



California High-Speed Rail: Operations Report

FY14-15, FY15-16, FY16-17 and Program Metrics

January 2017

Agenda

▶ Operations Report Metrics

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

Executive Summary

ROW Acquisition

- ▶ The current report presents ROW acquisition progress relative to CPI thru CP4 through November 30, 2016. As of that date, the Authority has secured legal possession of 979 parcels, with 920 delivered to the design-builder (DB). There were 15 parcels delivered in CPIABC, 4 parcels delivered in CPID, 23 parcels delivered in CP2-3 and no parcels delivered in CP4 for a total delivery of 42 parcels during the month of November.
- ▶ The California High-Speed Rail Authority (Authority) continues to focus on delivery of key early construction parcels through utilization of the Settlement Teams and partnering with the DB. Multiple locations have started construction and additional locations will start during the remainder of 2016 and early 2017. Partnering efforts continue to identify key parcels needed for meaningful construction. There were 6 critical parcels delivered in CP IABCD during November.
- ▶ The CP2-3 ROW Acquisition plan is in the process of being rebaselined with the DB. The Authority has submitted a proposed rebaselining schedule for CP2-3 parcels and are awaiting a response from the DB. Once agreed, the rebaseline will set new delivery dates for new or modified parcel acquisition limits per the provisions of the contract. If agreement cannot be reached, the Authority will unilaterally establish a new baseline that reflects all the changed contractual delivery dates.
- ▶ The Authority is working with TPZP to rebaseline the delivery schedule for the remaining parcels in CPI. The agreed upon dates will drive the construction schedule to provide substantial completion by June 2019, which aligns with the time extension granted.
- ▶ The CP4 rebaselining effort per the requirements of the contract is underway. ATC approved design changes are triggering adjustments to the appraisal mapping for a large percentage of parcels. Delivery dates for the affected parcels will be established when the appraisal mapping is complete.

Executive Summary

Project Development

- ▶ Held seven of eight environmental review sessions with each regional team to identify and discuss potential environmental impacts within the context of CEQA and NEPA.
- ▶ Continuing to refine color-coded program-wide schedule to identify and prioritize legal reviews of documents that will need to occur over the next several months.
- ▶ Continuing work to prepare program-level responses to comments in anticipation of numerous draft EIR/EISs to undergo circulation in 2017.
- ▶ Working with FRA on process improvements for review and completion of the environmental documents.
- ▶ Preparing an Administrative Draft EIR/EIS for the Central Valley Wye (M-F).
- ▶ Continuing an effort to update the Authority's environmental re-examination guidance.
- ▶ Continuing work among the Authority, FRA, US Fish and Wildlife Service, CA Department of Fish and Wildlife, and resource agencies on a statewide regional conservation approach to meet future permitting requirements.
- ▶ Continuing to refine the impact avoidance and minimization features and standardized mitigation measures for program-wide use after receiving additional refinements from the regional teams.
- ▶ Working with Authority right-of-way to improve the sharing of information for accelerating the permission-to-enter (PTE) approval process.

Executive Summary

Third Party Agreement Execution

- ▶ The current report presents Third Party Agreement execution progress relative to Valley to Valley and agreement execution progress relative to Central Valley (Non-CP), North and South through November 30, 2016.
- ▶ The plan for agreement execution within the Valley to Valley section is based on the respective environmental clearance and construction procurement schedules and is updated monthly to reflect changes in the respective schedule.

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 – completed the installation of temporary formwork and continuing with structural concrete construction for the bridge superstructure; Cottonwood Creek – removed all temporary formwork and began construction of the barrier rails; Fresno Trench - continued foundation work; State Route 180 – continued installation of temporary shoring and completed a traffic shift to allow for continued construction; Tuolumne Street Overcrossing – completed concrete barrier on half of the bridge, continuing with constructing the concrete barriers on the other half of the bridge superstructure; Downtown Fresno Viaduct (North Avenue & SR-99) – continued constructing bridge columns, began installation of temporary formwork for the bridge superstructure; San Joaquin River Viaduct (SR-99 On-Ramp) – continued with foundation work; Avenue 8 – continued the construction of embankments; Thorne Creek – began utility work at this location; and Road 27 – continued with foundation work. 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 continuing building demolition activities. Field work continues with geotechnical exploration, utility location activities, and installation of delineators to identify the environmental footprint. Tulare County resurfacing is continuing along with site work between East Manning Avenue and East Springfield Avenue. Other early start activities are being planned for, including clearing & grubbing and embankment construction in the north area of the project.
- ▶ **CP 4** – CRB continues to mobilize and plan the work, including continuing with design activities, planning for environmental re-examinations, utility identification work, meeting with third parties and acquiring right-of-way.
- ▶ **SR-99 Realignment** – Construction work on the Early Work Package is nearing completion, and the Main Package work is continuing. Main Package and Early Work Package includes retaining walls, grading and paving at various locations such as on State Route 99 (SR-99) mainline, McKinley Avenue, Shields Avenue, Clinton Avenue and Princeton Avenue.

Executive Summary

Finance

- ▶ Total ARRA expenditures are \$2.186B or 85.7% of the \$2.553B grant as of December 13, 2016 including FRA paid, approved, and pending invoices plus invoices pending submittal to FRA, invoices received by HSRA, and Work-in-Progress.
- ▶ Capital outlay expenditures were \$78.8M for November-2016 as reported in the Capital Outlay report for January-2017, compared to \$73.2M for January-2016.
- ▶ 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.

Agenda

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

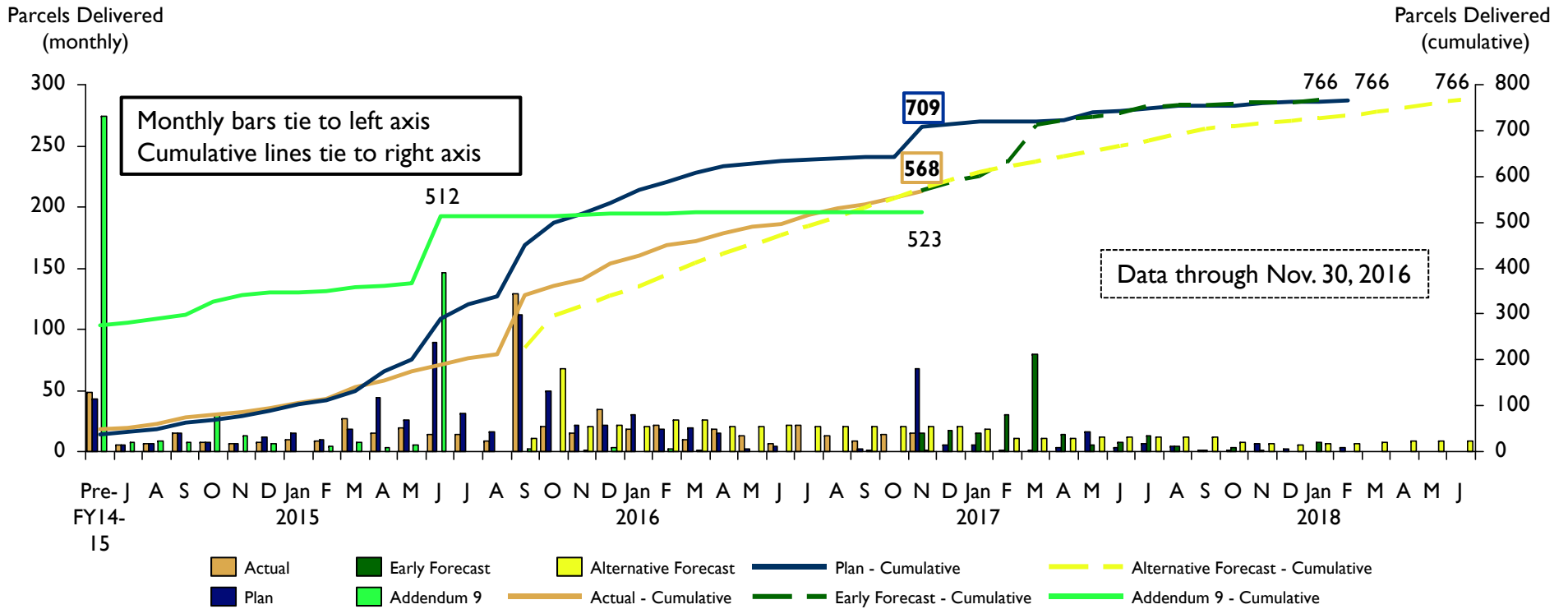
ROW Metrics - Context

- ▶ 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 rebaselined 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 parcels needed for delivery has changed 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 DB 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 – CP1ABC Parcels Delivered to DB by Month

Plan vs. Actual vs. Forecast

CPIABC - 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 full Plan 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. CPIABC 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.

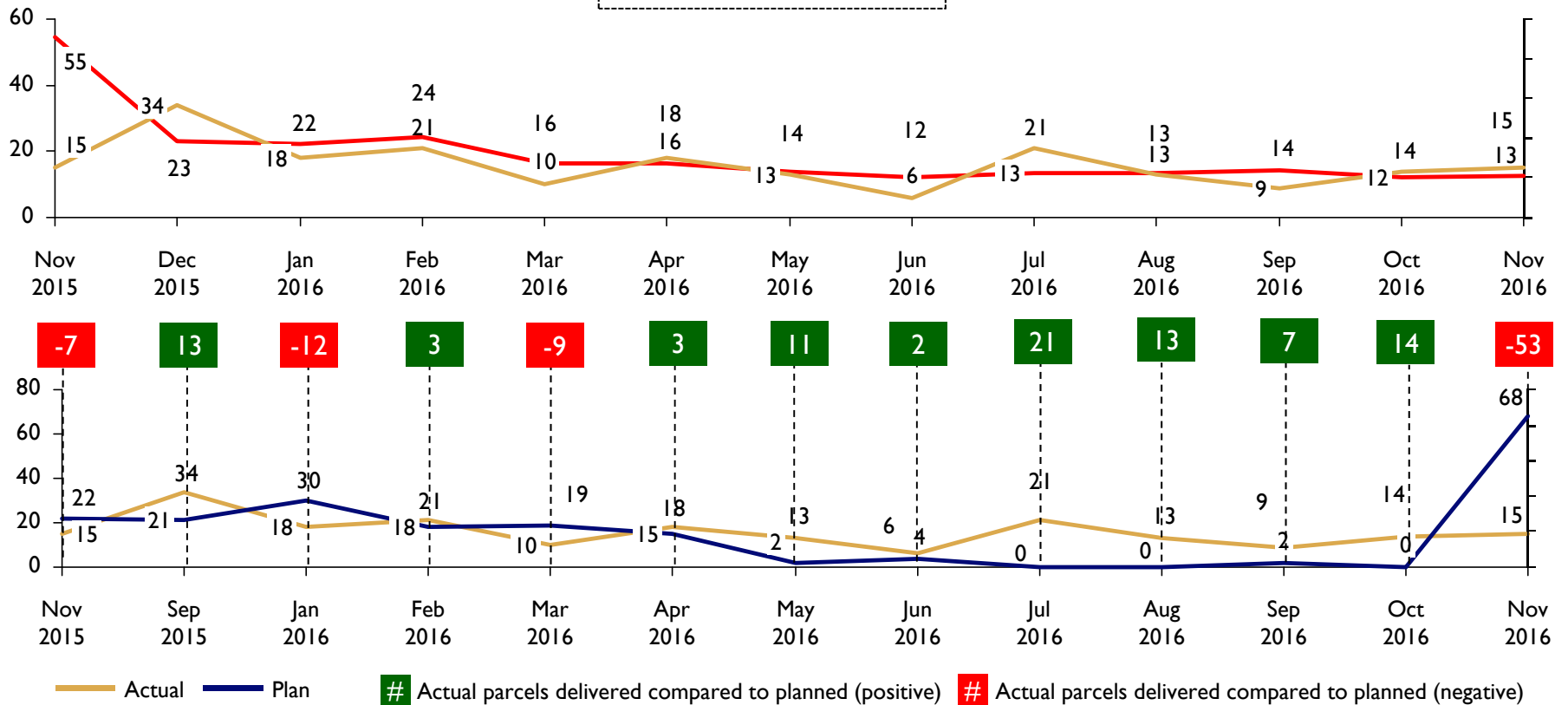
Source: December 9, 2016 ROW Weekly Report

ROW – CP1ABC Historic Performance

CPIABC Performance (in number of parcels)

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

Data through Nov. 30, 2016



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

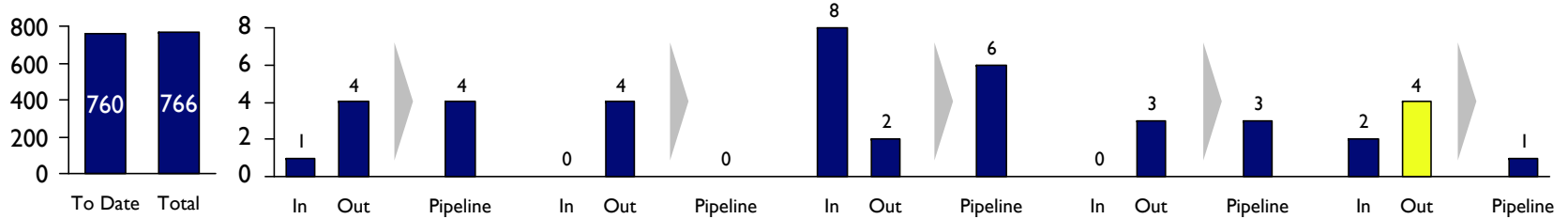
Source: December 9, 2016 ROW Weekly Report

ROW – CP1ABC Pipeline by Process (1 out of 4 pages)

Volume of Activity by Process (Flow) - Pipeline

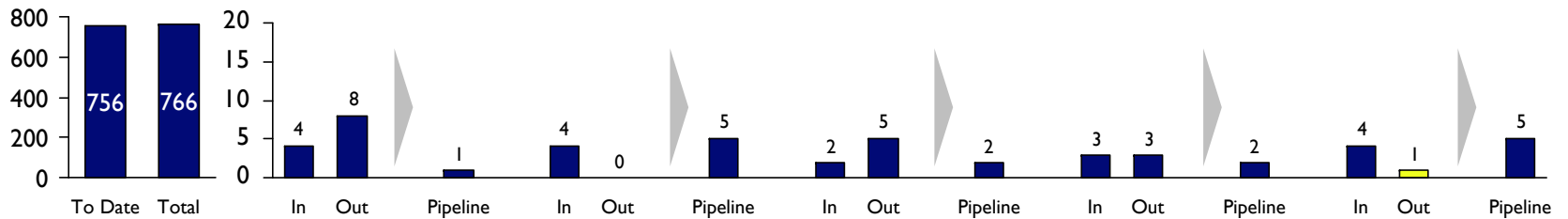
Completion July 2016 August 2016 September 2016 October 2016 **November 2016**

Appraisal



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

Just Compensation



- Parcels in pipeline pending DGS setting Just Compensation

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

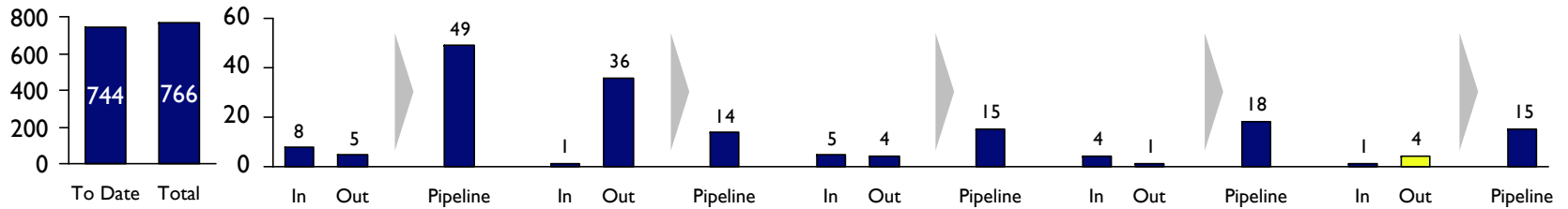
Source: December 9, 2016 ROW Weekly Report

ROW – CP1ABC Pipeline by Process (2 out of 4 pages)

Volume of Activity by Process (Flow) - Pipeline

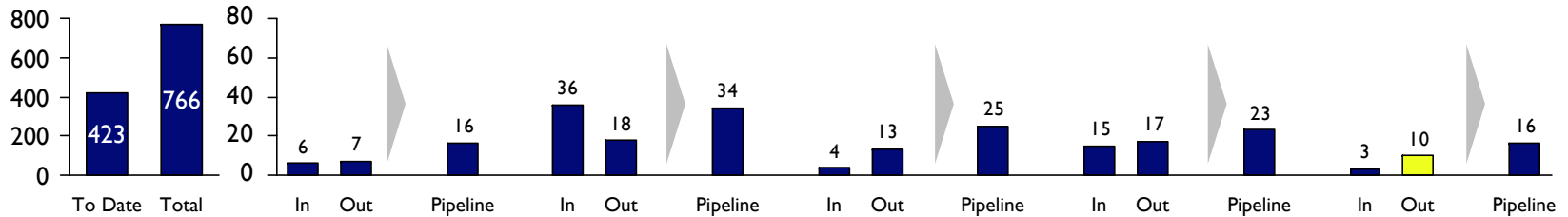
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First Written Offer



- Pipeline consists of railroad parcels and non-railroad parcels

Negotiation Acquisition



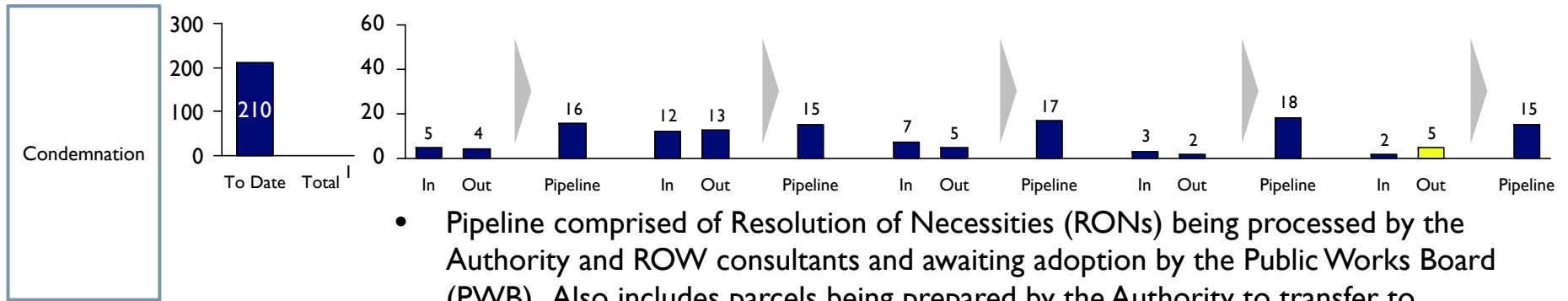
- Pipeline consists of signed agreements being processed through escrow, pending offers at property owners' decision to sign or enter condemnation and pending revised First Written Offer (FWO).

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

Source: December 9, 2016 ROW Weekly Report

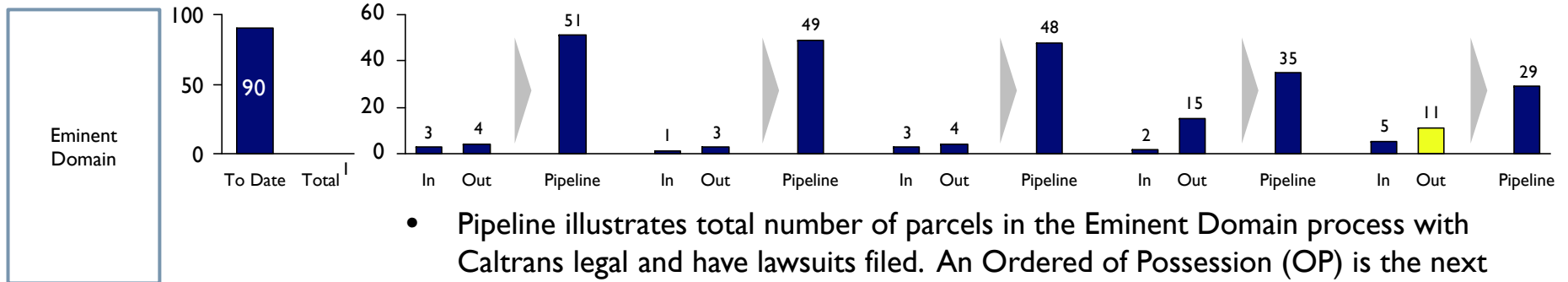
ROW – CP1ABC Pipeline by Process (3 out of 4 pages)

Volume of Activity by Process (Flow) - Pipeline



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

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



- 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.

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 refinements may create month-to-month variances in the parcel flow pipeline

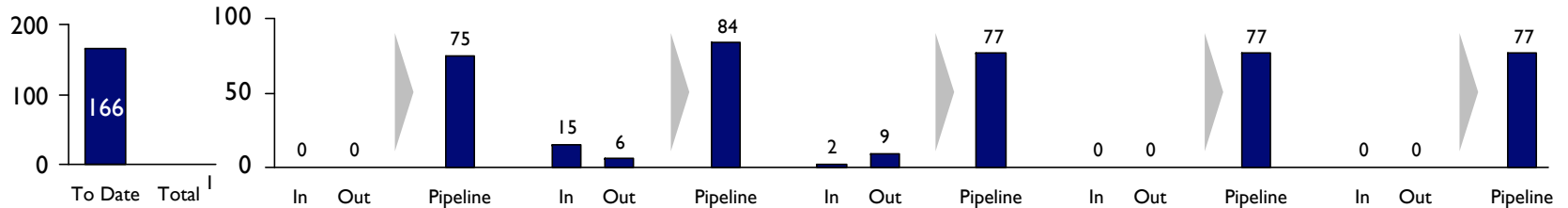
Source: December 9, 2016 ROW Weekly Report

ROW – CP1ABC Pipeline by Process (4 out of 4 pages)

Volume of Activity by Process (Flow) - Pipeline

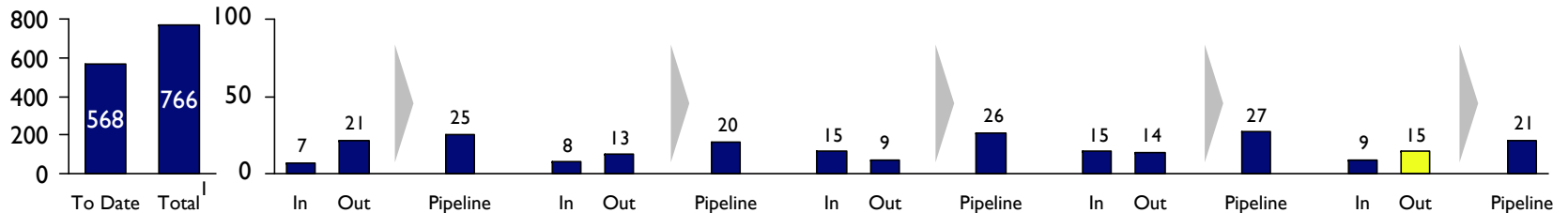
Completion July 2016 August 2016 September 2016 October 2016 **November 2016**

Public Agency / Railroad



- Comprised of railroad parcels and public parcels. Public parcels are being processed with Master Agreements before proceeding to individual utility relocations and acquisitions. Most railroad parcels are dependent on the DB completing designs so the railroad issues a construction and maintenance agreement.

Delivery



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

Notes:

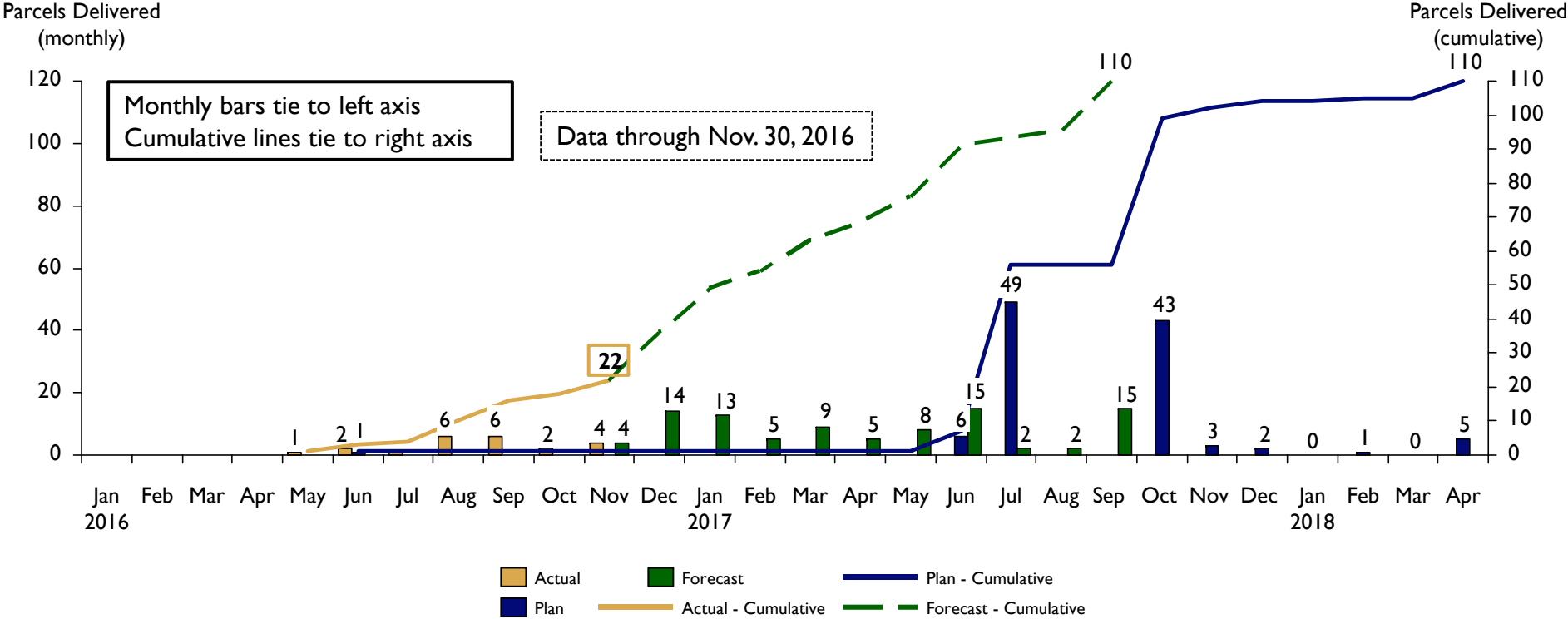
- Total number of public parcels to be identified
- Lag in data entry and parcel count changes due to design refinements may create month-to-month variances in the parcel flow pipeline

Source: December 9, 2016 ROW Weekly Report

ROW – CP1D Parcels Delivered to Design-Build by Month

Plan vs. Actual vs. Forecast

CPID - Delivered to DB (in number of parcels)

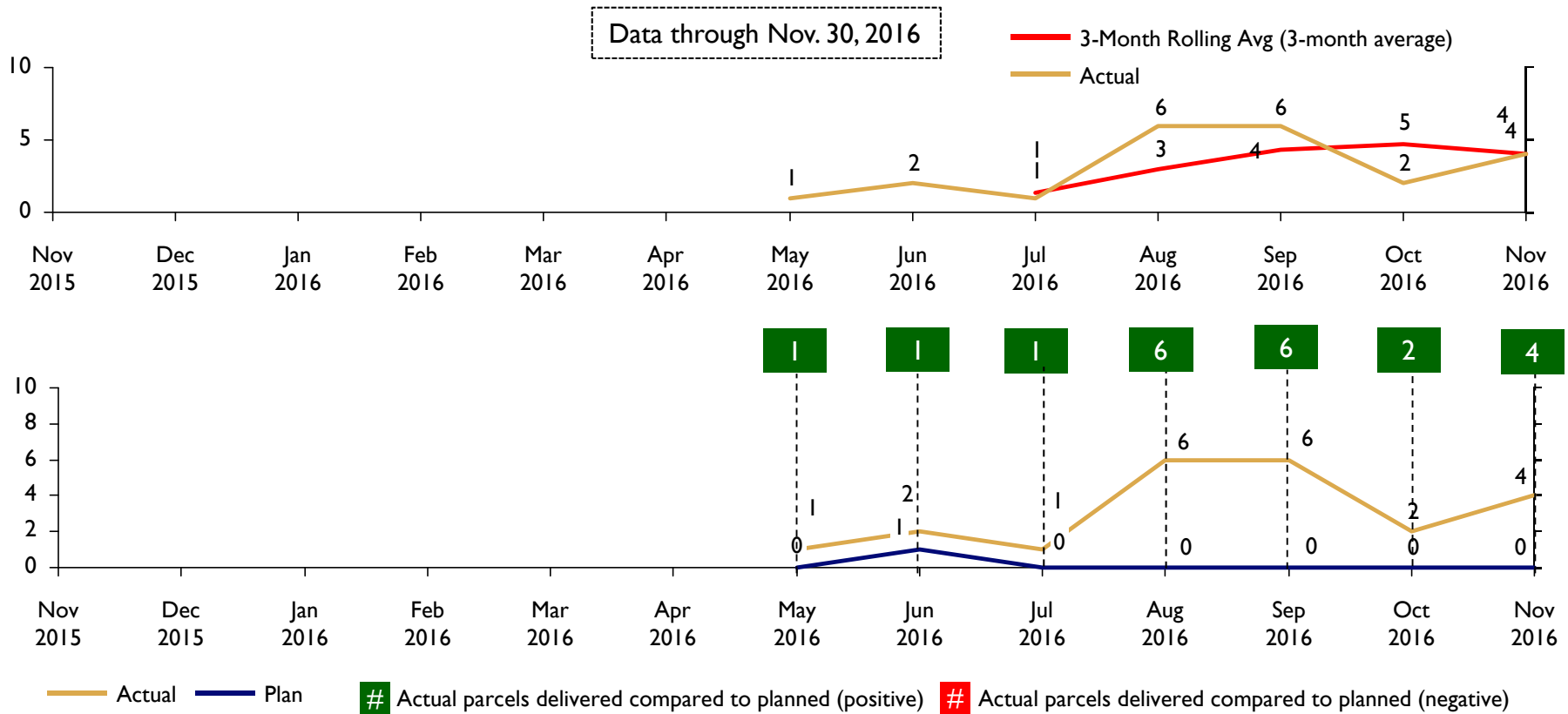


- Notes:
1. The "Plan" numbers have been developed as a placeholder until acquisition plan with DB is finalized.
 2. "Forecast": Continually refined based on expected delivery.
 3. Total number of parcels will be updated as design changes are approved.

