



Finance & Audit Committee

# **CENTRAL VALLEY STATUS REPORT**

August 2020 Report (data through June 2020)

## Executive Summary

### Overall - Report projections will be updated with Revised Baseline Schedules (RBS) finalization.

Cumulative Invoicing to Fulfill American Recovery and Reinvestment Act (ARRA) Grant (Page 11):

- Total ARRA Cumulative Actual Invoice – \$2,697M compared to Total ARRA Cumulative Forecasted Actual Invoice – \$2,649.6M
- Total Estimated Cumulative Actual Invoice to Fulfill ARRA – \$6,604.1M (includes estimate for Track and Systems).

Construction Packages (CPs) Invoicing (Pages 10 through 12):

- June Total Actual Invoice – \$69M compared to Total Forecasted Invoice – \$61M, an increase of 200% from June 2019.
- Anticipated July Total Invoice – \$61M.
- Total CP Cumulative Actual Invoice – \$2,697M compared to Total CP Cumulative Forecasted Invoice – \$2,629.6M. Total Cumulative Current Contract Amount – \$4,662.1M. 57.8% expensed to date.
- Total Executed Change Orders – \$376.8M.
- In the last 12 months, cumulative invoicing for construction was approximately \$922M, 34% of all construction invoicing since July 2013.

CP Construction Labor (Page 13):

- Total Monthly Average – 886 daily-workers. An increase of 43 (843) daily-workers from the previous month, an increase of over 300% from June 2019.
- Total Contracted CP Employees COVID-19 Positive – four (two in CP 2-3 and two in CP 4)
- Daily Average Contracted CP Employees Quarantined – 16
- Contractors continued with construction while following safety protocols and guidelines from the Centers for Disease Control and Prevention (CDC) and Occupational Safety and Health Administration's (OSHA).

CP Construction/Underway (Page 14):

- Guideway – 78 miles constructed/underway compared to 119 miles total. No increase from the previous month.
- Structures – 43 constructed/underway compared to 93 structures total. An increase of one structure from the previous month. The number of structures in progress has doubled since June 2019.

CP Real Property/Right-of-Way (Pages 15 through 18):

- Parcels Delivered to Design-Builder (DB) – 25 parcels. Zero delinquent critical parcels.
- Total Acquired Parcels (some pending delivery) – 49, a monthly high since 2019.
- Total Parcels Delivered to Date – 1,622 parcels compared to an Estimated Total Parcels Needed – 2,353 parcels.
- Railroad Parcels Delivered to DB – Zero parcels. Zero delinquent critical parcels.
- Total Railroad Parcels Delivered to Date – 112 parcels compared to an Estimated Total Railroad Parcels Needed – 183 parcels.
- Land Right Conveyances (Tier I, Prior to Construction) Received Approval - 20 Land Right Conveyances and zero delinquent critical land conveyances.

- Within the last six months, the Authority increased approvals by 3,925%. Historically through December 2019, the Authority received approval on eight land right conveyances (Tier 1, Prior to and Post Construction) from impacted utility owners. From January 2020 to date, the Authority received approval on 314 land right conveyances (Tier 1, Prior to and Post Construction).

#### Third-Party Agreements (Pages 19 and 20):

- Eight remaining agreements. Two agreements executed this month.
- In the past year, finalized 38 agreements. 32 of those agreements were critical to supporting construction.

#### Environmental Permitting (Page 21):

- Remaining Amendments – Three agreements. Decrease of two from previous month.

#### Project Development (Environmental Clearance) Schedule – Record of Decision (ROD) (Pages 52 and 53):

- Central Valley Wye EIR/EIS on track for completion in September 2020.
- Resolving Palmdale to Burbank (USACE and Una Lake avoidance) and Los Angeles to Anaheim (BNSF integration) challenges to achieve ARRA December 2022 deadline.
- Since January 2020, published three draft EIR/EIS documents (Bakersfield to Palmdale, San Jose to Merced and Burbank to Los Angeles) for public review. The draft EIR/EIS for San Francisco to San Jose is pending release by July 10, 2020.

## Construction Package 1

### Invoicing (Pages 22, 25 & 26):

- Actual Invoice – \$13.3M compared to Forecasted Invoice – \$18M, an increase of over 100% from June 2019.
- Current Contract Completion Date – November 02, 2021. No change from the previous month.
- Current Contract Amount – \$2,226M compared to Cumulative Total Invoice \$1,257M. 56.5% expensed to date.

### Change Orders (Pages 23):

- Executed Change Orders – 14 for a total of \$263.5M.

### Risk Contingency (Page 24):

- Original Contract Contingency – \$1,237M with Remaining Contract Contingency - \$494M.

### Construction Labor (Page 27):

- Total Monthly Average – 210 daily-workers. An increase of 38 (172) daily-workers from the previous month.

### Construction/Underway (Page 28):

- Guideway – 13 miles constructed/underway compared to a total of 17 miles needed. No increase from the previous month.
- Structures – 17 constructed/underway compared to a total of 29 needed. No increase from the previous month.

### Real Property/Right-of-Way (Pages 29 through 31):

- Parcels Delivered to Design-Builder (DB) – One parcel and zero delinquent critical parcels.
- Total Parcels Delivered to Date – 830 parcels compared to an Estimated Total Parcels Needed – 1,073 parcels.
- Railroad Parcels Delivered to Design-Builder – Zero and zero delinquent critical parcels.
- Total Railroad Parcels Delivered to Date – 59 parcels compared to an Estimated Total Railroad Parcels Needed – 95 parcels.
- Land Right Conveyances (Tier I, Required Prior to Construction) Received Approval to Date – 53 Land Right Conveyances and zero delinquent critical land conveyances.

### Revised Baseline Schedules:

- Under Authority review.

## CP 1 Construction Progress Summary

Category	Status Update
<b>General</b>	<ul style="list-style-type: none"> <li>• Ten crossing applications have been approved.</li> <li>• Downtown Shoofly: Delivered out-grants<sup>1</sup> and started utility relocation.</li> <li>• North Extension: The two RFC Structures have been completed and approved.</li> <li>• Herndon Avenue: Continued large diameter seasonal storm drain work.</li> <li>• Avenue 10 HST Overcrossing: Fine grading and fencing completed; aggregate base laid in preparation for asphalt.</li> <li>• San Joaquin River Viaduct / River Span: Finishing touches on the Arch Span and clean-up work.</li> <li>• Fresno Trench: Top Down Box under SR-180, completed transition from Stage 3 to Stage 4, placed rebar and shotcrete.</li> <li>• Downtown Fresno Viaduct (Cedar Viaduct) and SR-99 Crossing: Removed falsework from Cedar Overhead and SR-99 Southbound.</li> <li>• Manpower: The daily-worker monthly average of 138 in July 2019 increased by 66% to 210 in June 2020.</li> </ul>
<b>Structures</b>	<ul style="list-style-type: none"> <li>• Golden State Boulevard Viaduct: Poured Abutment 5 walls, columns and flare caps for Bents<sup>2</sup> 3 and 4; drilled Bent 2 and Abutment 1 Cast-In-Drilled-Hole (CIDH) piles.</li> <li>• American Avenue Overcrossing: Placed concrete for east abutment wing walls and placed embankment on the west side abutment.</li> <li>• San Joaquin River - Viaduct River Span: Finishing touches on the Arch Span and clean-up work.</li> <li>• Redesign underway for Central Avenue, Avenue 15 ½, Avenue 9 and McKinley Avenue to avoid additional Right-of-Way (ROW) requirements. PG&amp;E out-grants progressed, early civil packages expected August 2020.</li> <li>• Downtown Shoofly: Out-grants were delivered allowing the start of utility relocations.</li> <li>• McKinley Avenue: Work will begin August 2020 upon completing the utilities design, the utilities relocation and then the start of the bridge construction.</li> </ul>
<b>Guideway</b>	<ul style="list-style-type: none"> <li>• Design started for two miles of guideway in the Caltrans section between Ashlan Avenue and McKinley Avenue Connector.</li> <li>• Thirteen miles has been cleared for utility relocations.</li> <li>• Central Avenue: Work is to start in October 2020 when PG&amp;E's overhead power line relocation starts.</li> <li>• Road 27: Contractor resumed night work and the cleaning out of air vents at deck.</li> </ul>

**Notes:**

1. Out-grant refers to grant of interest or right to one to use government real property by a lease, easement, license, or permit. It is an agreement whereby a private party may, depending on the type of real estate instrument issued, enjoy an interest in or use real property.
2. Bents are the basic post and beam structure that forms a cross section for the frame that has been set in place, the bents are then lifted and dropped into place one by one by the crane.

## Construction Package 2-3

### Invoicing (Pages 32, 35 & 36):

- Actual Invoice – \$45M compared to Forecasted Invoice – \$29M, an increase of over 300% from June 2019.
- Current Contract Completion Date – April 18, 2022. No change from previous month.
- Current Contract Amount – \$1,860M compared to Cumulative Total Invoice \$1,102.3M. 59.3% expensed to date.

