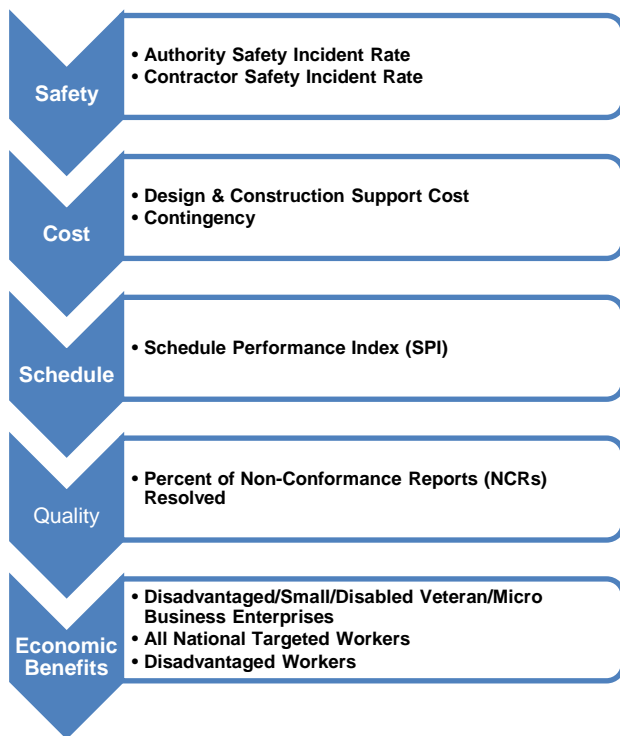


Finance and Audit Committee Performance Metrics

Construction Package 1 Contract No. HSR 13-06



PERFORMANCE METRICS

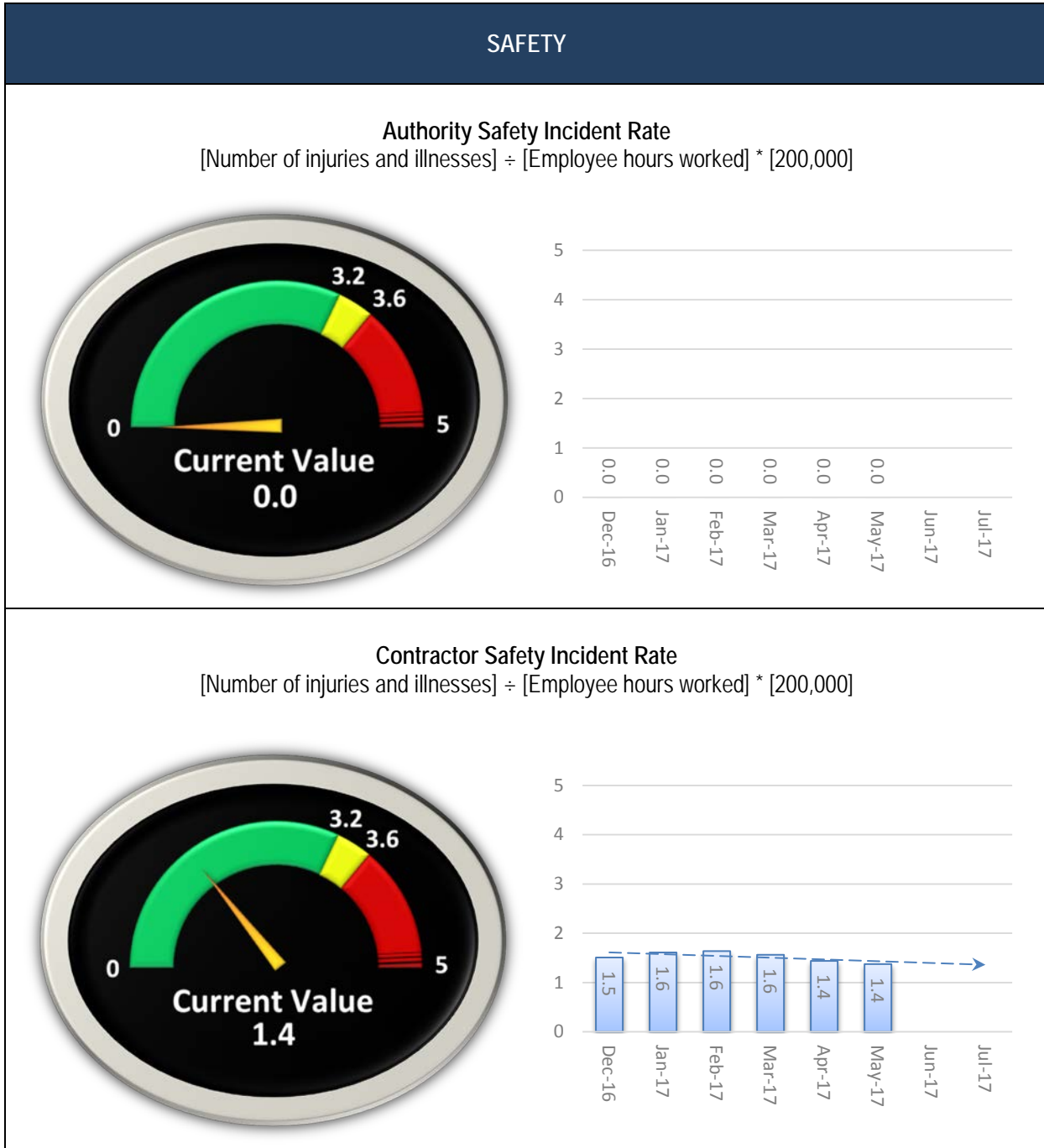
The following performance metrics for Construction Package 1, a design-build project, are intended to give the Authority's Board of Directors and other key stakeholders a high level overview of the performance of this project.