Source: December 9, 2016 ROW Weekly Report

ROW – CP1D Historic Performance

CPID Performance (in number of parcels)



Notes:

1. Per contract, "planned" to be rebaselined.
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.

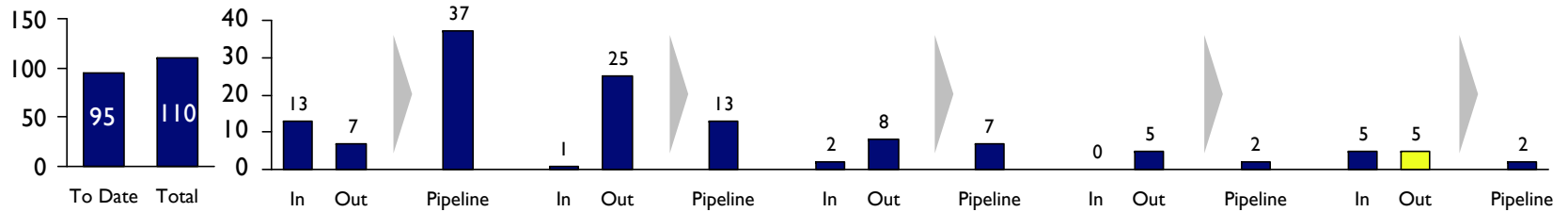
Source: December 9, 2016 ROW Weekly Report

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

Volume of Activity by Process (Flow) - Pipeline

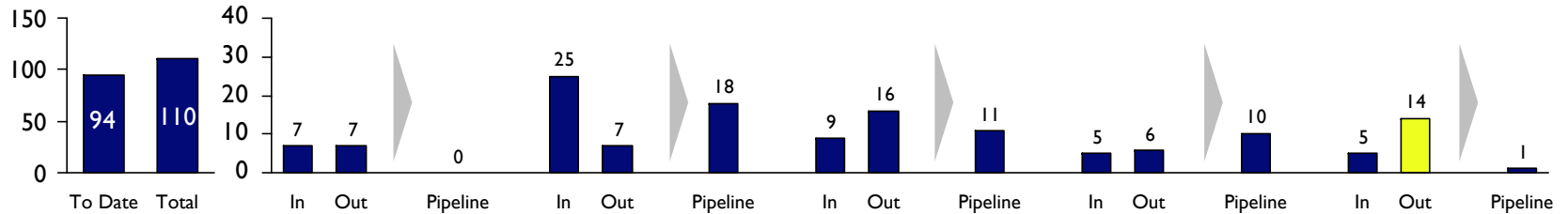
Completion July 2016 August 2016 September 2016 October 2016 **November 2016**

Appraisal



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

Just Compensation



- Parcels in pipeline pending DGS setting Just Compensation

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

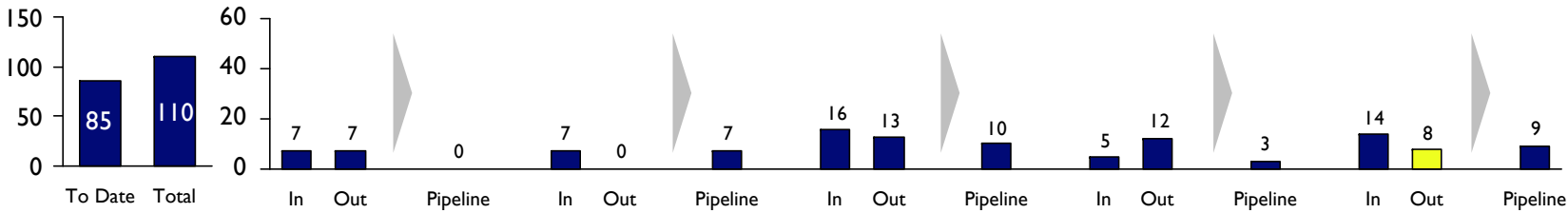
Source: December 9, 2016 ROW Weekly Report

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

Volume of Activity by Process (Flow) - Pipeline

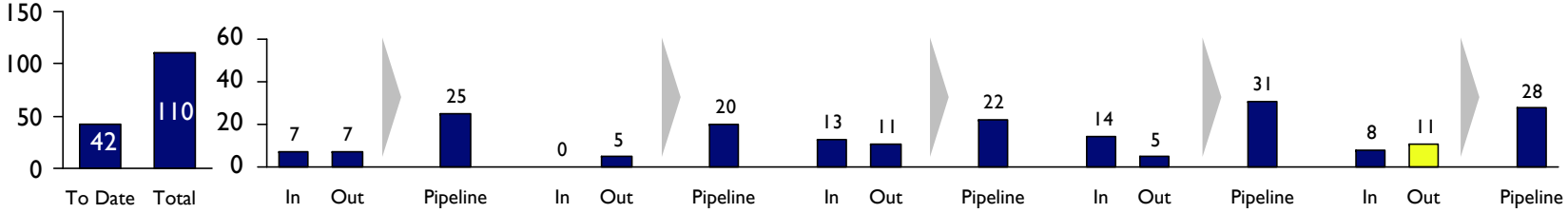
Completion July 2016 August 2016 September 2016 October 2016 **November 2016**

First Written Offer



- Pipeline consists of railroad parcels and non-railroad parcels

Negotiation Acquisition



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

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

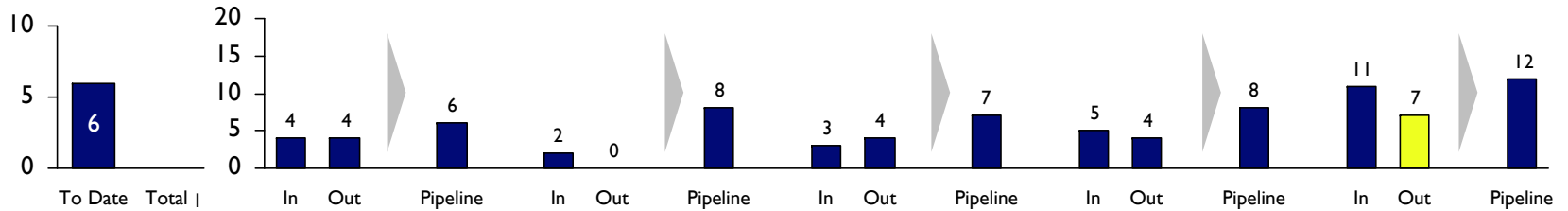
Source: December 9, 2016 ROW Weekly Report

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

Volume of Activity by Process (Flow) - Pipeline

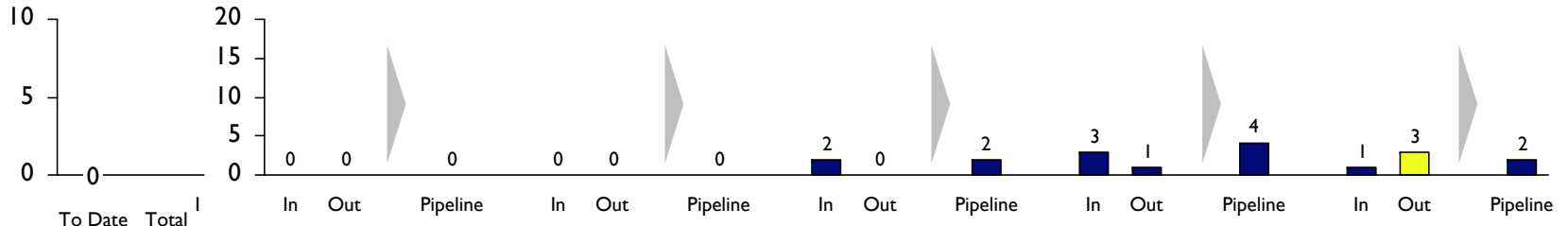
Completion July 2016 August 2016 September 2016 October 2016 **November 2016**

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 refinements may create month-to-month variances in the parcel flow pipeline

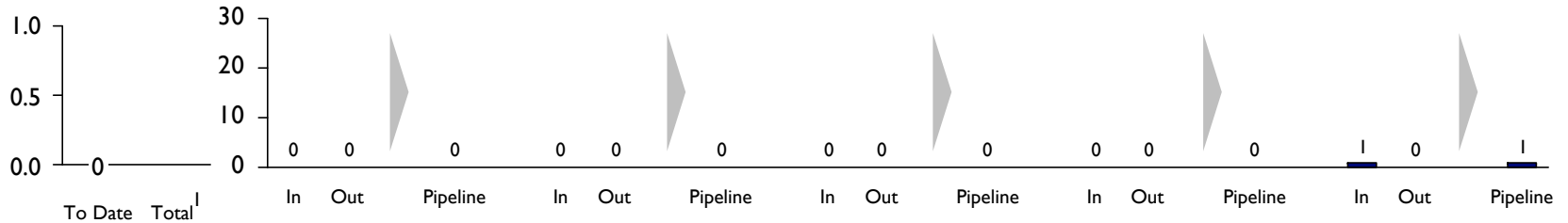
Source: December 9, 2016 ROW Weekly Report

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

Volume of Activity by Process (Flow) - Pipeline

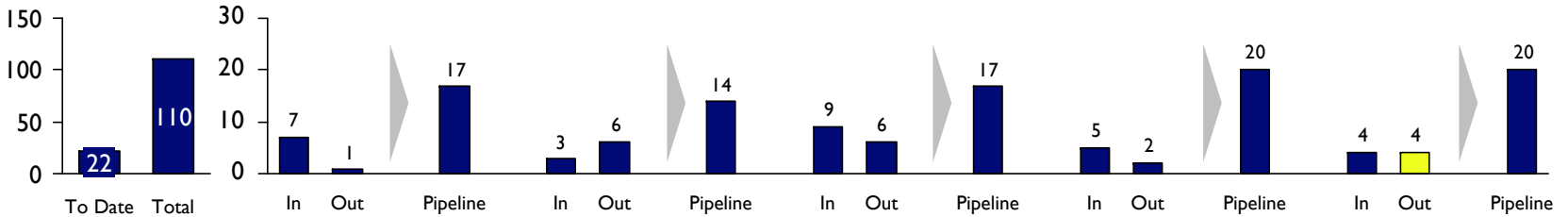
Completion July 2016 August 2016 September 2016 October 2016 **November 2016**

Public Agency / Railroad



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

Delivery



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

Notes:

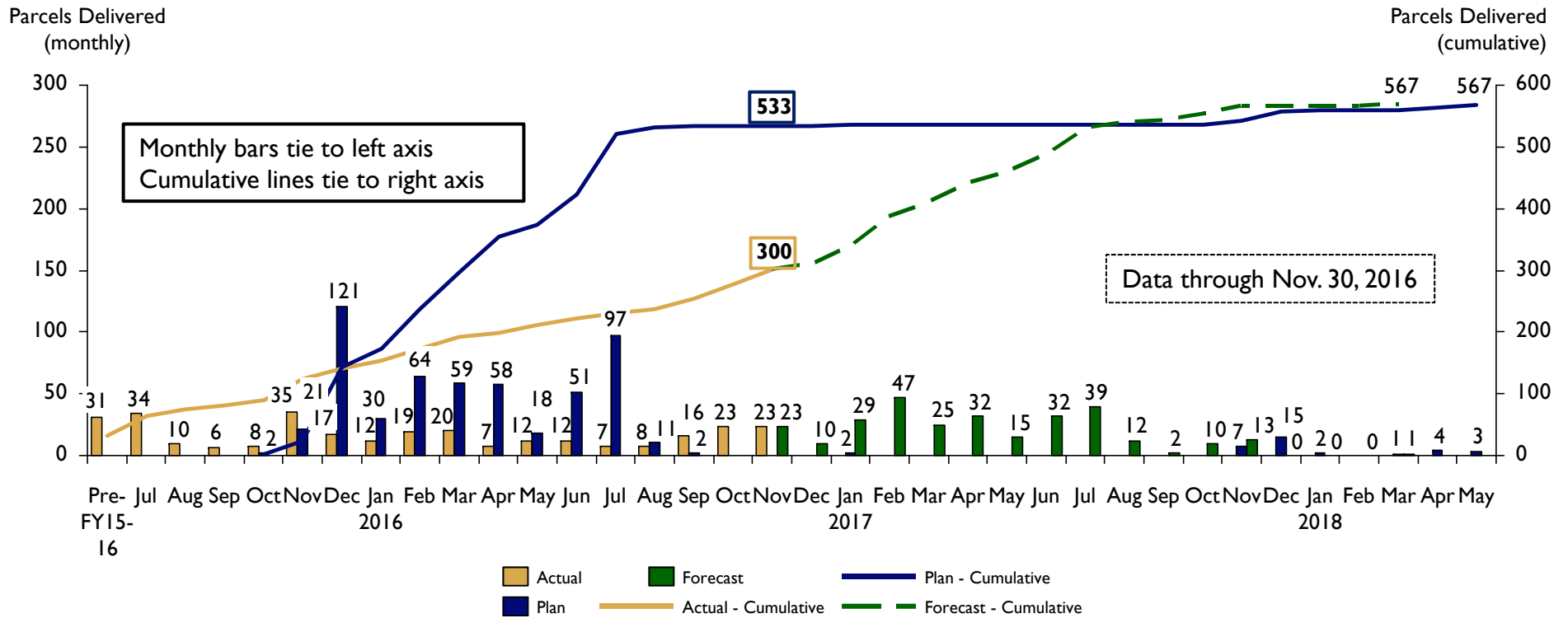
1. Total number of public parcels to be identified
2. Lag in data entry and parcel count changes due to design refinements may create month-to-month variances in the parcel flow pipeline

Source: December 9, 2016 ROW Weekly Report

ROW – CP2-3 Parcels Delivered to DB by Month

Plan vs. Actual vs. Forecast

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



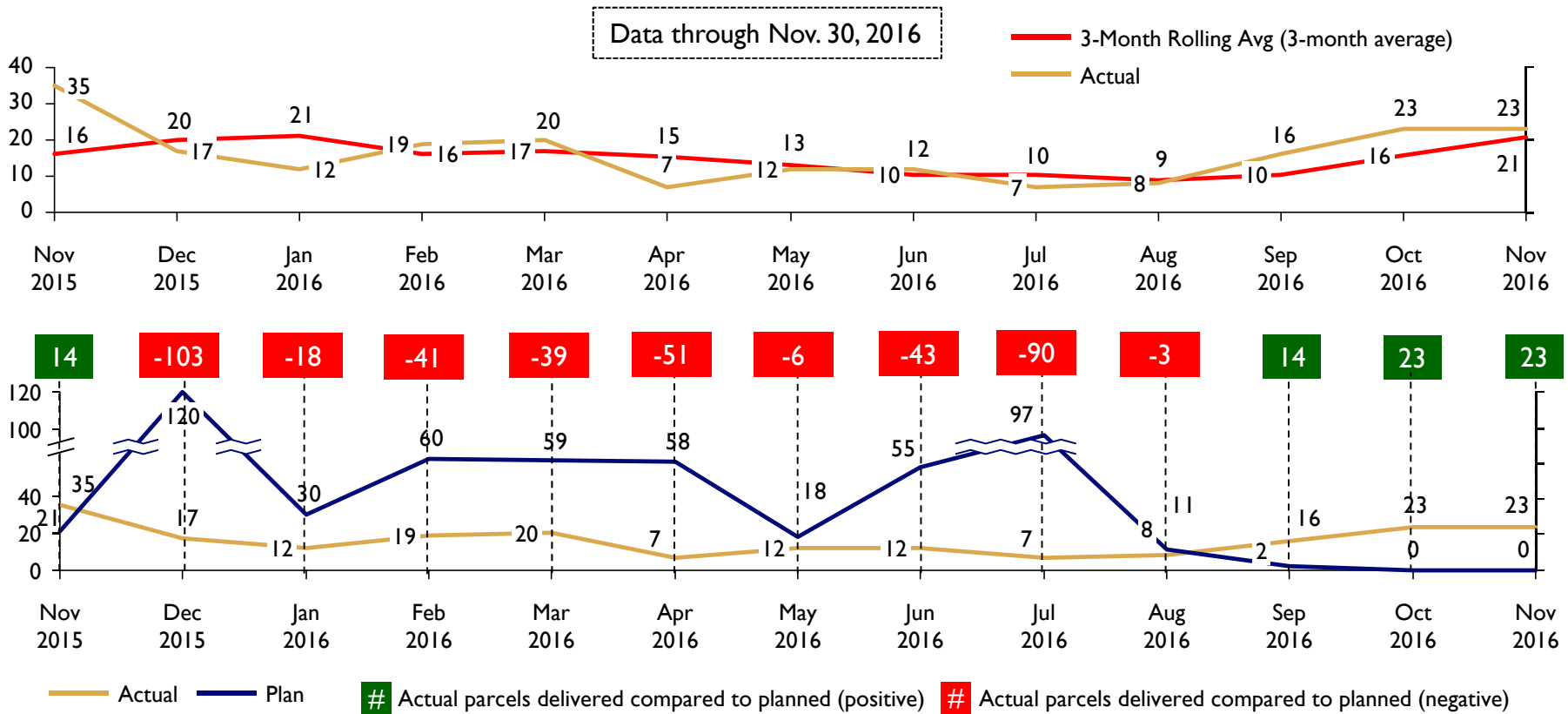
Notes:

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: December 9, 2016 ROW Weekly Report

ROW – CP2-3 Historic Performance

CP2-3 Performance (in number of parcels)



Notes:

1. Per contract, "planned" to be rebaselined.
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.

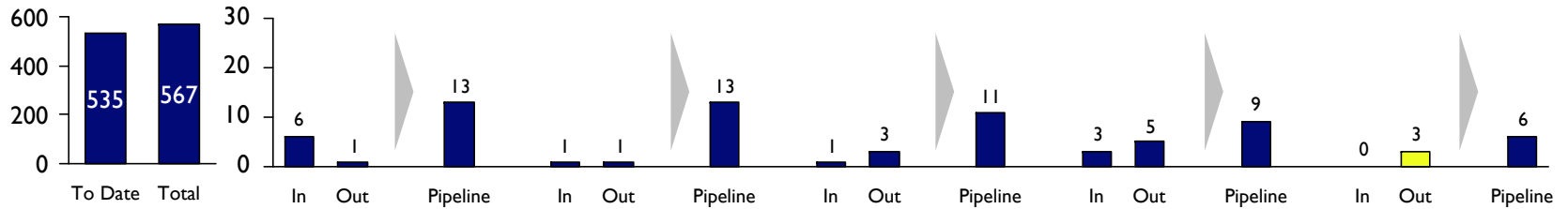
Source: December 9, 2016 ROW Weekly Report

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

Volume of Activity by Process (Flow) - Pipeline

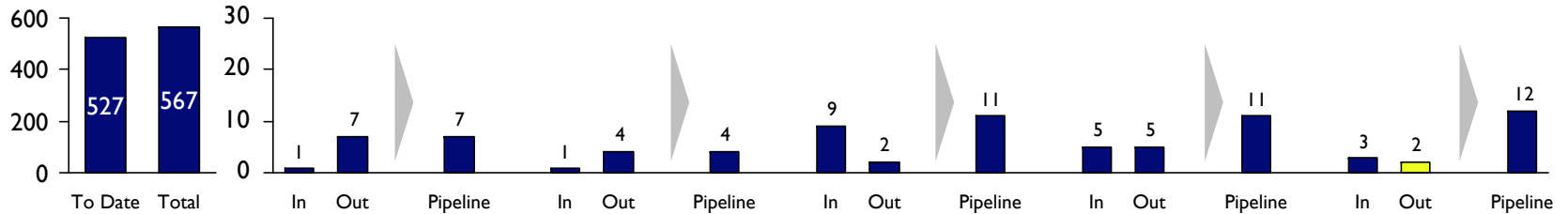
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Appraisal



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

Just Compensation



- Parcels in pipeline pending DGS setting Just Compensation

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

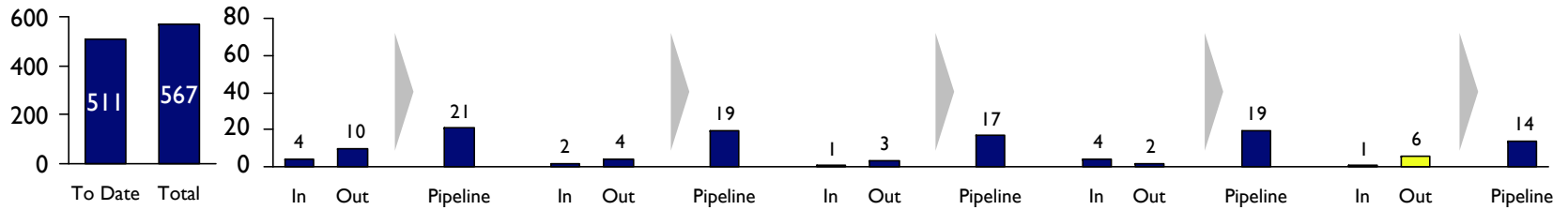
Source: December 9, 2016 ROW Weekly Report

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

Volume of Activity by Process (Flow) - Pipeline

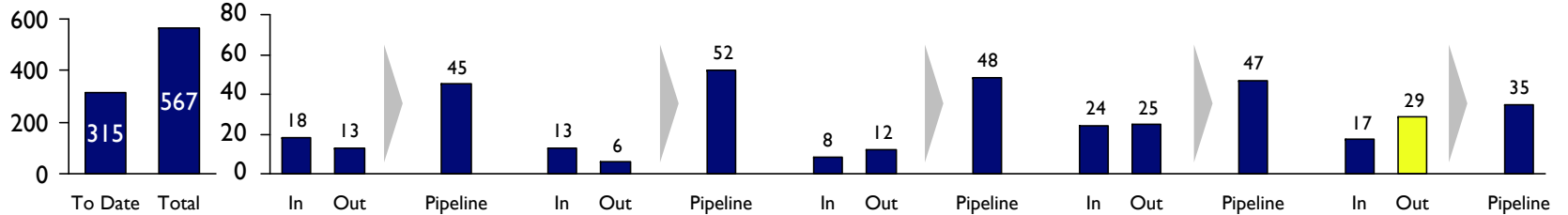
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First Written Offer



- Pipeline consists of railroad parcels and non-railroad parcels

Negotiation Acquisition



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

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

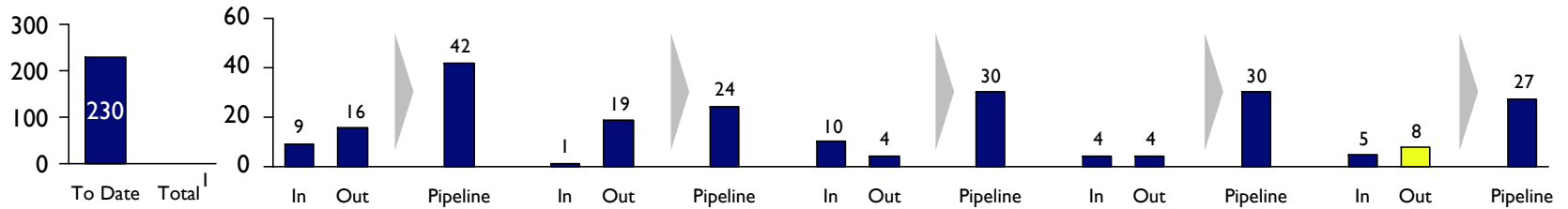
Source: December 9, 2016 ROW Weekly Report

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

Volume of Activity by Process (Flow) - Pipeline

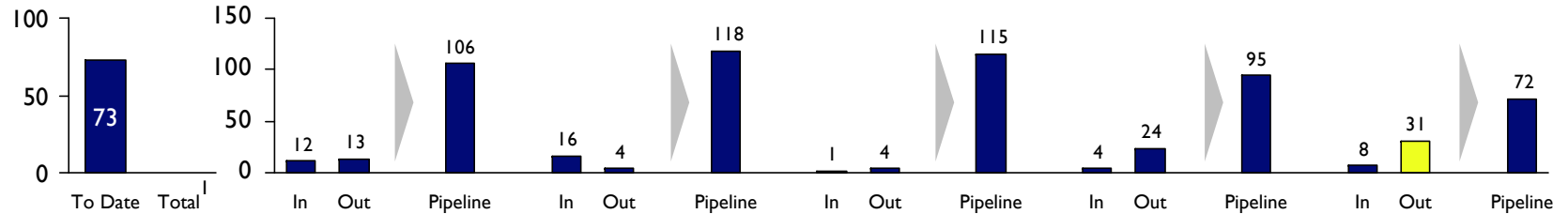
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Condemnation



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Eminent Domain



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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 refinements may create month-to-month variances in the parcel flow pipeline

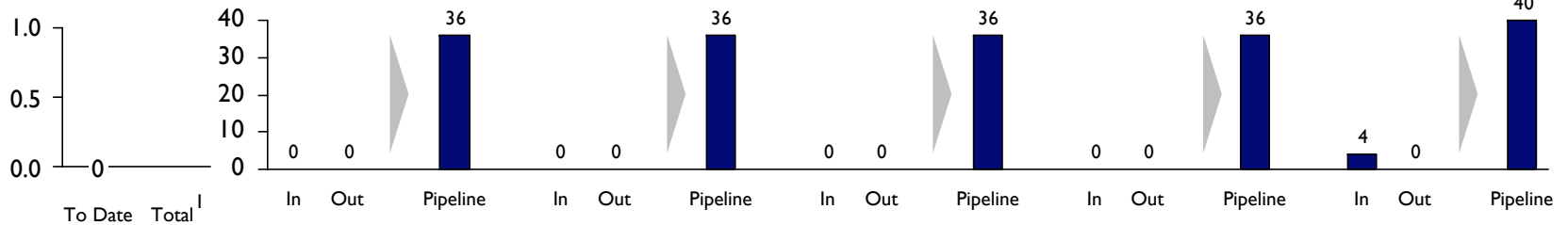
Source: December 9, 2016 ROW Weekly Report

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

Volume of Activity by Process (Flow) - Pipeline

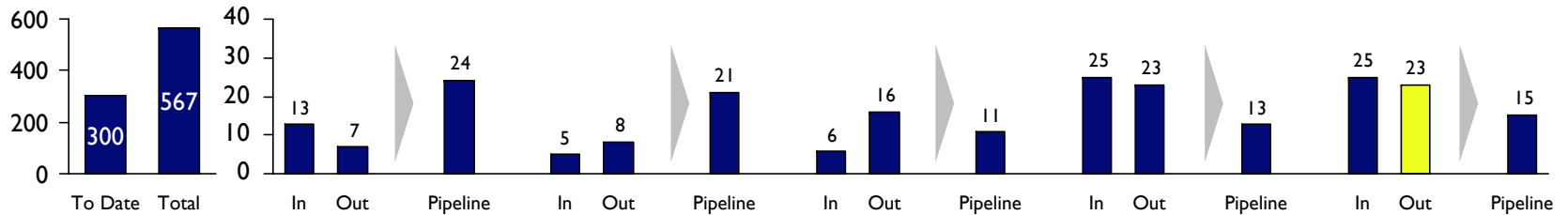
Completion July 2016 August 2016 September 2016 October 2016 **November 2016**

Public Agency / Railroad



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Delivery



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Notes:

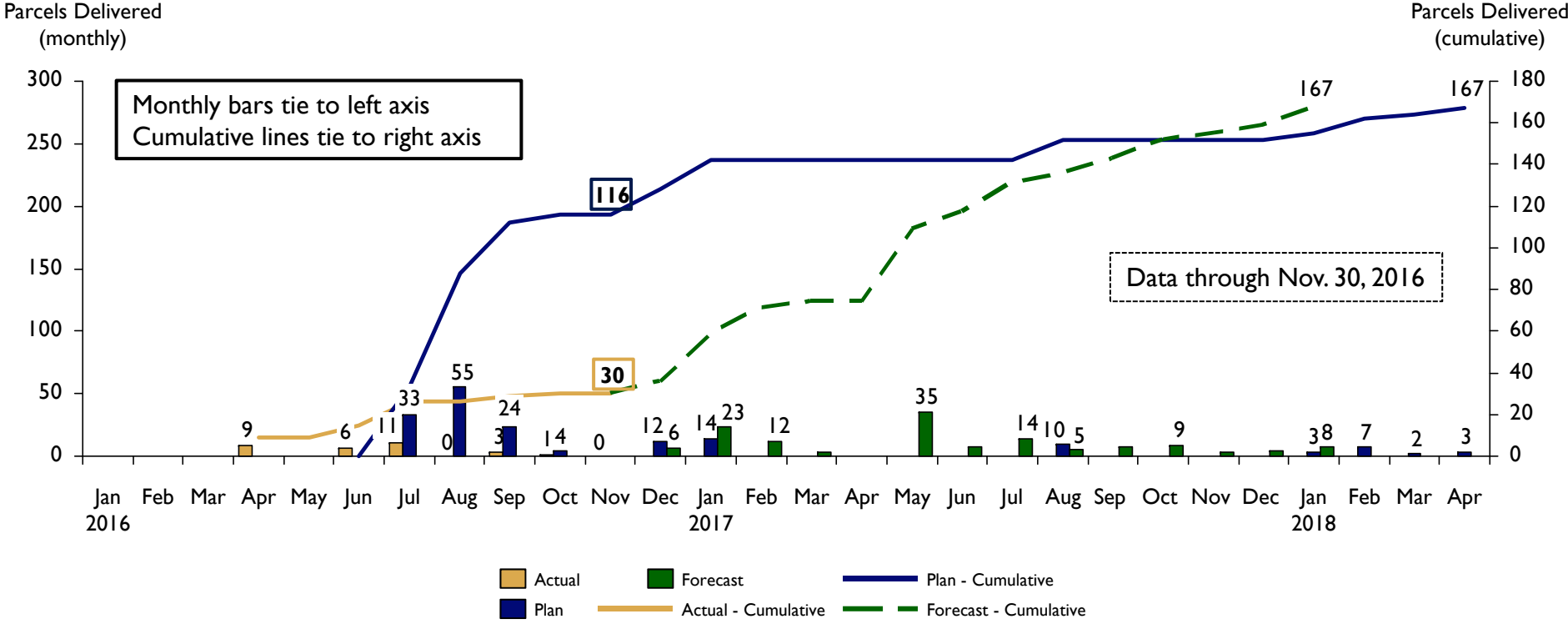
1. Total number of public parcels to be identified
2. Lag in data entry and parcel count changes due to design refinements may create month-to-month variances in the parcel flow pipeline

Source: December 9, 2016 ROW Weekly Report

ROW – CP4 Parcels Delivered to DB by Month

Plan vs. Actual vs. Forecast

CP4 - Delivered to DB (in number of parcels)



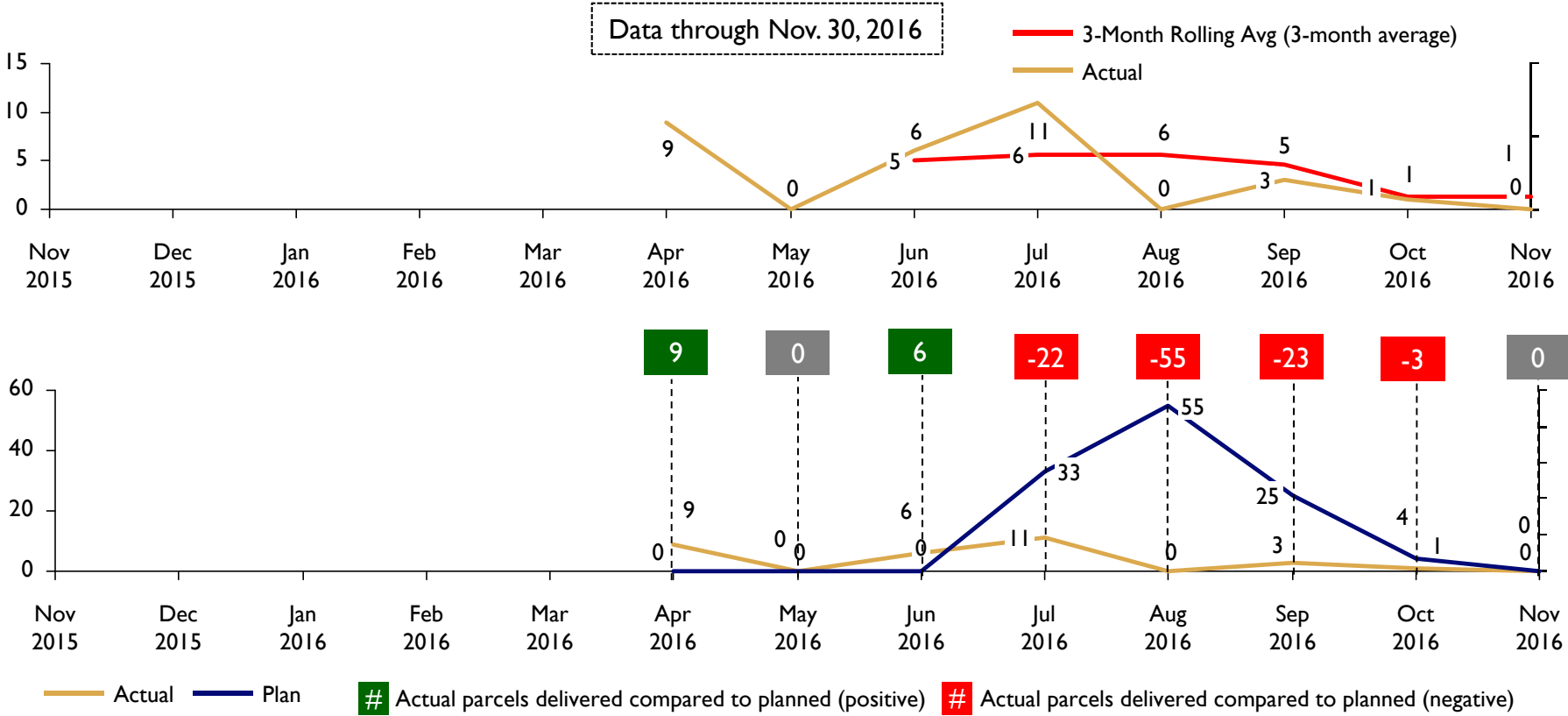
Notes:

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.

Source: December 9, 2016 ROW Weekly Report

ROW – CP4 Historic Performance

CP4 Performance (in number of parcels)



Notes:
 1. Per contract, "planned" to be rebaselined.
 2. Design changes and lag in data entry can cause slight changes to plan and actual counts.

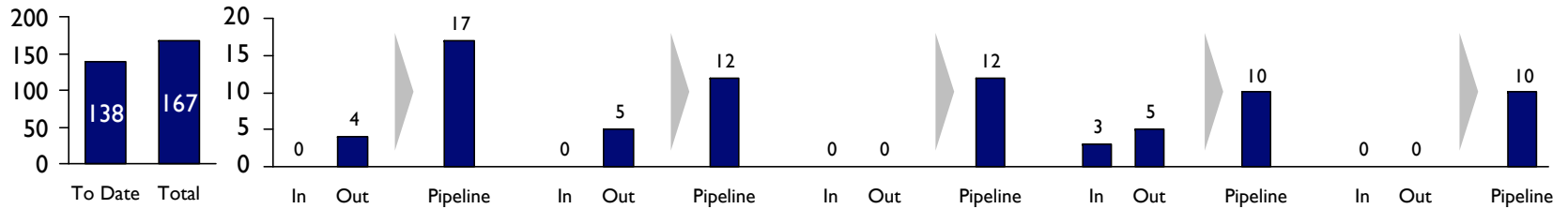
Source: December 9, 2016 ROW Weekly Report

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

Volume of Activity by Process (Flow) - Pipeline

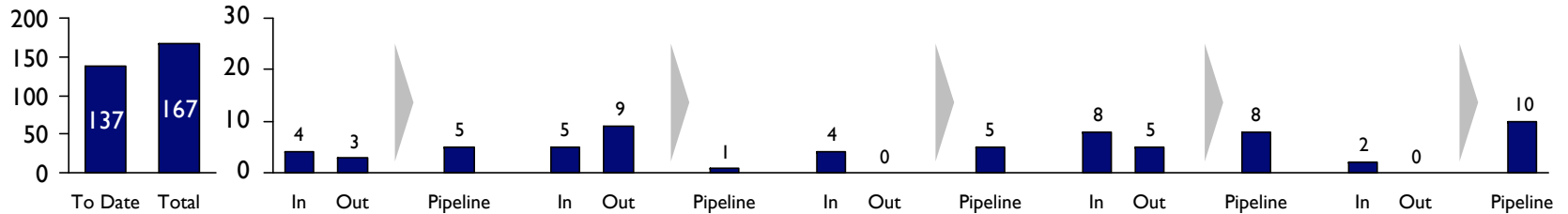
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Appraisal



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

Just Compensation



- Parcels in pipeline pending DGS setting Just Compensation

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

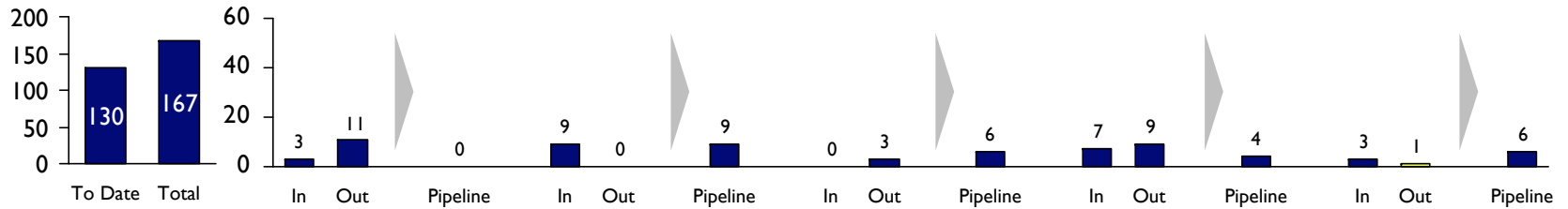
Source: December 9, 2016 ROW Weekly Report

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

Volume of Activity by Process (Flow) - Pipeline

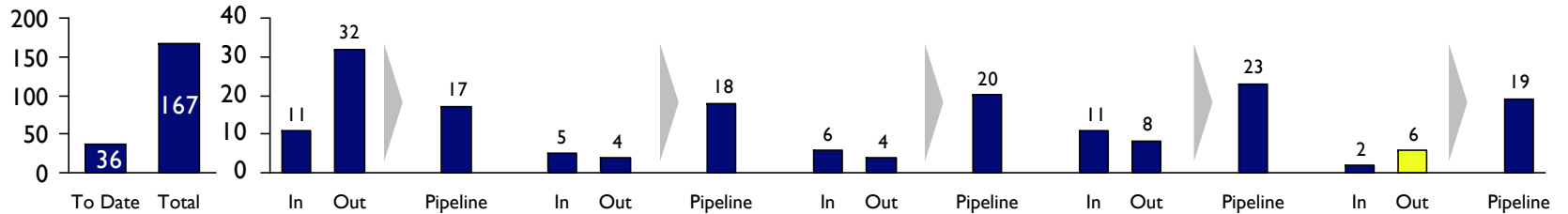
Completion July 2016 August 2016 September 2016 October 2016 **November 2016**

First Written Offer



- Pipeline consists of railroad parcels and non-railroad parcels

Negotiation Acquisition



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

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

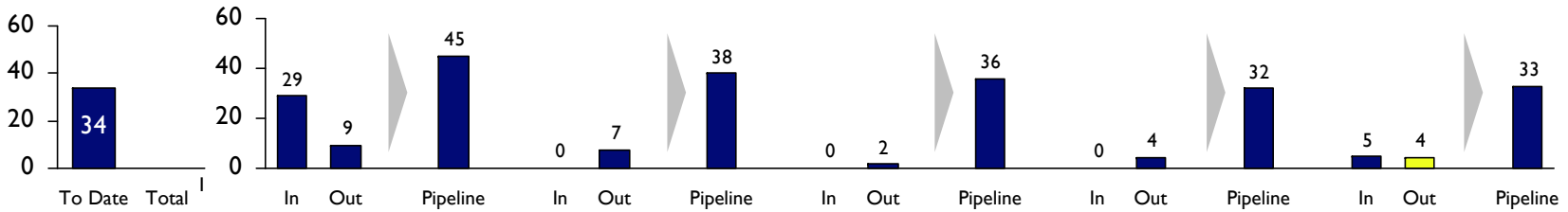
Source: December 9, 2016 ROW Weekly Report

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

Volume of Activity by Process (Flow) - Pipeline

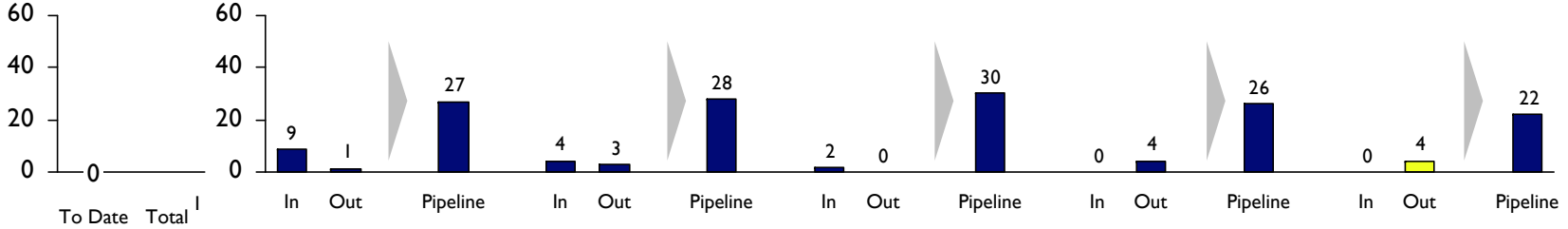
Completion July 2016 August 2016 September 2016 October 2016 **November 2016**

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 refinements may create month-to-month variances in the parcel flow pipeline

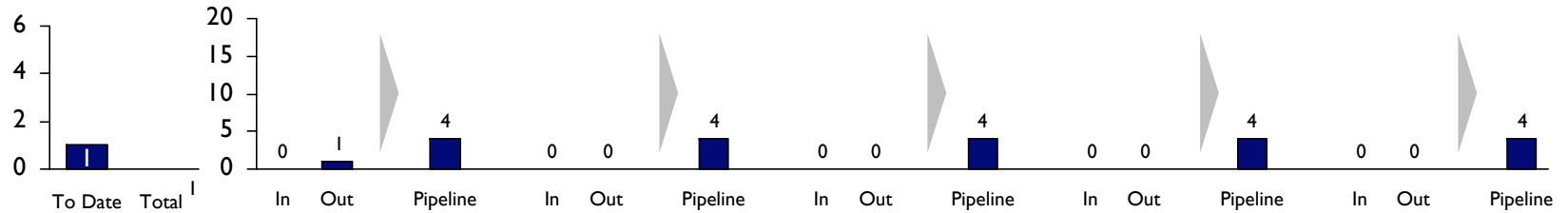
Source: December 9, 2016 ROW Weekly Report

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

Volume of Activity by Process (Flow) - Pipeline

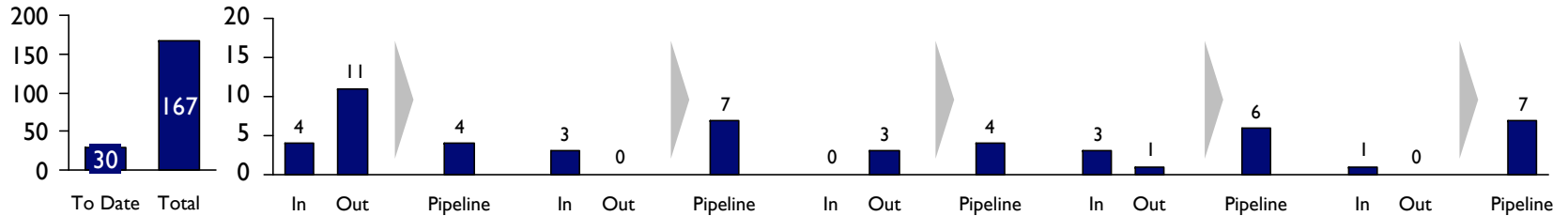
Completion July 2016 August 2016 September 2016 October 2016 **November 2016**

Public Agency / Railroad



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

Delivery



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

Notes:

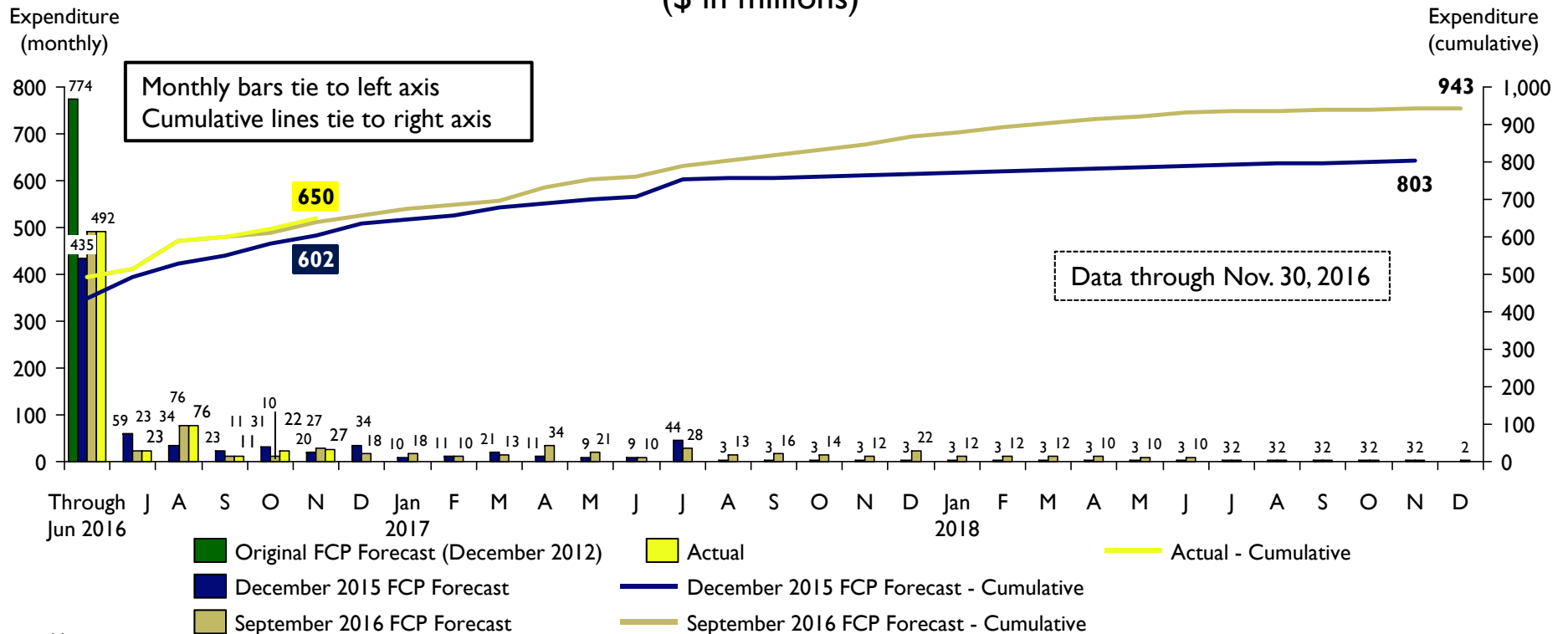
1. Total number of public parcels to be identified
2. Lag in data entry and parcel count changes due to design refinements may create month-to-month variances in the parcel flow pipeline

Source: December 9, 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 Dec-12.
4. Total ROW budget in Original FCP is \$774M, and was forecasted to be fully spent by Jun-15.
5. Dec-15 FCP was not approved, and was only used to track expenditure performance prior to the approval of Mar-16 FCP.
6. Sep-16 FCP has been submitted to the Federal Railroad Administration (FRA), and is under review.
7. Numbers may not add due to rounding.
8. Variance in FCP and Capital Outlay numbers due to timing differences.

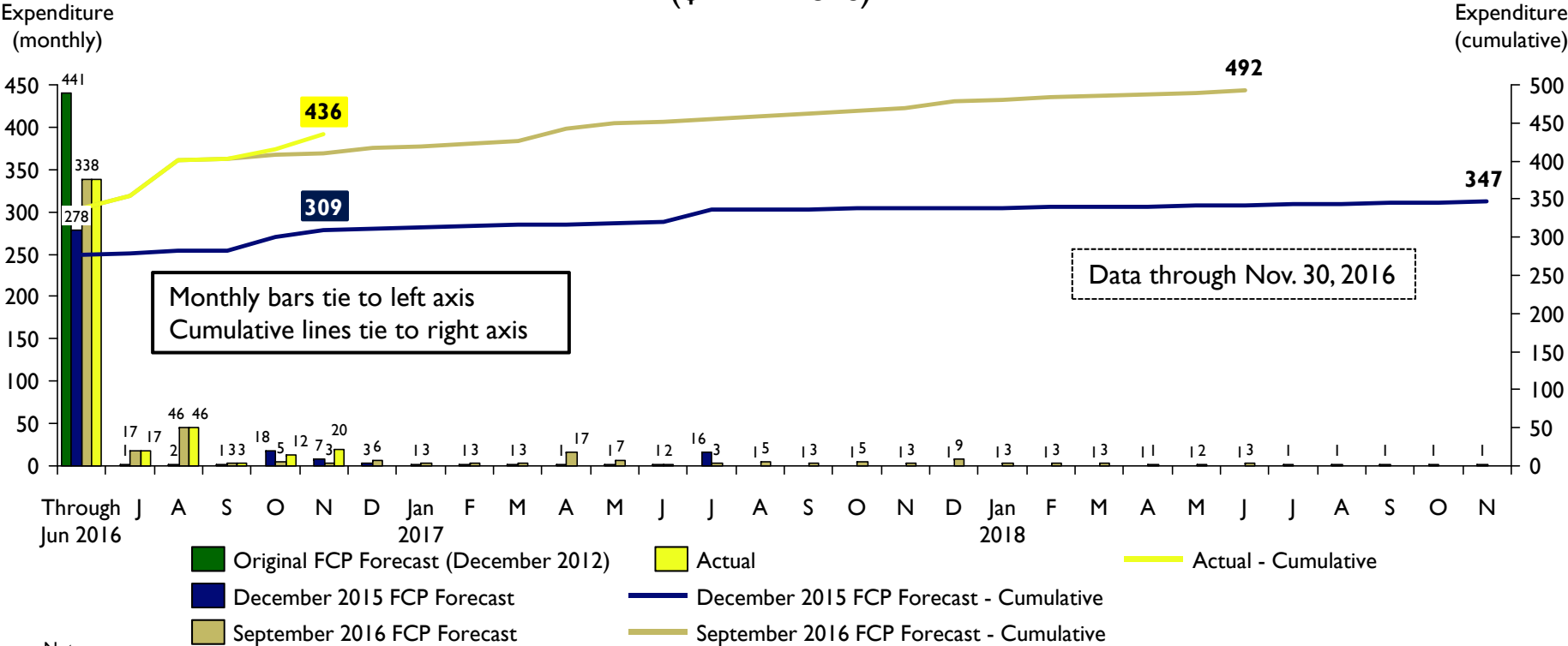
Sources:

1. Interim Funding Contribution Plan Worksheet, Nov-2016
2. Funding Contribution Plan, Sep-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 Dec-2012.
4. CPI ROW budget in Original FCP is \$441M, and was forecasted to be fully spent by Jun-15.
5. Dec-15 FCP was not approved, and was only used to track expenditure performance prior to the approval of Mar-16 FCP.
6. Sep-16 FCP has been submitted to the Federal Railroad Administration (FRA), and is under review.
7. Numbers may not add due to rounding.
8. Variance in FCP and Capital Outlay numbers due to timing differences.

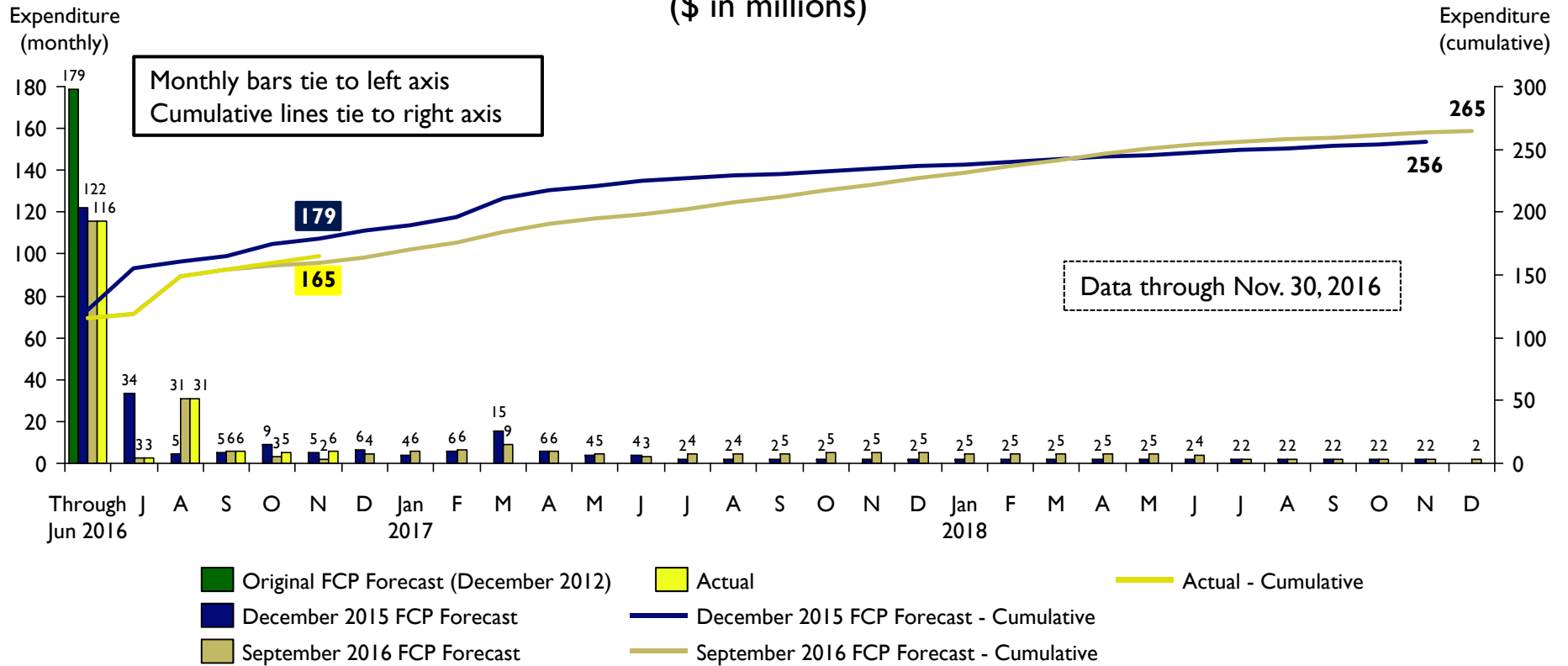
Sources:

1. Interim Funding Contribution Plan Worksheet, Nov-2016
2. Funding Contribution Plan, Sep-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 Dec-012.
3. CP2-3 ROW budget in Original FCP is \$179M, and was forecasted to be fully spent by Jun-2015.
4. Dec-15 FCP was not approved, and was only used to track expenditure performance prior to the approval of Mar-16 FCP.
5. Sep-16 FCP has been submitted to the Federal Railroad Administration (FRA), and is under review.
6. Numbers may not add due to rounding.
7. Variance in FCP and Capital Outlay numbers due to timing differences.

