> <li>Continue discussions with USEPA and USACE regarding permitting strategy under Clean Water Act.</li> <li>Distribute additional permission-to-enter (PTE) letters for field studies.</li> <li>Continue coordination with Metro and Metrolink on LA Union Station strategies.</li> <li>Evaluating parking strategies at LA Union Station</li> </ul>
LA to Anaheim	<ul style="list-style-type: none"> <li>Developing environmental technical studies.</li> <li>Defining project footprint for environmental evaluation.</li> <li>Continue coordination with operators in the corridor.</li> </ul>	<ul style="list-style-type: none"> <li>Advance draft Preliminary Engineering for Project Definition for environmental review.</li> <li>Continue discussions with USEPA and USACE regarding permitting strategy under Clean Water Act.</li> <li>Distribute additional permission-to-enter (PTE) letters for field studies.</li> <li>Complete key viewpoints memo for aesthetics and visual resources.</li> </ul>

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

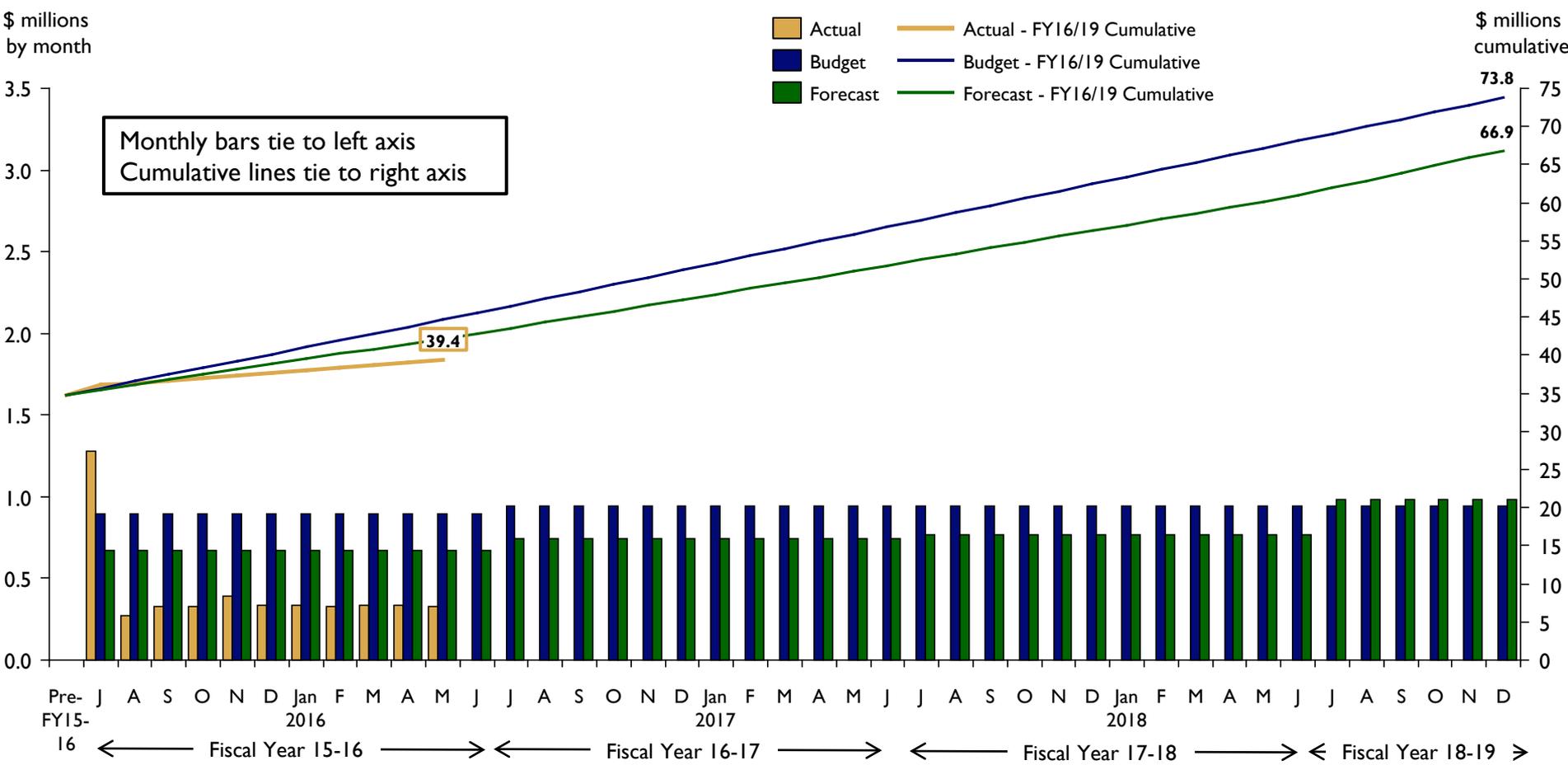
# Global Environmental Budget includes activities involved in the scope at the program and segment levels

## Cost Categories for Scope and Budget Definition



Cost Categories	
▪	<b>Regional consultants' and Engineering and Environmental consultants' costs</b> include project management, outreach, planning, engineering and environmental activities.
▪	<b>RDP costs</b> include management, coordination, and technical reviews.
▪	<b>Permitting and project mitigation costs</b> include obtaining permits required for construction and implementing project-level mitigation commitments.
▪	<b>Authority costs</b> reflect management and staff costs for overseeing environmental program delivery.
▪	<b>Environmental agency costs</b> are costs for agency staff to attend meetings, review technical reports, and provide technical guidance.
▪	<b>Legal costs</b> are costs associated with in-house and outside legal reviews.
▪	<b>Program mitigation costs</b> for costs associated with implementing EIR/EIS program-level mitigation commitments.

# Program Level Budget (Non-Section Specific Costs)



Notes:  
1) All estimates are preliminary and subject to change.

Source: Based on actual costs and future estimates for the RC and RDP.

# Environmental Milestones Schedule (to ROD) - Information through May 2016<sup>1</sup>

Segment	Progress	Complete Purpose & Need Statement		Complete Alternatives Analysis		Board Selection of Preliminary Preferred Alternative for Draft EIR/EIS		Publish Draft EIR/EIS		Publish Final EIR/EIS and 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	Original Target	Revised Target
1 Merced to Fresno	Plan Forecast % Complete	- - -	Feb-11	- - -	Jun-11	- - -	N/A	- - -	Aug-11	- - -	Sep-12	- - -	Sep-12
2 Fresno to Bakersfield	Plan Forecast % Complete	- - -	Feb-11	- - -	Jun-11	- - -	N/A	- - -	Jul-12	- - -	Jun-14	- - -	Jun-14
3 San Francisco to San Jose	Plan Forecast % Complete	Complete Complete 100%	Complete Complete 100%	Complete Complete 100%	Complete Complete 100%	Jul-16 Nov-16 7%	Jul-16 Nov-16 10%	Jan-17 Feb-17 7%	Jan-17 Feb-17 7%	Nov-17 Dec-17 0%	Nov-17 Dec-17 0%	Nov-17	Dec-17
4 San Jose to Merced	Plan Forecast % Complete	Complete Complete 100%	Complete Complete 100%	Complete Complete 100%	Complete Complete 100%	Sep-16 Dec-16 10%	Sep-16 Dec-16 10%	Feb-17 Mar-17 10%	Feb-17 Mar-17 10%	Nov-17 Dec-17 0%	Nov-17 Dec-17 0%	Nov-17	Dec-17
5 Central Valley Wye (M-F) <sup>2,3</sup>	Plan Forecast % Complete	Complete Complete 100%	Complete Complete 100%	Complete Complete 100%	Complete Complete 100%	Sep-15 Apr-17 60%	Sep-15 May-17 60%	Feb-16 Jan-17 0%	Feb-16 Feb-17 0%	Dec-16 Dec-17 0%	Dec-16 Dec-17 0%	Dec-16	Dec-17
6 CV Electrical Interconnections	Plan Forecast % Complete	Complete Complete 100%	Complete Complete 100%	Complete Complete 100%	Complete Complete 100%	Jul-16 Aug-16 90%	Jul-16 Aug-16 90%	Nov-16 Nov-16 0%	Nov-16 Nov-16 0%	Oct-17 Oct-17 0%	Oct-17 Oct-17 0%	Oct-17	No Change
7 HMF	Plan Forecast % Complete	Complete Complete 100%	Complete Complete 100%	Complete Complete 100%	Complete Complete 100%	Apr-16 TBD 0%	Apr-16 TBD 0%	Sep-16 TBD 0%	Sep-16 TBD 0%	May-17 May-17 0%	May-17 May-17 0%	May-17	No Change
8 Bakersfield F St. Alignment (F-B) <sup>4</sup>	Plan Forecast % Complete	Complete Complete 100%	Complete Complete 100%	Complete Complete 100%	Complete Complete 100%	May-16 May-16 69%	Complete Complete 100%	Jul-16 Oct-16 5%	Jul-16 Oct-16 5%	Dec-16 Jan-17 0%	Dec-16 Jan-17 0%	Dec-16	Jan-17
9 Bakersfield to Palmdale	Plan Forecast % Complete	Complete Complete 100%	Complete Complete 100%	Jan-16 Mar-16 85%	Complete Complete 100%	Oct-16 Dec-16 20%	Oct-16 Dec-16 20%	Feb-17 May-17 10%	Feb-17 May-17 5%	Nov-17 Dec-17 0%	Nov-17 Dec-17 0%	Nov-17	Dec-17
10 Palmdale to Burbank	Plan Forecast % Complete	Complete Complete 100%	Complete Complete 100%	Complete Complete 100%	Complete Complete 100%	Aug-16 Jan-17 25%	Aug-16 Jan-17 25%	Mar-17 Apr-17 15%	Mar-17 Apr-17 15%	Nov-17 Dec-17 0%	Nov-17 Dec-17 0%	Nov-17	Dec-17
11 Burbank to LA	Plan Forecast % Complete	Complete Complete 100%	Complete Complete 100%	Complete Complete 100%	Complete Complete 100%	Mar-17 Jan-17 5%	Mar-17 Feb-17 5%	Jun-17 Jun-17 5%	Jun-17 Jul-17 5%	Nov-17 Dec-17 0%	Nov-17 Dec-17 0%	Nov-17	Dec-17
12 LA to Anaheim	Plan Forecast % Complete	Complete Complete 100%	Complete Complete 100%	Complete Complete 100%	Complete Complete 100%	Mar-17 Jan-17 15%	Mar-17 Feb-17 15%	Jun-17 Jun-17 5%	Jun-17 Jul-17 5%	Nov-17 Dec-17 0%	Nov-17 Dec-17 0%	Nov-17	Dec-17

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

2. Purpose and Need and the Alternatives Analysis were achieved as part of the Merced to Fresno EIR/EIS, completed in September 2012.

3. Because of ongoing stakeholder/agency coordination issues, selection of a preferred alternative has been postponed to occur after circulation of the Draft EIR/EIS.

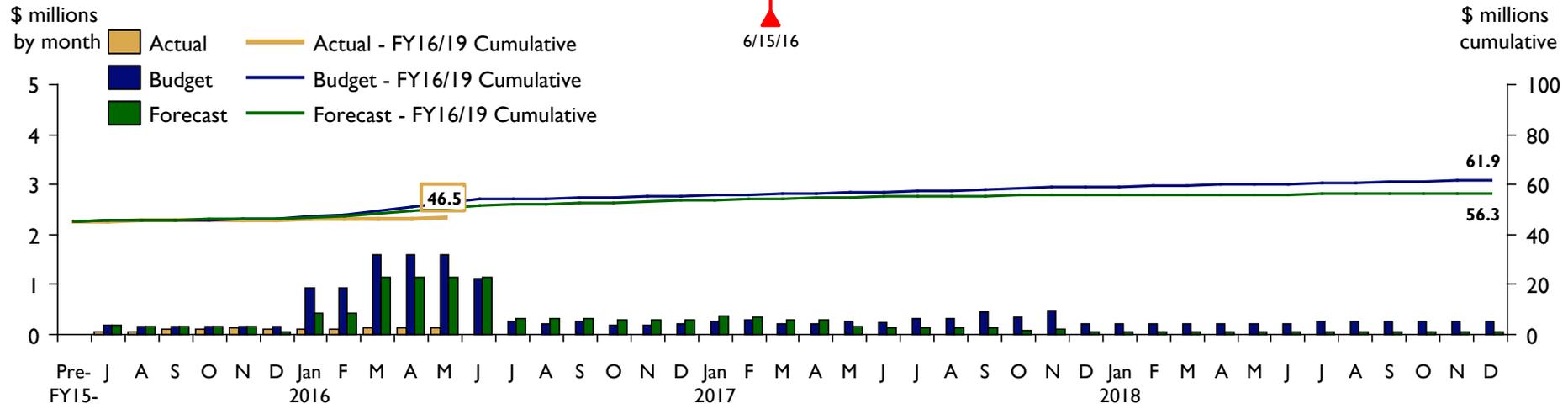
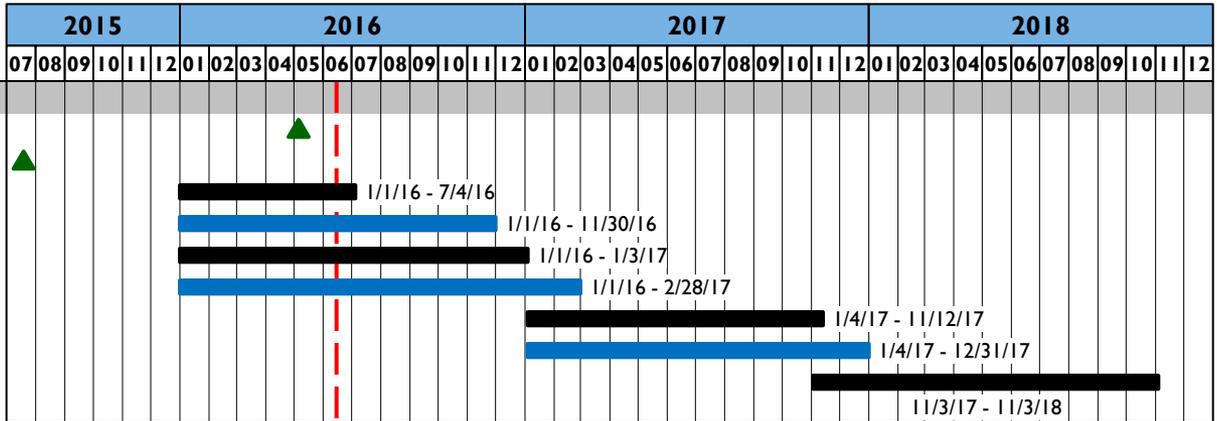
4. Purpose and Need and the Alternatives Analysis were achieved as part of the Fresno to Bakersfield EIR/EIS, completed in June 2014.