### Change Orders (Page 33):

- Executed Change Orders – Seven for a total of \$108.9M.

### Risk Contingency (Page 34):

- Original Contract Contingency – \$1,085M with Remaining Contract Contingency - \$517M.

### Construction Labor (Page 37):

- Total Monthly Average – 476 daily-workers. An increase of 14 (462) daily-workers from the previous month.

### Construction/Underway (Page 38):

- Guideway – 45 miles constructed/underway compared to a total of 59 miles needed. No increase from the previous month.
- Structures – 19 constructed/underway compared to a total of 36 needed. An increase of one structure from the previous month.

### Real Property/Right-of-Way (Pages 39 through 41):

- Parcels Delivered to Design-Builder (DB) – 20 parcels and zero delinquent critical parcels.
- Total Parcels Delivered to Date – 629 parcels compared to Estimated Total Parcels Needed – 1,014 parcels.
- Railroad Parcels Delivered to Design-Builder – Zero and zero delinquent critical parcels.
- Total Railroad Parcels Delivered to Date – 26 parcels compared to Estimated Total Railroad Parcels Needed – 58 parcels.
- Land Right Conveyances (Tier I, Required Prior to Construction) Received Approval to Date – 45 Land Right Conveyances and zero delinquent critical land conveyances.

### Revised Baseline Schedules:

- DFJV is developing the Revised Baseline Schedule (RBS).

## CP 2-3 Construction Progress Summary

Category	Status Update
<b>General</b>	<ul style="list-style-type: none"> <li>• Design: 71 out of 100 design packages on CP 2-3 have been approved.</li> <li>• Utility Relocations: 23 required relocations completed. Civil work is underway at 27 locations prior to relocation work.</li> <li>• Environmental Clearance:               <ul style="list-style-type: none"> <li>▪ All Incidental Take Permits (ITPs) approved.</li> <li>▪ 30 of 53 required Master Streambed Alteration Agreement (MSAA) sub-notifications approved.</li> <li>▪ All 408 Minor Applications under review with U.S. Army Corps or California Department of Fish and Wildlife (CDFW).</li> </ul> </li> <li>• Review and approval of Hanford Viaduct, Conejo Avenue Bridge and the Tule River Bridge designs underway.</li> <li>• BNSF and Construction Agreement (Package A) executed, furthering construction on utility relocations and Type II structures.</li> </ul>
<b>Structures</b>	<ul style="list-style-type: none"> <li>• <del>Manpower: The daily worker monthly average of 106 in July 2019 increased more than 400% to 472 in June 2020.</del></li> <li>• Encroachment Permit Agreement reached with Fresno County on Adams Avenue closure. Bridge construction will start in July 2020.</li> <li>• Land Right Conveyance: 10 PG&amp;E utility relocations underway enabling Fowler Avenue and Dover Avenue bridges to start construction.</li> <li>• Caltrans Early Work Approvals: SR-43 at Tied Arch and SR-43 at Tule River; DB is responding to Caltrans comments and resubmitting; Caltrans approved the detour plans for SR-43 at Curved Bridge.</li> <li>• Peach Avenue, Kent Avenue, Kansas Avenue and Excelsior Avenue substantially complete.</li> <li>• Hanford Viaduct substructure substantially complete.</li> </ul>
<b>Guideway</b>	<ul style="list-style-type: none"> <li>• Design mitigation of Segment 3 soft soils expected in August, will open eight miles of additional guideway.</li> <li>• Anticipating start of embankment work from Riverside Ditch to Dover Avenue in Segment 2.</li> <li>• Anticipating start of embankment work south of Cross Creek - ~3 miles.</li> </ul>

## Construction Package 4

### Invoicing (Pages 42, 45 & 46):

- Actual Invoice - \$10.6M compared to Forecasted Invoice – \$14M, an increase of over 80% from June 2019.
- Current Contract Completion Date – June 30, 2021. No change from the previous month.
- Current Contract Amount – \$576.6M compared to Cumulative Total Invoice \$337.3M. 58.5% expensed to date, with approximately half of expenditures occurring in the past 12 months.

### Change Orders (Page 43):

- Executed Change Orders – One for a total of \$4.4M.

### Risk Contingency (Page 44):

- Original Contract Contingency – \$340M with Remaining Contract Contingency - \$184M.

### Construction Labor (Page 47):

- Total Monthly Average – 225 daily-workers. An increase of 16 (209) daily-workers from the previous month.

### Construction/Underway (Page 48):

- Guideway – 20 miles constructed/underway compared to a total of 21 miles needed. No increase from the previous month.
- Structures – Seven constructed/underway compared to a total of 11 needed. No increase from the previous month.

### Real Property/Right-of-Way (Pages 49 through 51):

- Parcels Delivered to Design-Builder (DB) – Four parcels and zero delinquent critical parcels.
- Total Parcels Delivered to Date – 163 parcels compared to the Estimated Total Parcels Needed – 266 parcels.
- Railroad Parcels Delivered to Design-Builder – Zero and zero delinquent critical parcels.
- Total Railroad Parcels Delivered to Date – 27 parcels compared to Estimated Total Railroad Parcels Needed – 30 parcels.
- Land Right Conveyances (Tier I, Required Prior to Construction) Received Approval to Date – Seven Land Right Conveyances and zero delinquent critical land conveyances.

### Revised Baseline Schedules:

- Under Authority review.

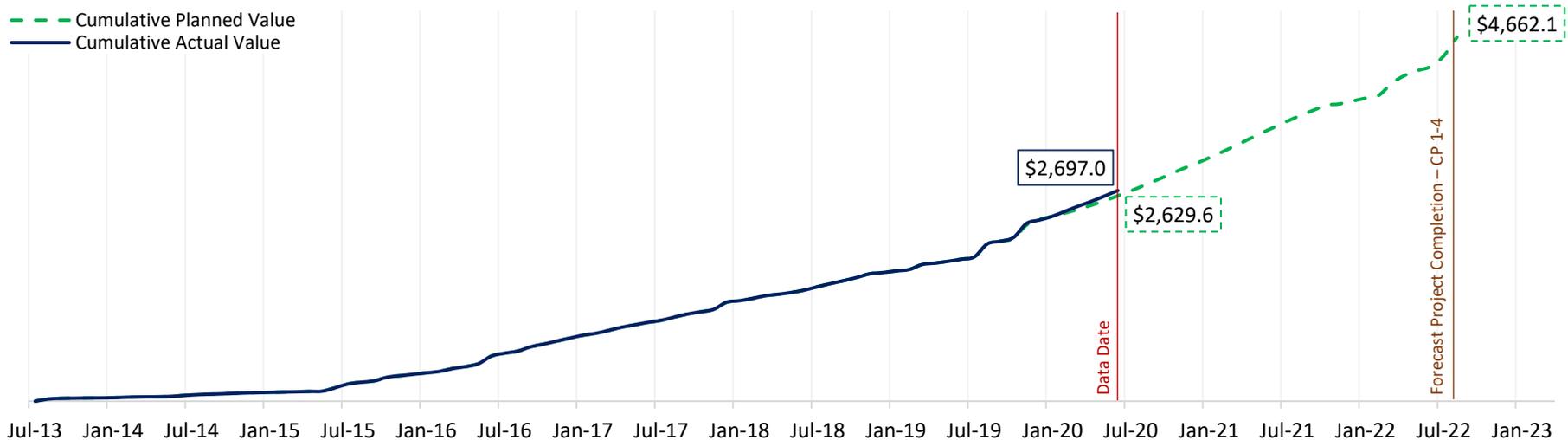
## CP 4 Construction Progress Summary

Category	Status Update
<b>General</b>	<ul style="list-style-type: none"> <li>Guideway and structure designs completed, except for Peterson Road Underpass.</li> <li>Environmental Clearance: 11 out of 13 required ITPs were completed; the remainder will be acquired within the 3<sup>rd</sup> quarter of 2020.</li> <li>Manpower: The daily-worker monthly average of 125 in July 2019 has almost doubled to 225 in June 2020.</li> </ul>
<b>Structures</b>	<ul style="list-style-type: none"> <li>Peterson Road Underpass: Is undergoing redesign to optimize utility relocation.</li> <li>Wasco Viaduct: Work continued at Bent 7 and Bent 8 forming; placing rebar and poured sections of edge beam. Poured lower column at Bent 9 and footing for Bent 10.</li> <li>Wasco Viaduct Abutment 1: Repairs and erecting falsework at frame 1.</li> <li>Completed Intrusion Protection Barrier (IPB) and Cast in Place (CIP) wall between McCombs Avenue and SR-46.</li> <li>Construction continued on seven structures: Garces Highway Underpass, Pond Road Underpass, SR-46 HSR, Poso Creek Overpass, Wasco Viaduct, Merced Avenue Overpass, and the Kimberlina Road Underpass.</li> </ul>
<b>Guideway</b>	<ul style="list-style-type: none"> <li>Started work on Access Road south of Peterson Road, and on the BNSF Shoofly.</li> <li>Continued work on the wildlife box culverts at crossings north and south of Garces Highway.</li> <li>Embankment, slope trimming and topsoil placement ongoing throughout guideway.</li> <li>Utility relocations, PG&amp;E, SEMPRA, AT&amp;T and others ongoing at numerous sites.</li> <li>Completed SoCal Edison relocations on Peterson Road.</li> </ul>

## Infrastructure Delivery Overview – 119-mile Central Valley Segment Construction Packages 1-4 (CP 1-4)

### CP 1-4 – Earned Value

#### CP 1-4 – Planned vs. Actual Expenditures from Contract Award Through Contract Completion (\$ Millions)



The chart above shows historical expenditures from the award of the first construction package through June 30, 2020. The planned values from January 2020 to December 2022 are based on the Proposed Schedules developed for all the construction packages as of January 2020. The completion value (\$4.7B) is based on the current contract values of the construction packages and does not include SR-99. This value does not include change orders that are yet to be executed. It is anticipated that the total current contractual value \$4.6B will be expended by end of June 2022.