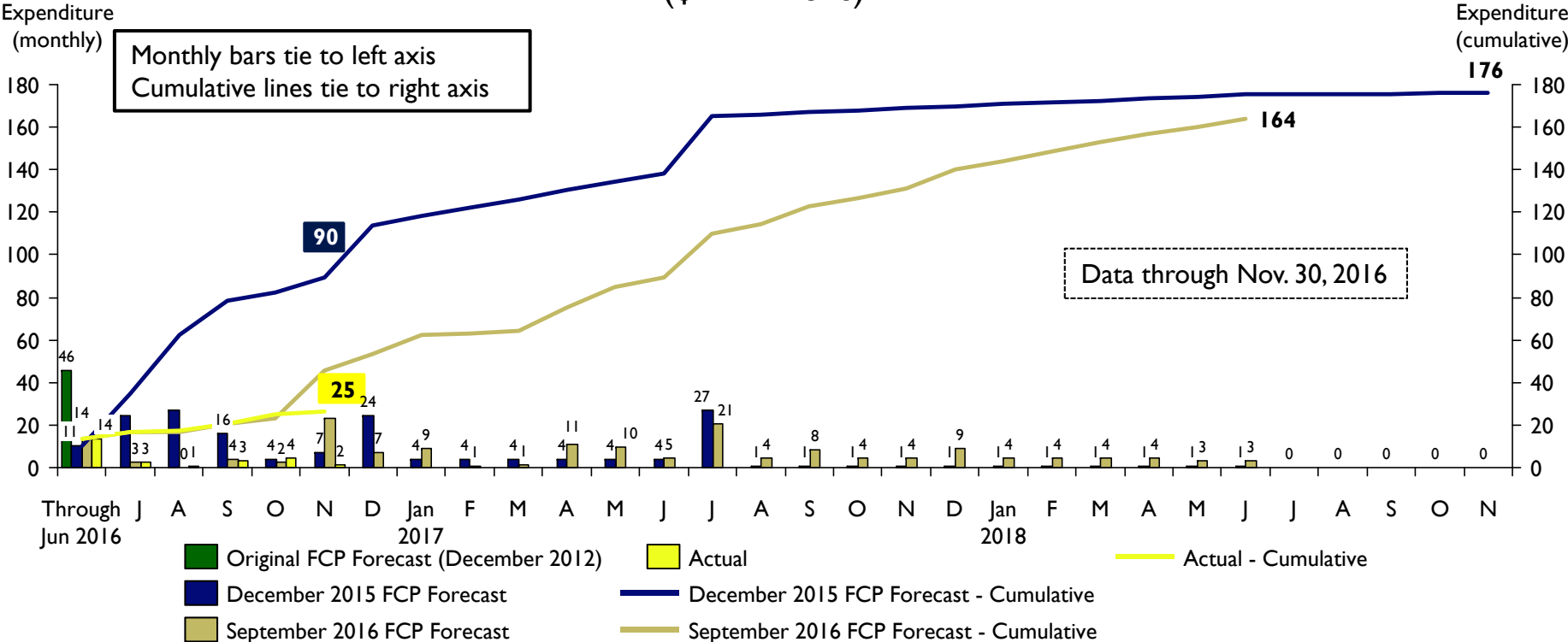
Sources:

1. Interim Funding Contribution Plan Worksheet, Nov-2016
2. Funding Contribution Plan, Sep-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 Dec-2012.
4. CP4 ROW budget in Original FCP is \$46M, and was forecasted to be fully spent by Jun-2015.
5. Dec-15 FCP was not approved, and was only used to track expenditure performance prior to the approval of Mar-16 FCP.
6. Sep-16 FCP has been submitted to the Federal Railroad Administration (FRA), and is under review.
7. Numbers may not add due to rounding.
8. Variance in FCP and Capital Outlay numbers due to timing differences.

Sources:

1. Interim Funding Contribution Plan Worksheet, Nov-2016
2. Funding Contribution Plan, Sep-2016
3. Funding Contribution Plan, Dec-2015
4. Funding Contribution Plan, Dec-2012

Agenda

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

Project Development Clearance Metrics - Context

- ▶ The following slides track several metrics for each Project Development project section/project related to:
 - Schedule and physical percent complete.
 - Key milestones.
 - Actual, planned and forecasted costs-to-completion dates:
 - As of July 2015, cost projections were rebaselined.
 - Starting in September 2015, forecasted costs were based on performance and trends, with planned costs remaining set.
 - Actual costs come from invoices the Authority receives.
 - Future costs to be revised to take into account more comprehensive Preliminary Engineering for Procurement (PE4P) and non-biological mitigation measures.
 - Project Development Milestone Schedule ([page 44](#)) provides an overview of key upcoming milestones across all project development project sections and projects.

Note: The Project Development budgets in this Operations Report include all funding sources (Prop IA, ARRA, and Cap and Trade). This report differs from the Funding Contribution Plan (FCP) since it is limited to the scope of the ARRA grant and state match requirements.

Environmental Milestones Schedule (to ROD)

Information through November 2016¹

Segment	Progress to Date	Next Steps
San Francisco to San Jose	<ul style="list-style-type: none"> Continued project definition for blended system. Briefed FRA on design development and operations planning. Held review of draft Checkpoint B document with legal counsel. 	<ul style="list-style-type: none"> Maintain stakeholder outreach. Lock down the project description and advance preliminary design (including alignment, passing tracks, station improvements, and terminal/storage facilities) and environmental technical studies (including traffic and cultural resources analysis).
San Jose to CV Wye	<ul style="list-style-type: none"> Participated with the EEC in multiple footprint validation workshops. Held weekly meetings on geotechnical investigations and associated environmental documents and permits. Refined map and text descriptions for electrical interconnection upgrades. 	<ul style="list-style-type: none"> Complete definition of end-to-end project alternatives, conduct analysis of refined alternative elements for an addendum to Checkpoint B and advance preliminary design for established alignments. Conclude discussions with the US Bureau of Reclamation on the proposed crossing of the San Luis Reservoir.
Central Valley Wye (M-F)	<ul style="list-style-type: none"> Submitted Checkpoint B addendum to USACE and EPA Reviewed draft Checkpoint C Summary Report. Continued to help prepare administrative draft EIR/EIS for submittal to the Authority in early December. 	<ul style="list-style-type: none"> Complete the updating of technical reports and administrative draft sections to include additional alternative. Submit Checkpoint C Summary Report to FRA.
Central Valley Interconnections	<ul style="list-style-type: none"> Continued environmental analysis for sites 4 to 7 covering the San Jose to Merced and Wye project sections. Obtained SHPO concurrence for Historic Architectural Survey Report and Archaeological Survey Report for Sites 6 and 7. 	<ul style="list-style-type: none"> Continue to coordinate with PG&E on electrical interconnections and upgrades.
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 approach are finalized.
Locally-Generated Alternative (F-B) ²	<ul style="list-style-type: none"> Submitted administrative draft EIR/EIS for FRA review mid-November. Continued preparation of plans for distributing draft EIR/EIS early in 2017. 	<ul style="list-style-type: none"> Conduct review of the administrative record for the draft EIR/EIS. Continue to update CommentSense for the future response to comments on draft EIR/EIS documents. Continue to assist design/build contractor and project construction manager on environmental and permitting issues.

¹ Text identified in red indicate change from previous month.

² Previously referred to as the Bakersfield F Street Station Alignment

Project Development Milestones Schedule (to ROD)

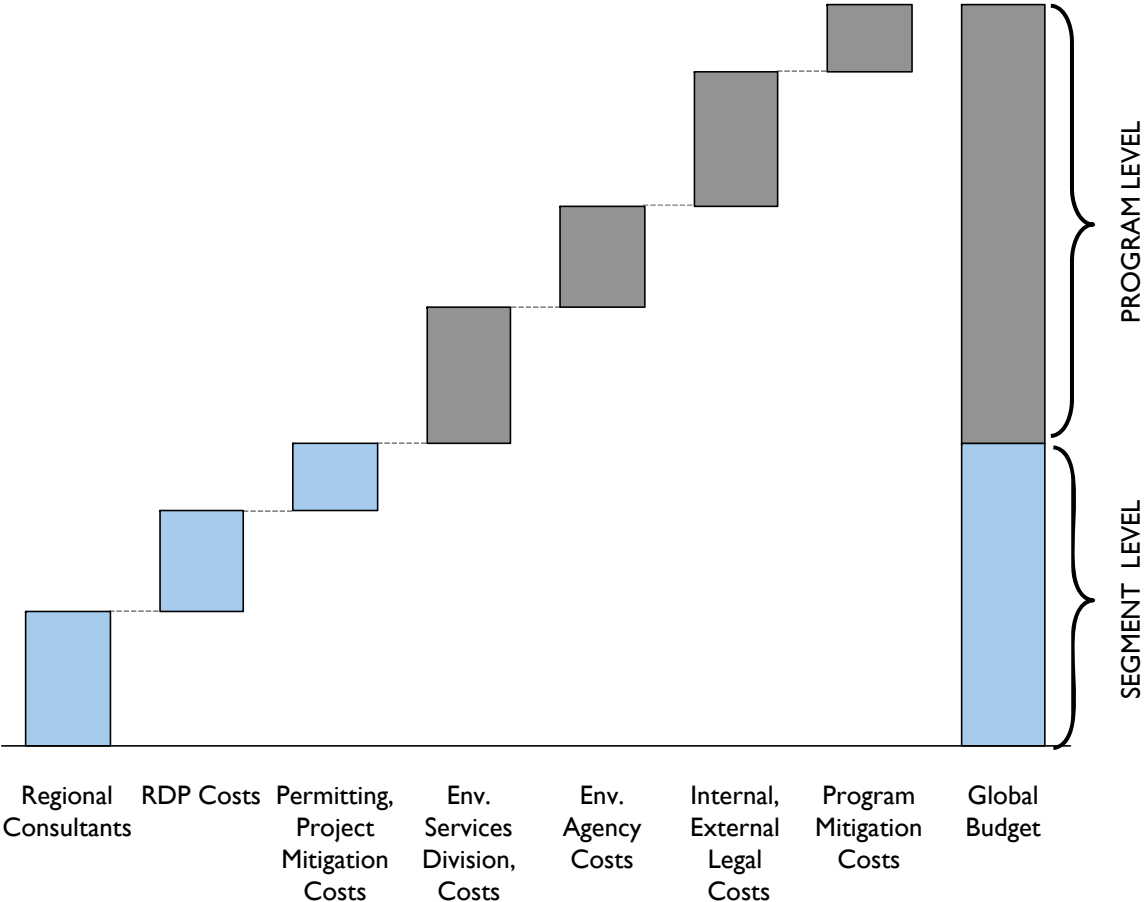
Information through November 2016¹

Segment	Progress to Date	Next Steps
Bakersfield to Palmdale	<ul style="list-style-type: none"> ▪ Received revised administrative draft Chapter 2, Alternatives, for review. ▪ Received revised draft Biological and Aquatics Resource Technical Report for review. ▪ Held monthly regulatory agency coordination meeting. ▪ Initiated process for conducting Section 4(f) consultation with owners of resources ▪ Continued to review “in progress” documents. 	<ul style="list-style-type: none"> ▪ Conduct stakeholder meetings and community open houses in early 2017. ▪ Continue coordination with the resource agencies, particularly under Section 402 of the Clean Water Act. ▪ Complete remaining technical reports and EIR/EIS chapters and sections. ▪ Develop regional approach for biological mitigation.
Palmdale to Burbank	<ul style="list-style-type: none"> ▪ Received draft preliminary engineering for project definition submittal. ▪ Held monthly regulatory agency coordination meeting. ▪ Started geotechnical investigation for a sixth borehole location in Angeles National Forest. ▪ Initiated process for conducting Section 4(f) consultation with owners of resources ▪ Continued to review “in progress” documents. 	<ul style="list-style-type: none"> ▪ Complete the preliminary engineering for project definition in February 2017. ▪ Carry on coordination activities with the USFS and other resource agencies. ▪ Develop regional approach for biological mitigation.
Burbank to LA	<ul style="list-style-type: none"> ▪ Held first of four public outreach meetings. ▪ Held monthly regulatory agency coordination meeting. ▪ Met with the USACE to discuss nationwide permit eligibility. ▪ Continued coordination with Link US on refinements at Los Angeles Union Station. 	<ul style="list-style-type: none"> ▪ Complete final preliminary engineering for project definition. ▪ Continue discussions with USEPA and USACE regarding permitting strategy under the Clean Water Act. ▪ Evaluate parking strategies at LA Union Station. ▪ Coordinate with Metro and Metrolink on LA Union Station strategies.
LA to Anaheim	<ul style="list-style-type: none"> ▪ Submitted draft project description to FRA for review. ▪ Held monthly regulatory agency coordination meeting. ▪ Refined Los Angeles-Anaheim project design/track layout to address stakeholder input ▪ Continued design refinement process as technical studies progress. 	<ul style="list-style-type: none"> ▪ Complete final preliminary engineering for project definition. ▪ Continue discussions with USEPA and USACE regarding permitting strategy under the Clean Water Act. ▪ Define project footprint for environmental evaluation.

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

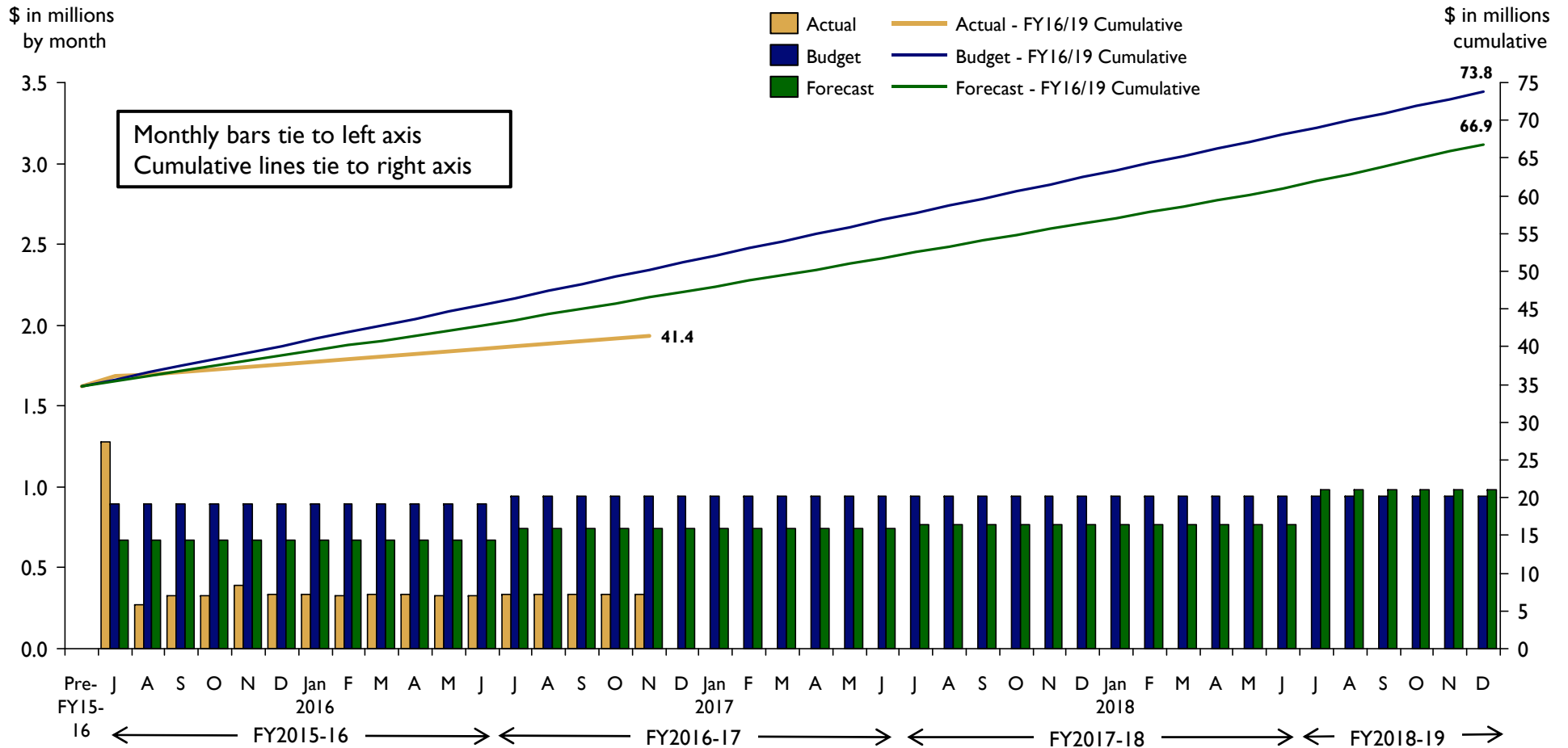
Global Project Development Budget includes activities involved in the scope at the program and segment levels

Cost Categories for Scope and Budget Definition



Cost Categories	
▪	Regional consultants' and Engineering and Environmental consultants' costs include project management, outreach, planning, engineering and environmental activities.
▪	RDP costs include management, coordination, and technical reviews.
▪	Permitting and project mitigation costs include obtaining permits required for construction and implementing project-level mitigation commitments.
▪	Authority 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.
▪	Legal costs are costs associated with in-house and outside legal reviews.
▪	Program mitigation costs 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 Authority environmental staff, in-house legal review and resource agency agreements.

Environmental Milestones Schedule (to ROD) – Information through November 2016¹

	Segment	Progress	Complete Purpose & Need Statement		Complete Alternatives Analysis		Board Concurrence of Preliminary Preferred Alternative for Draft EIR/EIS ⁴		Publish Draft EIR/EIS ⁴		Publish Final EIR/EIS and Obtain ROD ⁴		Date EIR/EIS To Be Completed	
			Due Dates	Last Month	Current Month	Last Month	Current Month	Last Month	Current Month	Last Month	Current Month	Last Month	Current Month	Original Target
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	CV Electrical Interconnections	Plan Forecast % Complete	Complete 100%	Complete 100%	Complete 100%	Complete 100%	Jul-16 Aug-16 95%	Jul-16 Sep-16 100%	Nov-16 Nov-16 0%	Nov-16 Sep-16 100%	Oct-17 Oct-17 0%	Oct-17 Sep-16 100%	Oct-17	Sep-16
4	San Francisco to San Jose	Plan Forecast % Complete	Complete 100%	Complete 100%	Complete 100%	Complete 100%	Jul-16 Apr-17 15%	Jul-16 Apr-17 18%	Jan-17 Jul-17 7%	Jan-17 Jul-17 9%	Nov-17 Dec-17 0%	Nov-17 Dec-17 0%	Nov-17	Dec-17
5	San Jose to Merced	Plan Forecast % Complete	Complete 100%	Complete 100%	Complete 100%	Complete 100%	Sep-16 Apr-17 15%	Sep-16 Apr-17 15%	Feb-17 Jul-17 10%	Feb-17 Jul-17 10%	Nov-17 Dec-17 0%	Nov-17 Dec-17 0%	Nov-17	Dec-17
6	Central Valley Wye (M-F) ²	Plan Forecast % Complete	Complete 100%	Complete 100%	Complete 100%	Complete 100%	Sep-15 Jan-17 65%	Sep-15 Jan-17 75%	Feb-16 Apr-17 0%	Feb-16 Apr-17 43%	Dec-16 Dec-17 0%	Dec-16 Dec-17 0%	Dec-16	Dec-17
7	Locally Generated Alternative (F-B) ³	Plan Forecast % Complete	Complete 100%	Complete 100%	Complete 100%	Complete 100%	Complete 100%	Complete 100%	Jul-16 Jan-17 90%	Jul-16 Apr-17 92%	Dec-16 Aug-17 0%	Dec-16 Jan-18 0%	Dec-16	Jan-18
8	Bakersfield to Palmdale	Plan Forecast % Complete	Complete 100%	Complete 100%	Jan-16 Mar-16 85%	Complete 100%	Oct-16 Mar-17 40%	Oct-16 Mar-17 50%	Feb-17 Jun-17 17%	Feb-17 Jun-17 20%	Nov-17 Dec-17 0%	Nov-17 Dec-17 0%	Nov-17	Dec-17
9	Palmdale to Burbank	Plan Forecast % Complete	Complete 100%	Complete 100%	Complete 100%	Complete 100%	Aug-16 Mar-17 30%	Aug-16 Mar-17 40%	Mar-17 Jun-17 17%	Mar-17 Jun-17 18%	Nov-17 Dec-17 0%	Nov-17 Dec-17 0%	Nov-17	Dec-17
10	Burbank to LA	Plan Forecast % Complete	Complete 100%	Complete 100%	Complete 100%	Complete 100%	Mar-17 Feb-17 10%	Mar-17 Feb-17 15%	Jun-17 Jul-17 10%	Jun-17 Jul-17 12%	Nov-17 Dec-17 0%	Nov-17 Dec-17 0%	Nov-17	Dec-17
11	LA to Anaheim	Plan Forecast % Complete	Complete 100%	Complete 100%	Complete 100%	Complete 100%	Mar-17 Feb-17 18%	Mar-17 Feb-17 20%	Jun-17 Jul-17 10%	Jun-17 Jul-17 12%	Nov-17 Dec-17 0%	Nov-17 Dec-17 0%	Nov-17	Dec-17
12	HMF ⁴	Plan Forecast % Complete	Complete 100%	Complete 100%	Complete 100%	Complete 100%	Apr-16 TBD 0%	Apr-16 TBD 0%	Sep-16 TBD 0%	Sep-16 TBD 0%	May-17 May-17 0%	May-17 May-17 0%	May-17	No Change

- Dates identified in red indicate change from previous month. Green cells indicates that that the EIR/EIS has been completed.
- Purpose and Need and the Alternatives Analysis were achieved as part of the Merced to Fresno EIR/EIS, completed in September 2012.
- Purpose and Need and the Alternatives Analysis were achieved as part of the Fresno to Bakersfield EIR/EIS, completed in June 2014.
- Environmental clearance approach on hold and under review

Environmental Milestones Schedule (to ROD) - Information through November 2016¹

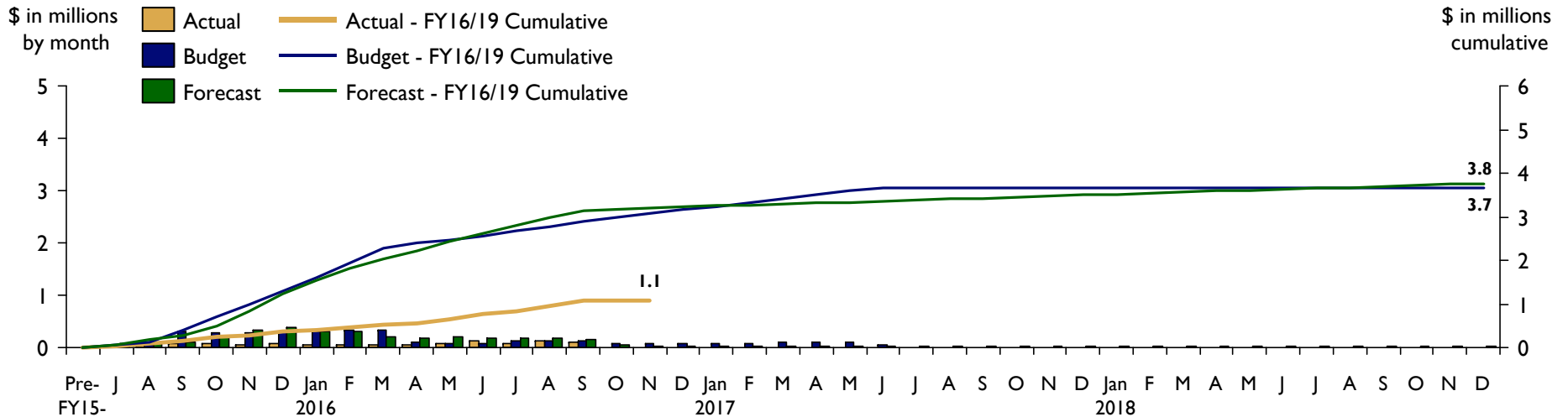
Segment	Schedule Status and Mitigation Strategies
1 Merced to Fresno	EIR certified and project approval May 2012; FRA ROD issued September 2012
2 Fresno to Bakersfield	EIR certified and project approval May 2014; FRA ROD issued June 2014
3 CV Electrical Interconnections	Environmental Evaluation Has Been Completed Using an environmental re-examination process, it was determined that the electrical interconnection and network upgrades for PG&E sites 8 through 12 do not require preparation of a supplemental environmental document. As a result, the environmental review has been completed, shaving a year off the schedule.
4 San Francisco to San Jose	No Delay Forecast at this Time Potential schedule impact for complete preliminary engineering for project definition. No impact to final milestone, and mitigation underway. The schedule continues to be reviewed to identify opportunities for compressing activities and other environmental clearance options.
5 San Jose to Merced	No Delay Forecast at this Time Potential schedule impact for complete preliminary engineering for project definition. No impact to final milestone, and mitigation underway. The schedule continues to be reviewed to identify opportunities for compressing activities and other environmental clearance options.
6 Central Valley Wye (M-F)	Current Delay on Publication of the Draft EIR/EIS Rationale for Delay: The delay is a result of evaluating an additional study alternative Consequences: Publishing the Draft EIR/EIS will be delayed by two months, from Feb. 2017 to April 2017. Mitigation: The schedule continues to be reviewed to identify opportunities for compressing activities and other efficiencies.
7 Locally Generated Alternative (F-B)	Dates for Draft and Final EIR/EIS, and ROD have been updated to reflect the revised process schedule, agreed upon with the FRA. The schedule continues to be reviewed to identify opportunities for compressing activities and other efficiencies.
8 Bakersfield to Palmdale	No Delay Forecast at this Time The schedule continues to be reviewed to identify opportunities for compressing activities and other efficiencies.
9 Palmdale to Burbank	No Delay Forecast at this Time The schedule continues to be reviewed to identify opportunities for compressing activities and other efficiencies.
10 Burbank to LA	No Delay Forecast at this Time The schedule continues to be reviewed to identify opportunities for compressing activities and other efficiencies.
11 LA to Anaheim	No Delay Forecast at this Time The schedule continues to be reviewed to identify opportunities for compressing activities and other efficiencies.
12 HMF	Environmental clearance approach on hold and under review; dates are subject to change pending Authority decision regarding type of environmental clearance documentation needed.

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

3 Central Valley Electrical Interconnections

	2015			2016			2017			2018								
	07	08	09	10	11	12	01	02	03	04	05	06	07	08	09	10	11	12
CV Electrical Interconnections																		
Purpose and Need – complete	▲																	
Alternative Analysis – complete					▲													
Preliminary Preferred Alternative - complete						▲												
Environmental Re-Examination - complete							▲											
Resource Agency Mitigation																		

11/15/16

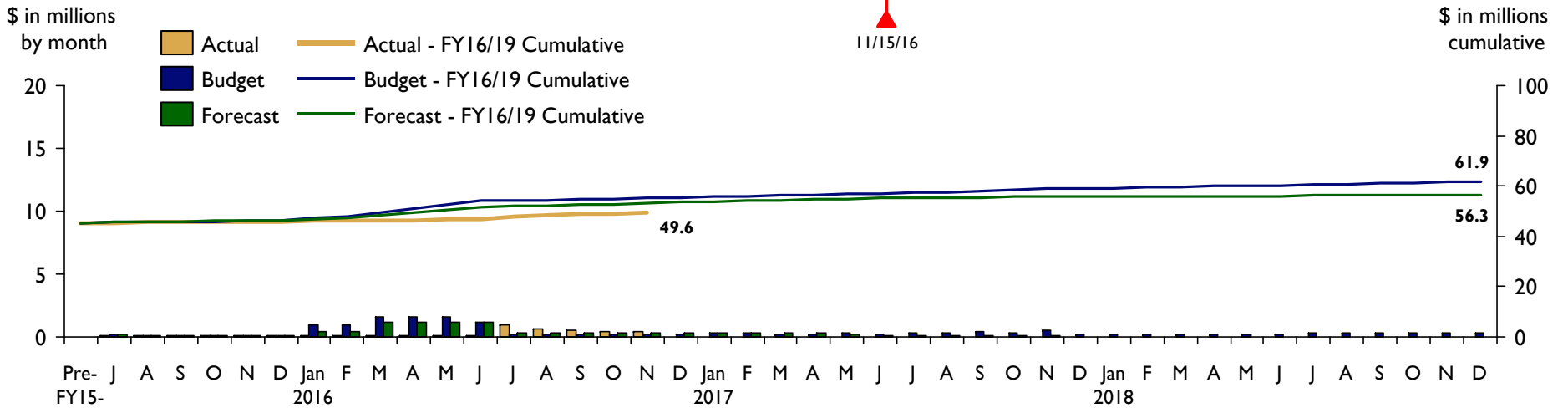
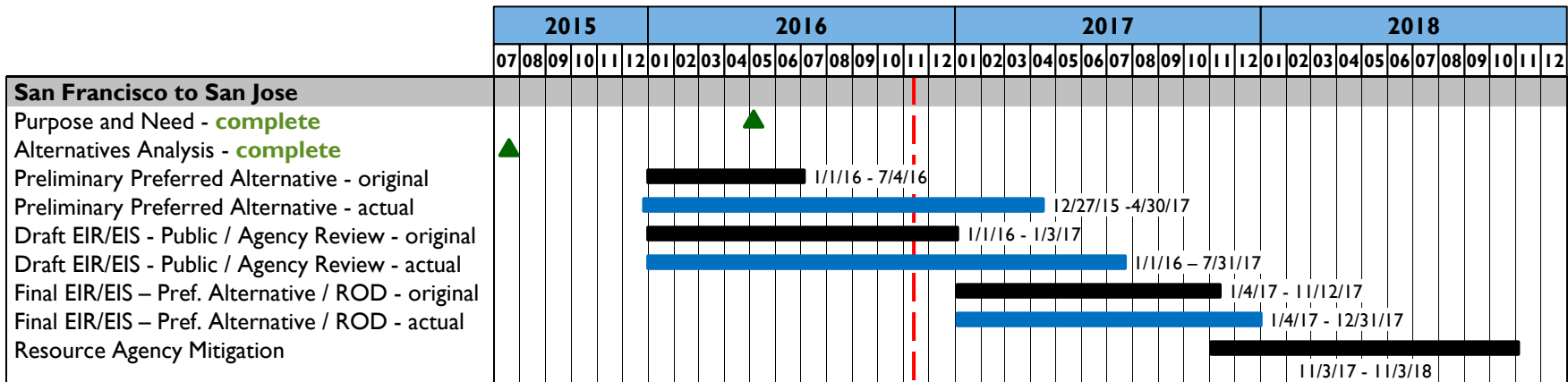


- Notes:
- 1) All estimates are preliminary and subject to change.
 - 2) Environmental clearance approach under review.
 - 3) Forecast includes RDP and RC costs December 2015 through December 2018.
 - 4) At this time, no habitat mitigation assumed in estimate.