# Environmental Milestones Schedule (to ROD) - Information through May 2016<sup>1</sup>

Segment	Schedule Status and Mitigation Strategies
1 Merced to Fresno	EIR certified and project approval May 2012; FRA ROD issued September 2012
2 Fresno to Bakersfield	EIR certified and project approval May 2014; FRA ROD issued June 2014
3 San Francisco to San Jose	<b>No Delay Forecast at this Time</b> The schedule continues to be reviewed to identify opportunities for compressing activities and other environmental clearance options.
4 San Jose to Merced	<b>No Delay Forecast at this Time</b> The schedule continues to be reviewed to identify opportunities for compressing activities and other environmental clearance options.
5 Central Valley Wye (M-F)	<b>Potential schedule impact for Selection of Preferred Alternative and Publishing Draft EIR/EIS. Mitigation underway.</b> <b>Rationale for schedule impact:</b> the delay of one month is a result of additional time needed for evaluating the study alternatives. <b>Consequence:</b> Publication of the Final EIR/EIS is still forecast for December 2017. <b>Mitigation:</b> Adjustments were made in other timelines to minimize the impact to the ultimate schedule, and schedule will be monitored for other efficiencies.
6 CV Electrical Interconnections	<b>No Delay Forecast at this Time. Expect to have sites 8 to 12 cleared by summer 2016 for the test track.</b> Dates are subject to change pending Authority decision regarding type of environmental clearance documentation needed.
7 HMF	<b>No Delay Forecast at this Time</b> Dates are subject to change pending Authority decision regarding type of environmental clearance documentation needed.
8 Bakersfield F Street Alignment (F-B)	<b>No Delay Forecast at this Time</b> The schedule continues to be reviewed to identify opportunities for compressing activities and other environmental clearance options.
9 Bakersfield to Palmdale	<b>No Delay Forecast at this Time</b> The schedule continues to be reviewed to identify opportunities for compressing activities and other environmental clearance options.
10 Palmdale to Burbank	<b>No Delay Forecast at this Time</b> The schedule continues to be reviewed to identify opportunities for compressing activities and other environmental clearance options.
11 Burbank to LA	<b>Potential schedule impact for Selection of Preferred Alternative and Publishing Draft EIR/EIS. Mitigation underway.</b> <b>Rationale for schedule impact:</b> the schedule impact of several weeks is a result of a delay in completing traffic impact studies. <b>Consequence:</b> Publication of the Final EIR/EIS is still forecast for December 2017. <b>Mitigation:</b> Adjustments were made in other timelines to minimize the impact to the ultimate schedule, and schedule will be monitored for other efficiencies.
12 LA to Anaheim	<b>Potential schedule impact for Selection of Preferred Alternative and Publishing Draft EIR/EIS. Mitigation underway.</b> <b>Rationale for schedule impact:</b> the schedule impact of several weeks is a result of a delay in completing traffic impact studies. <b>Consequence:</b> Publication of the Final EIR/EIS is still forecast for December 2017. <b>Mitigation:</b> Adjustments were made in other timelines to minimize the impact to the ultimate schedule, and schedule will be monitored for other efficiencies.

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

# 3 San Francisco to San Jose



Notes:

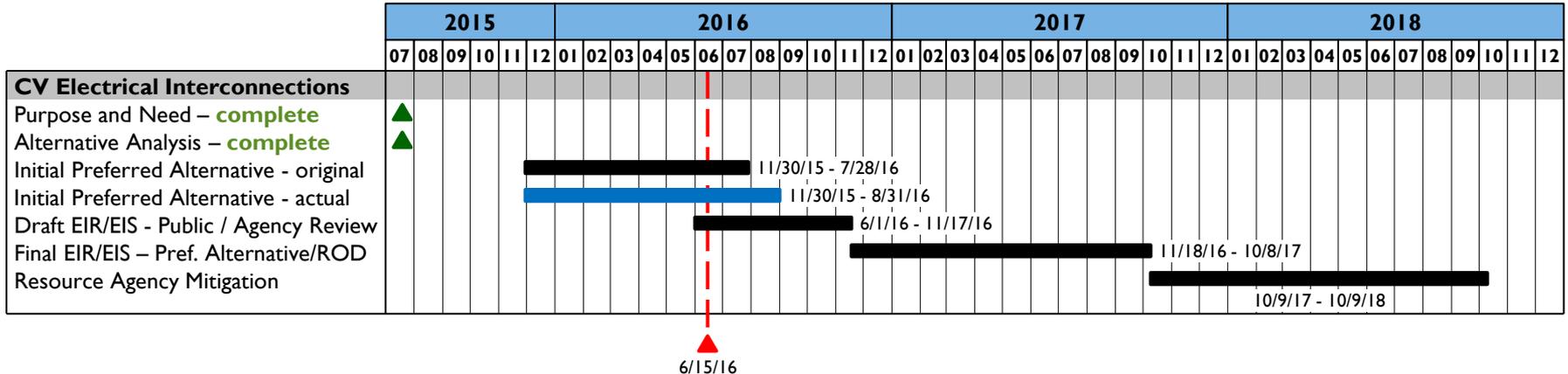
- 1) All estimates are preliminary and subject to change.
- 2) Forecast based on RDP Nov. 2015 estimate through Dec. 2018.
- 3) At this time, no habitat mitigation assumed in estimate.

Source: Based on actual costs and future estimates for the EEC and RDP.

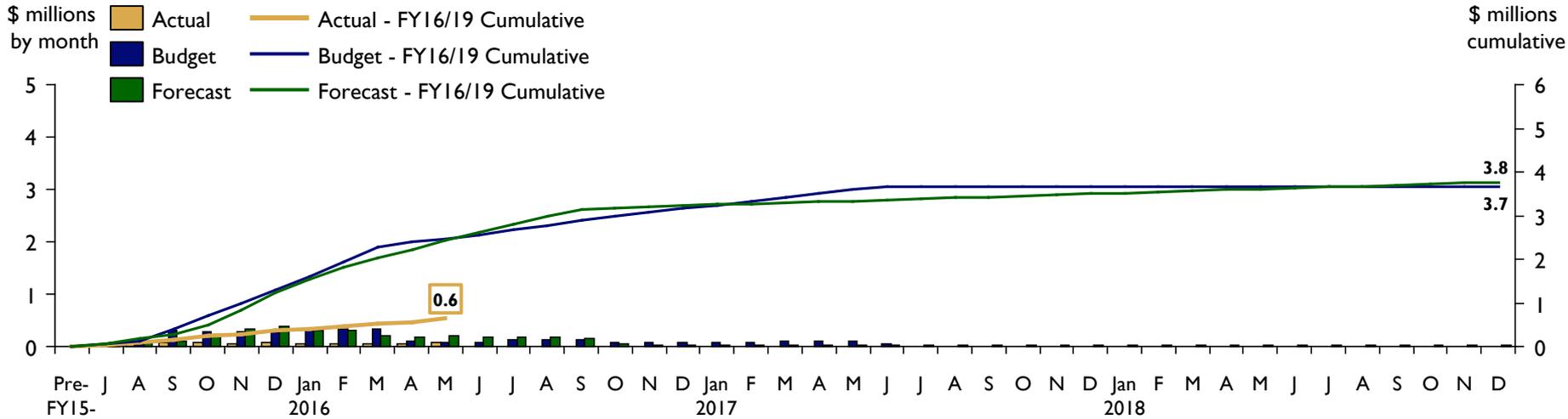




# 6 Central Valley Electrical Interconnections



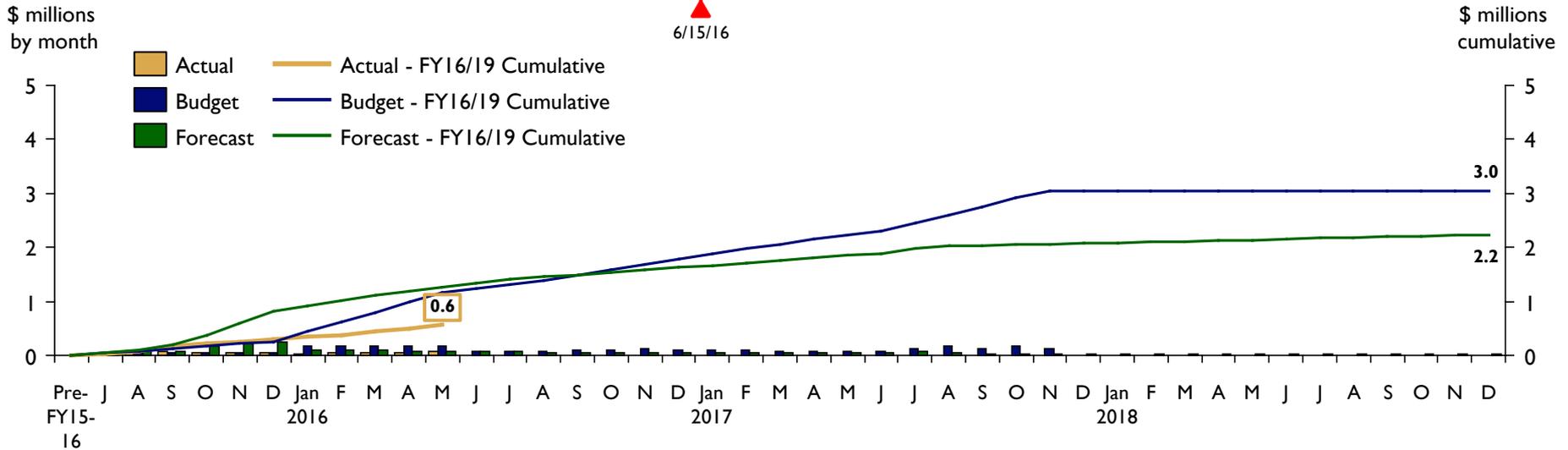
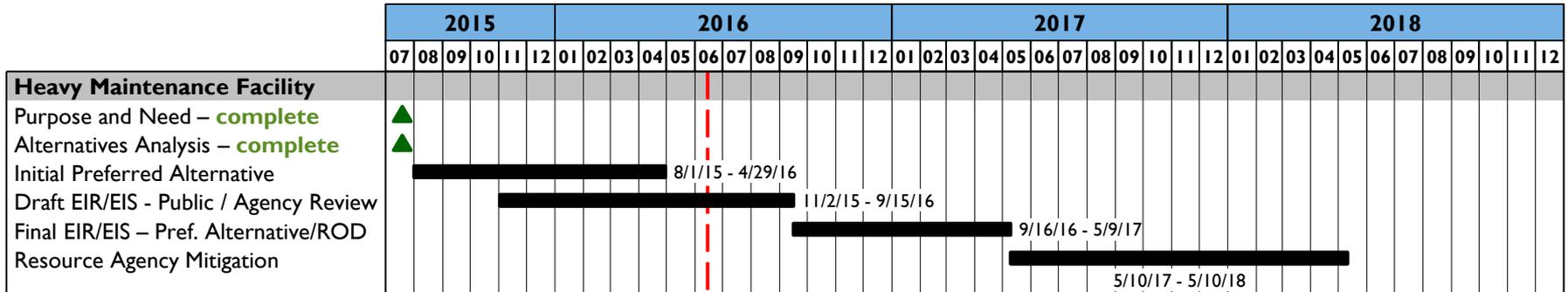
6/15/16



- Notes:
- 1) All estimates are preliminary and subject to change.
  - 2) Environmental clearance approach under review.
  - 3) Forecast includes RDP and RC costs Dec. 2015 through Dec. 2018.
  - 4) At this time, no habitat mitigation assumed in estimate.

Source: Based on actual costs and future estimates for the RC and RDP.

# 7 Heavy Maintenance Facility

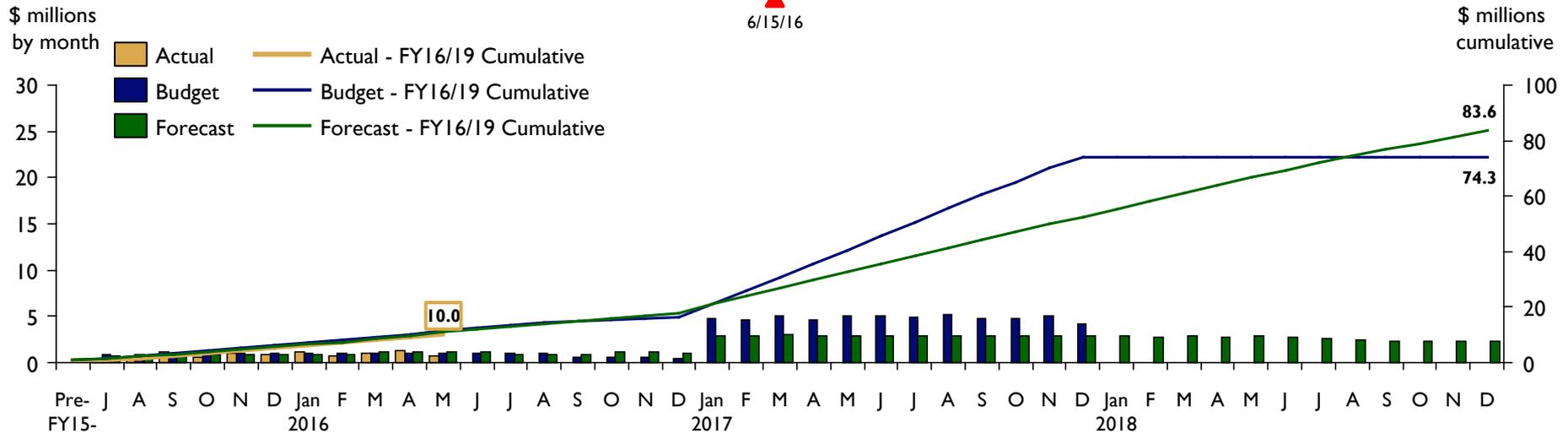
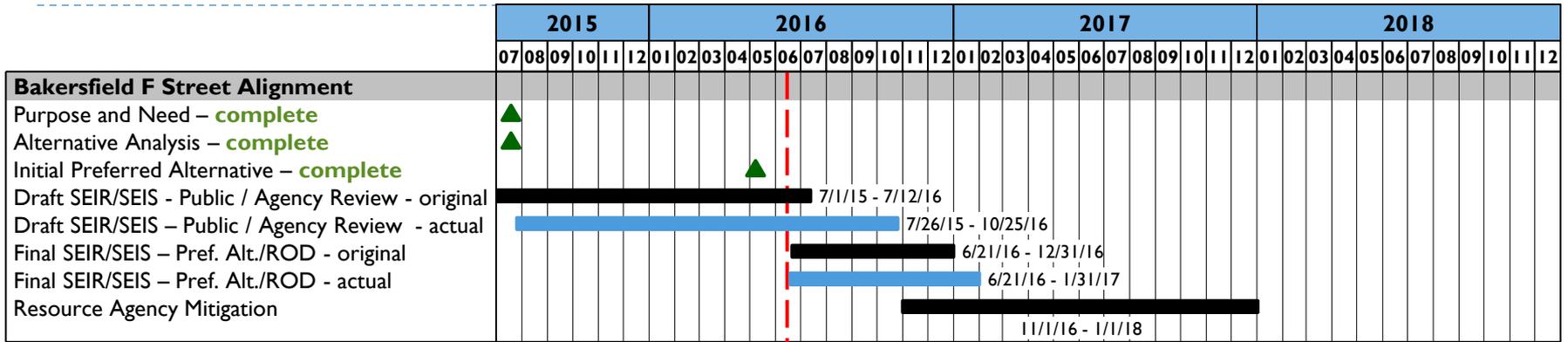


Notes:

- 1) All estimates are preliminary and subject to change.
- 2) Environmental clearance approach under review.
- 3) Forecast includes RDP and RC costs Dec. 2015 through Dec. 2018..
- 4) At this time, no habitat mitigation assumed in estimate.

Source: Based on actual costs and future estimates for the RC and RDP.