Safety is a top priority and listed first, followed by key metrics for cost, schedule, and quality, as all are fundamental metrics for the management of the project. In addition and in support of the business aspects of the project, three key metrics are included for economic benefits. The Authority's management team, both on the project site and at the headquarters in Sacramento, will also review other aspects of the project's performance. The Authority will track and monitor the trends of these performance metrics to proactively manage the project.



Construction Package 1

Performance Metrics

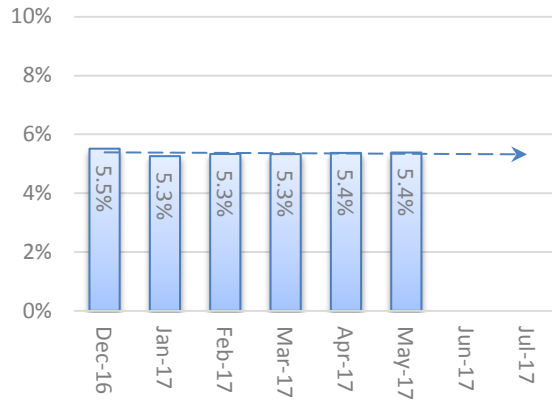


Construction Package 1

COST

Design & Construction Support Cost¹

[Design & Construction Support Cost] ÷ [DB Invoiced to Date Amount]



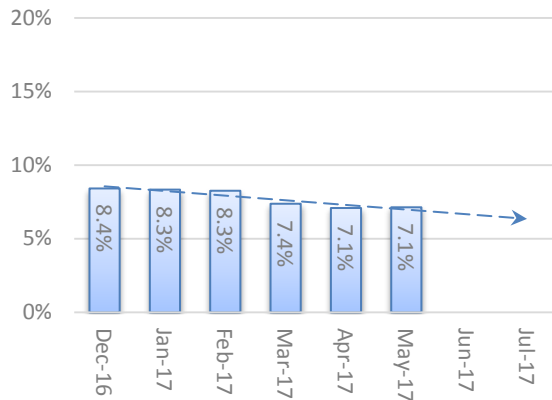
¹ Design & construction support cost includes forecasted value for the current period
Data Date: 5/31/2017

Construction Package 1

COST (Continued)

Contingency

$[Remaining\ Contingency\ Value] \div [Remaining\ Contract\ Value]$



1. Remaining Contingency² = \$54,874,925; Remaining Contract Value = \$769,291,748
2. Currently at 7.1%, performance target is > 10%.

Reason – Right-of-way delay impacts through 12/31/2015 have been resolved with the Contractor in Change Order 00099, with the delay costs coming out of project contingency. The Remaining Contract Value has also increased due to added scope for the Northern Extension and previously excluded Third Party Utility relocations that are now delegated to the Contractor. Project contingency is being evaluated based on events to date and the work remaining.