5) Analysis of electrical interconnections is ongoing for PG&E sites 3 – 7as part of San Jose to Merced and for the Central Valley Wye.

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

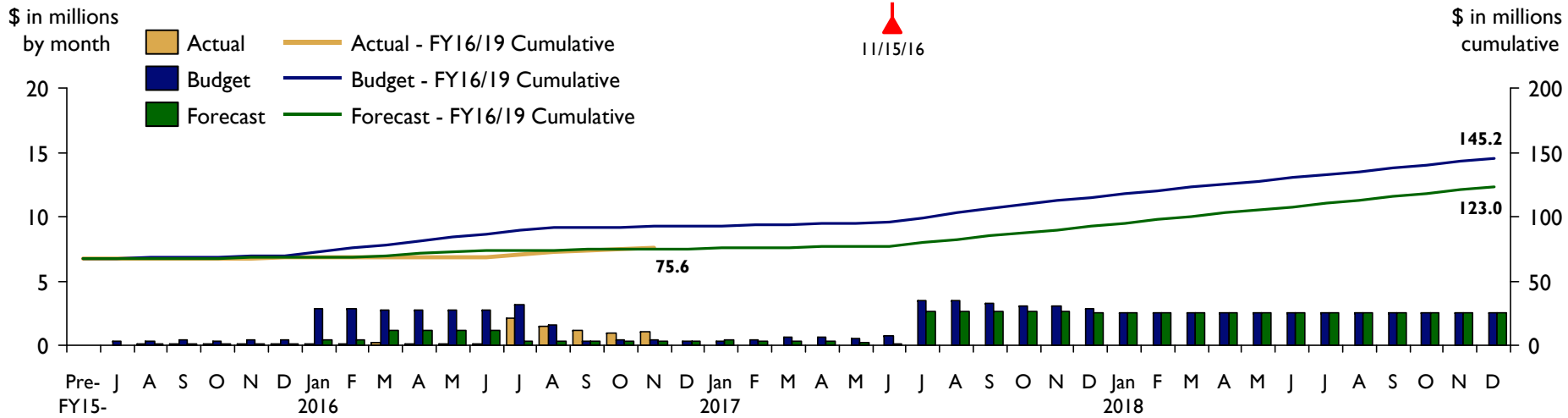
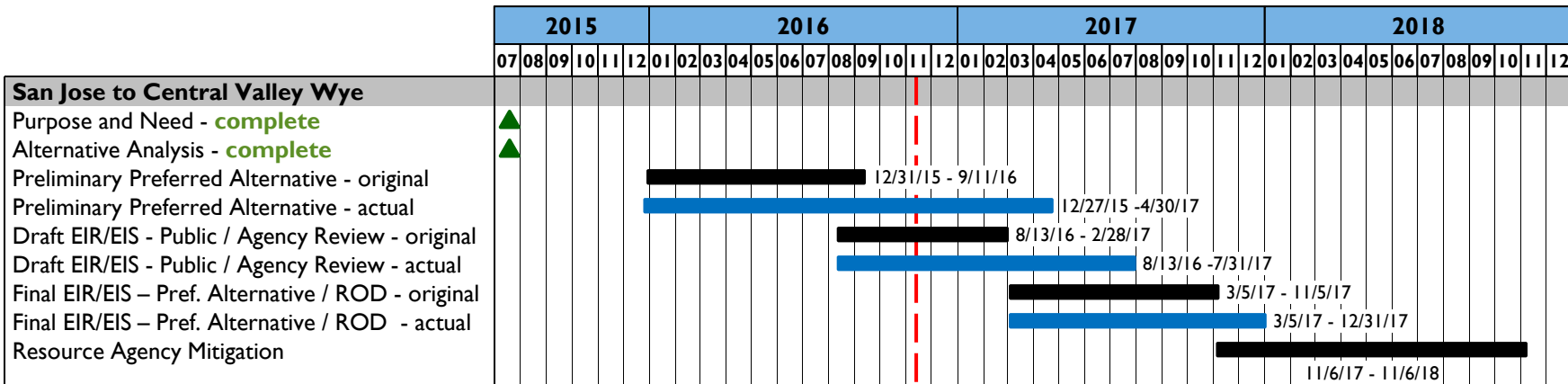
4 San Francisco to San Jose



- Notes:
- 1) All estimates are preliminary and subject to change.
 - 2) Forecast based on RDP November 2015 estimate through December 2018.
 - 3) At this time, no habitat mitigation assumed in estimate.
 - 4) Purpose and Need for Checkpoint A completed May 2016.

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

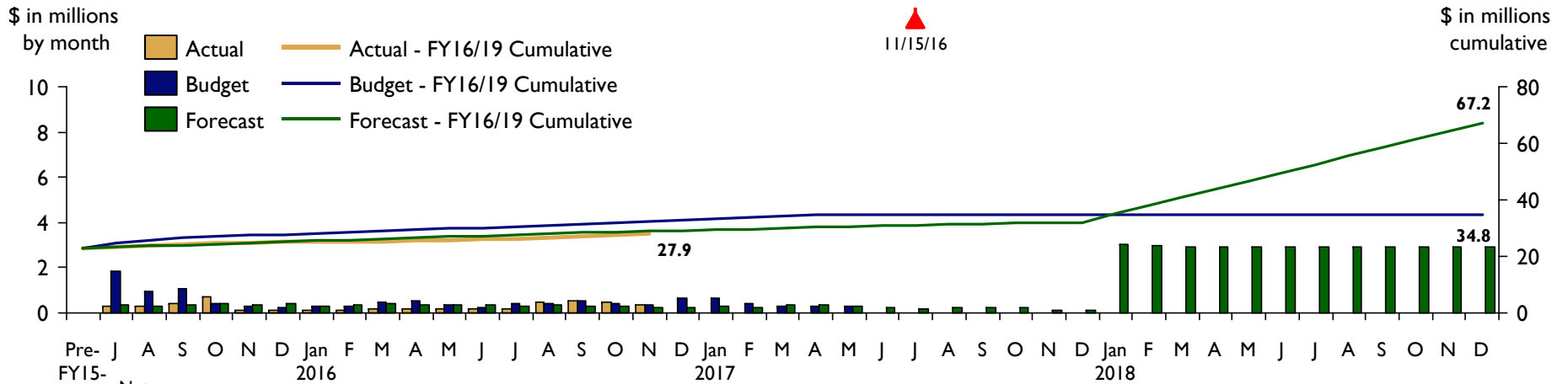
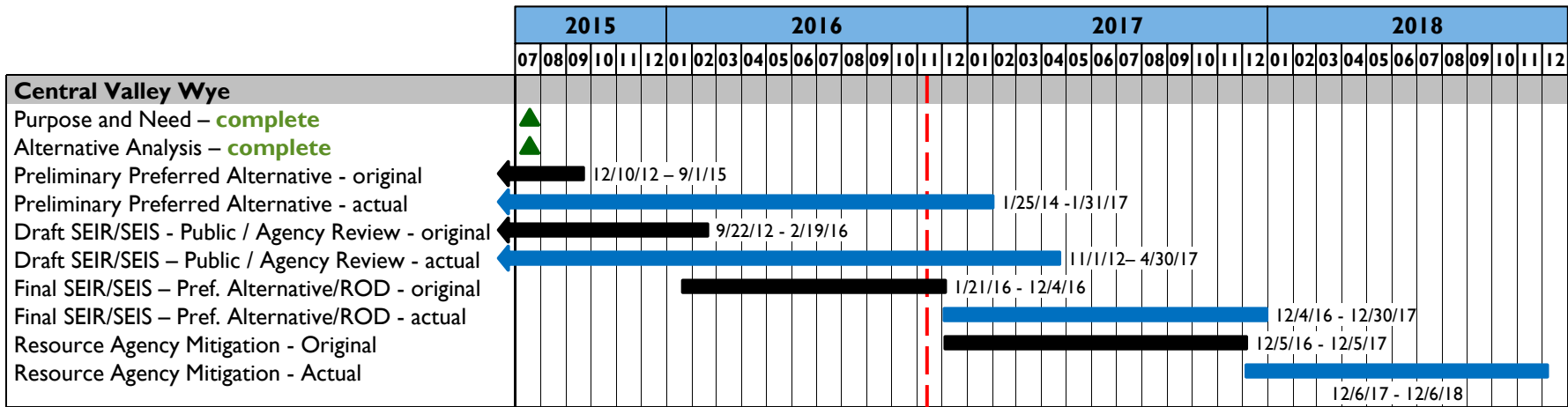
5 San Jose to Merced



Notes:
1) All estimates are preliminary and subject to change.
2) Forecast based on RDP November 2015 estimate through December 2018.
3) Habitat Mitigation included.

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

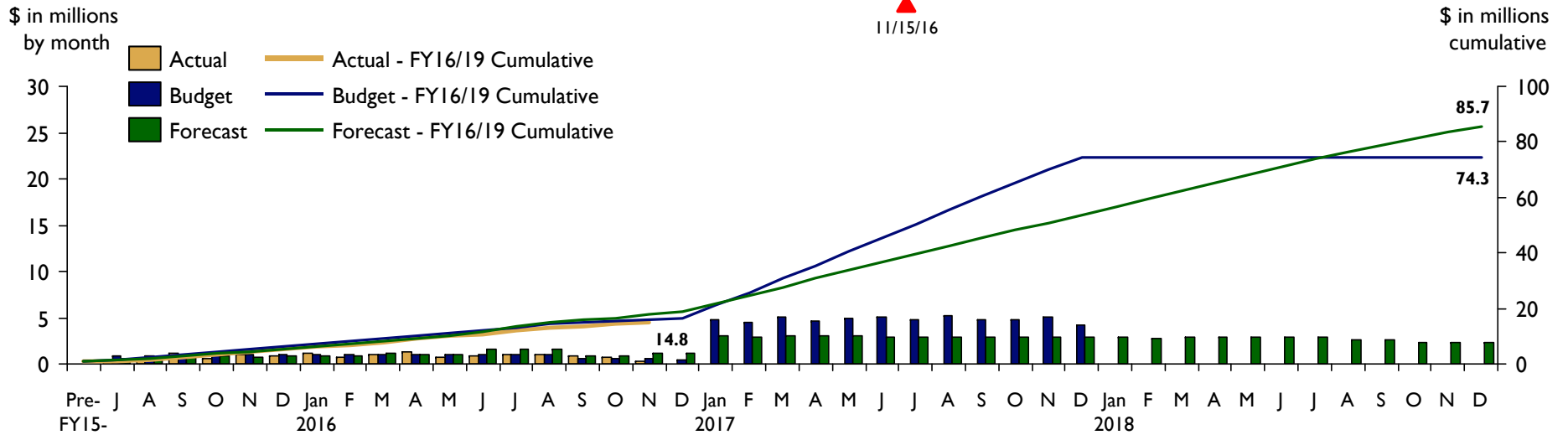
6 Central Valley Wye (M-F)



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

7 Locally Generated Alternative (F-B)

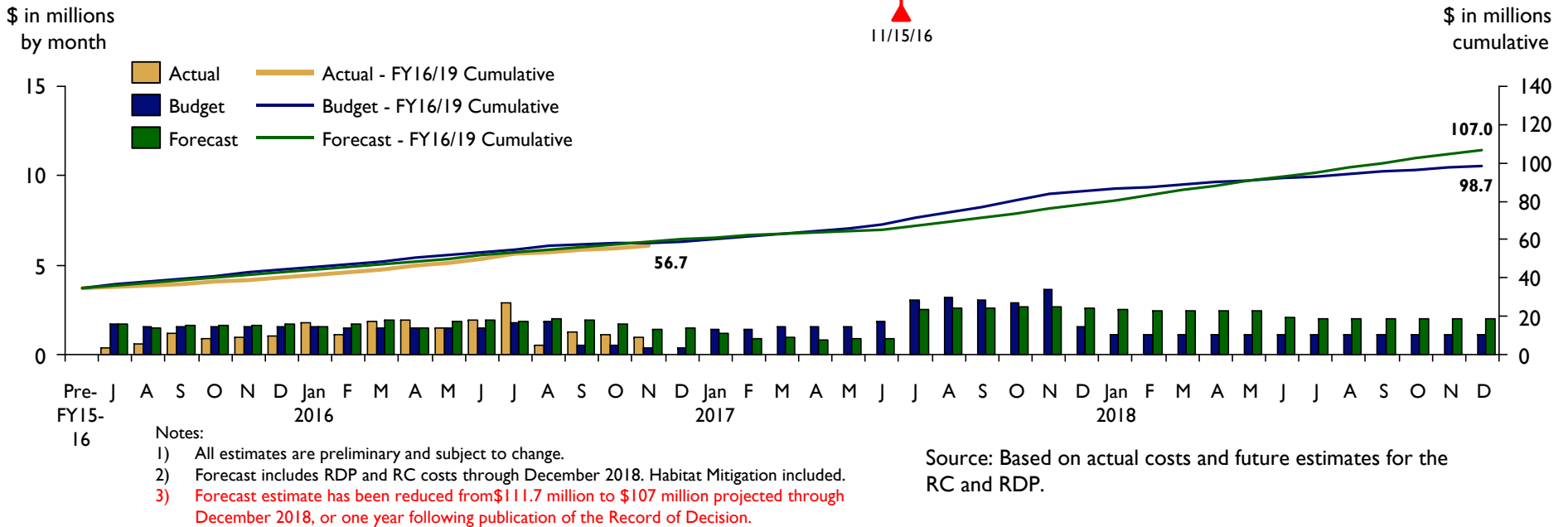
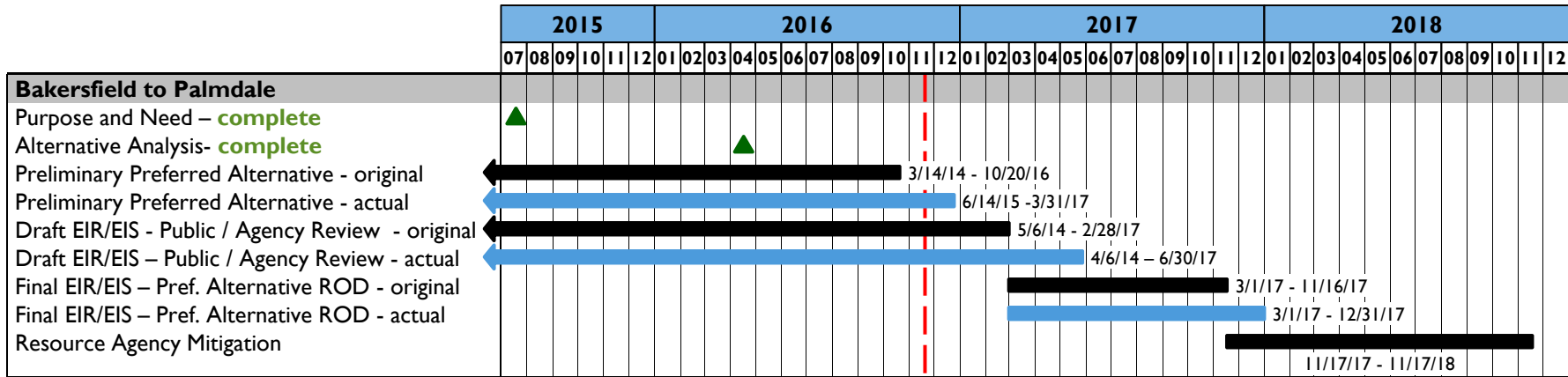
	2015			2016			2017			2018								
	07	08	09	10	11	12	01	02	03	04	05	06	07	08	09	10	11	12
Bakersfield F Street Alignment																		
Purpose and Need – complete	▲																	
Alternative Analysis – complete	▲																	
Preliminary Preferred Alternative – complete																		
Draft SEIR/SEIS - Public / Agency Review - original																		
Draft SEIR/SEIS – Public / Agency Review - actual																		
Final SEIR/SEIS – Pref. Alt./ROD - original																		
Final SEIR/SEIS – Pref. Alt./ROD - actual																		
Resource Agency Mitigation - original																		



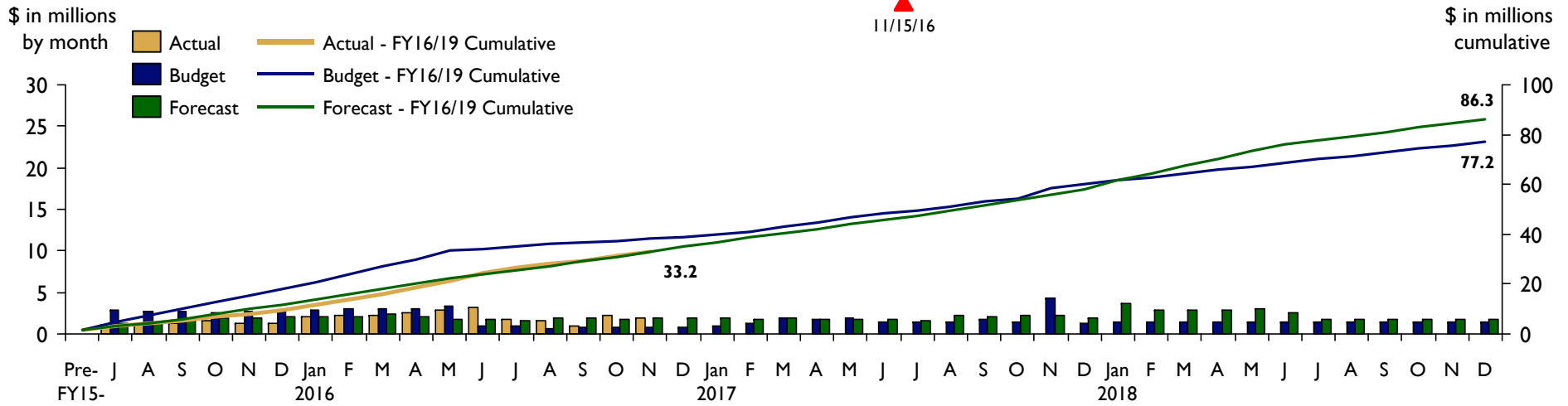
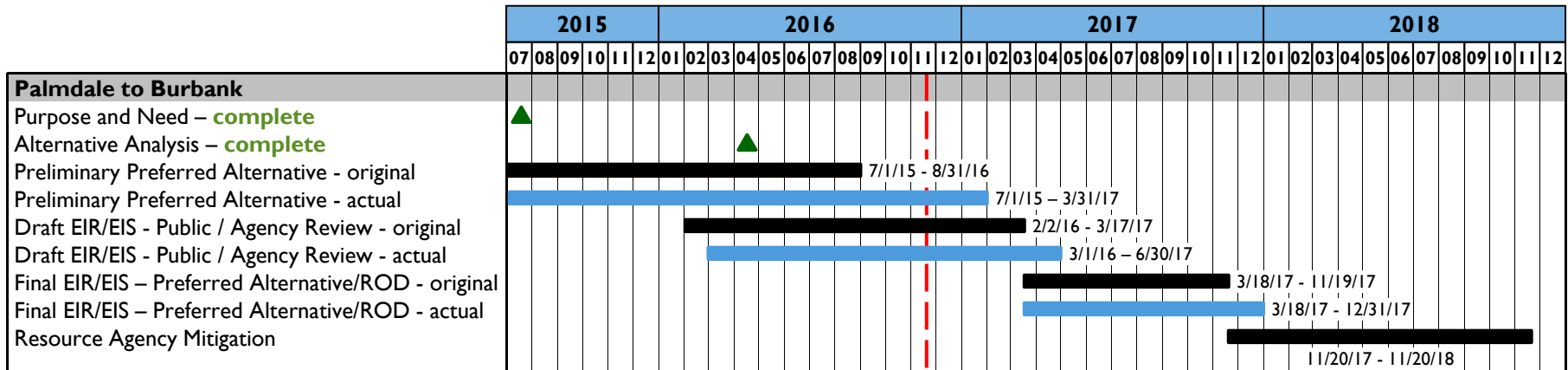
- Notes:
- 1) All estimates are preliminary and subject to change.
 - 2) Forecasted includes RDP and RC costs through December 2018.
 - 3) Habitat Mitigation included.
 - 4) Purpose and Need and the Alternatives Analysis were achieved as part of the Fresno to Bakersfield EIR/EIS, completed in June 2014

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

8 Bakersfield to Palmdale



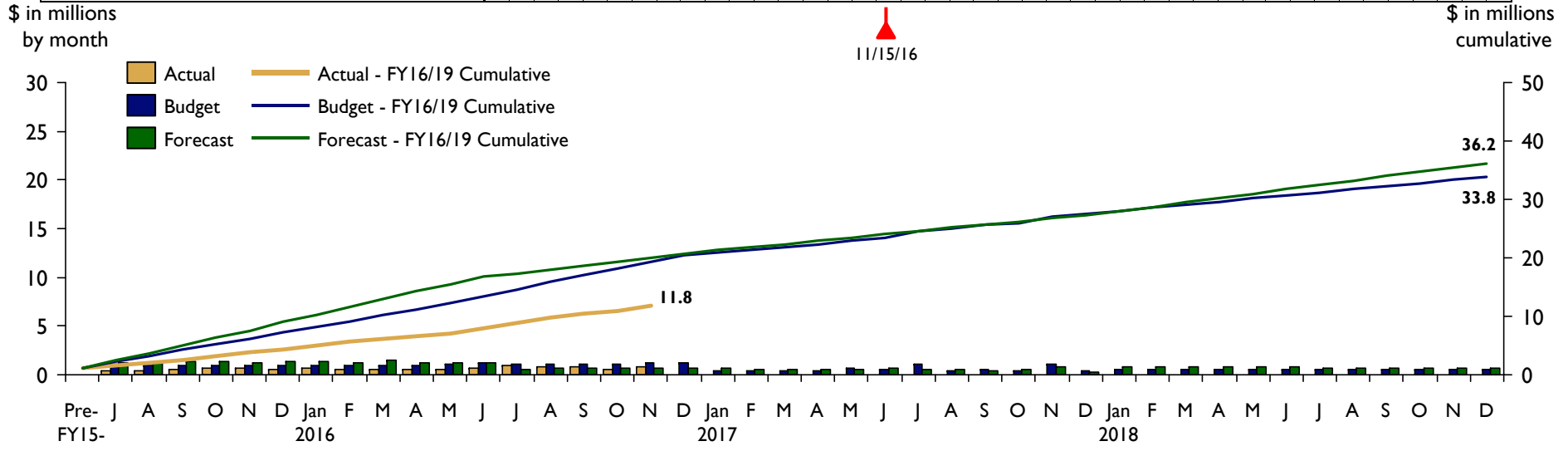
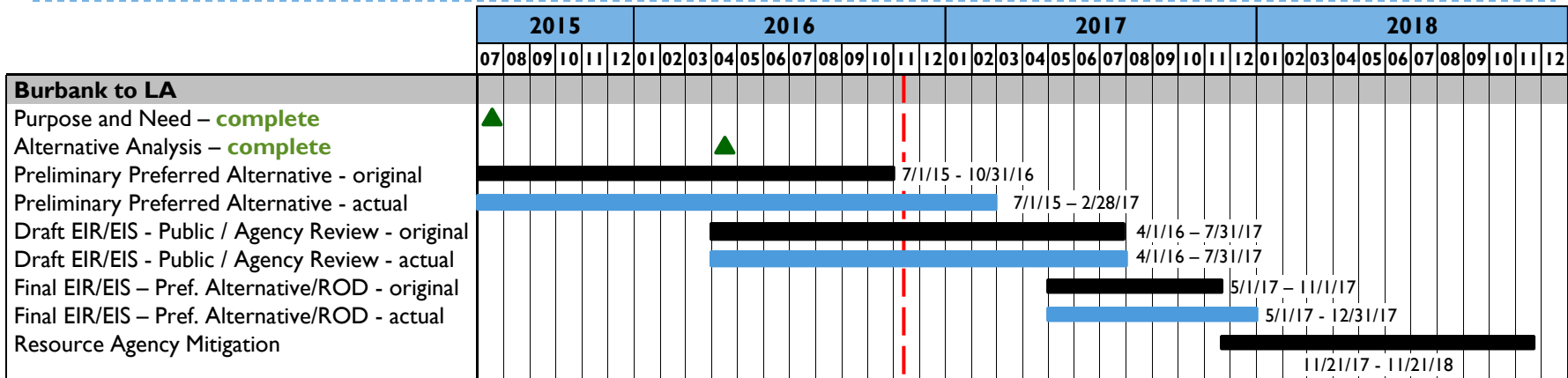
9 Palmdale to Burbank



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

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

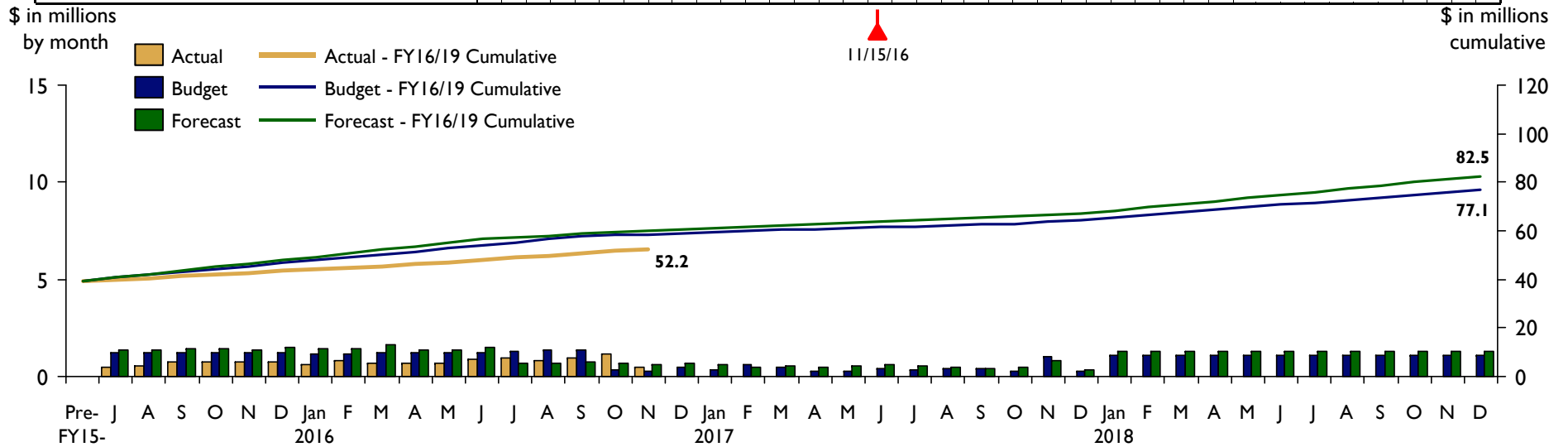
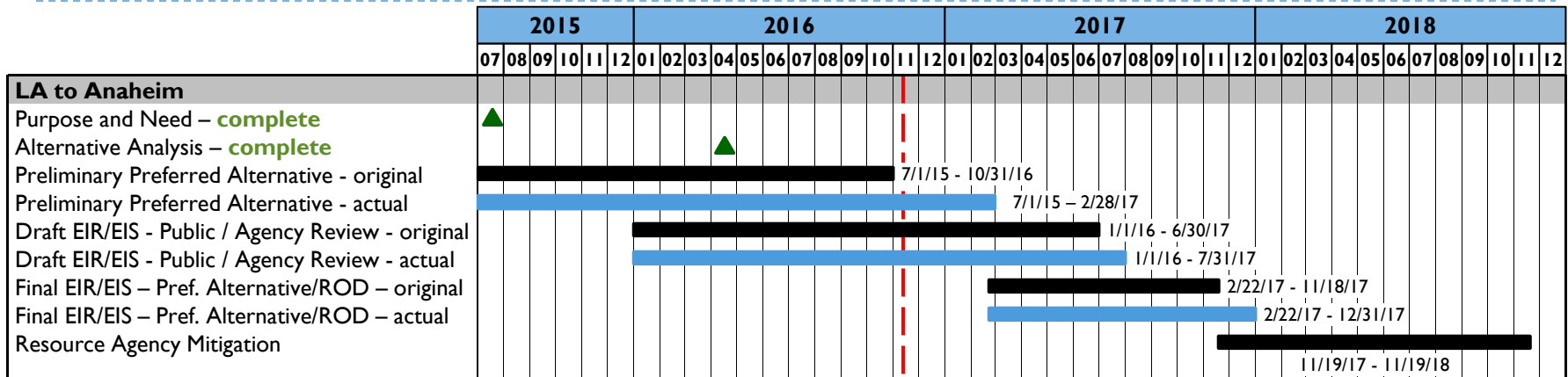
10 Burbank to LA



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

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

LA to Anaheim

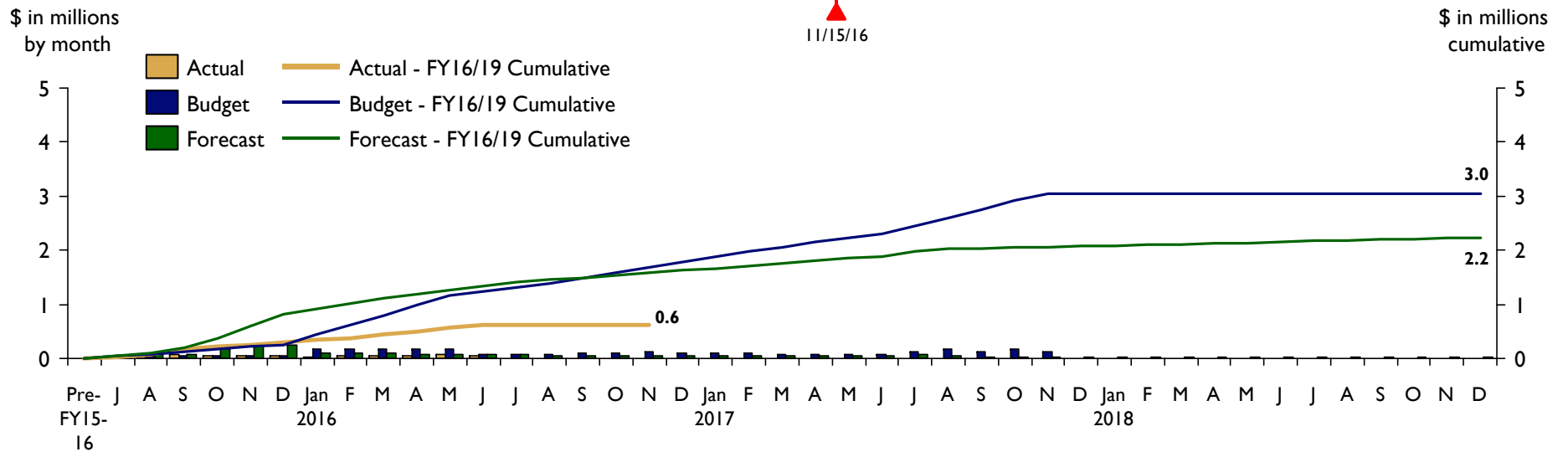


- Notes:
- 1) All estimates are preliminary and subject to change.
 - 2) Forecast includes RDP and RC costs through Dec. 2018.
 - 3) Habitat Mitigation included.