# 8 Bakersfield F Street Station Alignment

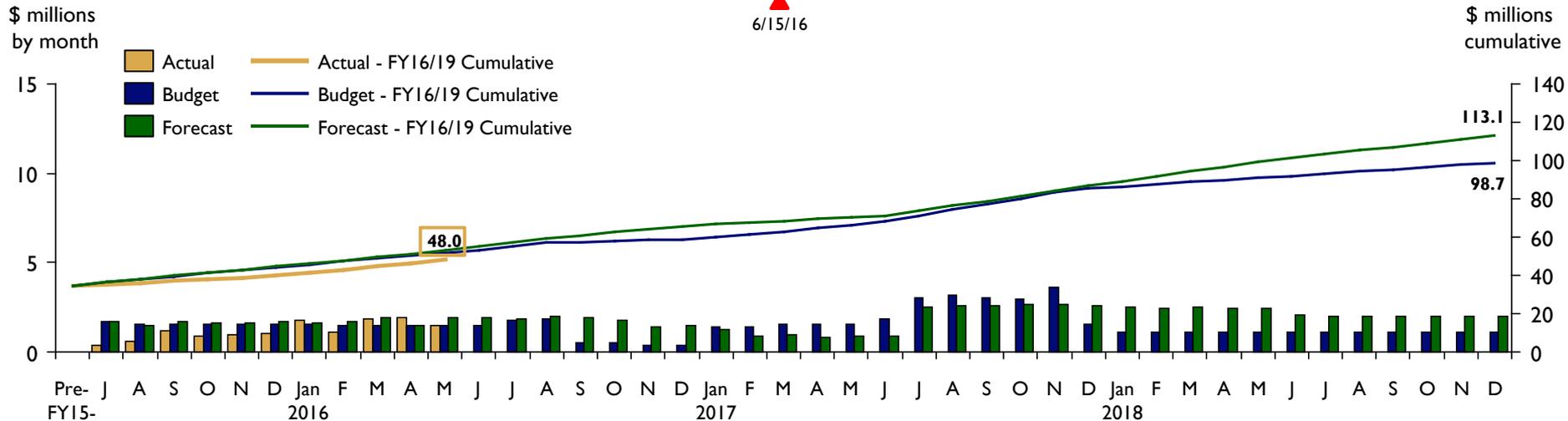
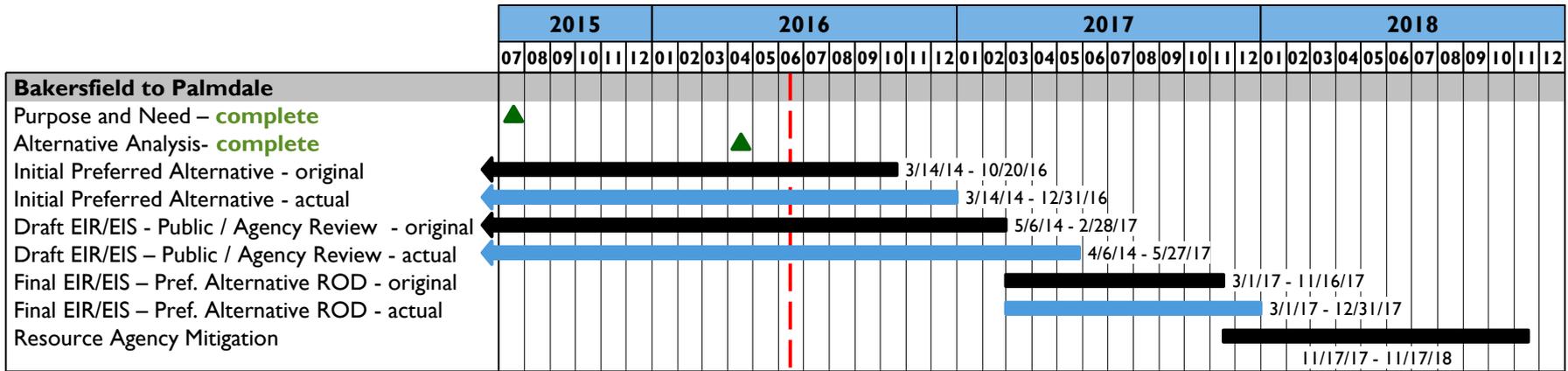


Notes:

- 1) All estimates are preliminary and subject to change.
- 2) Forecasted includes RDP and RC costs through Dec. 2018.
- 3) Habitat Mitigation included.
- 4) Purpose and Need and the Alternatives Analysis were achieved as part of the Fresno to Bakersfield EIR/EIS, completed in June 2014

Source: Based on actual costs and future estimates for the RC and RDP.

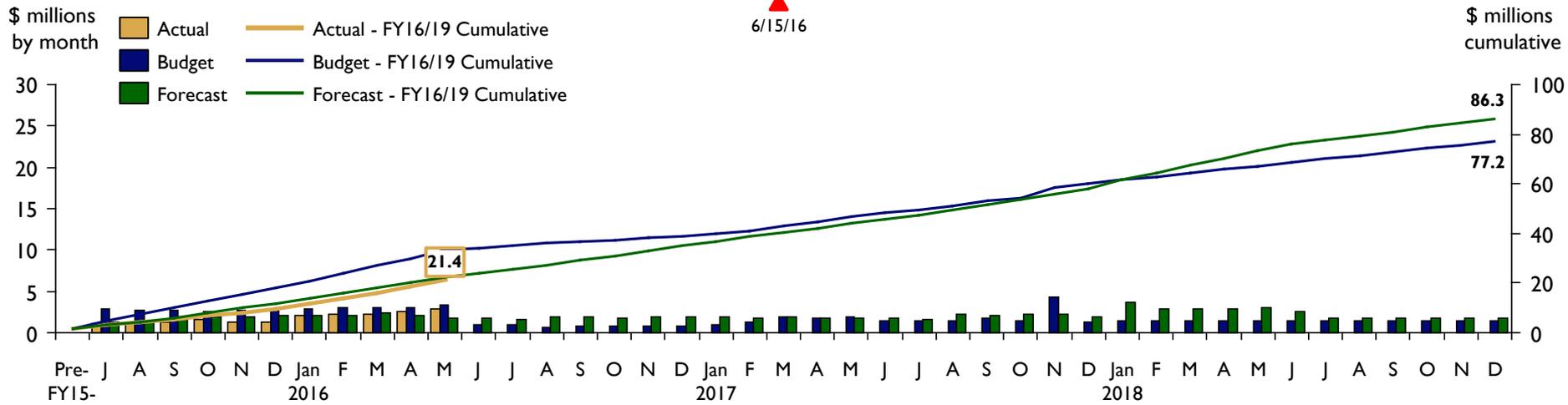
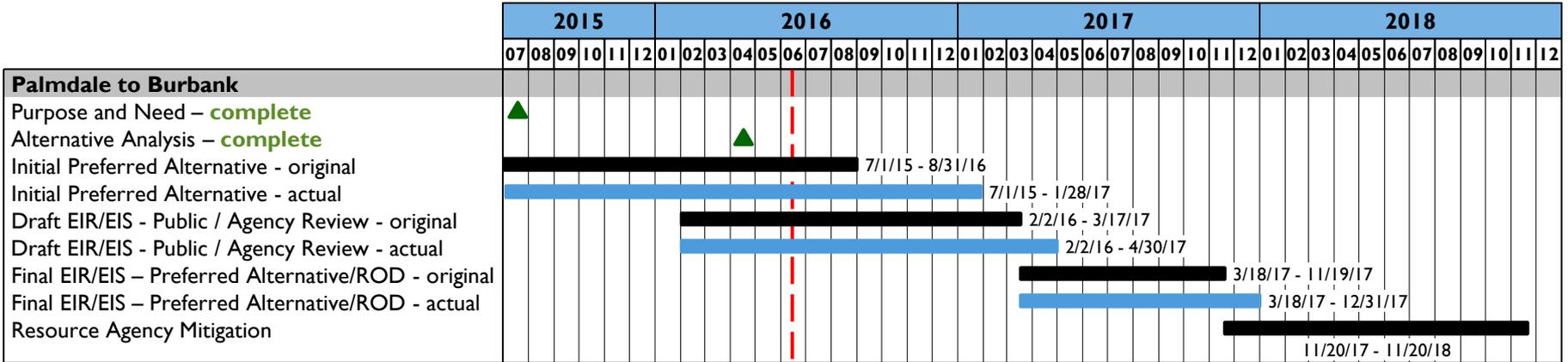
# 9 Bakersfield to Palmdale



- Notes:
- 1) All estimates are preliminary and subject to change.
  - 2) Forecast includes RDP and RC costs through Dec. 2018.
  - 3) Habitat Mitigation included.

Source: Based on actual costs and future estimates for the RC and RDP.

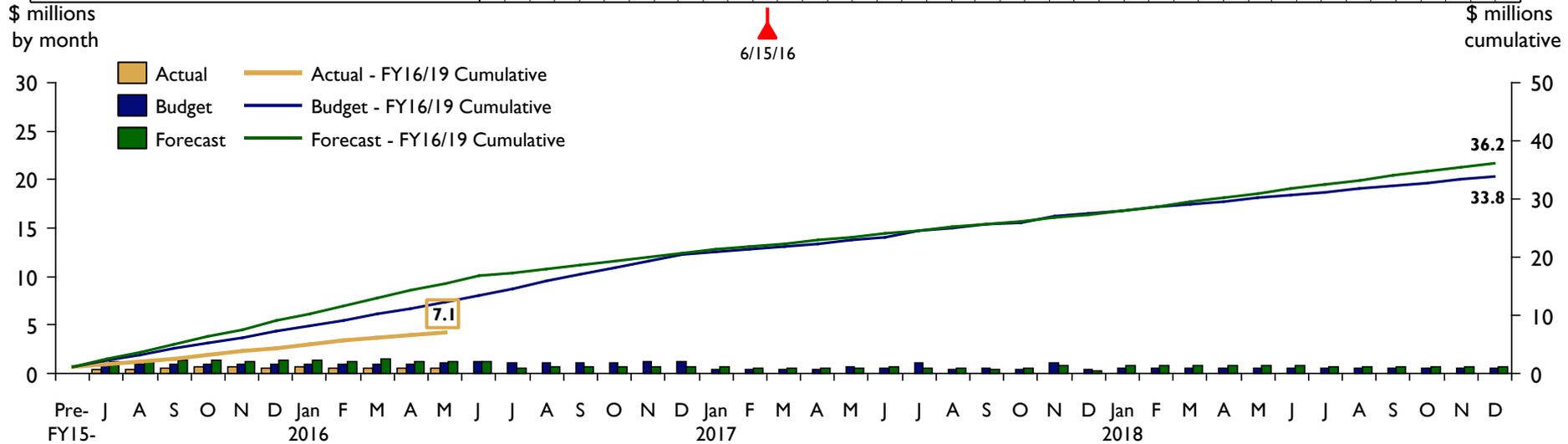
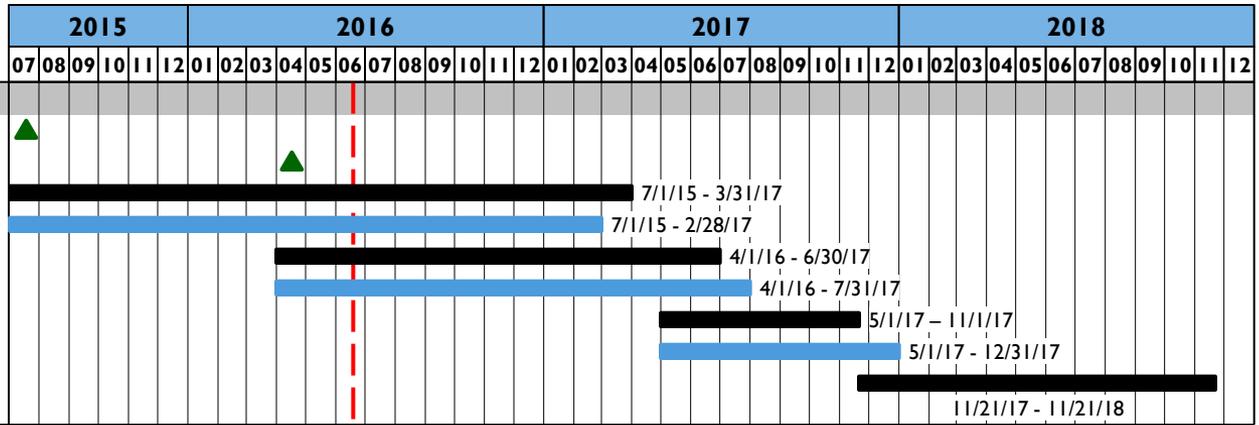
# 10 Palmdale to Burbank



- Notes:
- 1) All estimates are preliminary and subject to change.
  - 2) Forecast includes RDP and RC costs through Dec. 2018.
  - 3) Habitat Mitigation included.

Source: Based on actual costs and future estimates for the RCs and RDP.

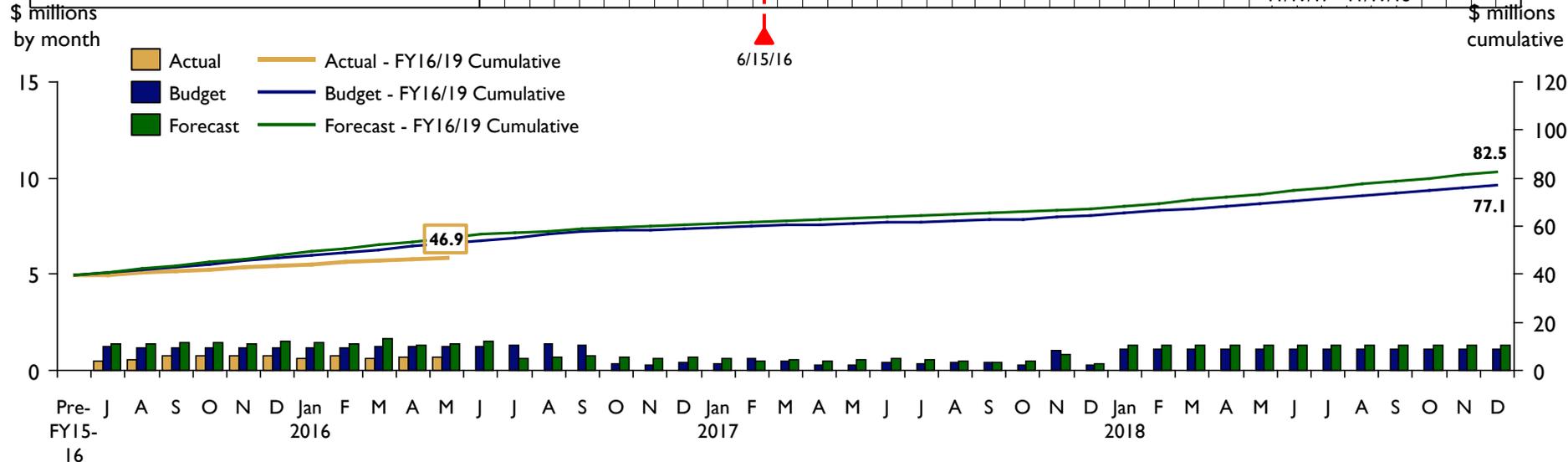
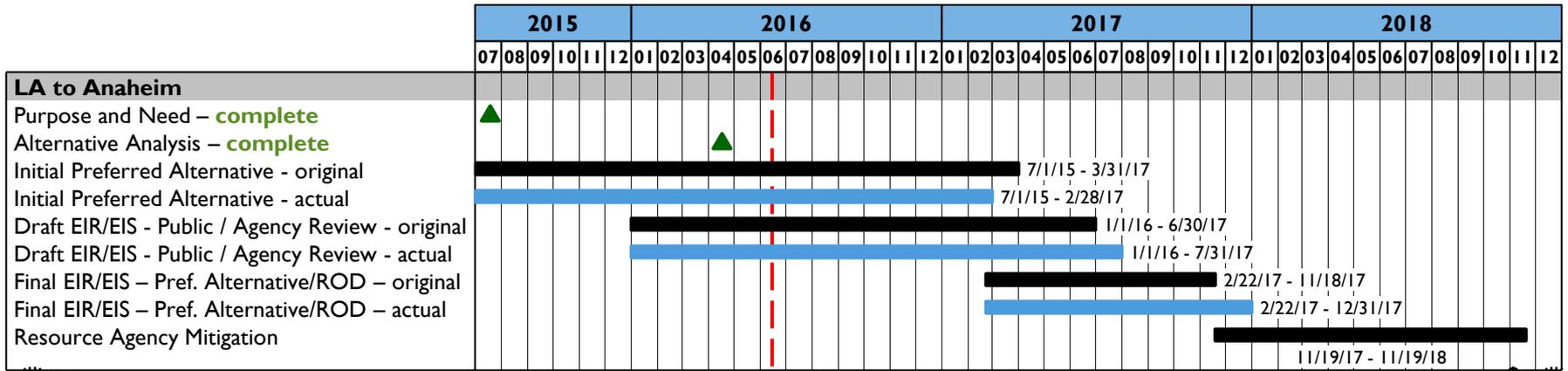
# II Burbank to LA



- Notes:
- 1) All estimates are preliminary and subject to change.
  - 2) Forecast includes RDP and RC costs through Dec. 2018.
  - 3) Habitat Mitigation included.

Source: Based on actual costs and future estimates for the RCs and RDP.

# 12 LA to Anaheim



Notes:  
 1) All estimates are preliminary and subject to change.  
 2) Forecast includes RDP and RC costs through Dec. 2018.  
 3) Habitat Mitigation included.

Source: Based on actual costs and future estimates for the RCs and RDP.