#### CP 1-4 – Projected Milestones

Milestone	Date
01. CP 1 Main Design Complete	Oct-20 <sup>1</sup>
02. CP 1 ROW Acquisition Complete	Nov-20
03. CP 1 Environmental Clearance Complete	Nov-20 <sup>3</sup>
04. CP 1 Utility Relocation Complete	Mar-21

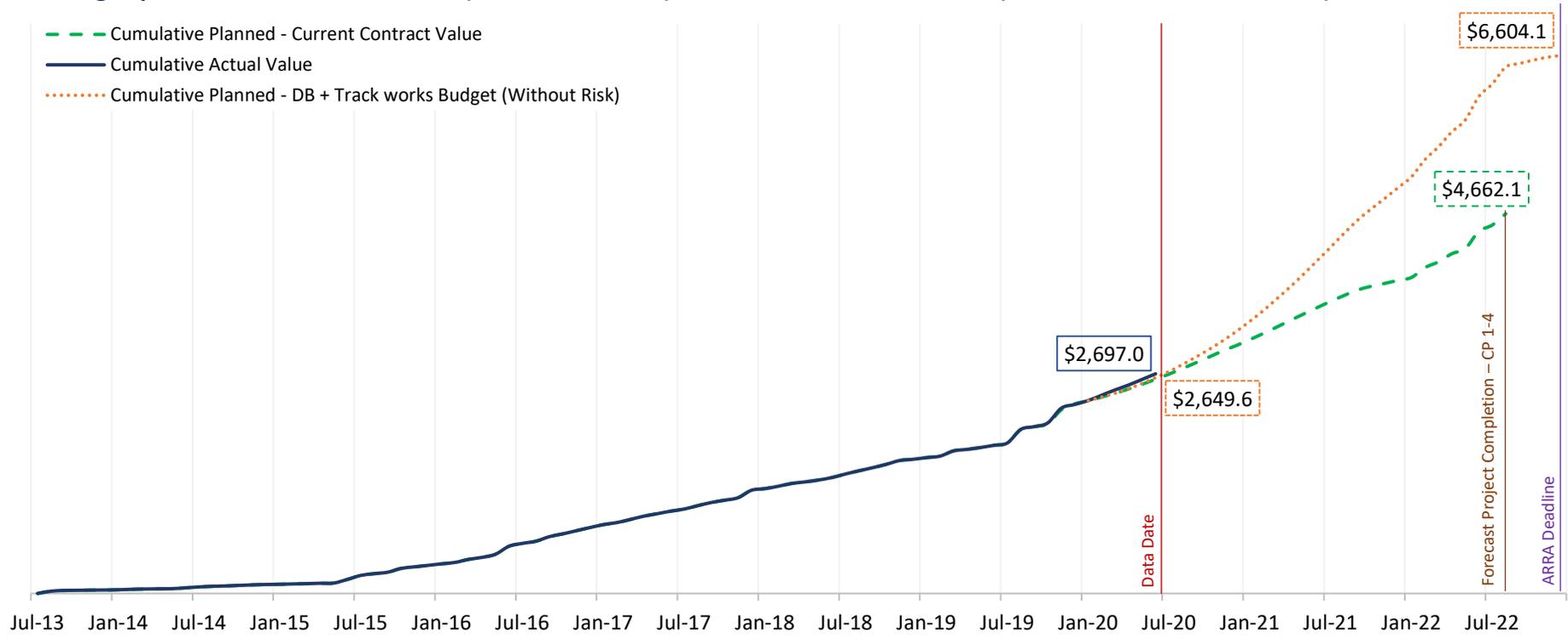
Milestone	Date
05. CP 2-3 Main Design Complete	Dec-20 <sup>5</sup>
06. CP 2-3 ROW Acquisition Complete	Jan-21 <sup>2</sup>
07. CP 2-3 Environmental Clearance Complete	May-20 (Complete)
08. CP 2-3 Utility Relocation Complete	Mar-21

Milestone	Date
09. CP 4 Main Design Complete	Feb-20 (Complete)
10. CP 4 ROW Acquisition Complete	Dec-20
11. CP 4 Environmental Clearance Complete	Jul-20 <sup>4</sup>
12. CP 4 Utility Relocation Complete	Mar-21

**Notes:**

- CP 1 Main Design has been pushed to October 2020 as the DB and PCM get the FCN/DCN process into contract compliance to enforce the verification and validation certification. Mitigating issue via NCR and directive letter to ICE/ISE to enforce compliance.
- A revised projection will be updated with the finalization of the Revised Baseline Schedules (RBSs).
- CP 1 Environmental Clearance pushed to November 2020 to review the Hazardous Abatement designs and incorporate additional utilities and BNSF access roads at the structure and guideway sites.
- Additional Environmental Clearance on lands requiring utility relocations delayed to July 2020, per California Rail Builders (CRB).
- CP 2-3 Main Design has been pushed to December 2020 as the DB, PCM, Caltrans and BNSF address design delays for the utility relocations. This is critically impacting the schedules.

### Remaining Expenditures to Achieve ARRA (DB+ Track Works) Within the Current Baseline (No Risk Included - \$ millions)



**Remaining DB and Track Work Baseline Items:**

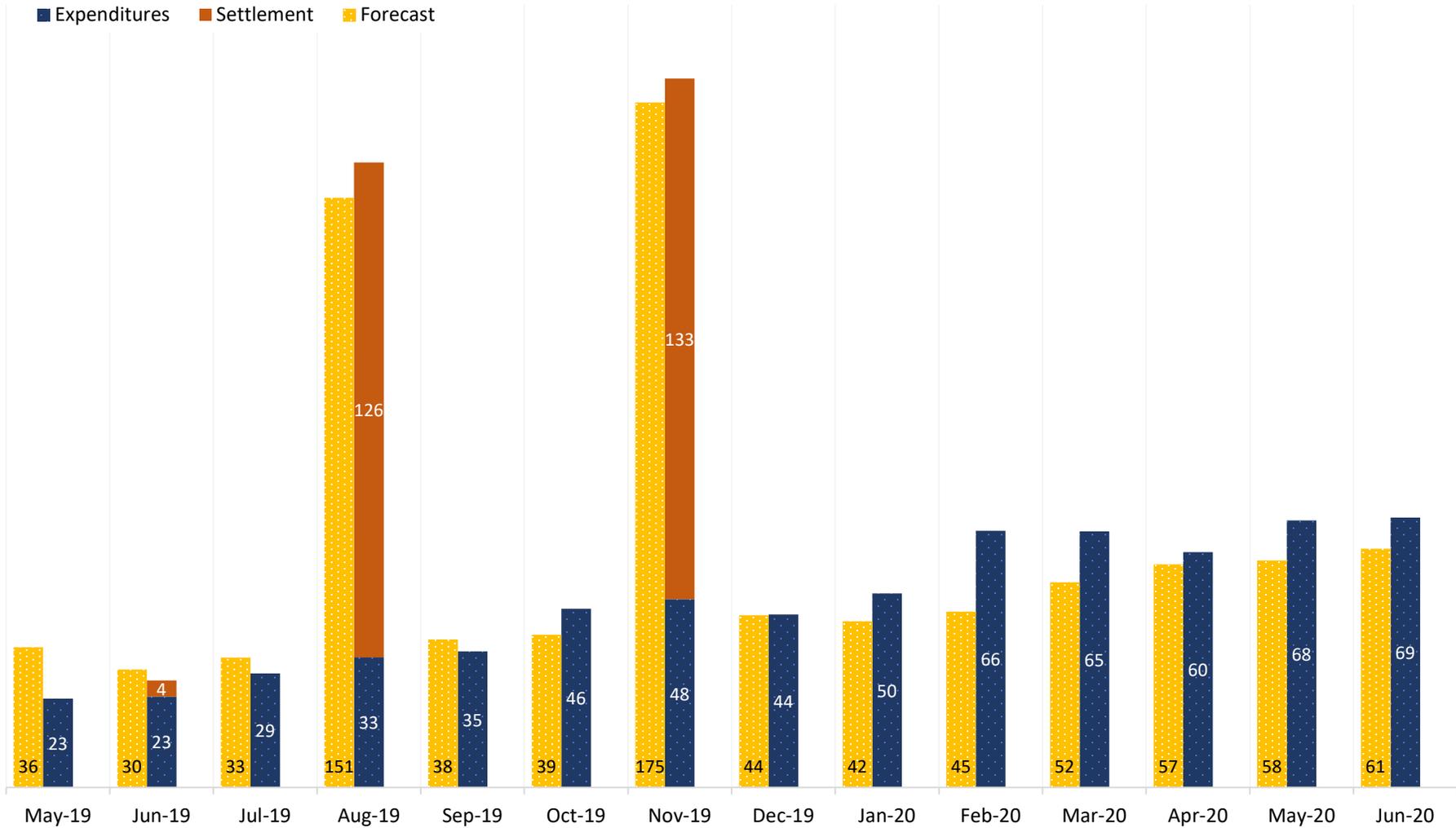
- Intrusion Protection Barriers and other railroad related works.
- North Extension (Avenue 17 to 19 in Madera County).
- Third-Party related work (e.g., Additional PG&E and AT&T work).
- Track Works (Needed for ARRA fulfillment).
- Miscellaneous Works Modifications (e.g., Utility Relocation, Environmental Mitigation, Cast in Place Walls).
- Cumulative Planned – Current Contract Value (dotted green line) is based on the current contract values for CP 1-4. This will be updated once the Revised Baseline Schedules (RBSs) are finalized.