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

12 Heavy Maintenance Facility¹

	2015			2016												2017												2018																				
	07	08	09	10	11	12	01	02	03	04	05	06	07	08	09	10	11	12	01	02	03	04	05	06	07	08	09	10	11	12	01	02	03	04	05	06	07	08	09	10	11	12						
Heavy Maintenance Facility																																																
Purpose and Need – complete	▲																																															
Alternatives Analysis – complete	▲																																															
Preliminary Preferred Alternative	8/1/15 - 4/29/16																																															
Draft EIR/EIS - Public / Agency Review	11/2/15 - 9/15/16																																															
Final EIR/EIS – Pref. Alternative/ROD	9/16/16 - 5/31/17																																															
Resource Agency Mitigation	5/10/17 - 5/10/18																																															



Notes:

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

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

Four-month look ahead - milestones and other key deliverables, all sections/projects: *Information through November 2016¹*

Milestone	Project Section	Due Date	% Completion	Status
Finish project description report	Bakersfield to Palmdale	May 2016	90%	Delayed
Complete preliminary engineering for project definition ²	San Jose to Merced	November 2016	35%	Delayed
Public meeting to present all four Wye Alternatives	Central Valley Wye	December 2016	95%	On-Target
Obtain Checkpoint B concurrence for addition of SR 152 (North) to Road 11 Wye Alternative	Central Valley Wye	December 2016	90%	On-Target
Checkpoint C pre-submittal meeting with FRA, USACE, EPA, and STB	Central Valley Wye	December 2016	90%	On-Target
Present Checkpoint B, range of alternatives to agencies	Palmdale to Burbank	December 2016	80%	On Target
Resolve Clean Water Act nationwide permit approval and MOU with signatory agencies	Burbank to Los Angeles and Los Angeles to Anaheim	December 2016	75%	On Target
Complete jurisdictional water and wetlands delineation technical memos	Burbank to Los Angeles and Los Angeles to Anaheim	December 2016	80%	On Target
Footprint Validation	San Jose to Merced	January 2017	50%	On Target

Notes:

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

² A delay has occurred because of continuing work to complete project definition.

Four-month look ahead - milestones and other key deliverables, all sections/projects: *Information through November 2016¹*

Milestone	Segment	Due Date	% Completion	Status
Submit Admin. Draft Supplemental EIR/EIS to FRA	Central Valley Wye	January 2017	85%	On Target
Publish Draft Supplemental EIR/EIS for public review	Locally Generated Alternative (F-B)	April 2017	90%	Schedule Updated
Obtain Checkpoint B concurrence	San Francisco to San Jose	March 2017	40%	On Target
Checkpoint B Addendum	San Jose to Merced	March 2017	25%	On-Target
Complete preliminary engineering for project definition	San Francisco to San Jose	April 2017	40%	On Target
Recommendation of preliminary preferred alternative to Board	San Francisco to San Jose	April 2017	0%	On-Target
Draft preliminary engineering for project definition	San Jose to Merced	April 2017	35%	On-Target
Recommendation of preliminary preferred alternative to Board	San Jose to Merced	April 2017	0%	On-Target
Conclude record set preliminary engineering for project development	Bakersfield to Palmdale	April 2017	70%	On Target
Complete record set preliminary engineering for project definition	Burbank to Los Angeles and Los Angeles to Anaheim	April 2017	60%	On Target

Notes:

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

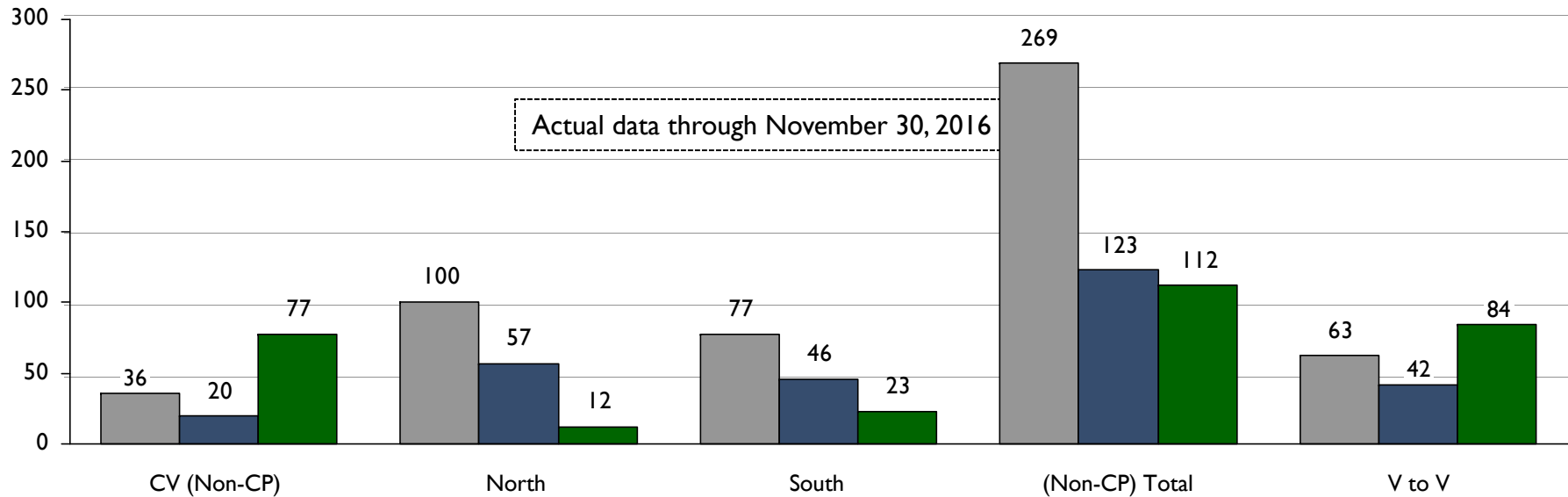
² A delay has occurred because of continuing work to complete project definition.

Agenda

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

Central Valley (Non-CP), North and South Executed and Unexecuted Agreements

Total Executed/Unexecuted Agreements
(in number of agreements)



Unexecuted Count Prior Quarter (Ending September 2016)
 Current Executed Count (Total)

Unexecuted Count Current Quarter (Through November 2016)

Notes:

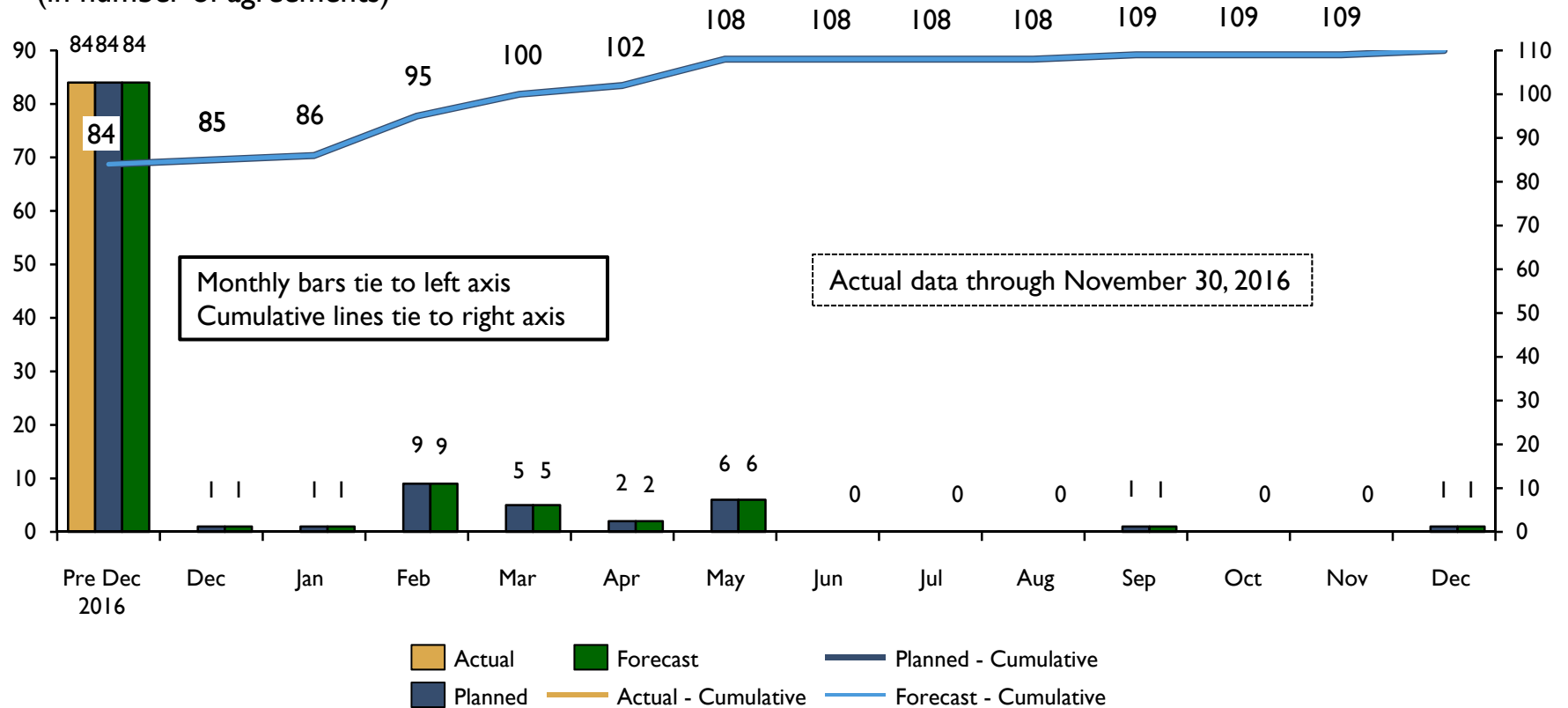
1. Some Agreements are counted more than once because they are required for more than one section.
2. Central Valley (Non-CP), North, South and (Non-CP) Total counts include Master/Cooperative Agreements and Reimbursement Agreements for environmental coordination and project development.
3. V to V count is a subset of the agreement already represented.
4. The count for the 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.

Valley to Valley Agreements by Month

Plan vs. Actual vs. Forecast

V to V Agreements (excluding Railroads)

(in number of agreements)



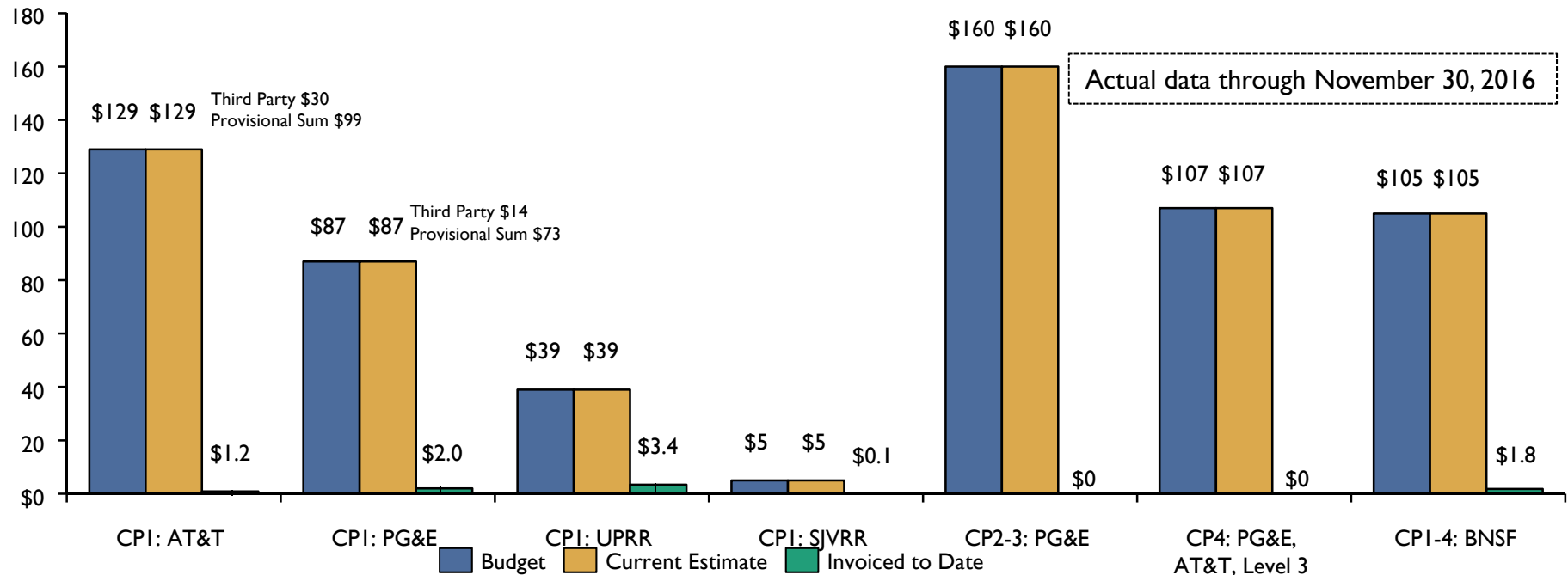
Notes:

- 1. Some Agreements are counted more than once because they are required for more than one section.

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

Board Authorized, May 2016 Estimate and Invoiced Amounts

Budget, May 2016 Estimate and Invoiced Amounts
(\$ in millions)



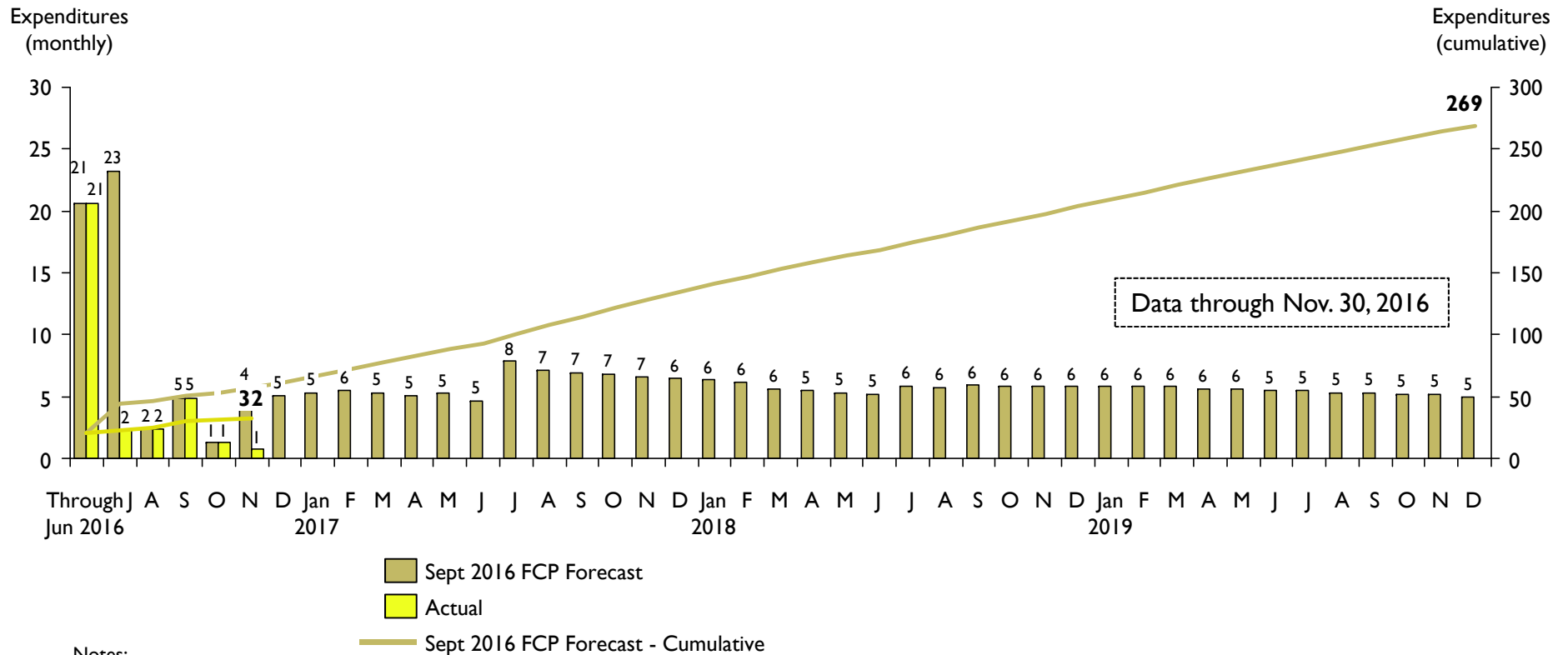
Notes:

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, the Authority will be in a better position to quantify the estimates.
3. May 2016 estimates for CPI are due to a better understanding of utility impacts as part of physical ground and underground surveys required for design.
4. May 2016 estimates for CP2-3 and CP4 are based on most current information available and have not been verified by physical ground and underground surveys required for design.
5. All estimates do not include contingency. See risk overlay slides for added contingency.
6. Amounts shown for each Third Party agreement are inclusive of funds shown in both the project budget and Third Party budget line items.
7. Amounts expended by the DB's for this work will be reported as received.

Total Other Expenditure by Month

Forecast vs. Actual

Total Other Expenditure Schedule (\$ in millions)



Notes:

- 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.
- Sep-16 FCP has been submitted to the Federal Railroad Administration (FRA), and is under review.
- Numbers may not add due to rounding.
- Variance in FCP and Capital Outlay numbers due to timing differences.

Sources:

- Interim Funding Contribution Plan Worksheet, Nov-2016
- Funding Contribution Plan, Jun-2016

Agenda

- ▶ Operations Report Metrics
 - Executive Summary
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 - ARRA Schedule
 - Risk

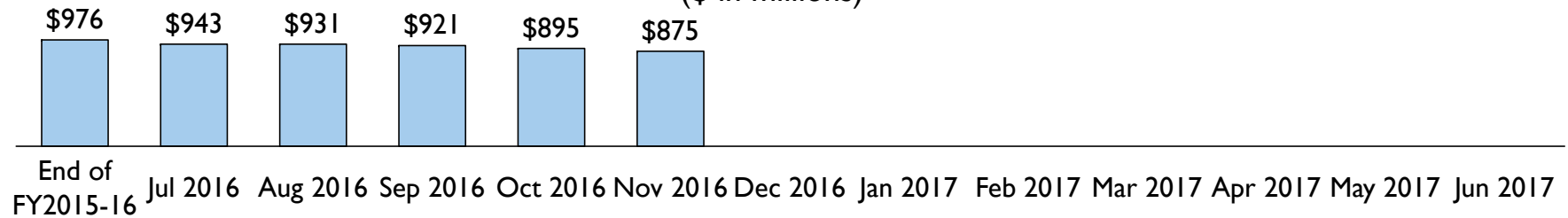
Contract Management Metrics - Context

- ▶ 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 (EV) = Percent Complete x Budget at Completion (BAC)
 - Planned Value (PV) = Approved Baseline Schedule
 - Funding Contribution Plan (FCP) forecast value refers to forecasted Design-Build Contract expenditure in quarterly Funding Contribution Plan
- ▶ Contract management metrics for CPI, CP2-3, CP4, 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 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 Remaining¹

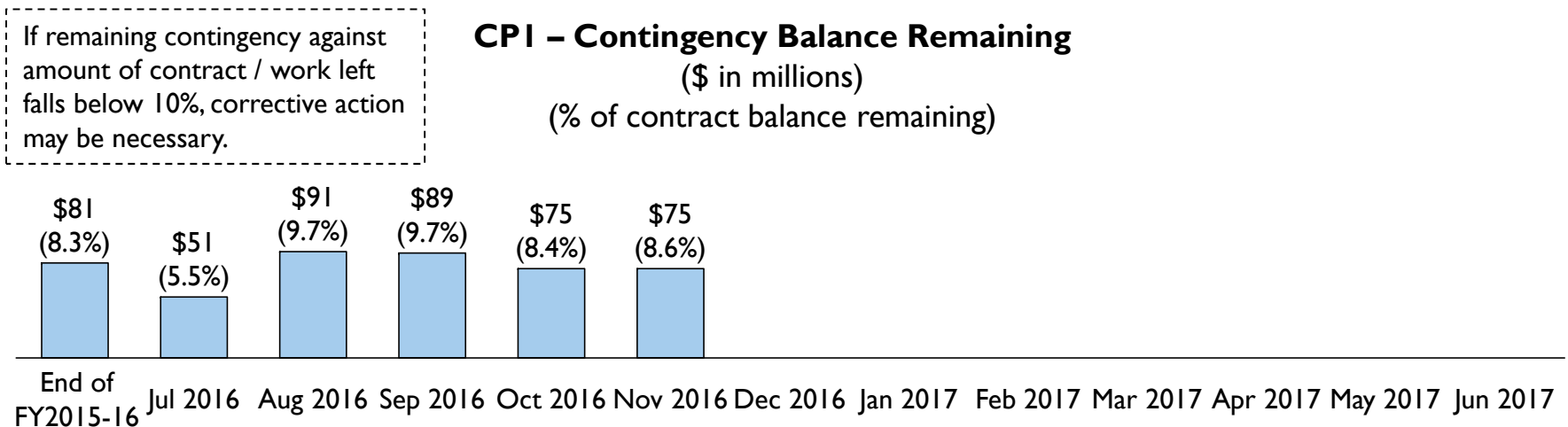
(\$ in millions)



CPI – Contingency Balance Remaining

(\$ in 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 \$1,303M from the original contract amount of \$1,023M, due to executed change orders (including North Extension).
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. Based upon the amount of CPI 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: November 30, 2016
CPI Performance Metric Report

CP1 Contract Management Raw Data: Contingency Value

CPI – Contingency (\$ in millions)

	End of FY15-16	July 2016	Aug 2016	Sept 2016	Oct 2016	Nov 2016	Dec 2016	Jan 2017	Feb 2017	Mar 2017	Apr 2017	May 2017	June 2017
Contract Balance Remaining	\$976.4M	\$943.2M	\$931.5M	\$920.8M	\$894.7M	\$874.8M							
Contingency	\$160M	\$160M	\$160M	\$160M	\$160M	\$160M							
Change Orders (from contingency)	\$79.3M	\$29.2M	-\$39.1M See Note 2	\$1.4M	\$13.6M	\$0							
Contingency Balance Remaining	\$80.7M	\$51.5M	\$90.5M	\$89.1M	\$75.5M	\$75.5M							
Contingency %	8.3%	5.5%	9.7%	9.7%	8.4%	8.6%							

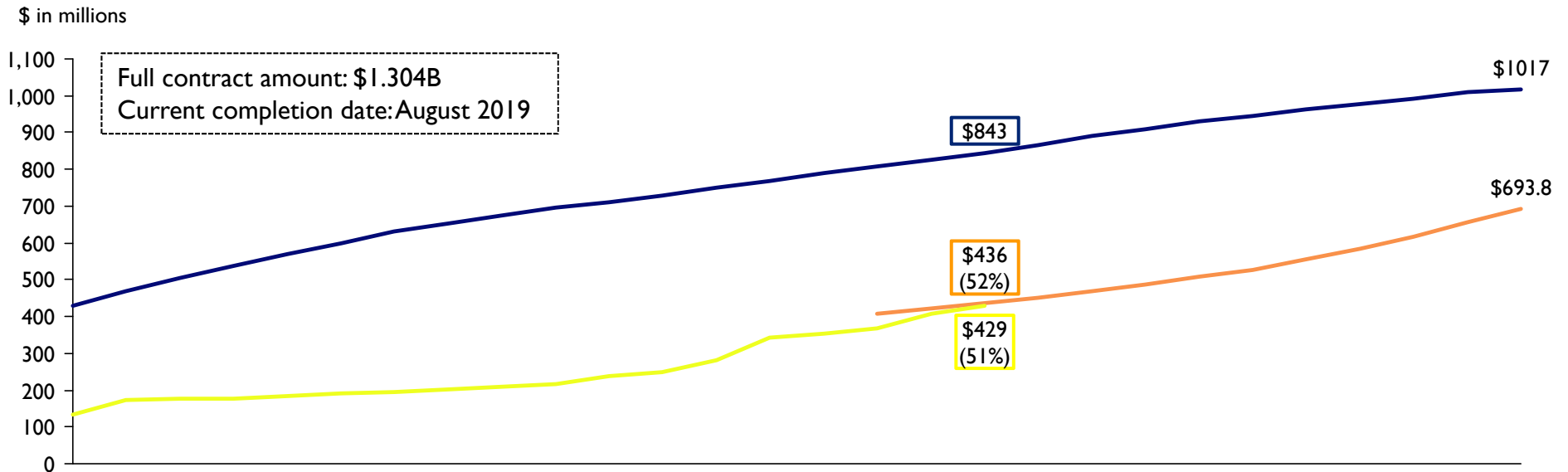
Note:

1. Contract Balance Remaining is the sum of the previous month's Contract Balance Remaining less the monthly approved invoice amount plus change orders (from contingency).
2. \$39.1M of change orders executed from contingency was reclassified and funded through budget transfers.

Source: November 30, 2016
CPI Performance Metric Report

CP1 Contract Management – Schedule Performance Index

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



Through Jul Aug Sep Oct Nov Dec Jan Feb Mar Apr May Jun Jul Aug Sep Oct Nov Dec Jan Feb Mar Apr May Jun Jul Aug Sep
 FY 2015 2015 2015 2015 2015 2016 2016 2016 2016 2016 2016 2016 2016 2016 2016 2017 2017 2017 2017 2017 2017 2017 2017 2017 2017
 14/15
 — Planned Value — September 2016 FCP Forecast — Earned Value/Approved Invoices to Date

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. 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.
4. CPI DB contract forecast expenditures from January 2016 to June 2017 will be 100% ARRA funded, until full ARRA drawdown.
5. FCP forecast includes North Extension costs.
6. Jun-16 FCP has been submitted to the Federal Railroad Administration (FRA), and is under review.