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

Milestone	Segment	Due Date	% Completion	Status
Confirm Alternatives for Evaluation in Draft SEIR/SEIS	Central Valley Wye	June 2016	95%	On Target
Complete Admin. Draft SEIR/SEIS	Bakersfield F Street Station Alignment	June 2016	92%	On Target
Complete Project Definition Report	San Jose to Merced	July 2016	75%	On Target
Complete Record Set Preliminary Engineering for Project Development	Bakersfield F Street Station Alignment	July 2016	80%	On Target
Complete Record Set Preliminary Engineering for Project Development	Bakersfield to Palmdale	July 2016 (Draft)	46%	On Target
Agency Submittal of Checkpoint B, Range of Alternatives	Palmdale to Burbank	July 2016	38%	On Target
Selection of Preliminary Preferred Alternative for Draft EIR/EIS	Central Valley Interconnections	August 2016	92%	On Target
Submit Preliminary Engineering for Project Development for Review	Burbank to Los Angeles And Los Angeles to Anaheim	July 2016 (Draft)	50%	On Target
Complete Scoping Report	San Francisco to San Jose	August 2016	5%	On Target
Complete Evaluation of PG&E Sites 8 – 12	Central Valley Interconnections	August 2016	70%	On Target

## Notes:

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

Dates identified in green indicate task completion from previous month.

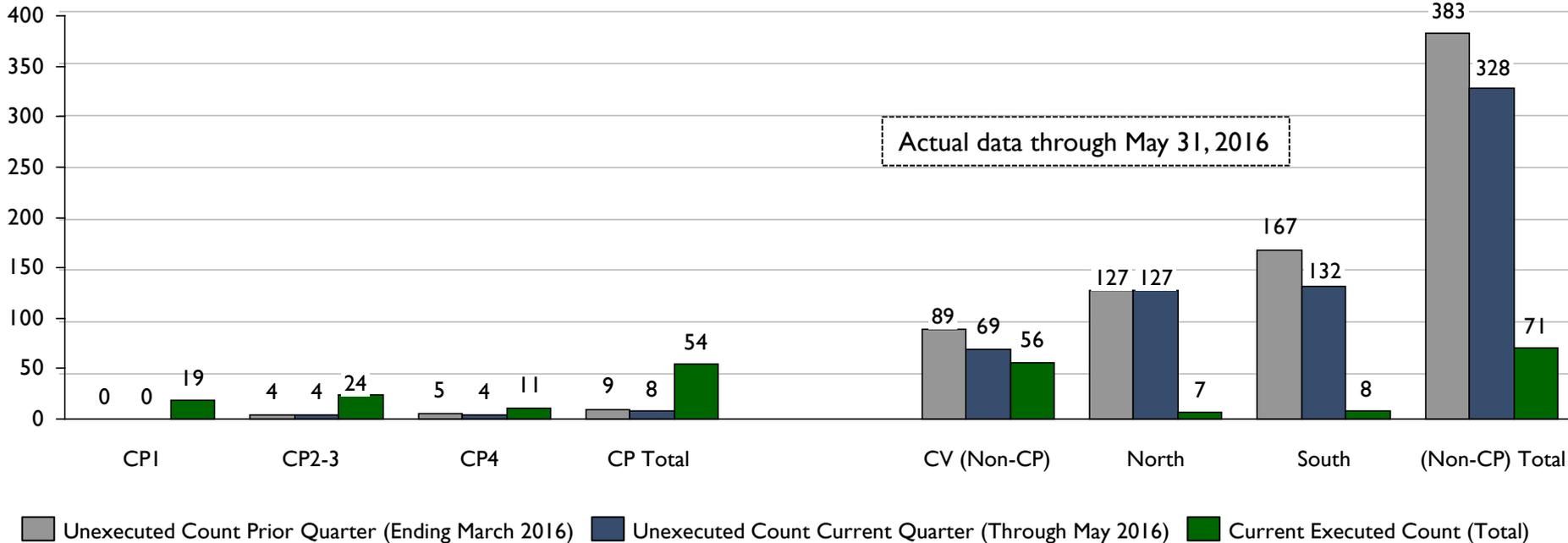
# Agenda

---

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

# CP1, CP2-3, CP4, Central Valley (Non-CP), North and South Executed and Unexecuted Agreements

## Total Executed/Unexecuted Agreements (in number of agreements)



Notes:

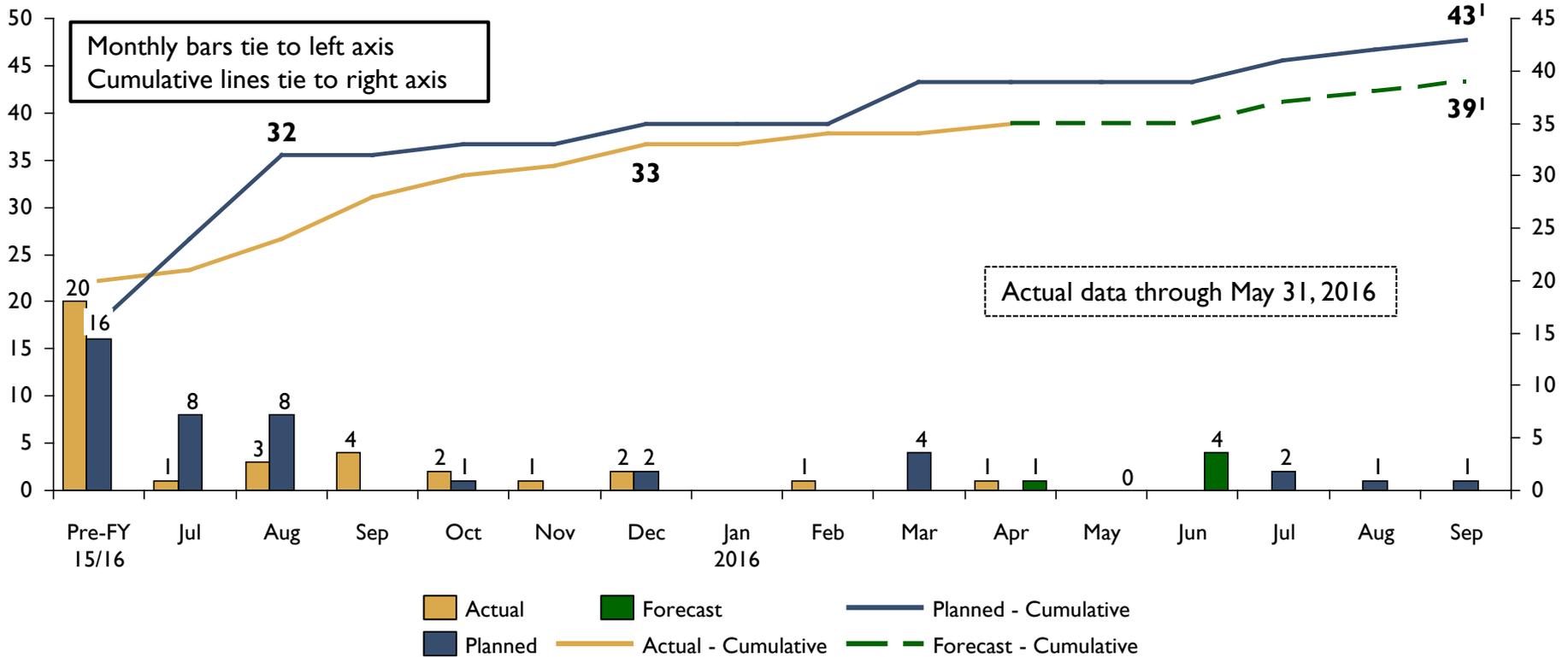
- 28 total CP2-3 agreements were previously expected to be executed. Kings County, Angiola Water District, and Deer Creek Storm Water District agreements not expected to be executed.
- 15 total CP4 agreements were previously expected to be executed. Kern County agreement not expected to be executed
- Some Agreements are counted more than once because they are required for more than one section.
- CPI, CP2-3, CP4 and CP Total counts only include Master/Cooperative Agreements
- Central Valley (Non-CP), North, South and (Non-CP) Total counts include Master/Cooperative Agreements and Reimbursement Agreements for environmental coordination and project development.

# CP2-3 & CP4 Third Party Agreements by Month

Plan vs. Actual vs. Forecast

## CP2-3 & CP4 Third Party Agreements (excluding Railroads)

(in number of agreements)



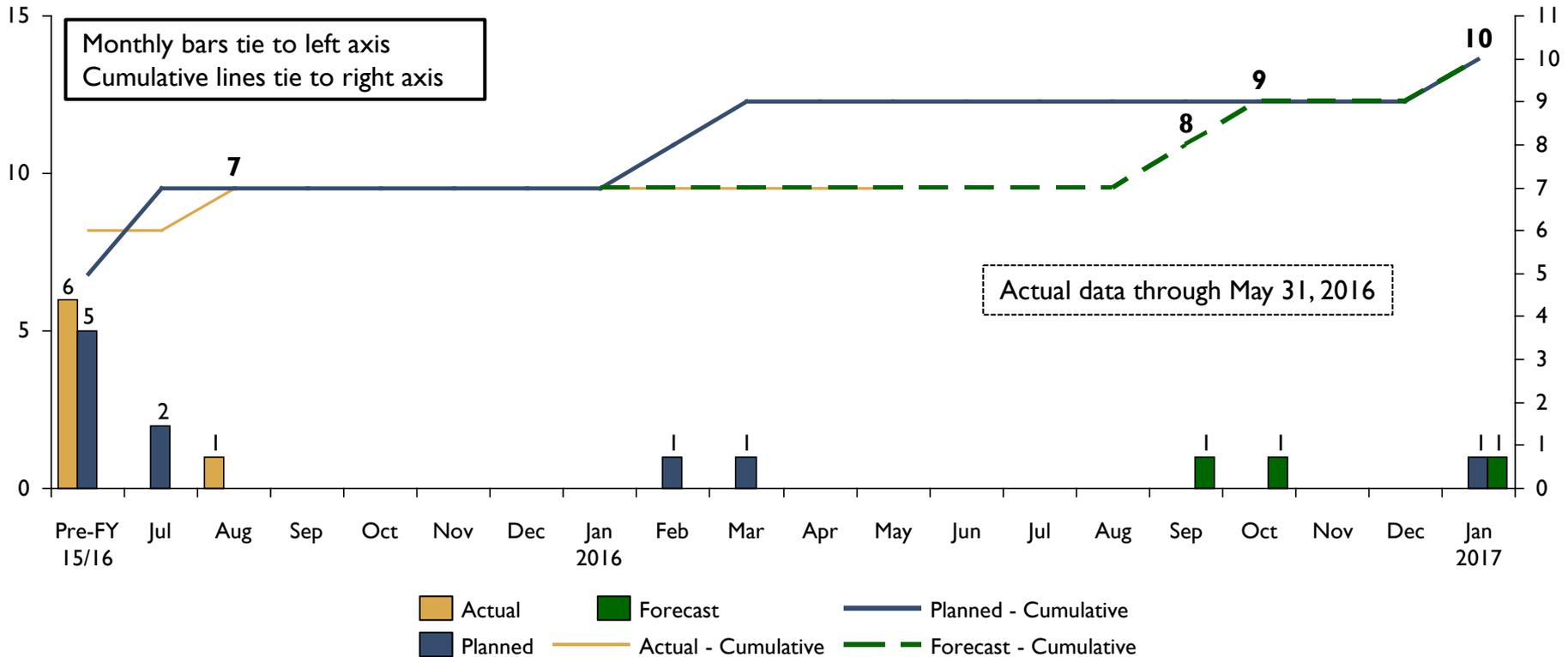
Notes:

- 43 total CP2-3 & CP4 agreements were previously expected to be executed. Kings County, Angiola Water District, Deer Creek Storm Water District and Kern County agreements not expected to be executed.
- Some Agreements are counted more than once because they are required for more than one section.

# Railroad Third Party Agreements Separate from CP1, CP2-3, and CP4 by Month

Plan vs. Actual vs. Forecast

**Railroads – Third Party Agreements Separate from CPI, CP2-3, and CP4 DB Contracts**  
(in number of agreements)



Notes:

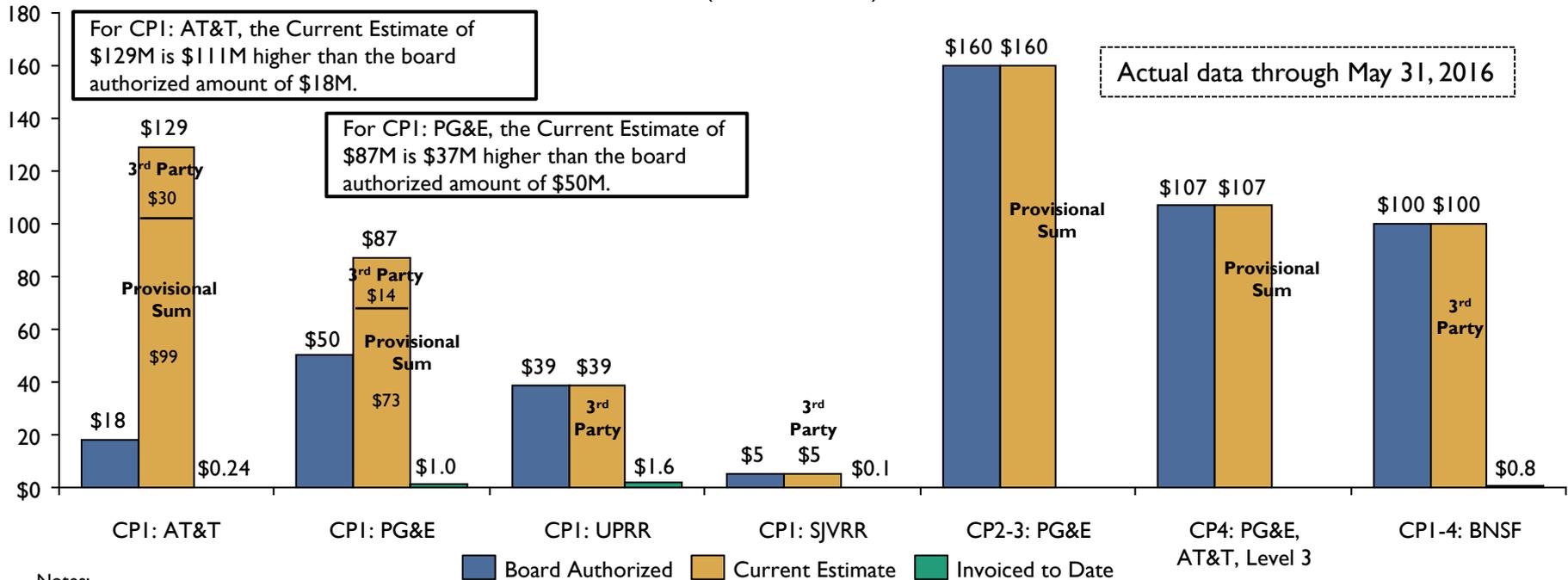
1. 10 total Railroad agreements to be executed. Execution of BNSF agreements are dependent on DB designs.