**Notes:**

1. The remaining baseline items are the Design-Build’s future scope that are not currently contracted but are required to be completed for delivery of the 119-mile infrastructure.
2. The above forecast does not include the estimated risk in the baseline budget.
3. The June 2022 Cumulative Plan forecast projection increased from \$4,285.2M to \$4,662.1M due to \$376.8M in June 2020 CO executions.

## CP 1-4 - Design-Build Planned vs. Actual Expenditures – Near Term

### CP 1-4 – Monthly Expenditures (\$ Millions)

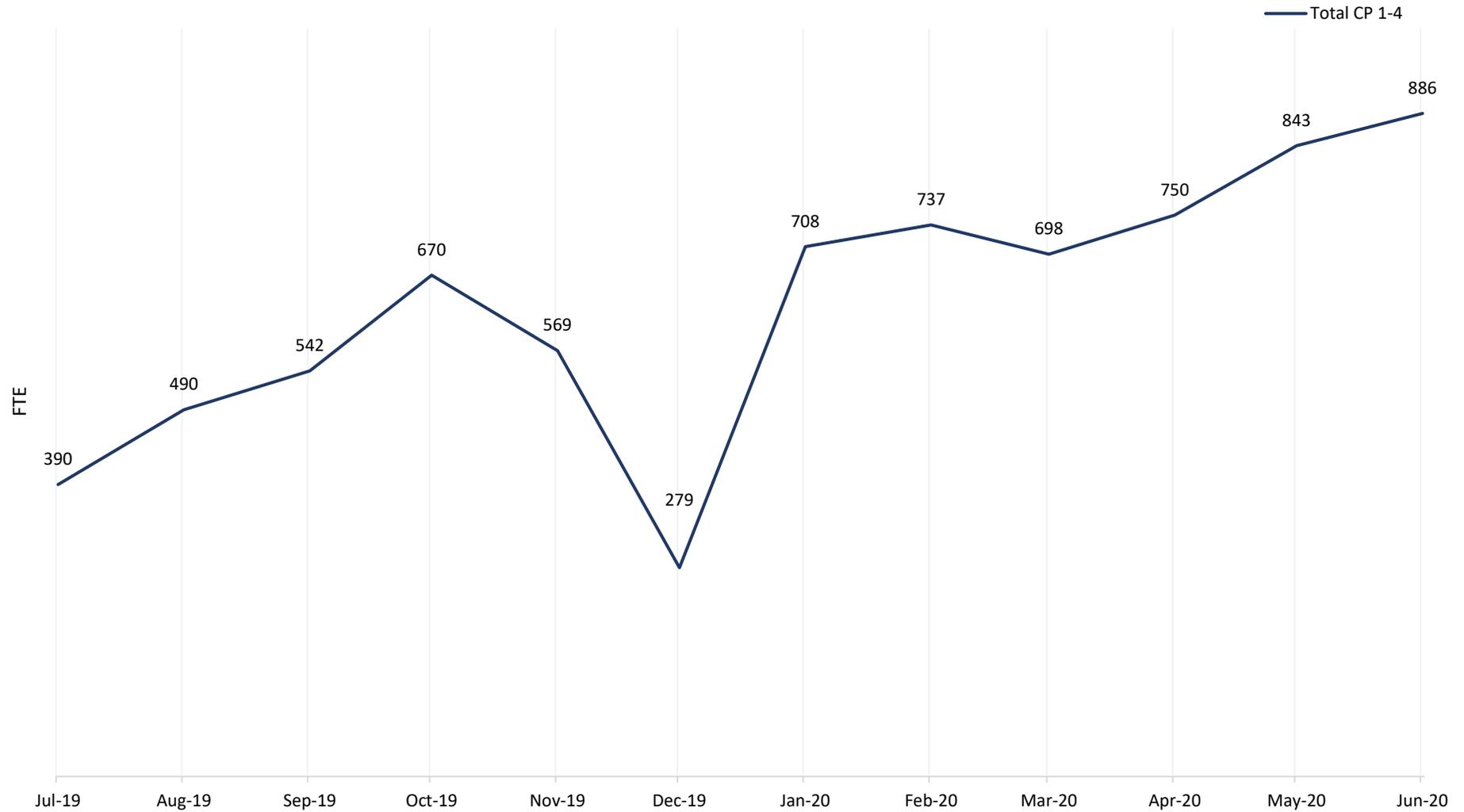


**Notes:**

1. Expenditures contained in the chart above are specific to the Design Builder production and based on the certified invoice reported in the respective month and do not include accrual adjustments.
2. A revised projection will be updated upon the finalization of the Revised Baseline Schedules (RBSs).
3. Sudden increases in the expenditure values are due to the Time Impact Analysis Settlements.