Sources:

1. Planned Value: CPI Baseline Schedule
2. FCP Forecast: Funding Contribution Plan, Sept-2016
3. Earned Value/Approved Invoices to Date: November 30, 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

FY2016-17 CPI – Schedule (\$ in millions)

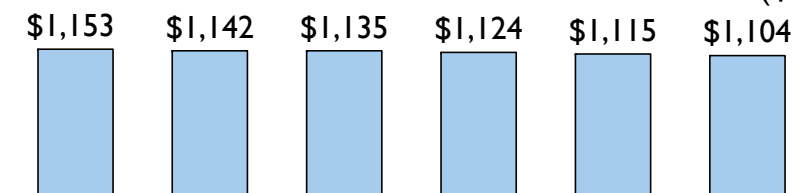
	End of FY2015-16	Jul 2016	Aug 2016	Sep 2016	Oct 2016	Nov 2016	Dec 2016	Jan 2017	Feb 2017	Mar 2017	Apr 2017	May 2017	Jun 2017
Sept 2016 FCP Forecast Value	\$342.2M	\$358.2M	\$373.9M	\$389.4M	\$420.2M	\$435.5M	\$452.0M						
Earned Value/ Invoiced to Date See Note I	\$279.8M	\$342.2M	\$354.0M	\$368.8M	\$409.2M	\$429.1M							
Planned Value	\$749.8M	\$768.4M	\$788.5M	\$807.0M	\$825.0M	\$842.6M							
Schedule Performance Index	37%	45%	45%	46%	50%	51%							

Notes
 I. This is the Earned Value taken from Performance Metric Reports

Source: November 30, 2016
 CPI Performance Metric Report

CP2-3 Contract Management – Contingency Value

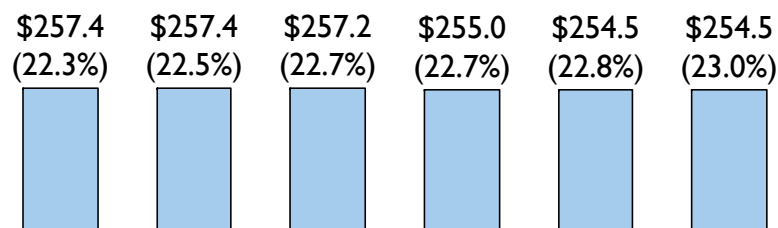
CP2-3 – Contract Balance Remaining
(\$ in millions)



End of Jul 2016 Aug 2016 Sep 2016 Oct 2016 Nov 2016 Dec 2016 Jan 2017 Feb 2017 Mar 2017 Apr 2017 May 2017 Jun 2017
FY2015-16

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

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



End of Jul 2016 Aug 2016 Sep 2016 Oct 2016 Nov 2016 Dec 2016 Jan 2017 Feb 2017 Mar 2017 Apr 2017 May 2017 Jun 2017
FY2015-16

Notes:

1. Remaining Contract Value = [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: November 30, 2016
CP2-3 Performance Metric Report

CP2-3 Contract Management Raw Data: Contingency Value

CP2-3 – Contingency (\$ in millions)

	End of FY2015-16	Jul 2016	Aug 2016	Sep 2016	Oct 2016	Nov 2016	Dec 2016	Jan 2017	Feb 2017	Mar 2017	Apr 2017	May 2017	Jun 2017
Contract Balance Remaining	\$1,153M	\$1,142M	\$1,135M	\$1,124M	\$1,115M	\$1,104M							
Contingency	\$261.2M	\$261.2M	\$261.2M	\$261.2M	\$261.2M	\$261.2M							
Change Orders (from contingency)	\$4.0M	\$0.0M	\$0.0M	\$2.2M	\$0.5M	\$0							
Contingency Balance Remaining	\$257.2M	\$257.2M	\$257.2M	\$255.0M	\$254.5M	\$254.5M							
Contingency %	22.3%	22.5%	22.7%	22.7%	22.8%	23.0%							

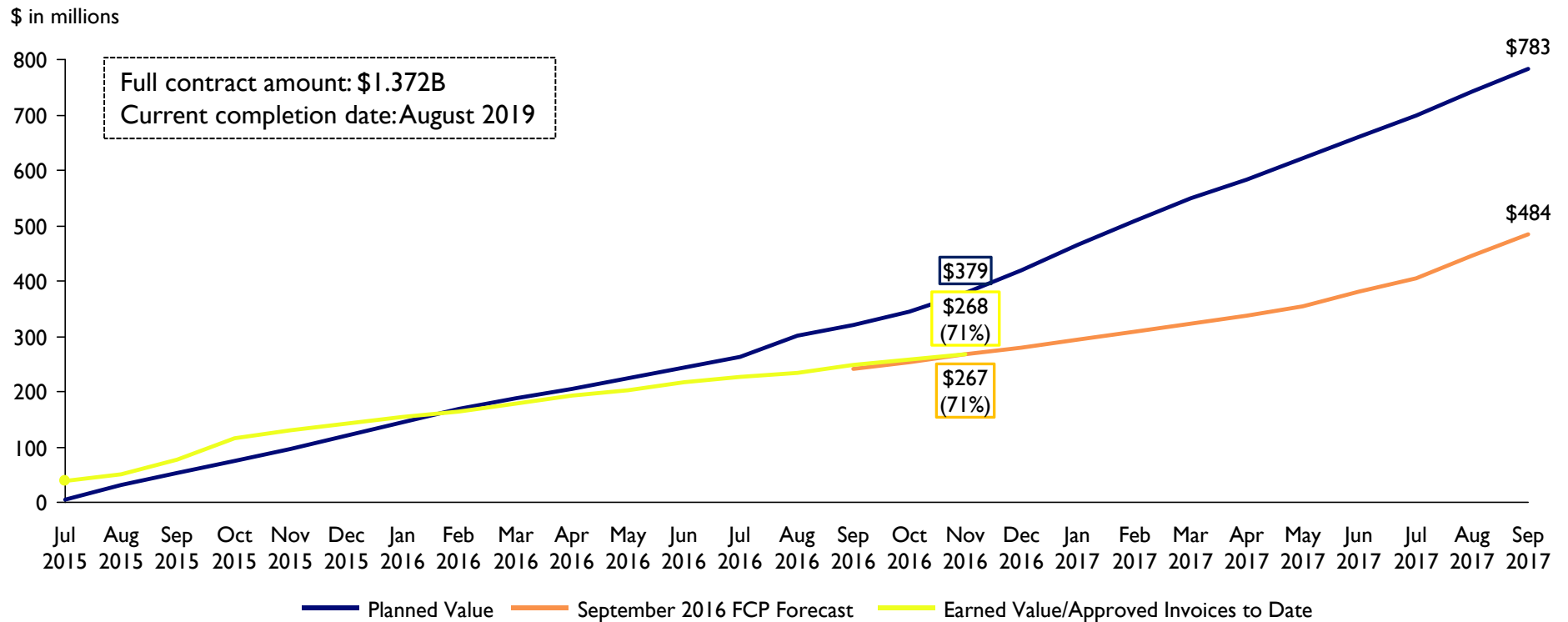
Note:

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: November 30, 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 January 2016 to June 2017 will be 100% ARRA funded, until full ARRA drawdown.
4. Jun-16 FCP has been submitted to the Federal Railroad Administration (FRA), and is under review.

Sources:

1. FCP Forecast: Funding Contribution Plan, Jun-2016
2. Earned Value/Approved Invoices to Date: November 30, 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

FY2016-17 CP2-3 – Schedule (\$ in millions)

	End of FY2015-16	Jul 2016	Aug 2016	Sep 2016	Oct 2016	Nov 2016	Dec 2016	Jan 2017	Feb 2017	Mar 2017	Apr 2017	May 2017	Jun 2017
Sept 2016 FCP Forecast Value	\$208.7M	\$224.7M	\$242.7M	\$260.3M	\$253.6M	\$266.9M	\$280.7M						
Earned Value/ Invoiced to Date See Note I	\$216.3M	\$226.9M	\$234.1M	\$247.5M	\$257.3M	\$267.9M							
Planned Value	\$242.2M	\$262.5M	\$300.3M	\$321.6M	\$344.5M	\$378.5M							
Schedule Performance Index	89%	86%	78%	77%	75%	71%							

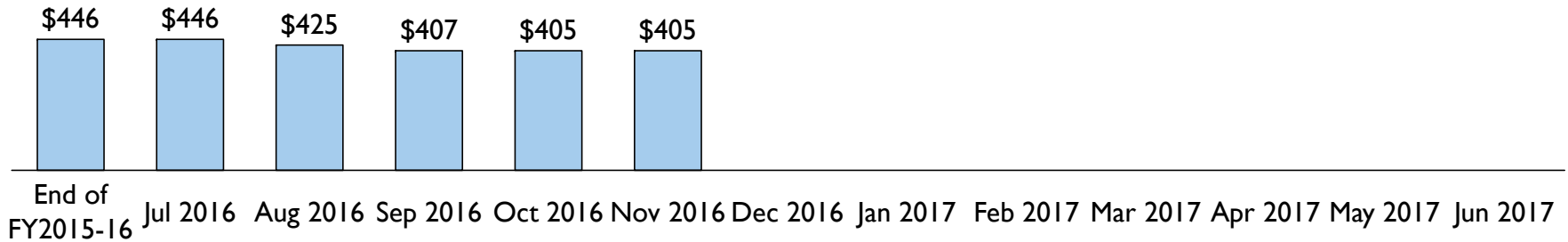
Notes

I. This is the Earned Value taken from Performance Metric Reports

Source: November 30, 2016
CP2-3 Performance Metric Report

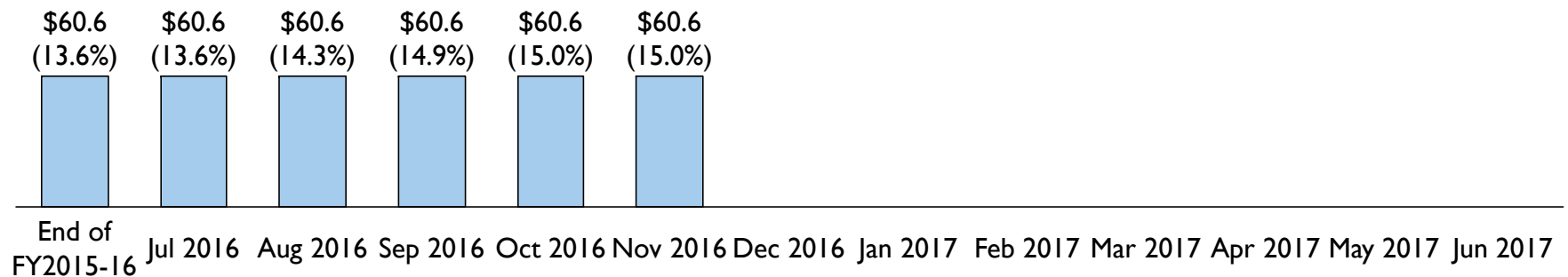
CP4 Contract Management – Contingency Value

CP4 – Contract Balance Remaining
(\$ in millions)



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

CP4 – Contingency Balance Remaining
(\$ in millions)
(% of contract balance remaining)



Notes:

1. Remaining Contract Value = [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: November 30, 2016
CP4 Monthly Status Report

CP4 Contract Management Raw Data: Contingency Value

CP4 – Contingency (\$ in millions)

	End of FY2015-16	Jul 2016	Aug 2016	Sep 2016	Oct 2016	Nov 2016	Dec 2016	Jan 2017	Feb 2017	Mar 2017	Apr 2017	May 2017	Jun 2017
Contract Balance Remaining	\$445.6M	\$445.6M	\$424.6M	\$407.1M	\$404.8M	\$404.8M							
Contingency	\$62.0M	\$62.0M	\$62.0M	\$62.0M	\$62.0M	\$62.0M							
Change Orders (from contingency)	\$1.4M	\$0.0M	\$0.0M	\$0.0M	\$0.0M	\$0.0M							
Contingency Balance Remaining	\$60.6M	\$60.6M	\$60.6M	\$60.6M	\$60.6M	\$60.6M							
Contingency %	13.6%	13.6%	14.3%	14.9%	15.0%	15.0%							

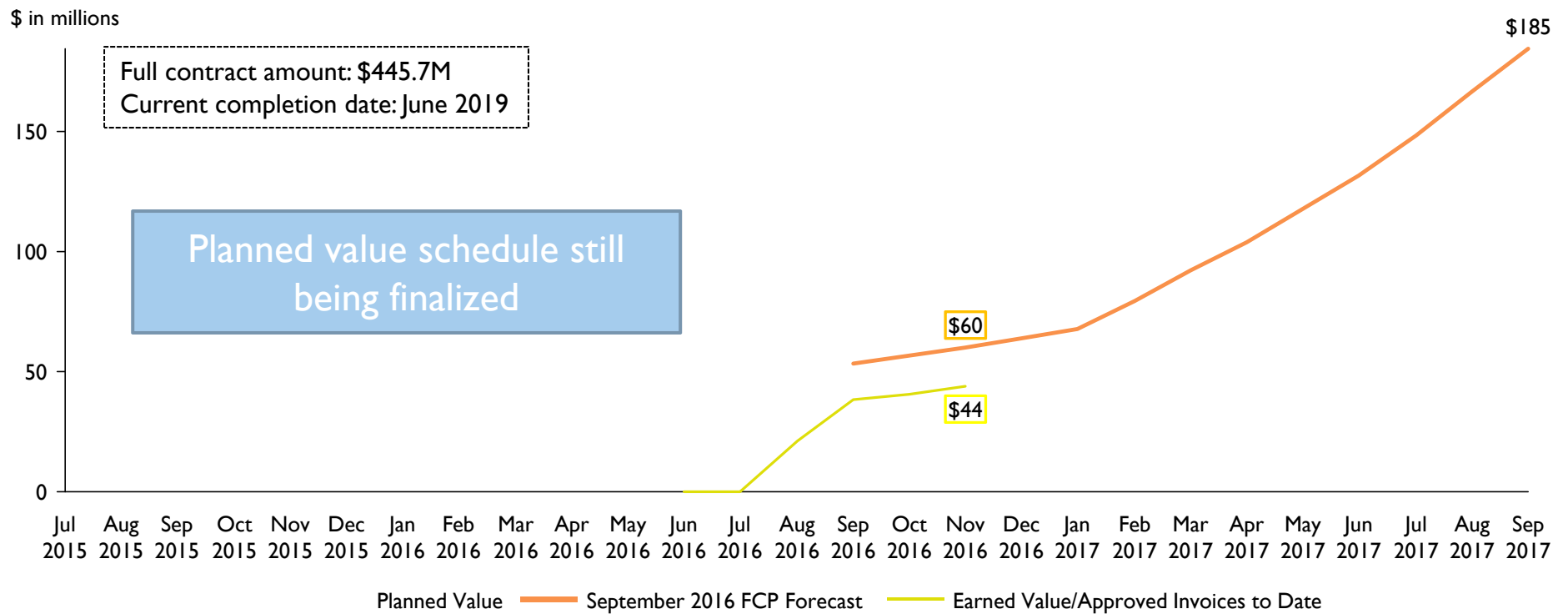
Note:

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: November 30, 2016
CP4 Monthly Status Report

CP4 Contract Management – Schedule Performance Index

CP4 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. CP4 DB contract forecast expenditures from January 2016 to June 2017 will be 100% ARRA funded, until full ARRA drawdown.
4. Jun-16 FCP has been submitted to the Federal Railroad Administration (FRA), and is under review.

Sources:

1. FCP Forecast: Funding Contribution Plan, Sept -2016
2. Earned Value/Approved Invoices to Date: November 30, 2016 CP4 Monthly Status Report
3. FCP Forecast will be updated based on quarterly Funding Contribution Plan.

CP4 Contract Management Raw Data: Schedule Performance Index

FY2016-17 CP4 – Schedule (\$ in millions)

	End of FY2015 -16	Jul 2016	Aug 2016	Sep 2016	Oct 2016	Nov 2016	Dec 2016	Jan 2017	Feb 2017	Mar 2017	Apr 2017	May 2017	Jun 2017
Sept 2016 FCP Forecast Value	\$26.3M	\$34.7M	\$44.1M	\$53.2M	\$56.5M	\$60.0M	\$63.8M						
Earned Value/ Invoiced to Date See Note 3	\$0.0M	\$0.0M	\$21.1M	\$38.6M	\$40.8M	\$43.7M							
Planned Value	See Note 1	See Note 1	See Note 1	\$46.4M See Note 2	\$50.9M See Note 2	\$53.2M See Note 2							
Schedule Performance Index	See Note 1	See Note 1	See Note 1	83% See Note 2	80% See Note 2	82% See Note 2							

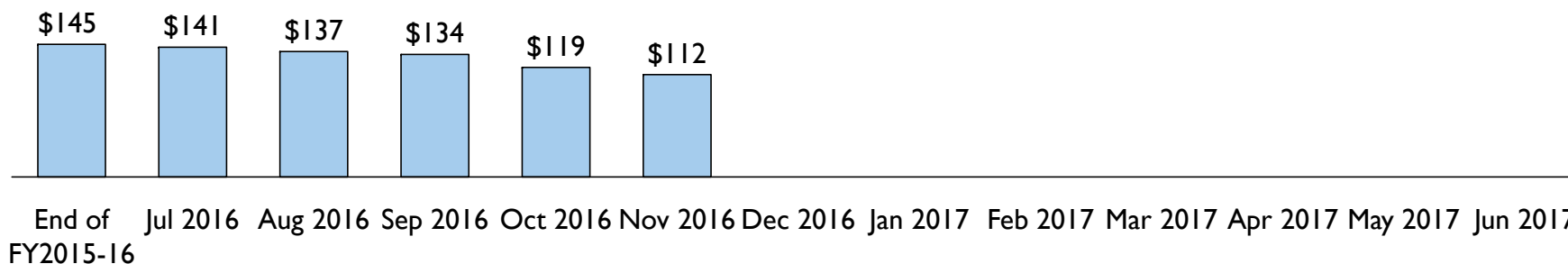
Notes:

1. CP4 Planned Value schedule is still being finalized.
2. SPI Figures shown are based on the accepted Interim 180 Day Schedule early cash flow curve. Once the full Baseline Schedule is approved, a revised set of SPIs will be published based on the accepted mid-point Planned Value curve.
3. This is the Earned Value taken from Performance Metric Reports

Source: November 30, 2016
CP4 Performance Metric Reports

SR-99 Contract Management – Contingency Value

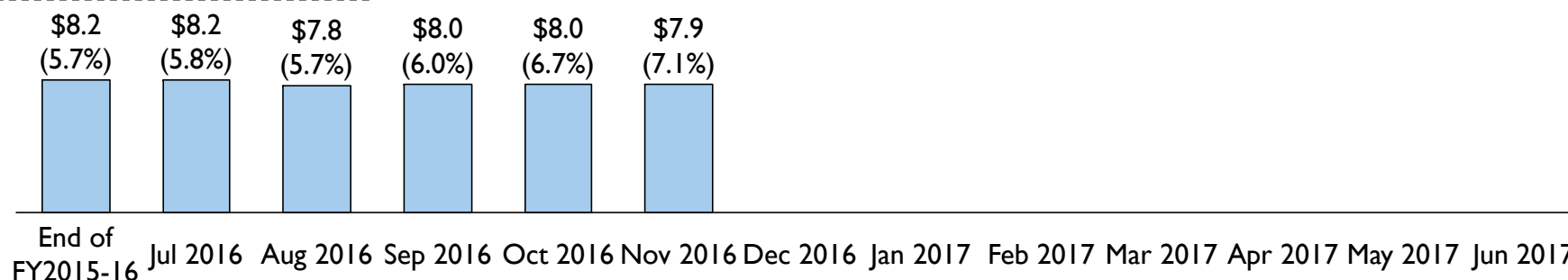
SR-99 – Contract Balance Remaining
(\$ in millions)



If remaining contingency against amount of contract / work left falls below 5%, corrective action may be necessary.

SR-99 – Contingency Balance Remaining
(\$ in millions)
(% of contract balance remaining)

The values shown are a sum of the EWP and MP Contingencies.



Notes: 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: November 30, 2016
SR-99 Performance Metric Report

SR-99 Contract Management Raw Data: Contingency Value

SR-99 – Contingency (\$ in millions)

	End of FY2015-16	Jul 2016	Aug 2016	Sep 2016	Oct 2016	Nov 2016	Dec 2016	Jan 2017	Feb 2017	Mar 2017	Apr 2017	May 2017	Jun 2017
Contract Balance Remaining	\$144.7M	\$140.9M	\$136.8M	\$133.7M	\$119.3M	\$112.2M							
Contingency See Note 2	\$9.5M	\$9.5M	\$9.5M	\$9.5M	\$9.5M	\$9.5M							
Change Orders (from contingency)	\$1.3M	\$0.0M	\$0.4M	-\$0.2M	\$0.0M	\$0.1M							
Contingency Balance Remaining See Note 2	\$8.2M	\$8.2M	\$7.8M	\$8.0M	\$8.0M	\$7.9M							
Contingency %	5.7%	5.8%	5.7%	6.0%	6.7%	7.1%							

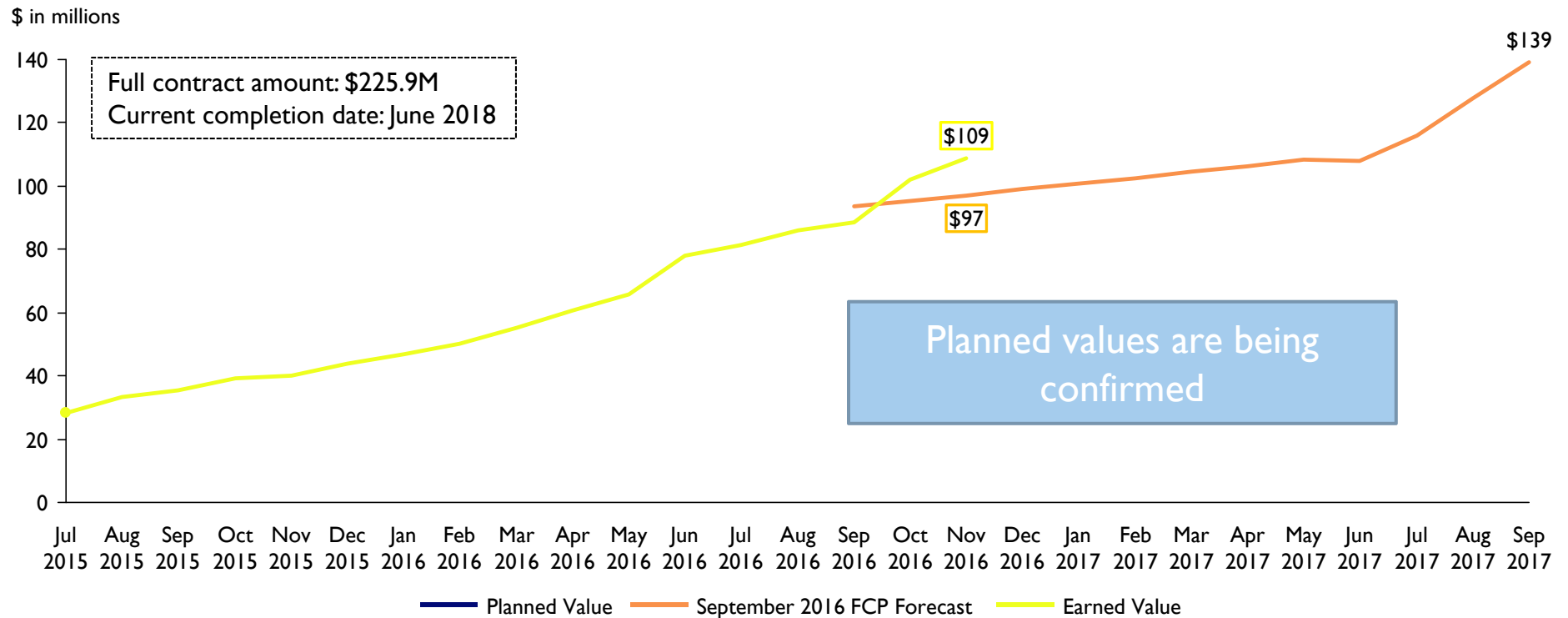
Notes:

- Contract balance only accounts for invoices in determining contract balance, so this number may not reconcile with "earned value" in schedule performance index metric
- The contingency values shown are a combination of the EWP and MP contingency values.

Source: November 30, 2016
SR-99 Performance Metric Report

SR-99 Contract Management – Schedule Performance Index

SR-99 Schedule – Total Planned Value of Contract Earned (\$ in millions)



Notes:

1. Total amount earned refers to progress on the schedule, not approved contract invoices.
2. SR-99 contract forecast expenditures from January 2016 to June 2017 will be 100% ARRA funded, until full ARRA drawdown.
3. Jun-16 FCP has been submitted to the Federal Railroad Administration (FRA), and is under review.

Sources:

1. FCP Forecast: Funding Contribution Plan, Sep -2016
2. Earned Value: November 30, 2016 SR-99 Performance Metric Report
3. FCP Forecast will be updated based on quarterly Funding Contribution Plan.

SR-99 Contract Management Raw Data: Schedule Performance Index

FY2016-17 SR-99 – Schedule (\$ in millions)

	End of FY2015-16	Jul 2016	Aug 2016	Sep 2016	Oct 2016	Nov 2016	Dec 2016	Jan 2017	Feb 2017	Mar 2017	Apr 2017	May 2017	Jun 2017
Sept 2016 FCP Forecast Value	\$61.7M	\$63.6M	\$65.5M	\$67.4M	\$95.3M	\$97.1M	\$99.0M						
Earned Value ¹	\$78.1M	\$81.3M	\$86.1M	\$88.6M	\$102.1M	\$108.8M							
Planned Value	See Note 2	See Note 2	See Note 2	See Note 2	See Note 2	See Note 2							
Schedule Performance Index	93%	86%	82%	77%	96%	96%							

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.
2. Planned Values are being confirmed.