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

## Board Authorized, Current Estimate and Invoiced Amounts

### Board Authorized, Current Estimate and Invoiced Amounts

(in millions \$)



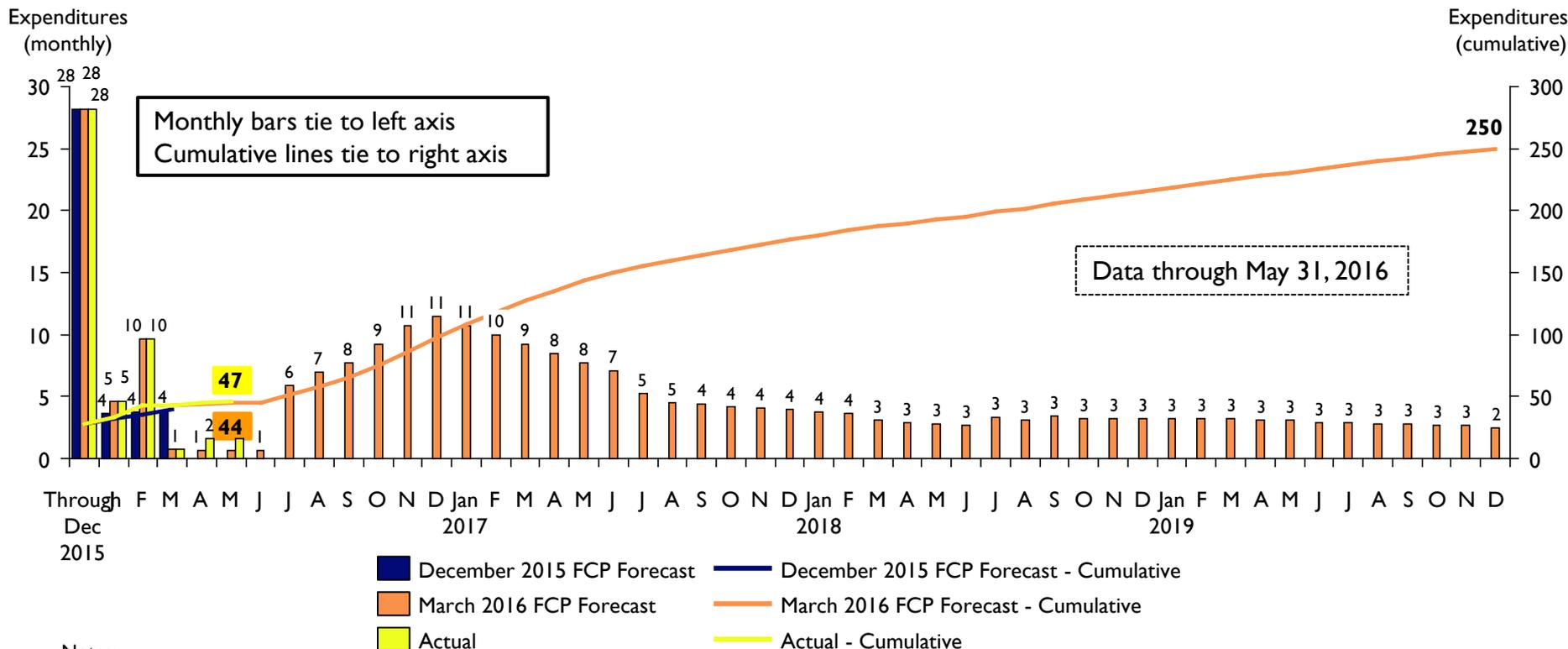
Notes:

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, irrigations facilities, and roadways that are in physical conflict with the proposed alignment.
2. As the project progresses, HSR will be in a better position to quantify the estimates.
3. Current estimates for CPI are due to a better understanding of utility impacts as part of physical ground and underground surveys required for design.
4. Current estimates for CP2-3 and CP4 are based on most current information available and have not be verified by physical ground and underground surveys required for design.
5. Policies and procedures have been implemented to improve the information being gathered, including the timing of data collection and the standardization of estimating practices.
6. A risk analysis has been performed and is reflected in the Risk report.
7. All estimates do not include contingency. See risk overlay slides for added contingency.
8. Amounts shown for each third party agreement are inclusive of funds shown in both the project budget and Third Party budget line items.
9. 3rd Party & Provisional Sums for AT&T and PG&E in CPI refer to the funding sources for those costs. Approval for Provisional Sums for AT&T and PG&E will be requested at a later date.
10. \$14 million 3rd Party for CPI PG&E reflects current estimate for that work in the \$27 million committed contract.

# Total Other Expenditure by Month

Forecast vs. Actual

## Total Other Expenditure Schedule (in millions \$)



Notes:

- Forecast includes other expenditures in the Funding Contribution Plan.
- Original FCP Forecast (December 2012) did not have task level detail for other expenditures.
- Other costs include – utilities, railroads, local municipalities, irrigation districts and resource agency support.
- Numbers may not add due to rounding.
- Variance in FCP and Capital Outlay numbers due to timing differences.

Sources:

- Interim Funding Contribution Plan Worksheet, May 2016
- Funding Contribution Plan, Mar. 2016
- Funding Contribution Plan, Dec. 2015

# Agenda

---

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

## Contract Management Metrics - Context

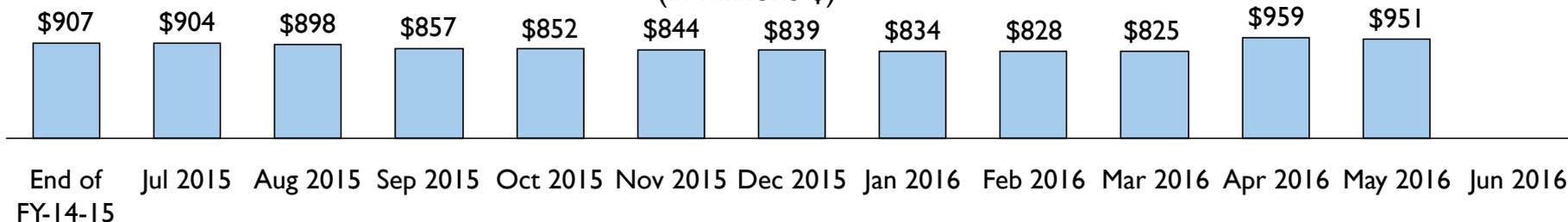
---

- ▶ There are 2 contract management metrics included:
  - Contingency Value
    - This value is based on remaining contingency as a percentage of the remaining contract balance
  - Expenditure Schedule
    - Earned value refers to total invoices to date
    - Planned value refers to forecasted invoices to date
    - Funding Contribution Plan (FCP) forecast value refers to forecasted Design-Build Contract expenditure in quarterly Funding Contribution Plan
- ▶ Contract management metrics for CPI and CP2-3 are included
- ▶ Updates to the report will be made monthly
  - In October 2015, cut-off date for data reporting was adjusted to the end of the prior month

# CP1 Contract Management – Contingency Value

## CPI – Contract Balance Remaining<sup>1</sup>

(in millions \$)

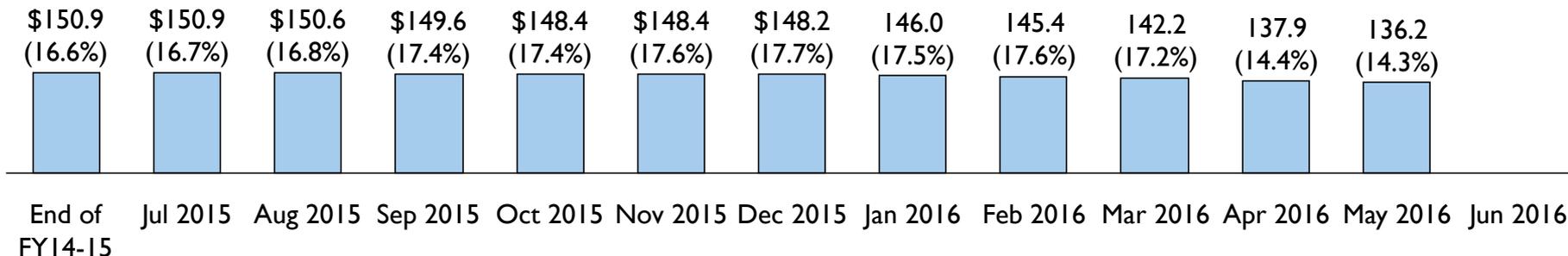


If remaining contingency against amount of contract / work left falls below 10%, corrective action may be necessary.

## CPI – Contingency Balance Remaining

(millions \$)

(% of contract balance remaining)



Notes:

1. Remaining Contract Value = [Revised DB Contract Amount] – [Authority Approved Invoices to Date]. Revised DB contract amount, increased to \$1,199M from the original contract amount of \$1,023M, due to executed change orders (including Madera Extension).
2. Contract balance only accounts for approved invoices in determining contract balance, so this number may not reconcile with "earned value" in schedule performance index metric.
3. Based upon the amount of CP 1 work remaining, both the remaining contingency balance and the contingency percentage, measured against the contract balance remaining, fall within the established contingency envelope of the project.

Source: May 31, 2016  
CPI Performance Metric Report

# CP1 Contract Management Raw Data: Contingency Value

## CPI – Contingency (\$ millions)

	End of FY 14-15	July 2015	Aug 2015	Sept 2015	Oct 2015	Nov 2015	Dec 2015	Jan 2016	Feb 2016	Mar 2016	Apr 2016	May 2016	June 2016
Contract Balance Remaining	\$906.8m	\$904.2m	\$898.2m	\$857.4m	\$851.7m	\$843.9m	\$838.9m	\$834.4m	\$828.2m	\$825.0m	\$959.2m	\$950.9m	
Contingency	\$160m	\$160m	\$160m	\$160m	\$160m	\$160m	\$160m	\$160m	\$160m	\$160m	\$160m	\$160m	
Change Orders (from contingency)	\$9.1m	\$0.0m	\$0.3m	\$1.0m	\$1.2m	\$0.0m	\$0.2m	\$2.2m	\$0.6m	\$3.2m	\$4.3m	\$1.7m	
Contingency Balance Remaining	\$150.9m	\$150.9m	\$150.6m	\$149.6m	\$148.4m	\$148.4m	\$148.2m	\$146.0m	\$145.4m	\$142.2m	\$137.9m	\$136.2m	
Contingency %	16.6%	16.7%	16.8%	17.4%	17.4%	17.6%	17.7%	17.5%	17.6%	17.2%	14.4%	14.3%	

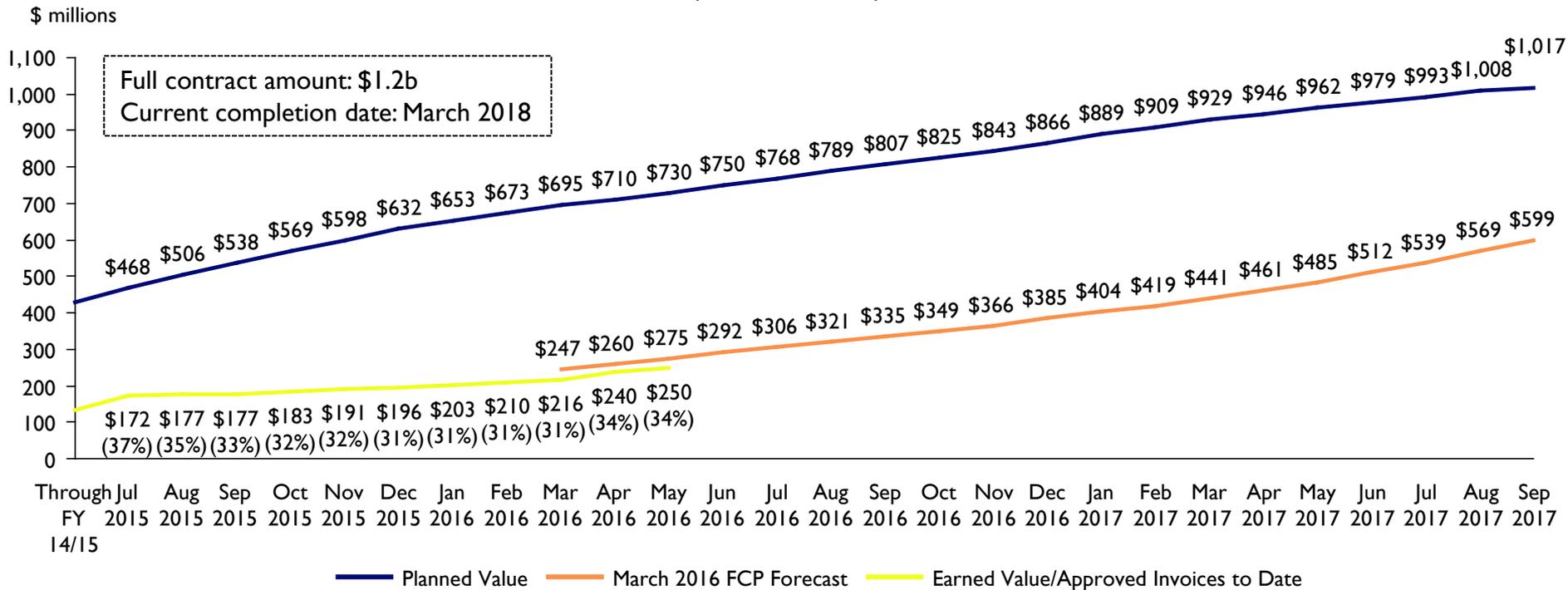
Note:

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

Source: May 31, 2016  
CPI Performance Metric Report

# CP1 Contract Management – Schedule Performance Index

## CPI Schedule – Total Planned Value of Contract Earned (in millions \$)



Notes:

1. Full contract amount includes bid amount, provisional sums and executed change order amounts.
2. Earned value flat from August to September 2015 because data reporting date was moved up in October 2015 creating a short period between data reporting dates in September and October 2015.
3. CPI DB contract forecast expenditures from Jan 2016 to Jun 2017 will be 100% ARRA funded, until full ARRA drawdown.
4. FCP forecast includes North Extension costs.

Sources:

1. Planned Value: CPI Baseline Schedule
2. FCP Forecast: Funding Contribution Plan, Mar 2016
3. Earned Value/Approved Invoices to Date: May 31, 2016 CPI Performance Metric Report
4. FCP Forecast will be updated based on quarterly Funding Contribution Plan.

# CP1 Contract Management Raw Data: Schedule Performance Index

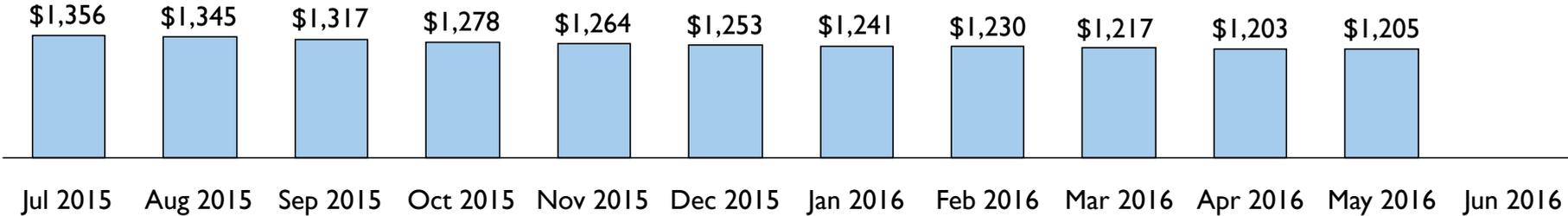
## FY15-16 CPI – Schedule (millions \$)

	End of FY 14-15	July 2015	Aug 2015	Sept 2015	Oct 2015	Nov 2015	Dec 2015	Jan 2016	Feb 2016	Mar 2016	Apr 2016	May 2016	June 2016
March 2016 FCP Forecast Value	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	\$246.5m	\$260.0m	\$275.2m	
Earned Value/ Invoiced to Date	\$134.4m	\$171.5m	\$176.5m	\$176.5m	\$183.4m	\$191.2m	\$196.3m	\$203.1m	\$209.8m	\$216.2m	\$239.7m	\$249.8m	
Planned Value	\$430.3m	\$468.0m	\$505.8m	\$538.3m	\$568.9m	\$597.5m	\$631.8m	\$653.3m	\$673.2m	\$694.8m	\$710.2m	\$729.7m	
Schedule Performance Index	31%	37%	35%	33%	32%	32%	31%	31%	31%	31%	34%	34%	

Source: May 31, 2016  
CPI Performance Metric Report

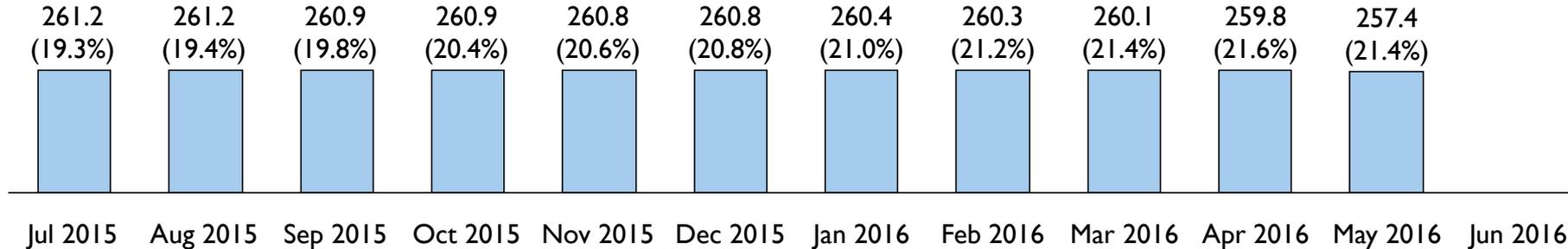
# CP2-3 Contract Management – Contingency Value