## CP 1-4 – Monthly Construction Workforce Total

### CP 1-4 – Monthly Construction Workforce Total – Actual

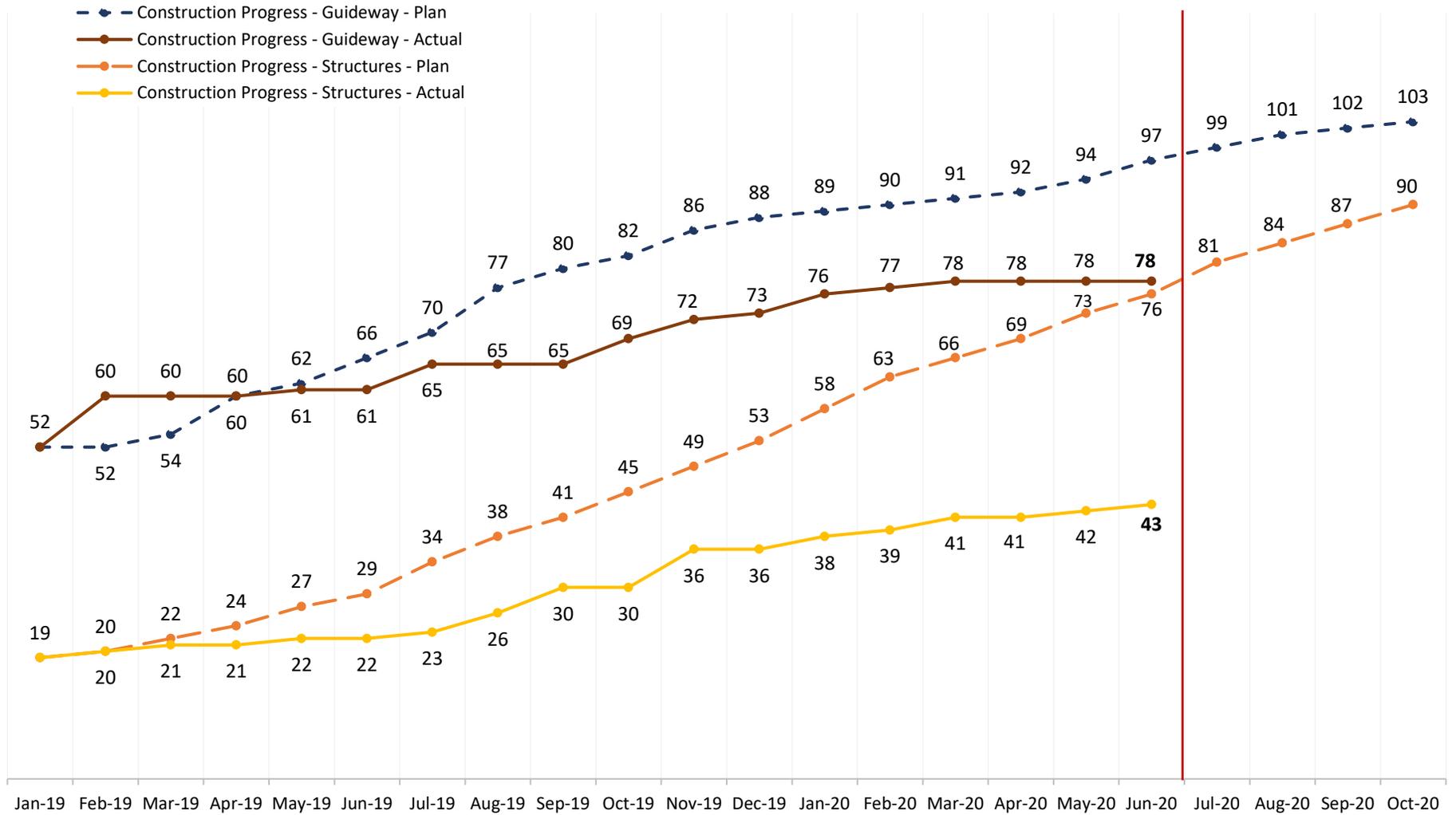


**Notes:**

1. The Construction Labor numbers (Full-Time Employees) are based on the working calendar month.
2. The December 2019 reporting number shows a sharp decrease due to the holiday week of December 23<sup>rd</sup> through December 31<sup>st</sup>.

## CP 1-4 – Structures and Guideway Progress – Planned vs. Actuals

### CP 1-4 – Construction Progress to Completion – Planned vs. Actual



**Notes:**

1. Total Structures: 93 each.
2. Total Guideway: ~119 miles.
3. A revised projection will be updated upon the finalization of the Revised Baseline Schedule (RBSs).
4. The March 2020 CVSR incorrectly reported Planned Structures and Planned Guideway data. This report includes the corrected data.
5. The April 2020 through October 2020 Plan totals represent a developing forecast.

## CP 1-4 – Right-of-Way (ROW) Summary

### ROW established metrics to track the following:

- Acquisition Tracking
  - Parcel: Property rights required from others and public lands (property rights required from public entities and/or multiple parties).
  - Railroad: Property rights and other agreements required from railroads.
- Land Right Conveyance Tracking
  - Tier 1: Land Right Conveyances (critical); entities requiring transfer of title prior to construction (PG&E, Southern California Edison, Fresno Irrigation District and the Fresno Metropolitan Flood Control District).
  - Tier 1: Land Right Conveyances (non-critical); due to the PG&E letter agreement (executed May 6<sup>th</sup>, 2020) reclassified numerous PG&E land right conveyances as non-critical for construction and transfer of title occurs post construction.
  - Tier 2: Land Right Conveyances (non-critical); entities where transfer of title occurs post construction.

### CP 1-4 – ROW Parcel Acquisition Summary

Construction Package	May 31, 2020 Total Needed	Total Needed COS <sup>1</sup> Modifications <sup>2</sup>	June 30, 2020 Total Needed	May 31, 2020 Total Acquired	June 30, 2020 Acquired	June 30, 2020 Total Acquired
	(A)	(B)	(C) = (A) + (B)	(D)	(E)	(F) = (D) + (E)
CP 1	1,080	-7	1,073	830	1	831
CP 2-3	995	19	1,014	622	48	670
CP 4	266	0	266	163	0	163
<b>Total</b>	<b>2,341</b>	<b>12</b>	<b>2,353</b>	<b>1,615</b>	<b>49</b>	<b>1,664</b>

**Note:**

1. Compulsory Open Space (COS)
2. For Construction Package 1-4: 26 parcels added and 14 removed due to design optimization.

### CP 1-4 – ROW Acquired but Not Delivered to Design-Builder (DB)

Construction Package	June 30, 2020 Total Acquired <sup>1</sup>	June 30, 2020 Delivered to DB <sup>2</sup>	June 30, 2020 Total Delivered to DB <sup>3</sup>	June 30, 2020 Total Acquired, Remaining to Deliver to DB
	(G) = (F)	(H)	(I)	(J) = (G) - (I)
CP 1	831	1	830	1
CP 2-3	670	20	629	41
CP 4	163	4	163	0
<b>Total</b>	<b>1,664</b>	<b>25</b>	<b>1,622</b>	<b>42</b>

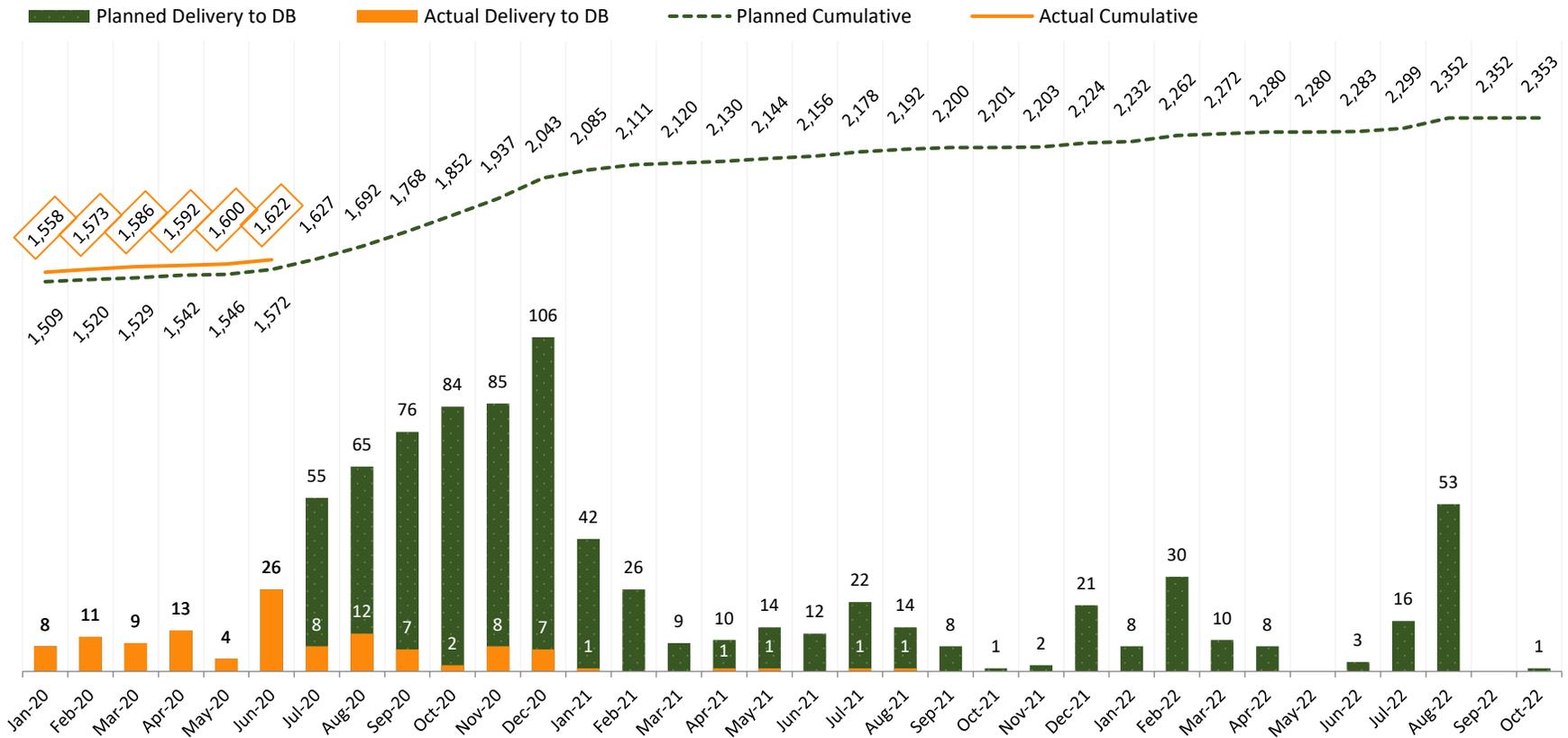
**Notes:**

1. Total Acquired is defined as parcels that are legally possessed by the Authority.
2. The 25 parcels delivered to the DB includes 16 due in June; two in July; one in August; one in November; and five in 2021.
3. Total Delivered to DB is defined as parcels certified for construction and delivered to the Design Builder.