Source: November 30, 2016
SR-99 Performance Metric Report

Agenda

- ▶ Operations Report Metrics
 - Executive Summary
 - Right-of-Way (ROW)
 - Project Development
 - Third Party Agreements
 - Contract Management
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Finance/Budget Metrics – Context

- ▶ Metrics organized by:
 - Summary of current fiscal environment
 - FY2016-17 finance/budget data, which includes ROW, planning, environmental and construction

- ▶ For FY2016-17, this report presents:
 - Budgeted expenditures based on FCP budget
 - Actual expenditures incorporated each month based on invoices received, invoices pending, and accruals, including Work-in-Progress
 - Forecasts will shift each month and align with FY2016-17 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 Report
 - For example, the January F&A Capital Outlay Report includes financial data through November 30, 2016

As of November 30, 2016, the Authority has spent 28.1% of FY2016-17 budget, 83.1% of the federal ARRA grant, and 82.9% of the FY2014-15 Cap and Trade appropriation

FY2016-17 Expenditures to Date (Data as of November 30 2016)

Total Appropriation	FY2016-17 Budget		FY Expenditures to Date		Expenditures - % of Budget	
	Oct-16	Nov-16	Oct-16	Nov-16	Oct-16	Nov-16
\$8.99B	\$1.72B	\$1.72B	\$0.40B	\$0.48B	23.5%	28.1%

Total Expenditures to Date (\$ in billions)
(Data as of November 30 2016)

ARRA expenditures are 83.1% of federal ARRA grant funds and 23.6% of \$8.99B total budget

	TOTAL		Planning		Construction	
	Budget	Expended	Budget	Expend to Date	Budget	Expend to Date
ARRA Grant	\$2.55	\$2.12	\$0.44	\$0.41	\$2.11	\$1.71
FY10 Grant	\$0.93	\$-	\$-	\$-	\$0.93	\$-
PROP IA	\$3.18	\$0.33	\$0.57	\$0.33	\$2.61	\$-
Cap and Trade	\$1.22	\$0.21	\$0.33	\$0.06	\$0.89	\$0.14
Local Assistance	\$1.10	\$-	\$-	\$-	\$1.10	\$-
Total	\$8.99	\$2.66	\$1.34	\$0.81	\$7.64	\$1.85

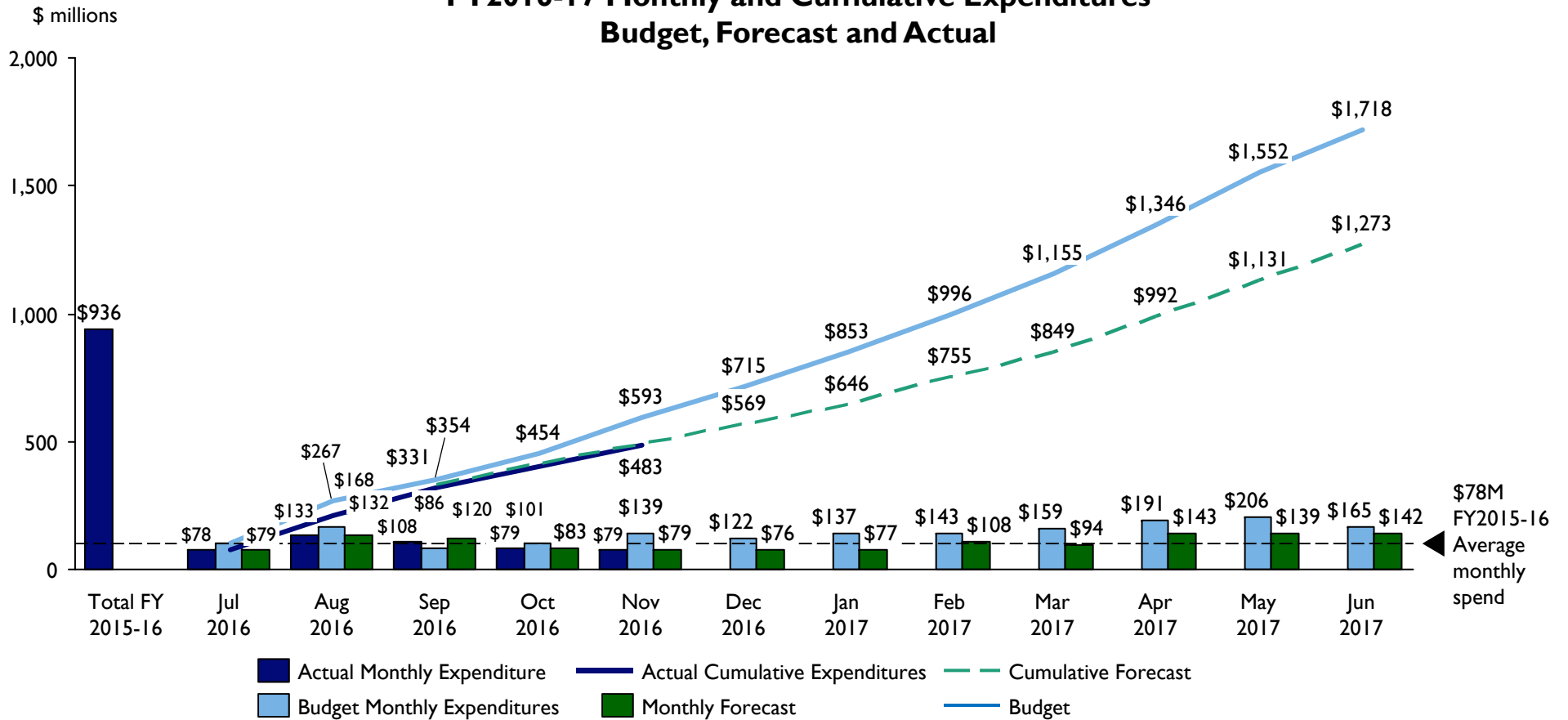
Note: Numbers may not add due to rounding

Source: F&A Capital Outlay Report, January 2016 – balance subject to change due to pending approval of tapered match and federal reimbursements

1 Total ARRA expenditures are \$2.186B or 85.7% of the \$2.553B grant as of December 13, 2016 including FRA paid, approved, and pending invoices plus invoices pending submittal to FRA, invoices received by HSRA, and Work-in-Progress.

Finance/Budget – FY2016-17 Expenditures

FY2016-17 Monthly and Cumulative Expenditures Budget, Forecast and Actual



Source: F&A Capital Outlay Reports (Sep-2015 – November-2016)

Notes: Forecast data may shift due to monthly actuals

Finance/Budget Raw Data

Capital Outlay Budget, Expenditures, and Forecast

FY2015-16 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	\$1.9B
Expense to Date	\$0	\$74.1M	\$125.5M	\$161.4M	\$234.6M	\$293.1M	\$391.0M	\$453.3M	\$536.8M	\$624.0M	\$775.0M	\$936M
Monthly expenditures	\$0	\$74.1M	\$51.4M	\$35.9M	\$73.2M	\$58.5M	\$98.0M	\$62.3M	\$83.5M	\$87.2M	\$150.9M	\$175.3M
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	\$0.9B

FY2016-17 Raw Data

	July 2016	Aug 2016	Sept 2016	Oct 2016	Nov 2016	Dec 2016	Jan 2017	Feb 2017	Mar 2017	Apr 2017	May 2017	June 2017
Total FY Budget	\$1.7B	\$1.7B	\$1.7B	\$1.7B	\$1.7B							
Expense to Date	\$78.5M	\$211.1M	\$318.5M	\$403.5M	\$482.6M							
Monthly expenditures	\$78.5M	\$132.6M	\$107.4M	\$85.3M	\$78.8M							
Total FY Forecast	\$1.7B	\$1.7B	\$1.3B	\$1.3B	\$1.3B							

Source: F&A Capital Outlay Reports

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

Agenda

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ARRA Schedule – Context

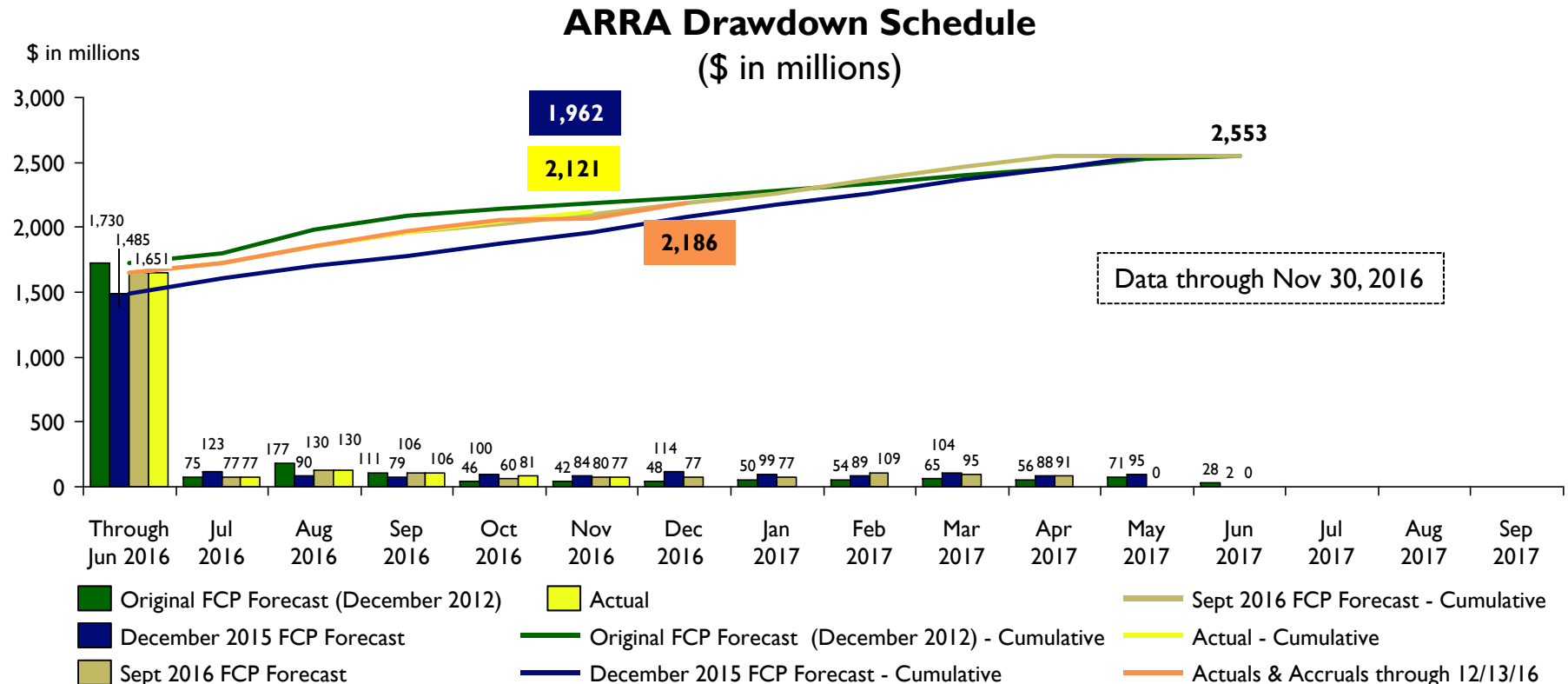
- ▶ The following slides provide the ARRA grant drawdown schedule, and track ARRA grant monthly expenditures

- ▶ 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



Data through Nov 30, 2016

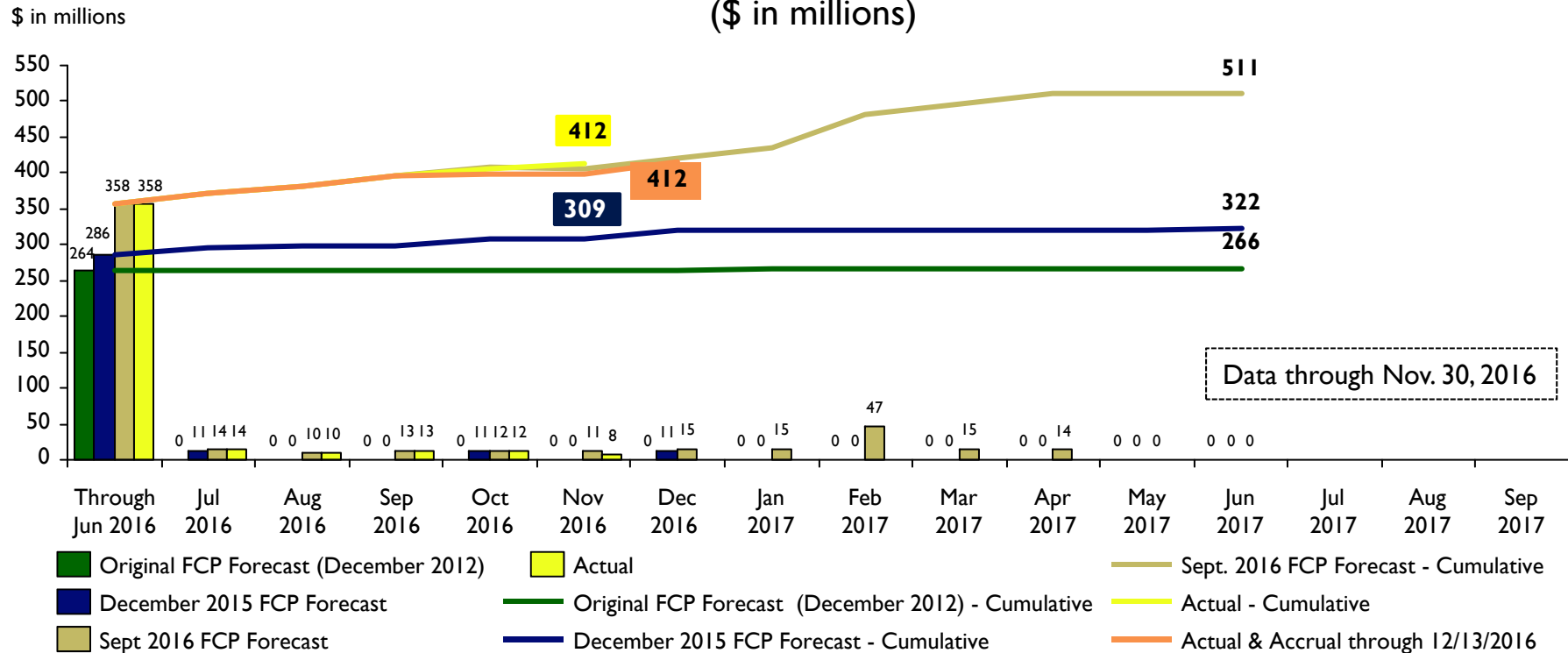
- Notes:
- Total ARRA expenditures are \$2.186B or 86% of the \$2.553B grant as of December 13, 2016 including FRA paid, approved, and pending invoices plus invoices pending submittal to FRA, invoices received by HSRA, and Work-in-Progress.
 - The program can frontload all of the ARRA funds to help spend 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 not approved, and was only used to initially track performance prior to the approval of the Mar-16 FCP.
 - Sept-16 FCP has been submitted to the Federal Railroad Administration (FRA), and is under review.
 - Numbers may not add due to rounding.
 - Variance in FCP and Capital Outlay numbers due to timing differences.

- Sources:
- Interim Funding Contribution Plan Worksheet, Nov-2016
 - Funding Contribution Plan, Jun-2016
 - Funding Contribution Plan, Dec-2015
 - Funding Contribution Plan, Dec-2012

ARRA Expenditure by Month

Forecast vs. Actual

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



Data through Nov. 30, 2016

Notes:

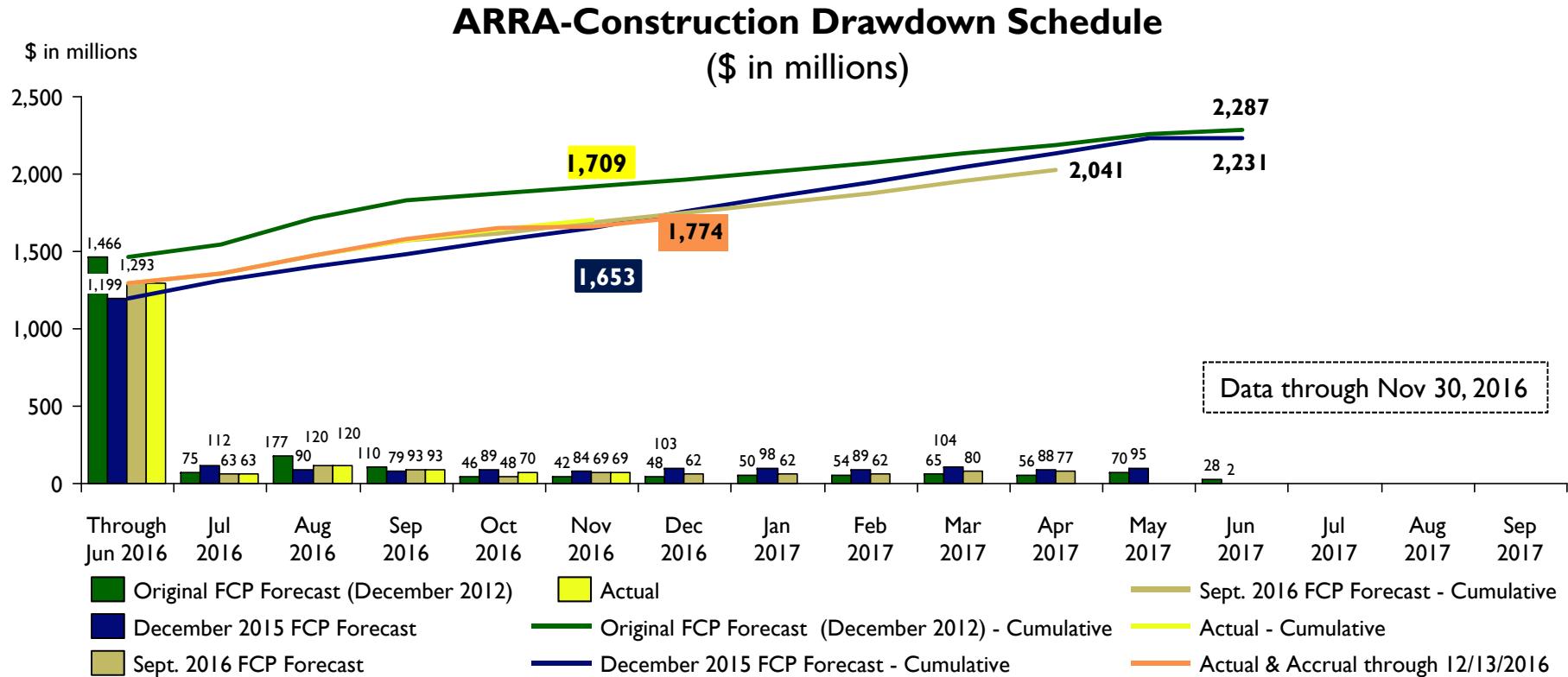
1. The program can frontload all of the ARRA funds to help spend those funds as early as possible.
2. State funds can be matched against federal funds and matched against ARRA funds already spent.
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4. Dec-15 FCP was not approved, and was only used to initially track performance prior to the approval of the Mar-16 FCP.
5. Sep-16 FCP has been submitted to the Federal Railroad Administration (FRA), and is under review.
6. Numbers may not add due to rounding.
7. Variance in FCP and Capital Outlay numbers due to timing differences.
8. As of the Nov-16 report, an orange trend line has been added to report ARRA Actuals and Accruals.

Sources:

1. Interim Funding Contribution Plan Worksheet, Nov-2016
2. Funding Contribution Plan, Jun-2016
3. Funding Contribution Plan, Dec-2015
4. Funding Contribution Plan, Dec-2012

ARRA Expenditure by Month

Forecast vs. Actual



Data through Nov 30, 2016

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.
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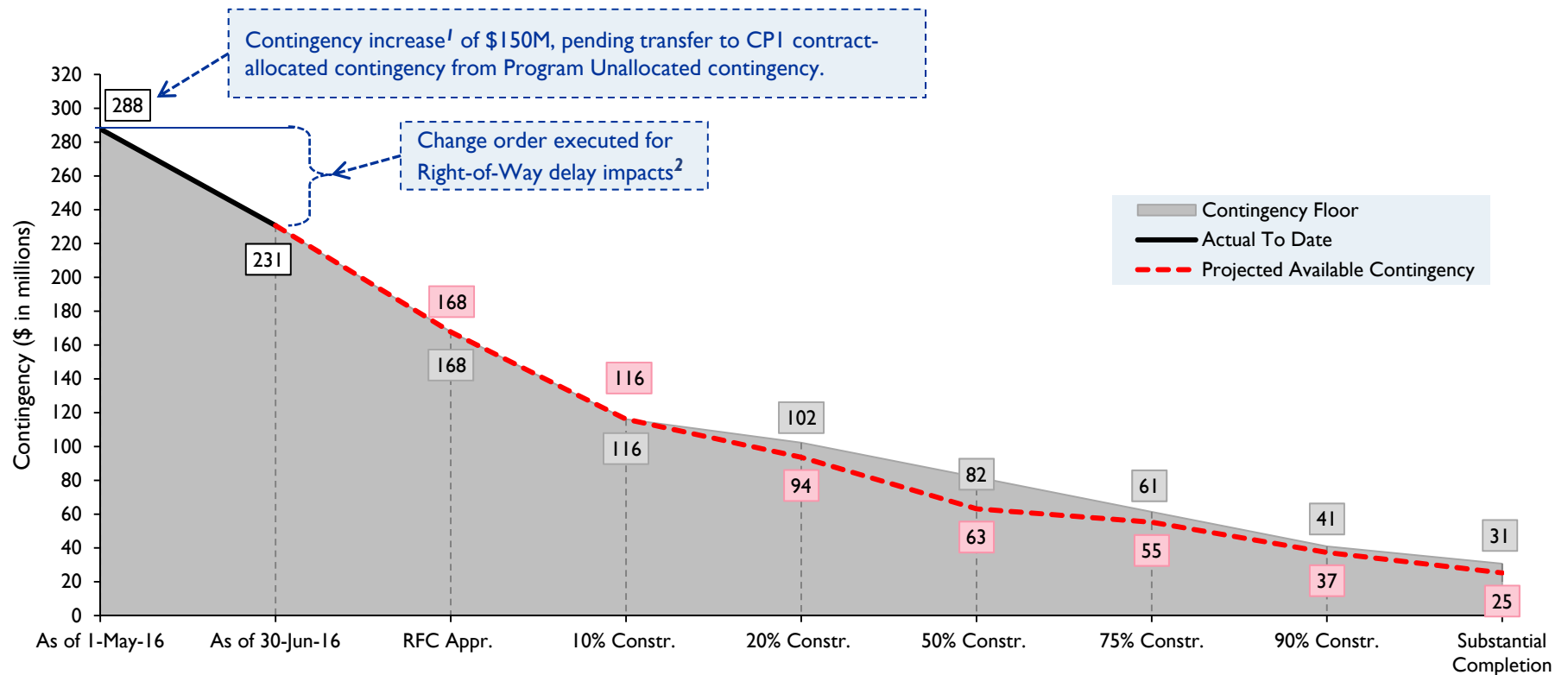
Sources:

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Agenda

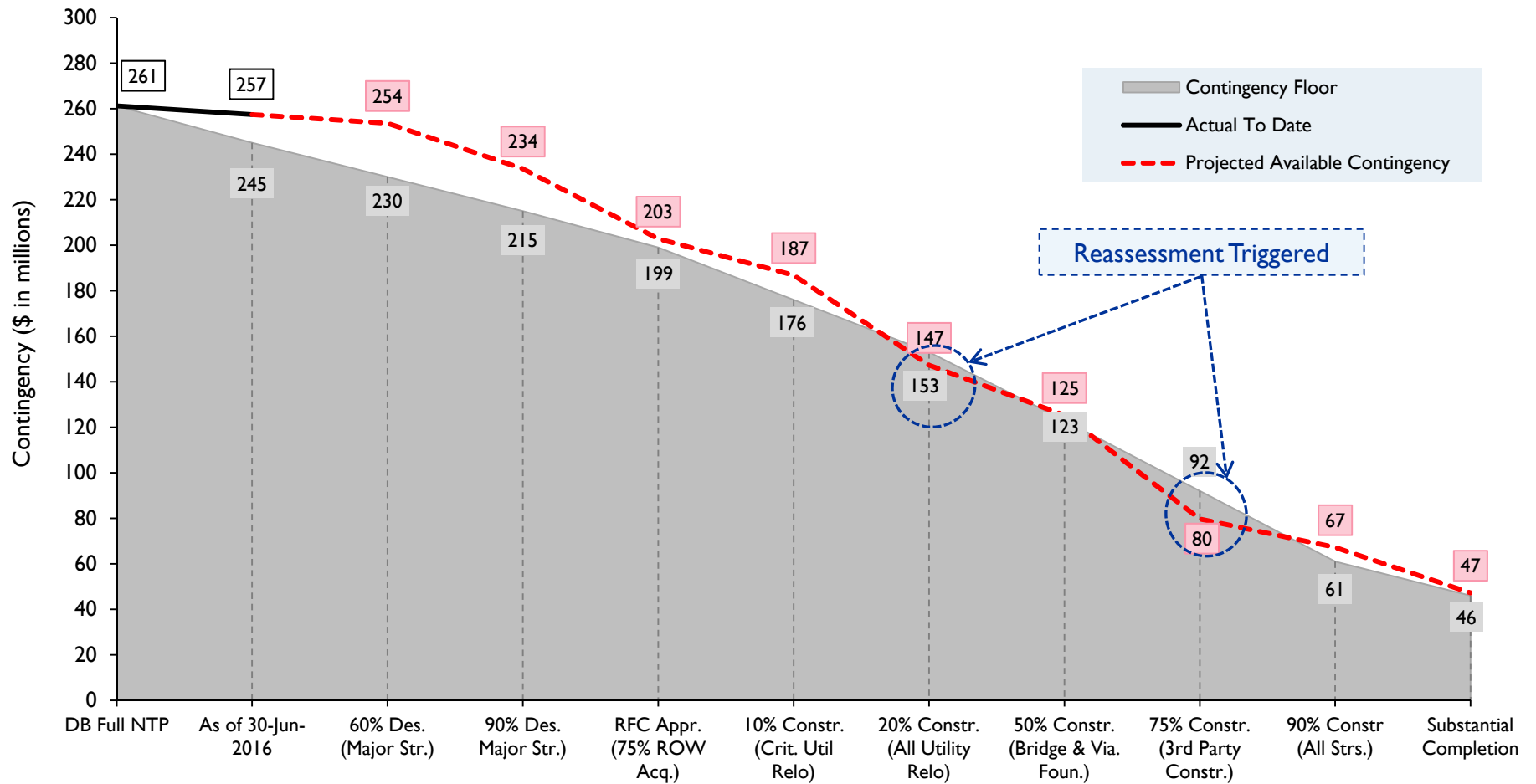
- ▶ Operations Report Metrics
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CP 1 Contract - Contingency report



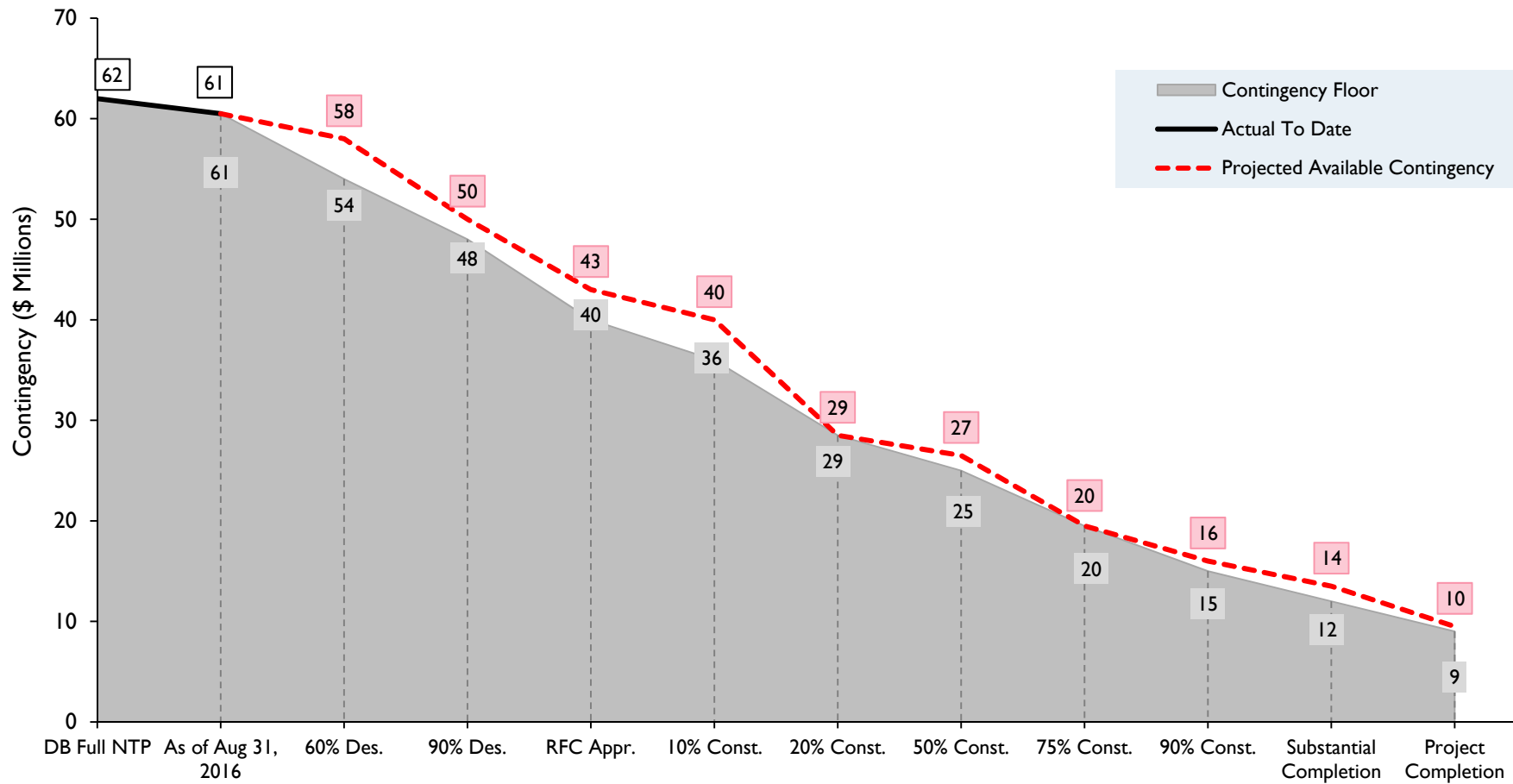
1. Reassessment Triggered: Based upon an updated contingency risk analysis, on February 16, 2016, the F&A Committee and Board of Directors was advised that the Authority is forecasting a need to increase contingencies on CPI by approx. \$150M. This contingency increase is incorporated in the approved 2016 Business Plan and does not affect the overall program budget. This increase in contingency will be transferred to Third Party Utility (PG&E and AT&T) relocation work as per May 2016 F&A update. The project team is currently analyzing remaining risk exposure on CP I project and plan to update contingency drawdown in December 2016.
2. The Right-of-Way delay impacts through December 31, 2015 have been resolved with the Contractor in Change Order 00099, with the delay costs coming out of project contingency. CPI budget and contingency have not been adjusted to reflect this added scope. The Authority is preparing to transfer funds for the added scope into the CPI budget and to re-evaluate the appropriate level of contingency in light of the added scope and other factors.

CP 2-3 Contract - Contingency report



Note: Content as of June 30, 2016; to be updated once the 60% design of major structures is completed.

CP 4 Contract - Contingency report



Note: Content as of 31 August-2016; to be updated once the 60% design of major structures is completed.