**CP2-3 – Contract Balance Remaining**  
(in millions \$)



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

**CP2-3 – Contingency Balance Remaining**  
(millions \$)  
(% of contract balance remaining)



Notes: Contract balance only accounts for approved invoices in determining contract balance, so this number may not reconcile with "earned value" in schedule performance index metric

Source: May 31, 2016  
CP2-3 Performance Metric Report

# CP2-3 Contract Management Raw Data: Contingency Value

## CP2-3 – Contingency (millions \$)

	July 2015	Aug 2015	Sept 2015	Oct 2015	Nov 2015	Dec 2015	Jan 2016	Feb 2016	Mar 2016	Apr 2016	May 2016	June 2016
Contract Balance Remaining	\$1,356m	\$1,345m	\$1,317m	\$1,278m	\$1,264m	\$1,253m	\$1,241m	\$1,230m	\$1,217m	\$1,203m	\$1,205m	
Contingency	\$261.2m	\$261.2m	\$261.2m	\$261.2m	\$261.2m	\$261.2m	\$261.2m	\$261.2m	\$261.2m	\$261.2m	\$261.2m	
Change Orders (from contingency)	\$0.0m	\$0.0m	\$0.3m	\$0.0m	\$0.1m	\$0.0m	\$0.4m	\$0.1m	\$0.2m	\$0.3m	\$2.4m	
Contingency Balance Remaining	\$261.2m	\$261.2m	\$260.9m	\$260.9m	\$260.8m	\$260.8m	\$260.4m	\$260.3m	\$260.1m	\$259.8m	\$257.4m	
Contingency %	19.3%	19.4%	19.8%	20.4%	20.6%	20.8%	21.0%	21.2%	21.4%	21.6%	21.4%	

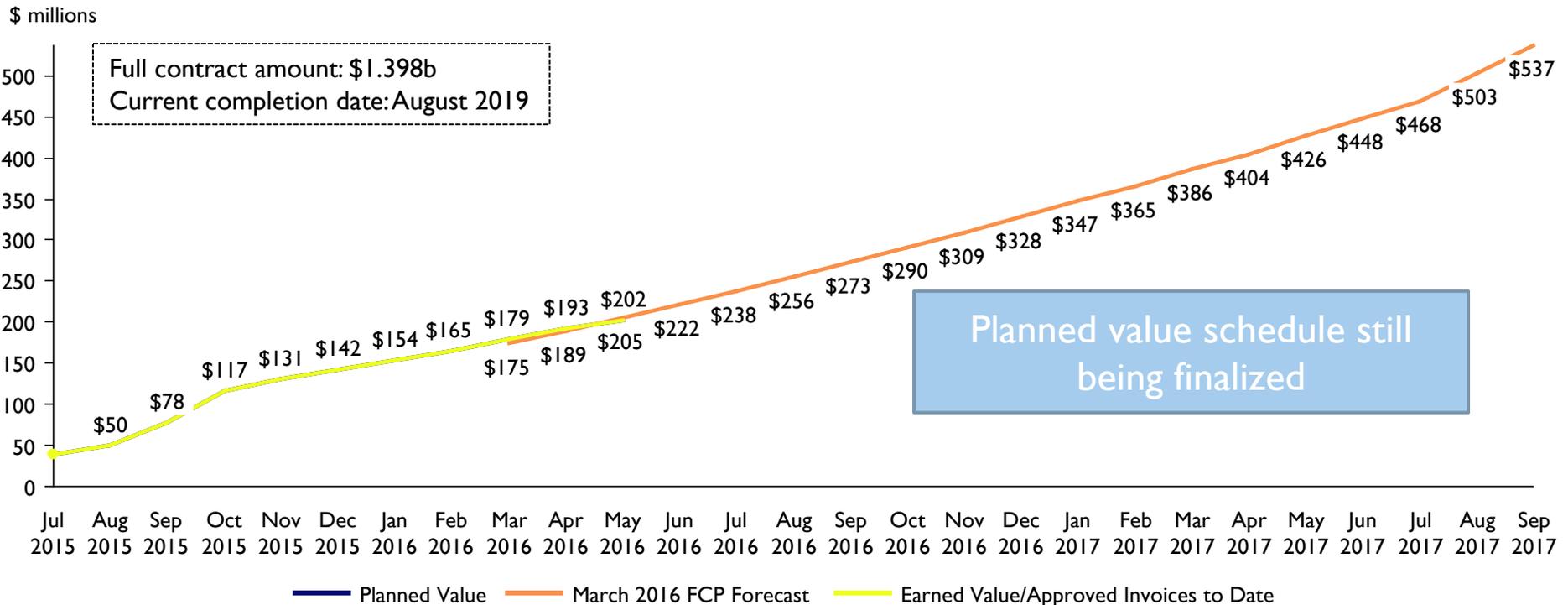
Note:

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

Source: May 31, 2016  
CP2-3 Performance Metric Report

# CP2-3 Contract Management – Schedule Performance Index

## CP2-3 Schedule – Total Planned Value of Contract Earned (in millions \$)



Notes:

1. Full contract amount includes bid amount, provisional sums and executed change order amounts.
2. Total amount earned refers to progress on the schedule, not approved contract invoices.
3. CP2-3 DB contract forecast expenditures from Jan 2016 to Jun 2017 will be 100% ARRA funded, until full ARRA drawdown.

Sources:

1. FCP Forecast: Funding Contribution Plan, Mar 2016
2. Earned Value/Approved Invoices to Date: May 31, 2016 CP2-3 Performance Metric Report
3. FCP Forecast will be updated based on quarterly Funding Contribution Plan.

# CP2-3 Contract Management Raw Data: Schedule Performance Index

**FY15-16 CP2-3 – Schedule (millions \$)**

	July 2015	Aug 2015	Sept 2015	Oct 2015	Nov 2015	Dec 2015	Jan 2016	Feb 2016	Mar 2016	Apr 2016	May 2016	June 2016
March 2016 FCP Forecast Value	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	\$174.6m	\$189.5m	\$205.4m	
Earned Value/ Invoiced to Date	\$38.1m	\$50.4m	\$77.7m	\$116.9m	\$130.6m	\$141.9m	\$153.9m	\$165.0m	\$179.0m	\$193.1m	\$202.2m	
Planned Value	\$38.1m	\$50.4m	\$77.7m	\$116.9m	\$130.6m	\$141.9m	\$153.9m	\$165.0m	\$179.0m	\$193.1m	\$202.2m	
Schedule Performance Index	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	

Source: May 31, 2016  
CP2-3 Performance Metric Report

# Agenda

---

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

## Finance/Budget Metrics – Context

---

- ▶ Metrics organized by:
  - Summary of current fiscal environment
  - FY 2015-16 finance/budget data, which includes ROW, planning, environmental and construction
  
- ▶ For FY 2015-16, this report presents:
  - Budgeted expenditures: based on FCP budget
  - Actual expenditures: incorporated each month based on invoices received.
  - Forecasts: will shift each month and align with FY15-16 forecast from the F&A Capital Outlay Report
  
- ▶ All data shown is at the end of each month
  - There is a 1-month lag to produce the F&A Capital Outlay Reports, which is the source of the data
    - For example, a July F&A Capital Outlay Report includes financial data through May

# The Authority has spent 41.3% of FY15-16 budget, 54.4% of the federal ARRA fund and 100% of C&T FY 14/15 fund

## FY15-16 Expenditures to Date <sup>1</sup> (Data as of May 2016)

Total appropriation includes some funding for Phase II planning and FY15/16 C&T creating a difference with the total budget below.

Total Appropriation	FY15-16 Budget <sup>3</sup>		Expenditures to Date		Expenditures - % of Budget	
	Apr-16	May-16	Apr-16	May-16	Apr-16	May-16
\$7.292b	\$1.87b	\$1.87b	\$0.62b	\$0.77b	33.3%	41.3%

## Total Expenditures to Date <sup>1</sup> (Data as of May 2016)

ARRA expenditures are 54.4% of federal ARRA grant funds and 21.2% of \$6.55b total budget

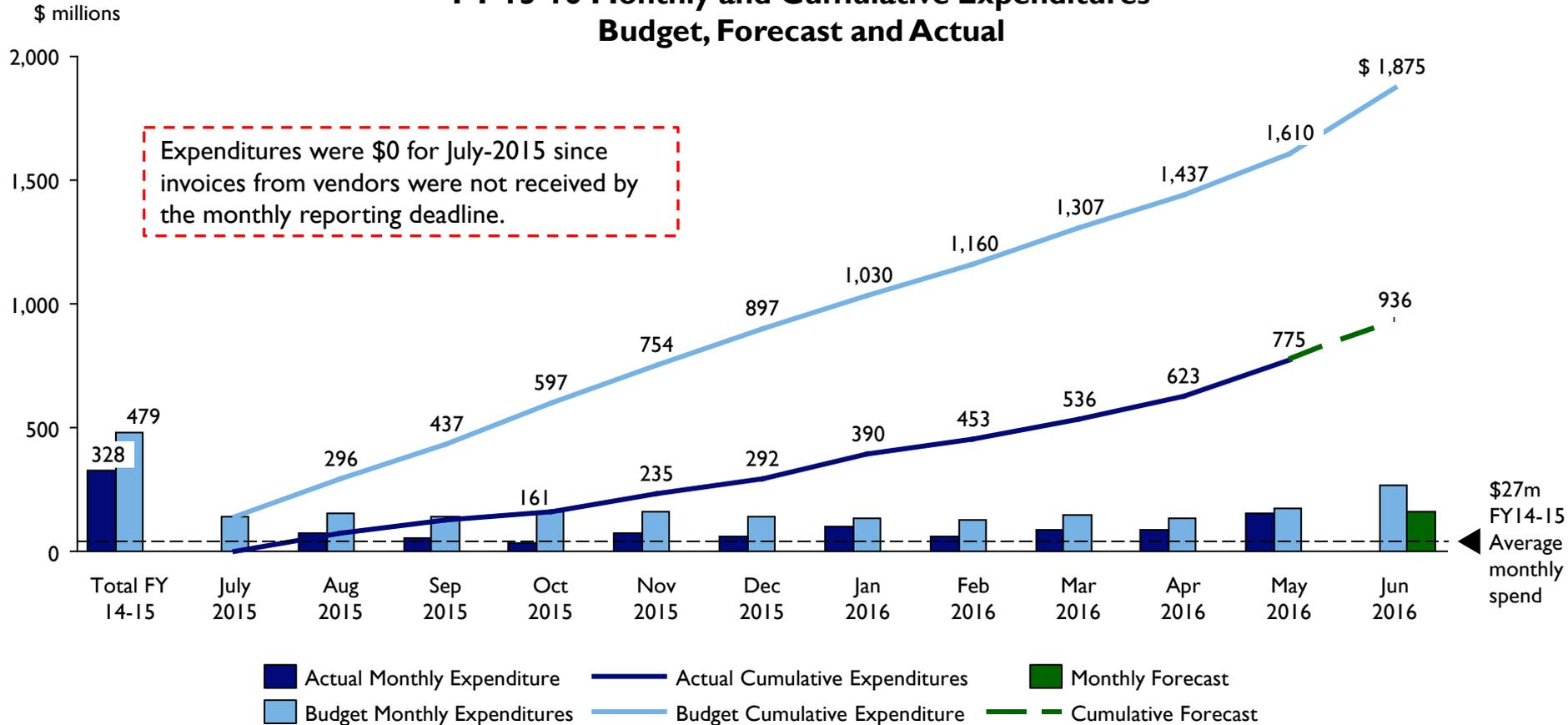
	TOTAL		Planning		Construction	
	Budget	Expended	Budget	Expend to Date	Budget <sup>3</sup>	Expend to Date
<b>ARRA Grant <sup>1</sup></b>	\$2.553b	\$1.390b	\$0.322b	\$0.304b	\$2.231b	\$1.086b
<b>FY10 Grant</b>	\$0.928b	\$-	\$-	\$-	\$0.928b	\$-
<b>PROP IA <sup>2</sup></b>	\$2.563b	\$0.205b	\$0.192b	\$0.205b	\$2.372b	\$-
<b>LOCAL</b>	\$0.052b	\$-	\$0.052b	\$-	\$-	\$-
<b>Cap and Trade <sup>3</sup></b>	\$0.458b	\$0.250b	\$0.059b	\$0.059b	\$0.399b	\$0.191b
<b>Total</b>	\$6.554b	\$1.845b	\$0.624b	\$0.568b	\$5.930b	\$1.283b

Note: Numbers may not add due to rounding

1. Source: F&A Capital Outlay Report, July 2016 – balance subject to change due to pending approval of tapered match and federal reimbursements
2. There is a total of \$2.8b in Prop IA appropriations, but the budgeted total excludes \$250m that were supplanted by C&T funds
3. The Capital Outlay Budget increased \$208M for radio spectrum rights and the Madera extension approved by the board. The FY 15-16 budget increased \$63m from \$1.81B to \$1.87b (\$53m for radio spectrum, \$10m for Madera extension). The Total Budget increased \$208m from \$6.346b to \$6.554b (\$53 for radio spectrum, \$155 for Madera extension).
4. ARRA total expended balance subject to adjustment to align with Funding Contribution Plan reporting.

# Finance/Budget – FY15-16 Expenditures

## FY 15-16 Monthly and Cumulative Expenditures Budget, Forecast and Actual



Source: F&A Capital Outlay Reports (Sept 2015 – July 2016)

Notes: Forecast data will shift each month (budget and forecasts only equal at outset of FY15-16)

# Finance/Budget Raw Data: Expenditures

## FY14-15 Raw Data

	July 2014	Aug 2014	Sept 2014	Oct 2014	Nov 2014	Dec 2014	Jan 2015	Feb 2015	Mar 2015	Apr 2015	May 2015	June 2015
Total FY Budget	\$1.6b	\$1.6b	\$1.6b	\$1.6b	\$859m	\$859m	\$859m	\$522m	\$479m	\$479m	\$479m	\$479m
Expense to Date	\$24.7m	\$47.2m	\$66.9m	\$91.6m	\$119.0m	\$139.4 m	\$153.0m	\$174.4m	\$199.7m	\$218.3m	\$273.2m	\$327.6m
Monthly expenditures	\$24.7m	\$22.5m	\$19.7m	\$24.6m	\$27.4m	\$20.5m	\$13.6m	\$21.4m	\$25.3m	\$18.6m	\$54.9m	\$54.4m
Total FY Forecast	\$1.6b	\$1.5b	\$1.6b	\$838m	\$766m	\$728m	\$653m	\$522m	\$479m	\$416m	\$349m	\$336m

## FY15-16 Raw Data

	July 2015	Aug 2015	Sept 2015	Oct 2015	Nov 2015	Dec 2015	Jan 2016	Feb 2016	Mar 2016	Apr 2016	May 2016	June 2016
Total FY Budget	\$1.7b	\$1.7b	\$1.7b	\$1.7b	\$1.7b	\$1.8b	\$1.9b	\$1.9b	\$1.9b	\$1.9b	\$1.9b	
Expense to Date	\$0	\$74.1m	\$125.5m	\$161.4m	\$234.5m	\$293.1m	\$391.0m	\$453.3m	\$536.2m	\$624.0m	\$775.0m	
Monthly expenditures	\$0	\$74.1m	\$51.4m	\$35.9m	\$73.2m	\$58.5m	\$98.0m	\$62.3m	\$83.5m	\$87.2m	\$150.9m	
Total FY Forecast	\$1.7b	\$1.7b	\$1.3b	\$1.0b	\$1.0b	\$1.1b	\$0.9b	\$0.9b	\$0.8b	\$0.9b	\$0.9b	

Source: F&A Capital Outlay Reports (Sept 2014 – Apr 2016)

Notes: Numbers may not add due to rounding; no July 2015 expenditures were received by the July-2015 reporting deadline.