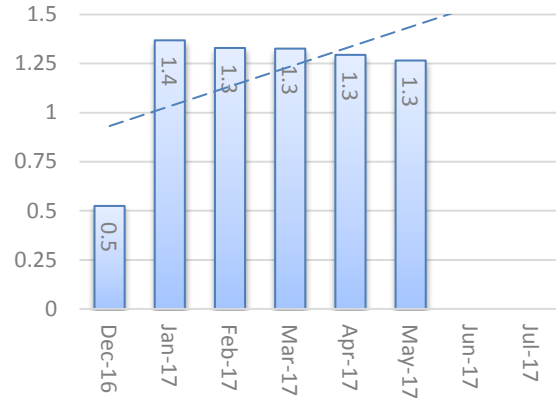
Mitigation/Improvements – The Authority is taking steps to improve right-of-way delivery to mitigate future delay impacts, and is exploring other opportunities to reduce the project's Estimate at Completion.

² Remaining contingency is based upon budget transfers for which Form 202s are currently in process
Data Date: 5/31/2017

Construction Package 1

SCHEDULE

Schedule Performance Index (SPI)
[Earned Value] ÷ [Average Planned Value]

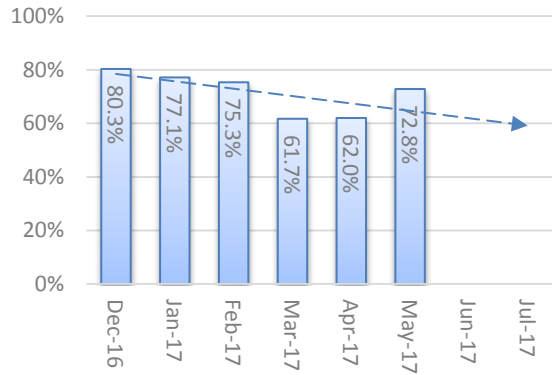


Reason – The SPI spike in January 2017 is due to using the recently approved revised baseline schedule for the SPI calculations. The approved baseline takes into account the 17 months extension of time to the Substantial Completion Date. The February 2017 SPI calculations also use the average planned value, which is the average of the early and late planned values. The average is used instead of the early planned value because the average more accurately reflects anticipated real-life progress. The early planned value is a very optimistic way of establishing planned progress, creating an appearance of underperformance. The average planned value also takes into account float availability in the schedule.

Construction Package 1

QUALITY

Percent of Non-Conformance Reports (NCRs) Resolved
[Resolved Non-Conformance Reports] ÷ [Total Number of Non-Conformance Reports]



Reason – Cast-in-drilled hole (CIDH) pile operations continue to produce the majority of NCRs.

Mitigation/Improvements – This metric will improve as the Contractor determines the necessary mitigation (if any is required) and resolves the open NCRs.

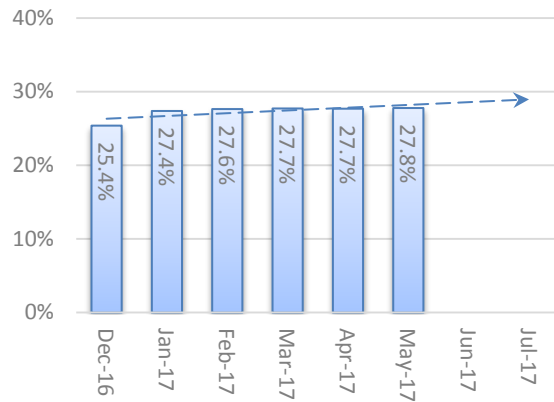
Construction Package 1

ECONOMIC BENEFITS

Disadvantaged/Small/Disabled Veteran/Micro Business Enterprises

[Total Value of DBE/SBE/DVBE/MB Contracts Signed to Date with the DB Contractor] ÷ [DB Contract Value]

Goals: 10% by 1/2014, 20% by 7/2014, and 30% by 12/2016



Reason – The value of DBE/SBE/DVBE/MB subcontracts signed to date has not reached 30% of the total contract value. This is, in part, due to prime contract change orders that have increased the total contract value, but may not yet be subcontracted out for performance.

Additionally, the December 2016 date identified for achieving the overall 30% small business goal is an internal goal established by the Authority; it is not stipulated in the Contract nor the Community Benefits Agreement.