### CP 1-4 – ROW Summary

Construction Package	Total Needed Parcels June 30, 2020	Total Parcels Delivered to Date June 30, 2020	Remaining Parcels to be Delivered June 30, 2020
CP 1	1,073	830	243
CP 2-3	1,014	629	385
CP 4	266	163	103
<b>Total</b>	<b>2,353</b>	<b>1,622</b>	<b>731</b>

### CP 1-4 – Parcel Delivery to DB Summary



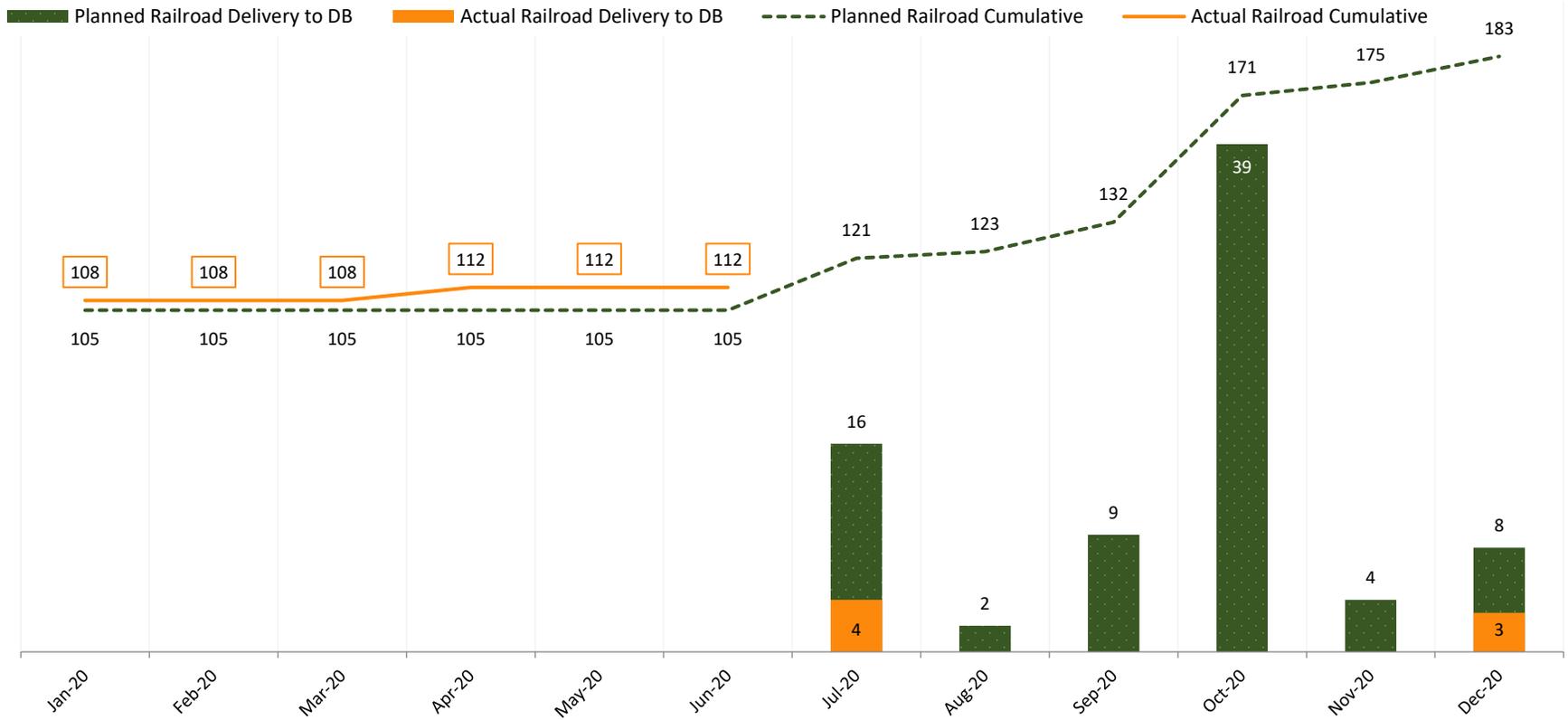
**Notes:**

1. A revised projection will be updated with the finalization of the Revised Baseline Schedules (RBSs).
2. Planned Delivered to DB parcels adjusted from last month's report due to continued refinement of the RBS.
3. Actual cumulative line for Jun 2020 reflects delivered parcels that are forecasted in future months.
4. Actual cumulative line for January 2020 includes updated total of parcels Delivered to DB.

### CP 1-4 – ROW Railroad Summary

Construction Package	Total Needed Railroad Parcels June 30, 2020	Total Railroad Parcels Delivered to Date June 30, 2020	Remaining Railroad Parcels to be Delivered June 30, 2020
CP 1	95	59	36
CP 2-3	58	26	32
CP 4	30	27	3
<b>Total</b>	<b>183</b>	<b>112</b>	<b>71</b>

### CP 1-4 – Railroad Parcel Delivery to DB Summary



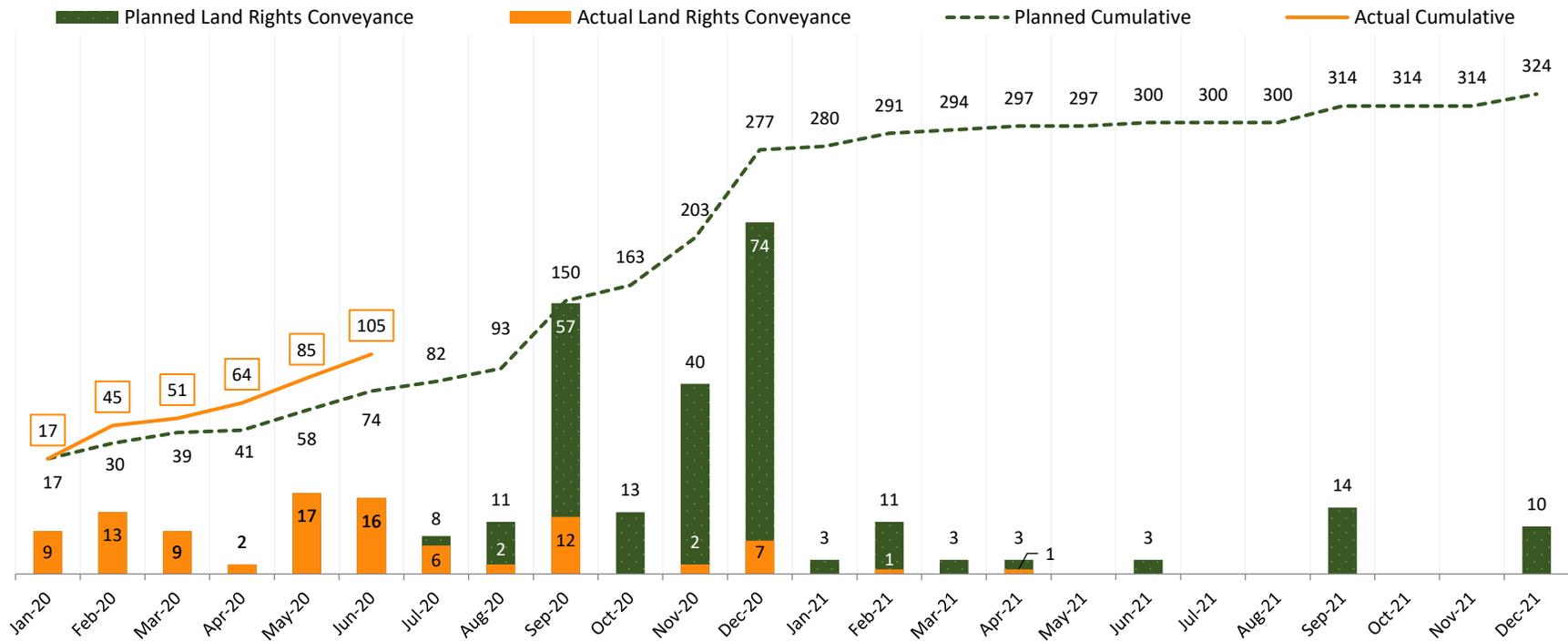
**Notes:**

1. A revised projection will be updated with the finalization of the Revised Baseline Schedules (RBSs).
2. Planned Railroad Delivery to DB parcels adjusted from last month's report due to continued refinement of the RBS.