# Agenda

---

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

## ARRA Schedule – Context

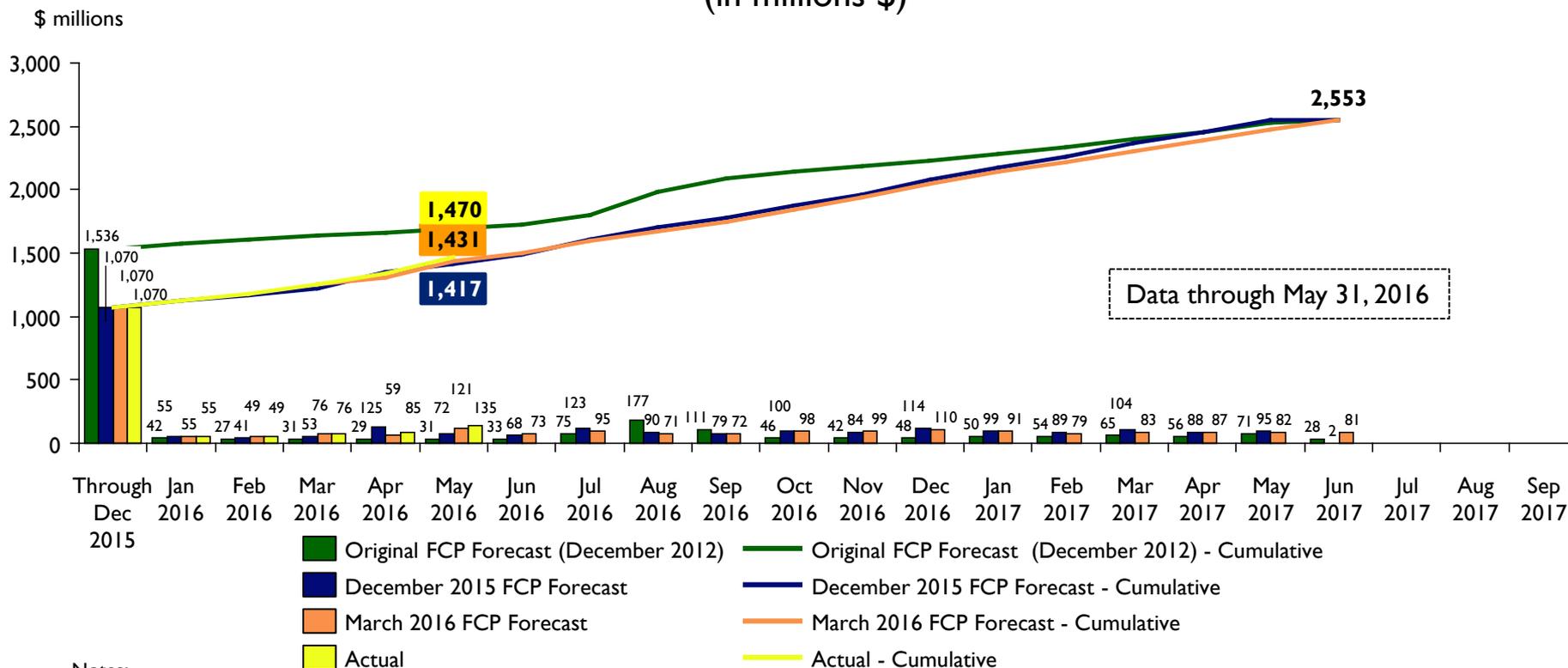
---

- ▶ The following slides provide the ARRA grant drawdown schedule, and track ARRA grant monthly expenditures
  
- ▶ The ARRA grant is broken down into two expenditure types:
  - ARRA-Project Development: Environmental Review, Preliminary Engineering Design, Project Administration and other project development related costs
  - ARRA-Construction: Program Management, Project Construction Management, ROW Acquisition, Design-Build Contracts, Third-Party Agreements, Project Reserves and Contingencies
  
- ▶ The ARRA schedule tracks:
  - Actual expenditures: reported each month
  - Forecast expenditures: adjusted quarterly based on the Funding Contribution Plan

# ARRA Expenditure by Month

Forecast vs. Actual

## ARRA Drawdown Schedule (in millions \$)



### Notes:

1. The program can frontload all of the ARRA funds to help spend those funds as early as possible.
2. State funds can be matched against federal funds and matched against ARRA funds already spent.
3. "Original FCP Forecast" refers to the first Funding Contribution Plan approved by the FRA in December 2012.
4. Dec. '15 FCP was submitted to FRA and was used to initially track performance prior to the approval of the Mar. '16 FCP.
5. Numbers may not add due to rounding.
6. Variance in FCP and Capital Outlay numbers due to timing differences.

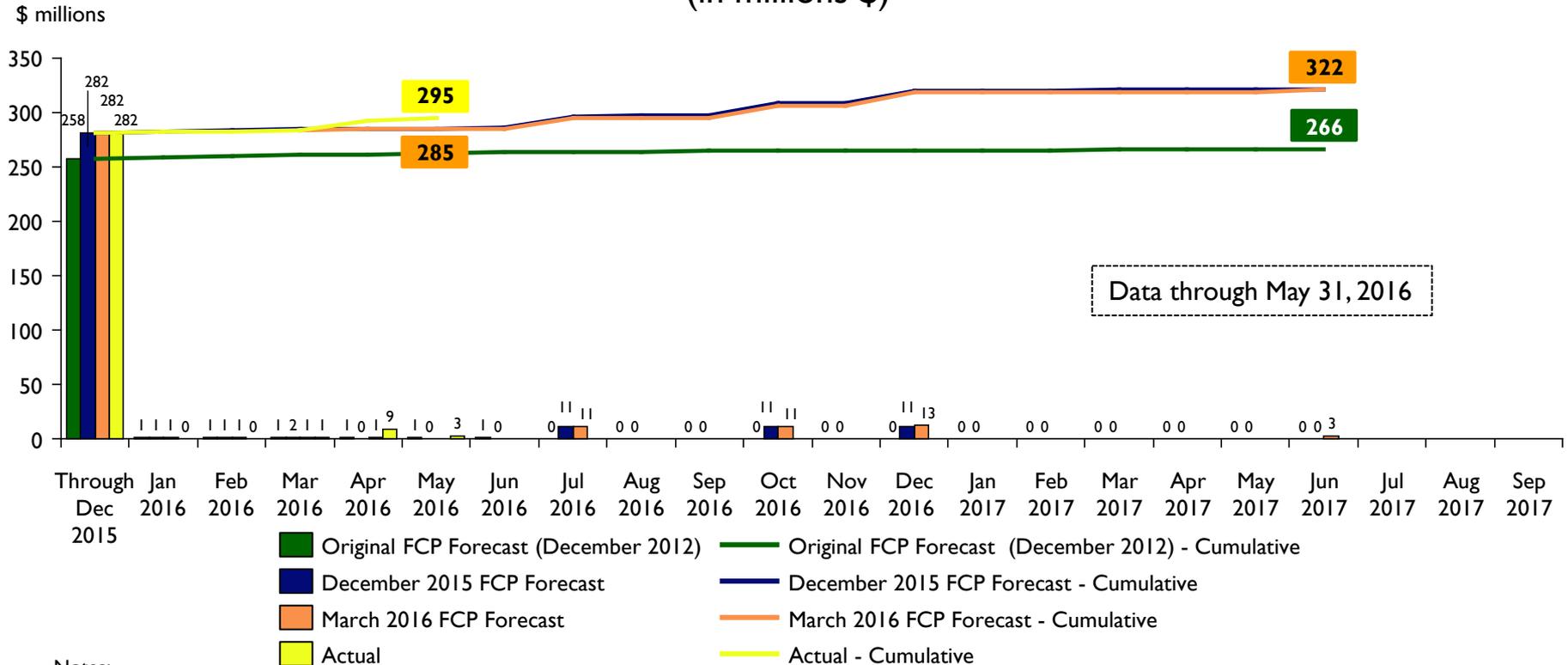
### Sources:

1. Interim Funding Contribution Plan Worksheet, May 2016
2. Funding Contribution Plan, Mar 2016
3. Funding Contribution Plan, Dec 2015
4. Funding Contribution Plan, Dec 2012

# ARRA Expenditure by Month

Forecast vs. Actual

## ARRA-Project Development Drawdown Schedule (in millions \$)



### Notes:

- The program can frontload all of the ARRA funds to help spend those funds as early as possible.
- State funds can be matched against federal funds and matched against ARRA funds already spent.
- "Original FCP Forecast" refers to the first Funding Contribution Plan approved by the FRA in December 2012.
- Dec. '15 FCP was submitted to FRA and was used to initially track performance prior to the approval of the Mar. '16 FCP.
- Numbers may not add due to rounding.
- Variance in FCP and Capital Outlay numbers due to timing differences.

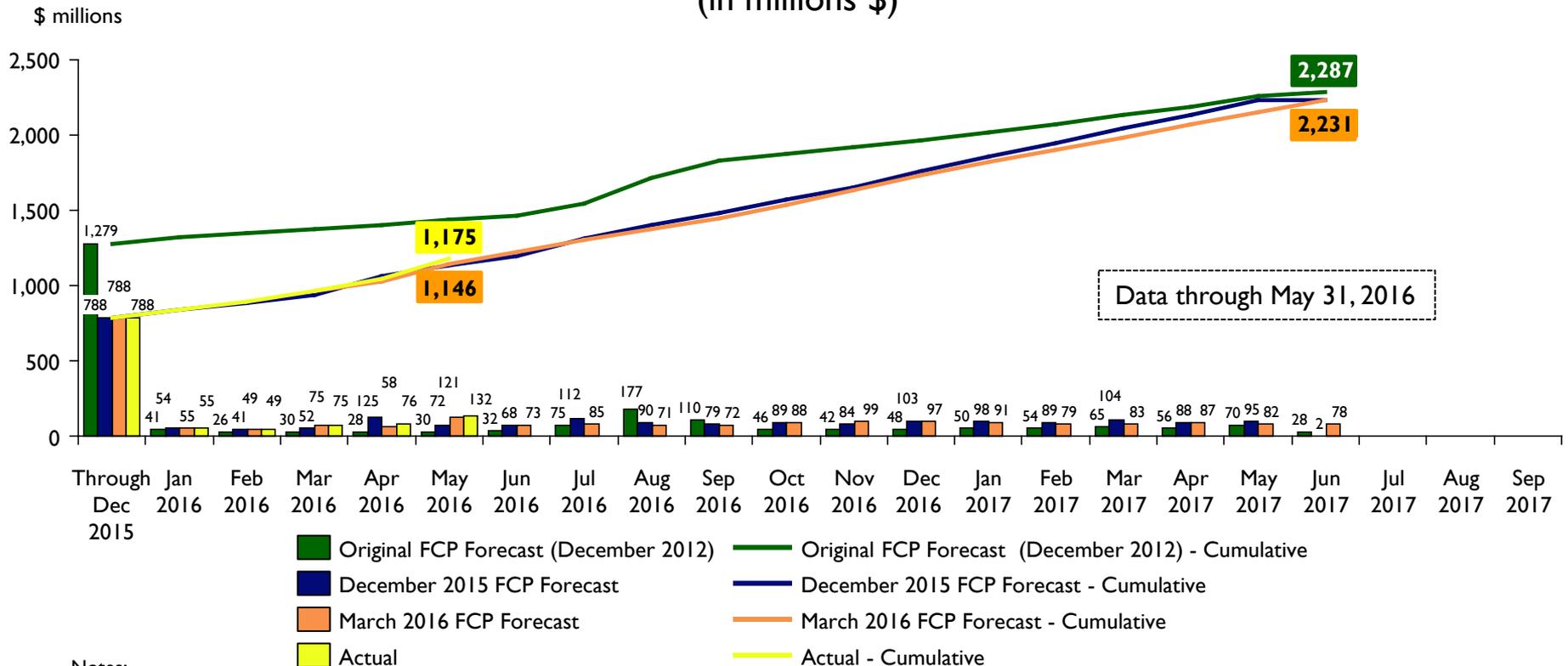
### Sources:

- Interim Funding Contribution Plan Worksheet, May 2016
- Funding Contribution Plan, Mar 2016
- Funding Contribution Plan, Dec 2015
- Funding Contribution Plan, Dec 2012

# ARRA Expenditure by Month

Forecast vs. Actual

## ARRA-Construction Drawdown Schedule (in millions \$)



### Notes:

1. The program can frontload all of the ARRA funds to help spend those funds as early as possible.
2. State funds can be matched against federal funds and matched against ARRA funds already spent.
3. "Original FCP Forecast" refers to the first Funding Contribution Plan approved by the FRA in December 2012.
4. Dec. '15 FCP was submitted to FRA and was used to initially track performance prior to the approval of the Mar. '16 FCP.
5. Numbers may not add due to rounding.
6. Variance in FCP and Capital Outlay numbers due to timing differences.

### Sources:

1. Interim Funding Contribution Plan Worksheet, May 2016
2. Funding Contribution Plan, Mar 2016
3. Funding Contribution Plan, Dec 2015
4. Funding Contribution Plan, Dec 2012

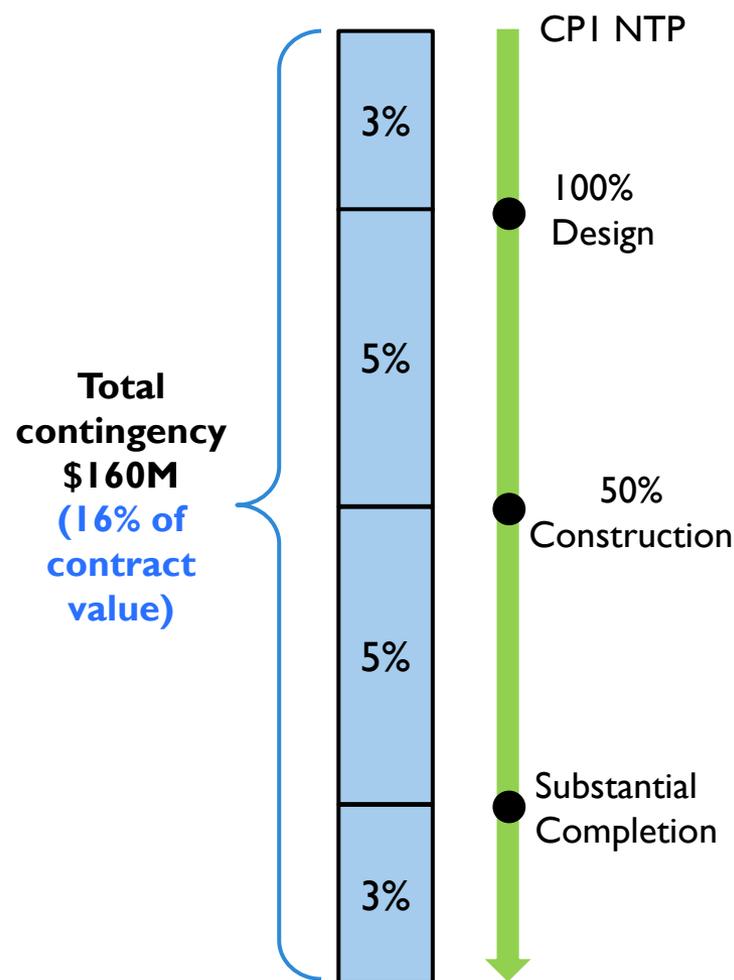
# Agenda

---

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

## CP1 Contract – Establishing Contingency Floor

- ▶ Based on an analysis of the risks associated with CPI, a contingency of \$160M or slightly less than 16% of the contract value, was set aside.
- ▶ 3% of the contract value or approximately \$31M of the contingency was reserved for potential additional costs arising at or following substantial completion. This percentage is based on FTA guidance and is intended to serve as an added layer of protection against potential unidentified (additional) costs.
- ▶ Between these points, the floor is set based on FTA's contingency targets for the amount of work outstanding at each milestone, for example, an additional 10% of contract value was reserved for potential additional cost arising between the start of construction and substantial completion, making the total required contingency at the 100% design stage to 13% of the contract value.