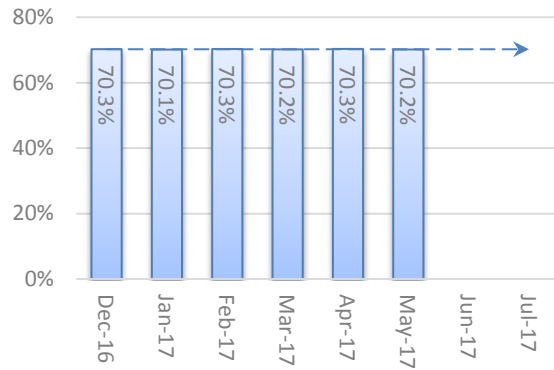
Mitigation/Improvements – Subcontracts are continuously awarded and amended by the Contractor throughout construction. This metric will improve as the Contractor awards additional small business subcontracts, or issues subcontract change orders to existing subcontracts to account for prime contract change orders.

Construction Package 1

ECONOMIC BENEFITS (Continued)

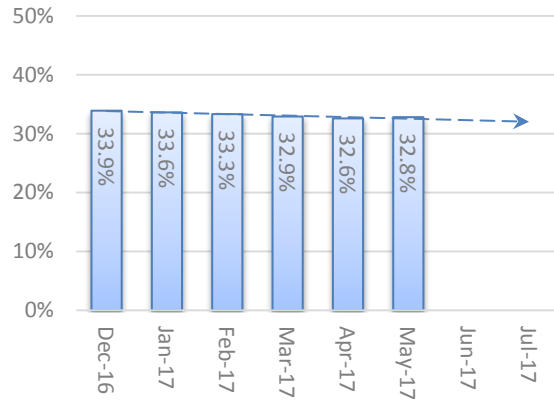
All National Targeted Workers

$[National\ Targeted\ Worker\ Craft\ Hours\ to\ Date^3] \div [Total\ Craft\ Hours\ to\ Date^3]$



Disadvantaged Workers

$[Disadvantaged\ Worker\ Craft\ Hours\ to\ Date^3] \div [National\ Targeted\ Worker\ Hours^3]$



³ Estimated value
Data Date: 5/31/2017

Construction Package 1

Performance Metrics – Explanatory Details

Category	Description
General	Data Period
Description	The Performance Metrics represent the period of 10/15/2013 (Notice to Proceed) to 5/31/2017.
Safety	Authority Safety Incident Rate: $[\text{Number of injuries and illnesses}] \div [\text{Employee hours worked}] \times [200,000]$
Description	<ul style="list-style-type: none"> The goal is to contain the incidence rate at ≤ 3.2. Benchmark: The average incidence rate per the 2012 U.S. Bureau of Labor Statistics, U.S. Department of Labor for heavy and civil engineering construction is 3.2. Authority (CP01 Authority and Consultant on-site staff) has zero incidents of recordable injury or illness to date. The Consultant staff has 205,487 hours¹ worked to date The incidence rate represents the number of nonfatal occupational injuries and illnesses per 100 full-time workers and is calculated as: $(N/EH) \times 200,000$, where N = number of injuries and illnesses EH = total hours worked by all employees during the calendar year 200,000 = base for 100 equivalent full-time workers (working 40 hours per week, 50 weeks per year)
Safety	Contractor Safety Incident Rate: $[\text{Number of injuries and illnesses}] \div [\text{Employee hours worked}] \times [200,000]$
Description	<ul style="list-style-type: none"> The goal is to contain the incidence rate at ≤ 3.2. Benchmark: The average incidence rate per the 2012 U.S. Bureau of Labor Statistics, U.S. Department of Labor for heavy and civil engineering construction is 3.2. Design-Build Contractor (DB) has thirteen (13) incidents of recordable injury or illness to date. Design-Build Contractor (DB) has 1,892,194 hours worked to date. The incidence rate represents the number of nonfatal occupational injuries and illnesses per 100 full-time workers and is calculated as: $(N/EH) \times 200,000$, where N = number of injuries and illnesses EH = total hours worked by all employees during the calendar year 200,000 = base for 100 equivalent full-time workers (working 40 hours per week, 50 weeks per year)
Cost	Design & Construction Support Cost: $[\text{Design \& Construction Support Cost}] \div [\text{DB Invoiced to Date Amount}]$
Description	<ul style="list-style-type: none"> The goal is to keep the support cost at $\leq 6\%$. Benchmark: Transit Cooperative Research Program (TCRP) Report 138 is an industry resource for understanding soft costs and was sponsored by the FTA. Construction Administration & Management should be in the range of 5% to 6% of construction costs. The Design & Construction Support Cost encompasses the Project & Construction Management Team (PCM) invoiced to date¹ amount = \$31,121,590 The DB Invoiced to Date Amount = \$578,236,577