### CP 1-4 – Tier 1 Land Right Conveyances Required Prior to Construction (PG&E, SCE, FID, FMFCD) Summary

Construction Package	Total Needed Land Right Conveyances May 31, 2020	Total Needed Land Right Conveyances Modifications	Total Needed Land Right Conveyances June 30, 2020	Total Land Right Conveyances Approved <sup>5</sup> to Date May 31, 2020	Total Land Right Conveyances Approved June 30, 2020	Remaining Land Right Conveyances to be Approved June 30, 2020
CP 1	128	0	128	49	4	75
CP 2-3	168	-2	166	33	12	121
CP 4	30	0	30	3	4	23
<b>Total</b>	<b>326</b>	<b>-2</b>	<b>324</b>	<b>85</b>	<b>20</b>	<b>219</b>

### CP 1-4 – Tier 1 Land Right Conveyances Required Prior to Construction (PG&E, SCE, FID, FMFCD) Summary



**Notes:**

1. A revised projection will be updated with the finalization of the Revised Baseline Schedules (RBSs).
2. The PG&E letter agreement (executed May 6, 2020) reclassified numerous land right conveyances as non-critical for construction and is reflected above.
3. Actual Cumulative for June 2020 includes completed land right conveyances that are forecasted in future months.
4. Planned land right conveyances were adjusted from last month's report due to continued refinement of the RBS.
5. "Approved" is defined as land right conveyances with Director of Real Property for signature, PG&E for signature, or recorded.
6. 2019 total actual land right conveyances approved is eight.
7. Total needed land right conveyances for CP 2-3 was reduced by two that are no longer required prior to construction.

## 119-Mile Central Valley Segment – Third-Party Agreements

### CP 1-4 – Look Ahead - Estimated Completion Timeline for Critical Third-Party Agreements

Entity	Project Section	Result of Resolution	Previous Estimated Completion	Current Estimated Completion
County of Fresno	CP 1 CP 2-3	Updates road closures, reflecting design changes made since original Cooperative Agreement. Further clarifies remediation of County property post-construction.  Executed June 23, 2020.	Jun-20	Completed
County of Fresno	CP 1 CP 2-3	Defines ownership and maintenance of grade separations between Authority and County in perpetuity.  Executed June 23, 2020.	Jun-20	Completed
Madera Valley Water Company (MVWC)	CP 1	Obtain MVWC’s cooperation and capture essential terms working together to relocate MVWC facilities.  MVWC legal making revisions to structure of agreement.	Jun-20	July-20
County of Kings	CP 2-3	Covers transfer of ROW between Authority and County. Grants immediate right of possession to Authority and use of existing ROW for construction.  Began negotiations of agreement in early June 2020.	On Hold	Sept-20
Lower Tule River Irrigation District (LTRID)	CP 2-3	LTRID review of technical engineering documents, coordination, and review of real property documents.  Contracts and Procurements Branch sent to LTRID for execution on July 9, 2020.	May-20	Jul-20

**CP 1-4 – Look Ahead - Estimated Completion Timeline for Critical Third-Party Agreements (cont'd.)**

Entity	Project Section	Result of Resolution	Previous Estimated Completion	Current Estimated Completion
City of Wasco	CP 4	Covers transfer of ROW between Authority and City. Grants immediate right of possession to Authority and use of existing ROW for construction.  City of Wasco halted negotiations due to dispute on additional financial Farmworker Housing support.	Jul-20	On Hold
City of Wasco	CP 4	Defines ownership and maintenance of grade separations between Authority and City in perpetuity.  City of Wasco halted negotiations due to dispute on additional financial Farmworker Housing support.	Jul-20	On Hold
Semitropic Water Storage District	CP 4	Design and construction of facilities.  Semitropic Board approved March 2020. Semitropic counsel finalizing provisions with the Authority's Legal Office.	May-20	Jul-20
Semitropic Water Storage District	CP 4	CCUA <sup>1</sup> template allows prompt execution of land conveyances.  Semitropic Board approved March 2020. Semitropic counsel finalizing provisions with the Authority's Legal Office.	May-20	Jul-20
Semitropic Water Storage District	CP 4	JUA <sup>2</sup> template allows prompt execution of land conveyances.  Semitropic Board approved March 2020. Semitropic counsel finalizing provisions with the Authority's Legal Office.	May-20	Jul-20

- Notes:**
1. Consent to Common Use Agreement (CCUA) - CCUAs recognize/perpetuate a facility owner's existing rights where a facility is either protected in place in an area that is now within the Authority's ROW, or relocated to a new position within the Authority's ROW, but also still within the facility owner's existing ROW (for example, an open canal is converted to a box culvert under the Authority corridor). CCUAs also establish the facility owner's and Authority's respective rights and obligations for occupying, maintaining, and accessing the joint use area.
  2. Joint Use Agreement (JUA) - JUAs identify and convey replacement easement rights to facility owners when their utility facility relocates to a position within the Authority's ROW and outside or partly outside of the facility owner's existing ROW. JUAs also establish the facility owner's and Authority's respective rights and obligations for occupying, maintaining, and accessing the joint use area.

## 119-Mile Central Valley Segment – Environmental Clearance - Incidental Take Permits (ITP) Summary<sup>1</sup>

### Merced-Fresno 2081 ITP, Permit Number 2081-2013-025-04, Issued on 12-Mar-14

ITP Name	Amendment Status	Construction Project	ITP Amendment Construction Implications	Previous Date of Approval / Issue	Current Date of Approval / Issue
CP 1AB M-F Clean Up No. 2	TPZP/PCM	CP 1	This amendment required additional information be submitted and is currently under review. The amendment will be resubmitted to California Department of Fish and Wildlife (CDFW) after the review is complete.	Mar-20	Mar-20 <sup>2</sup>
North Extension Separation of Rail	In Review with CDFW	CP 1	Accommodates increase in construction footprint to realign high-speed rail guideway away from existing freight rail lines in the North Extension of CP 1.	Jun-20	Jul-20 <sup>3</sup>

### Fresno-Bakersfield, 2081 ITP, Permit Number 2081-2015-024-04, Issued on 15-Jun-15

ITP Name	Amendment Status	Construction Project	ITP Amendment Construction Implications	Previous Date of Approval / Issue	Current Date of Approval / Issue
BNSF/PG&E	In Review with CDFW	CP 4	Covers additional ROW adjacent to the mainline required for relocation of third-party utilities and access to utilities and BNSF operations areas. The amendment also includes various other small footprint adjustments along the alignment.	May-20	Jul-20 <sup>4</sup>

- Notes:**
1. The above table represents a snapshot in time of the ITP amendments needed to complete CP 1-4. Some additional design changes may occur to complete utility relocations. As design progresses and achieves final approval, the risk of additional amendments shrinks.
  2. TPZP provided a response to CDFW notification of incomplete amendment request on June 23, 2020.
  3. CDFW and Authority are working through discrepancies in land cover types (GIS). New projected date is in July.
  4. Issue date extended to July due to additional effort needed on other Fresno-Bakersfield ITPs and extended review by CDFW.

## CONSTRUCTION PACKAGE 1 (CP 1) OVERVIEW

### CP 1 – Design-Build Contract Summary

#### Milestones

Milestone	Date
RFQ Date:	11/15/2011
SOQ Date:	12/19/2011
RFP Date:	03/22/2012
Proposal:	01/18/2013
Bid Open Date:	04/13/2013
Award Date:	08/16/2013
NTP 1 Date:	10/15/2013
NTP 2 Date:	11/22/2013
NTP 3 Date:	07/11/2014
Original Completion Date:	03/31/2018
<b>Current Completion Date:</b>	<b>11/02/2021</b>

#### Contract Value

Description	Amount
Fixed Bid Price:	\$969,988,000.00
Provisional Sums:	\$53,000,000.00
Original Contract Price:	\$1,022,988,000.00
Executed Change Orders:	\$1,202,521,646.17
Current Contract Amount:	\$2,225,509,646.17
Approved Invoices to Date <sup>1</sup> :	\$1,257,383,422.79
<b>Remaining Contract Balance:</b>	<b>\$968,126,223.38</b>

#### Contract Time Status

Description	Duration <sup>2</sup>
Original Contract Days:	1,628
Extension of Time Awarded:	1,312
Current Contract Days:	2,940
Work Days Spent (thru 06/30/2020):	2,450