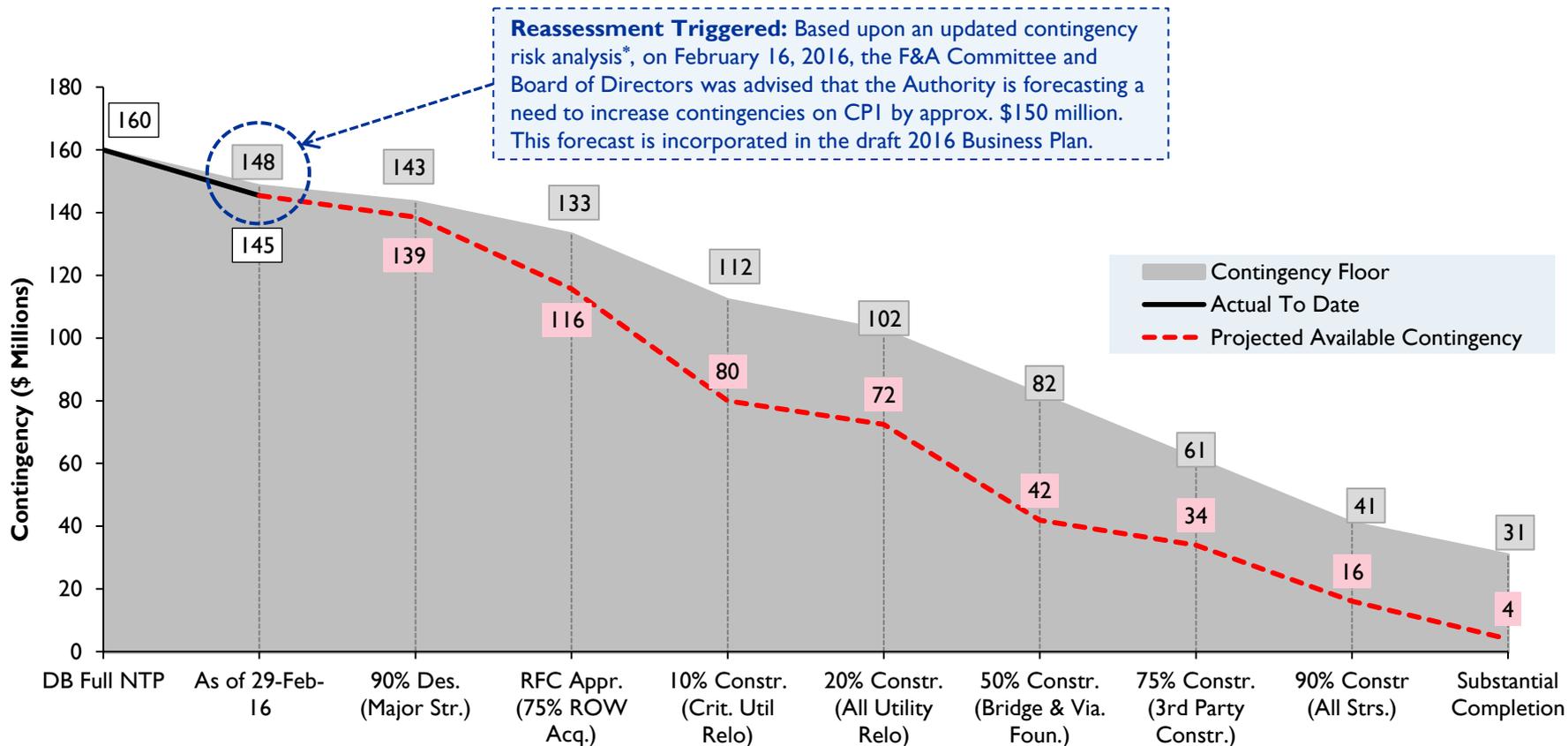
\* Based on FTA Project and Construction Management Guidelines (July 2011)

# Projected Available Contingency Level at Future Milestones

Contract Milestones	Projected Available Contingency (\$M)	Potential Risks Expected to Occur at Contract Milestones	Mean Rem. Risk Exposure (\$M)
<b>As of Feb 29, 2016</b>	145.4		
<b>90% Design</b>	138.6	<ul style="list-style-type: none"> <li>• Scope changes as per environmental requirements modifications</li> </ul>	6.9
<b>100% RFC Design</b>	115.7	<ul style="list-style-type: none"> <li>• Madera County Design roadway revisions (Avenues 9, 12, 13, 15 and 15.5)</li> <li>• Other Known scope changes incl. McKinley, GSB, etc.</li> <li>• City of Fresno Tier 2 requirements</li> </ul>	22.9
<b>10% Construction</b>	79.9	<ul style="list-style-type: none"> <li>• Delays in agreement with RR agencies (50% impact)</li> <li>• ROW acquisition delays (50% impact)</li> <li>• Delays in obtaining permits (50% impact)</li> <li>• SJVRR Spurs - Scope considers one spur in the vicinity of Dry Creek Canal</li> </ul>	35.8
<b>20% Construction</b>	72.4	<ul style="list-style-type: none"> <li>• Utility Provisional Sum</li> <li>• Construction contract work Prov. Sums</li> </ul>	7.5
<b>50% Construction</b>	41.9	<ul style="list-style-type: none"> <li>• Changed/Differing Site Conditions</li> <li>• Class I &amp; II Hazmat</li> </ul>	30.5
<b>75% Construction</b>	34.0	<ul style="list-style-type: none"> <li>• Change or mis-representation of environmental requirements</li> <li>• SR99 &amp; SR180 Interface Coordination</li> </ul>	7.9
<b>90% Construction</b>	16.1	<ul style="list-style-type: none"> <li>• Direct costs associated with intrusion protection</li> </ul>	17.9
<b>Substantial Complete</b>	4.1	<ul style="list-style-type: none"> <li>• ROW acquisition delays (50% impact)</li> <li>• Delays in obtaining permits (50% impact)</li> <li>• Delays in acquiring compensatory mitigation sites</li> </ul>	24.1

Note: Content as of 01-Apr-2015. The projections for remaining contingency available will be reviewed and adjusted at major project milestones. This will take into account actual known impact of risks that are realized and free-up the mean impact of the risks that are avoided.

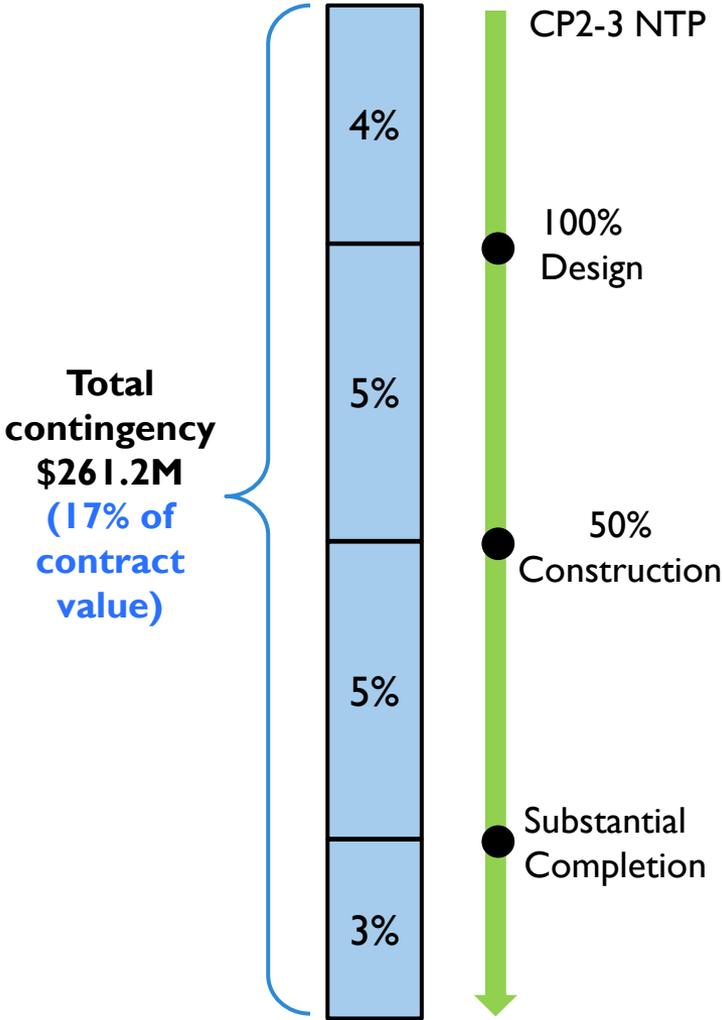
# CP1 Contract - Contingency Report



\* While this cost risk analysis indicates that there is the potential of exceeding the current contingency envelope for the CPI contract if risk mitigation actions are not undertaken, we are working to identify and implement risk mitigation strategies and potential savings not only on CPI, but program-wide as well.

# CP2-3 Contract – Establishing Contingency Floor

- ▶ Based on an analysis of the risks associated with CP2-3, a contingency of \$261.2M or slightly over 17% of the contract value (base contract plus the PG&E provision sums and third party allowance), was set aside.
- ▶ Three percent of the contract value or approximately \$46M of the contingency was reserved for potential additional costs arising at or following substantial completion. This percentage is based on FTA guidance and is intended to serve as an added layer of protection against potential unidentified (additional) costs.
- ▶ Between these points, the floor is set based on FTA’s contingency targets for the amount of work outstanding at each milestone, for example, an additional 10% of contract value was reserved for potential additional cost arising between the start of construction and substantial completion, making the total required contingency at the 100% design stage to 13% of the contract value.



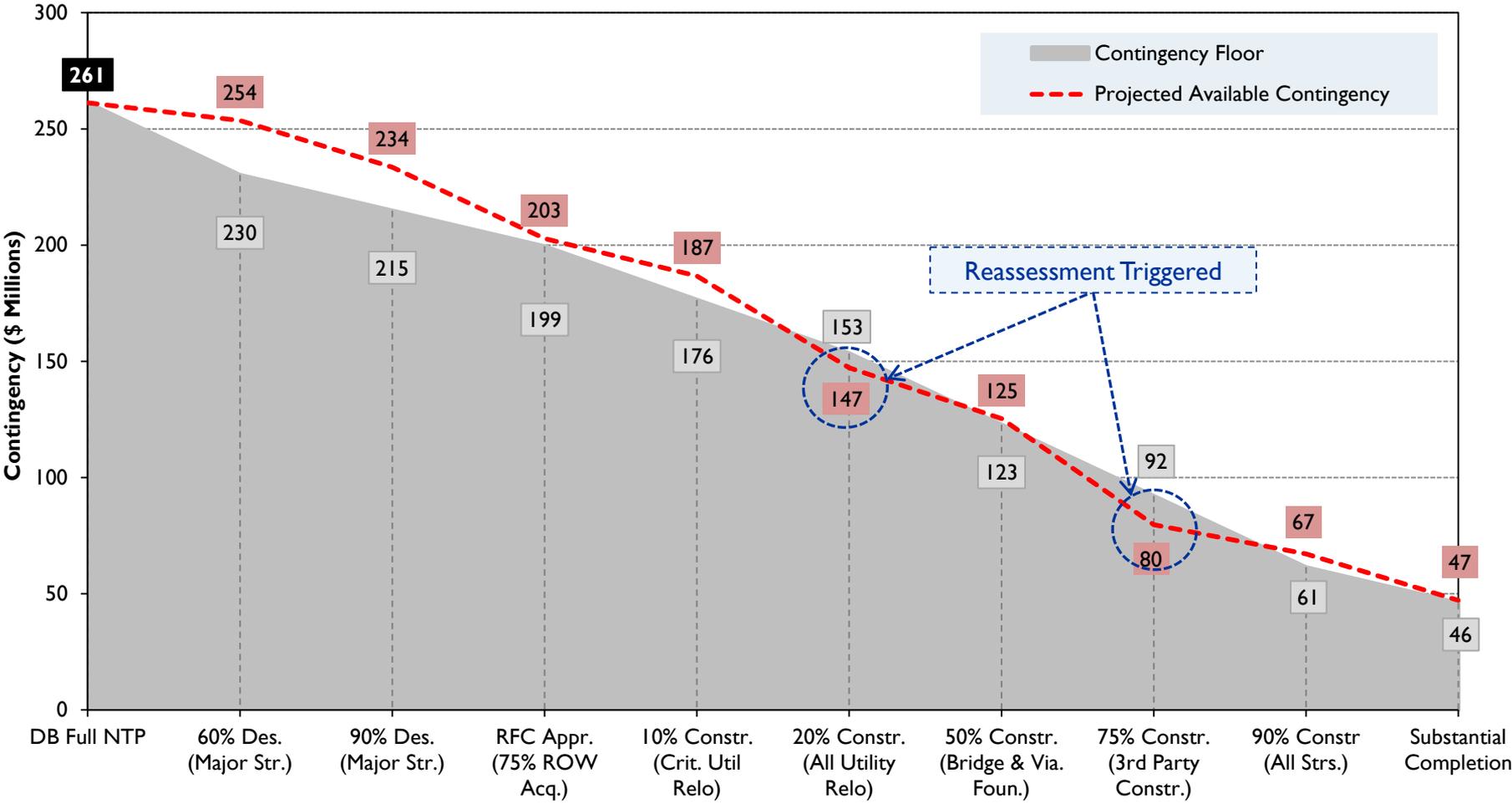
\* Based on FTA Project and Construction Management Guidelines (July 2011)

# Projected Available Contingency Level at Future Milestones

Contract Milestones	Projected Available Contingency (\$M)	Potential Risks Expected to Occur at Contract Milestones	P90 Risk Exposure (\$M)
<b>CP2-3 NTP</b>	261		
<b>60% Design</b>	253.6	<ul style="list-style-type: none"> <li>Scope changes as per Environmental requirement modifications</li> </ul>	15.3
<b>90% Design</b>	233.6	<ul style="list-style-type: none"> <li>Kings County Roadway Modifications</li> <li>Notice of approval of restricted drawings</li> </ul>	20.0
<b>100% RFC Design</b>	202.8	<ul style="list-style-type: none"> <li>Fresno &amp; Tulare County Roadway Modifications</li> <li>SBE/DBE participation, community benefits agreement and NTHI</li> </ul>	30.8
<b>10% Construction</b>	186.8	<ul style="list-style-type: none"> <li>Delays in agreement with RR agencies (20% impact)</li> <li>ROW acquisition delays (20% impact); Delays in obtaining permits (20% impact)</li> <li>Uncooperative Kings County delaying HSR work (20% impact)</li> <li>CPUC delays (20% impact)</li> </ul>	16.0
<b>20% Construction</b>	147.3	<ul style="list-style-type: none"> <li>Uncertainty in utility relocation costs; Uncertainty in canal relocation costs</li> <li>Construction Water hard to find</li> </ul>	39.5
<b>50% Construction</b>	125.3	<ul style="list-style-type: none"> <li>Changed/Differing Site Conditions</li> <li>Class I &amp; II Hazmat</li> </ul>	22.0
<b>75% Construction</b>	79.7	<ul style="list-style-type: none"> <li>BNSF railroad intrusion protection measures (50%)</li> </ul>	45.6
<b>90% Construction</b>	67.2	<ul style="list-style-type: none"> <li>Agricultural crossings at Hanford and Cross Creek necessitated by embankments.</li> </ul>	12.5
<b>Substantial Complete</b>	47.2	<ul style="list-style-type: none"> <li>ROW acquisition delays (50% impact)</li> <li>Delays in obtaining permits (50% impact)</li> <li>Delays in acquiring compensatory mitigation sites (50% impact)</li> </ul>	40.1

Note: Content as of 11-Jun-2015. The projections for remaining contingency available will be reviewed and adjusted at major project milestones. This will take into account actual known impact of risks that are realized and free-up the P90 impact of the risks that are avoided.

# CP2-3 Contract - Contingency report



Note: Content as of 11-Jun-2015; to be updated once the 60% design of major structures is completed.