Construction Package 1

Cost	Contingency: $\frac{[\text{Remaining Contingency Value}]}{[\text{Remaining Contract Value}]}$
Description	<ul style="list-style-type: none"> • The goal is to contain the contingency in the range of 10-20%. • Benchmark: As per guidelines by Federal Transit Authority cost for contingency should be in the range of 10% to 20% of construction cost during the 15% - 30% Preliminary Design Report. • <i>(Note: The contingency percentage will be adjusted per FTA guidelines as design and construction move forward.)</i> • The Remaining Contingency² = [Current Allocated Contingency Amount] – [Executed Change Orders Affecting Contingency] = \$54,874,925 • The Remaining Contract Value = [Revised DB Contract Amount] – [Authority Approved Invoices to Date] = \$769,291,748
Schedule	Schedule Performance Index (SPI): $\frac{\text{Earned Value (EV)}}{\text{Average Planned Value (PV)}}$
Description	<ul style="list-style-type: none"> • The goal is to achieve SPI ≥ 1, which is same as $\geq 100\%$ when expressed in percent. • Benchmark: As per guidelines by PMI (Project Management Institute, World Wide) the SPI should be ≥ 1 or 100%. • At a value of 100% the Project is forecasted to complete on-time. • EV = Percent Complete x BAC (Budget at Completion) • PV= Planned Value • Planned Value in dollars to be spent to data date is derived from the approved baseline schedule, which stands at \$456,979,815 through the most recent billing period.
Quality	Percent of Non-Conformance Reports (NCR) Resolved: $\frac{[\text{Resolved Non-Conformance Reports}]}{[\text{Total Number of Non-Conformance Reports}]}$
Description	<ul style="list-style-type: none"> • The goal is to maintain a NCR resolution rate of $\geq 85\%$. • This metric is a measure of the quantity of non-conforming work issues identified on the project, based on the KPI Standard organization's Heavy and Civil Engineering Construction definition. • The target rate identified is preliminary and is derived from the professional judgment of multiple quality managers and construction professionals. This metric will be measured and trended for refinement throughout the life of the CP1 project and across multiple High-Speed Rail construction packages to develop a performance standard for the High-Speed Rail. • To Date: <ul style="list-style-type: none"> ○ 85 Contractor Issued NCRs, 66 resolved ○ 9 Owner Issued NCRs, 6 resolved ○ 9 ISE Issued NCRs, 3 resolved

Construction Package 1

Economic Benefits	Disadvantaged/Small/Disabled Veteran/Micro Business Enterprises: $[\text{Total Value of DBE/SBE/DVBE/MB Contracts Signed to Date with the DB}] \div [\text{DB Contract Value}]$
Description	<ul style="list-style-type: none"> The current goal is to achieve $\geq 30\%$ Benchmark: As the project design is refined, the DB executes DBE/SBE/DVBE/MB subcontracts for specific portions of work. To date, the DB has not provided a schedule of when all of the DBE/SBE/DVBE/MB subcontracts will be signed. The Project and Construction Management Team set goals of 10% by 1/14, 20% by 7/2014 and 30% by 12/2016. DB has executed subcontracts with DBE/SBE/DVBE/MB firms totaling 27.8% of the current DB Contract Amount.
Economic Benefits	All National Targeted Workers: $[\text{National Targeted Worker Craft Hours to Date}^3] \div [\text{Total Craft Hours to Date}^3]$
Description	<ul style="list-style-type: none"> The goal is $\geq 30\%$ as identified in the contract. Benchmark: The Community Benefits Agreement requires a minimum of 30% of all hours of Project Work shall be performed by National Targeted Workers. The data is officially reported quarterly and estimated monthly by the DB. DB has 341,281 National Targeted Worker craft hours³ to date. DB has 486,415 craft hours to date.
Economic Benefits	Disadvantaged Workers: $[\text{Disadvantaged Worker Craft Hours to Date}^3] \div [\text{National Targeted Worker Hours to Date}^3]$
Description	<ul style="list-style-type: none"> The goal is $\geq 10\%$ as identified in the contract. Benchmark: The Community Benefits Agreement requires a minimum of 10% of all National Targeted Worker hours shall be performed by Disadvantaged Workers. The data is officially reported quarterly and estimated monthly by the DB. DB has 112,030 Disadvantaged Worker craft hours³ to date. DB has 341,281 National Targeted Worker hours³ to date.