#### Expended to Date

Description	Percentage
Time:	83.3%
Dollars:	56.5%

#### Growth Percentage

Description	Percentage
Time:	80.6%
Dollars:	117.5%

#### Note:

1. Includes actuals through June 2020 and estimate for July 2020.
2. Calendar Days.

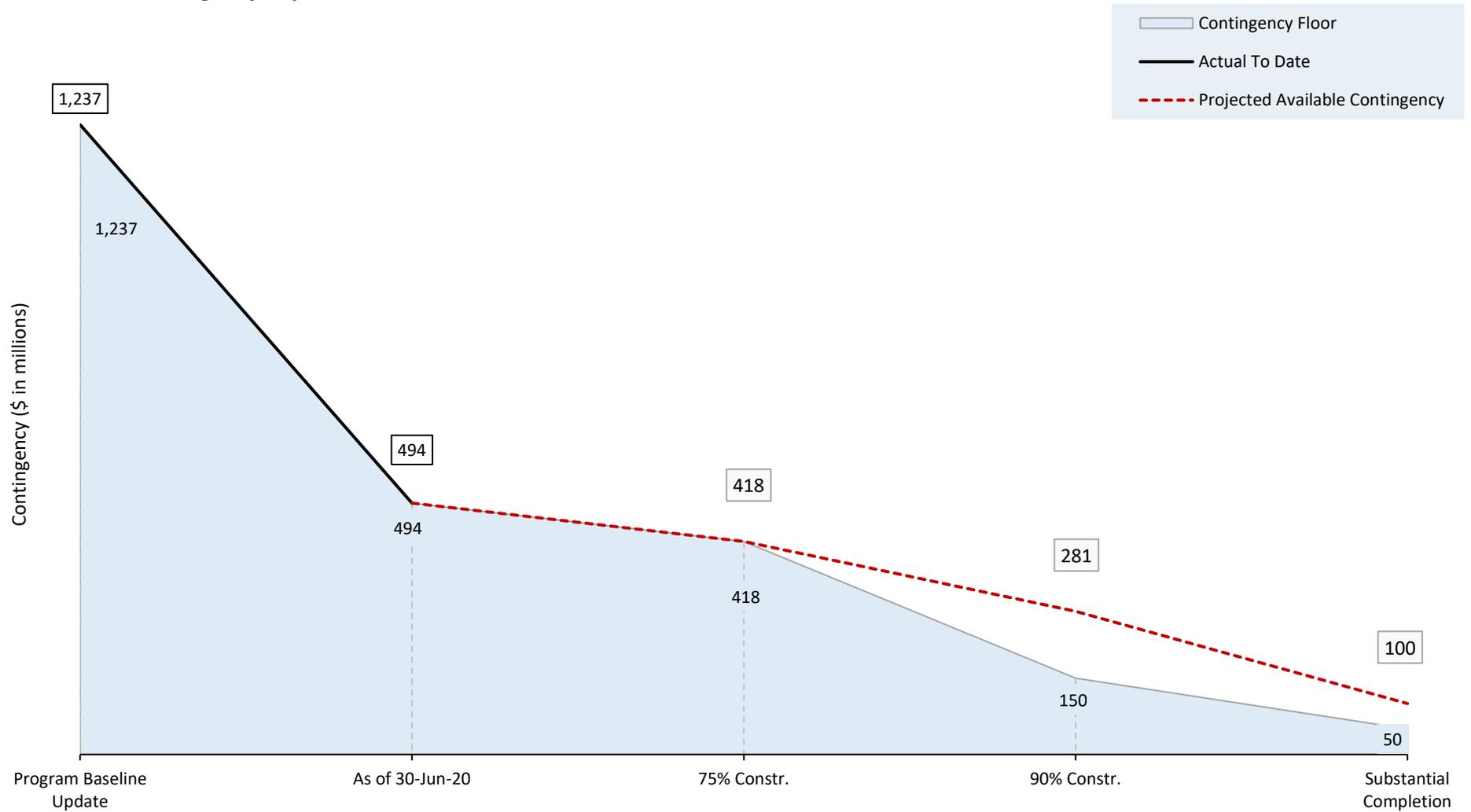
## CP 1 – Executed Change Order Status

### CP 1 – Executed Change Order Status

CO Number	Title	Change Status	Amount	Executed Date
00336	Dry Well at Golden State Boulevard Between Cornelia and State Street	Executed	\$6,361.00	12-Jun-20
00323	Immediate Demo of Structures on Parcels FB-10-0200, 0202 and 0653	Executed	\$58,798.84	12-Jun-20
00333	FMFCD Casing Requirement for SD Pipe 42-inch or Smaller	Executed	\$570,910.00	12-Jun-20
00334	Avenue 9 Retaining Wall Redesign to Avoid Additional Right-of-Way (GT1-005)	Executed	\$129,861.00	12-Jun-20
00335	Utility Relocation Redesign to Avoid Additional Right-of-Way (SS1-087, 144, W1-143)	Executed	\$364,356.00	12-Jun-20
00326	Relocation of FMFCD Detention Basin EE Pump Station at McKinley Ave - Construction	Executed	\$154,925.00	18-Jun-20
00337	City of Fresno Right-of-Way Lines	Executed	\$3,750,403.77	18-Jun-20
00320	Intrusion Protection Requirements, Original Quantity - Construction	Executed	\$58,753,462.00	24-Jun-20
00322	Intrusion Protection Requirements, Added Quantity - Construction	Executed	\$198,513,186.00	24-Jun-20
00265.0002	UPRR Homeless Encampment Cleanup	Executed	\$1,000,000.00	25-Jun-20
00331	Tuolumne Street Pedestrian Push Button Replacements	Executed	\$4,641.00	26-Jun-20
00338	1625-1626 Tulare St Contaminated Material Mitigation	Executed	\$225,000.00	02-Jul-20
00292 R1	DL-00174 COF Design Package W1-073 (Florence Avenue) - Design Only	Executed	\$72,292.00	29-May-20
00300	DL-00174 COF Design Package SS1-066, 067 and 145 (Monterey St) - Design Only	Executed	\$169,373.00	29-May-20
00332	FB-10-0256 Fambro Additional Demo Credit - South Building	Executed	(\$12,451.48)	28-May-20
<b>Total:</b>			<b>\$263,536,118.13</b>	

## CP 1 – Risk - Contingency Report

### CP 1 – Risk - Contingency Report

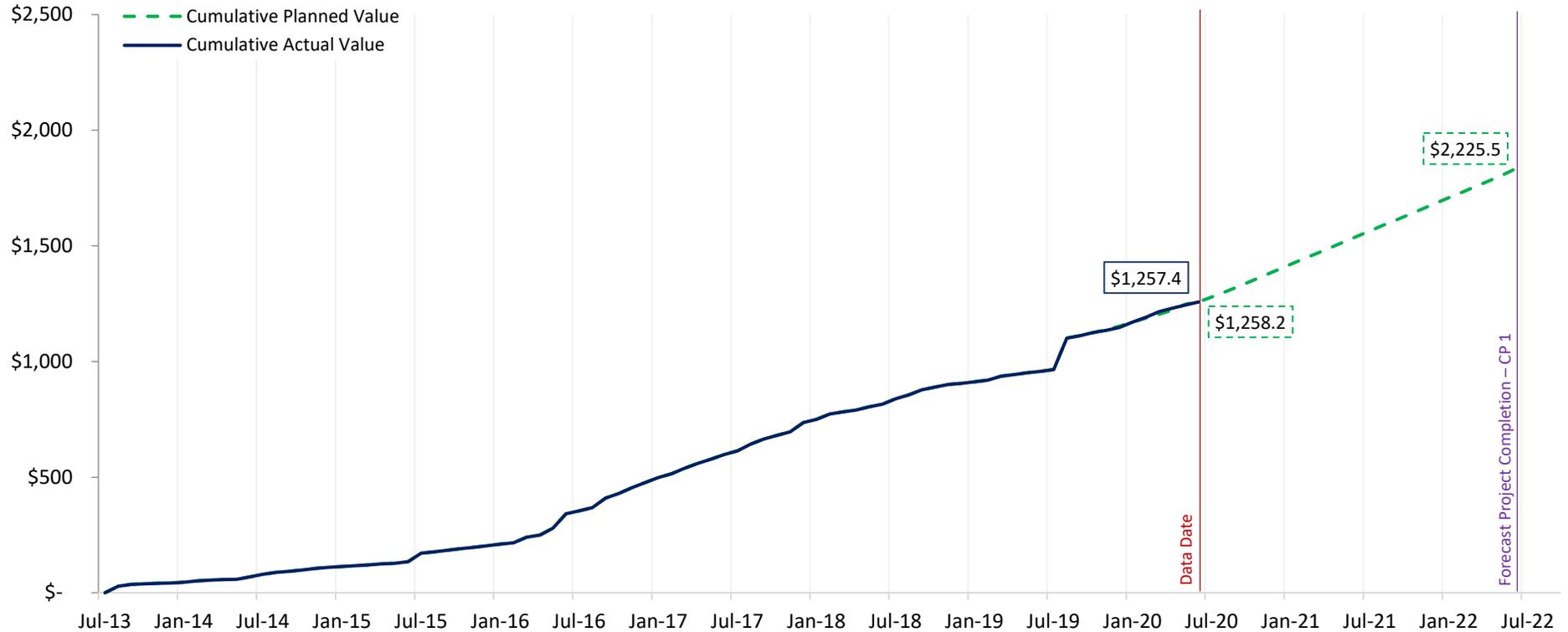


**Notes:**

1. The Program Baseline Update was presented to and accepted by the Board in May 2019. The adoption of the Program Baseline Update resulted in changes to contingency amounts. The contingency drawdown curve has been revised to reflect updated contingency amount for the entire CP 1 Project.
2. Contract through June 30, 2020.

## CP 1 – Earned Value

### CP 1 – Planned vs. Actual Expenditures from Contract Award Through Contract Completion (\$ Millions)



### CP 1 – Projected Milestones

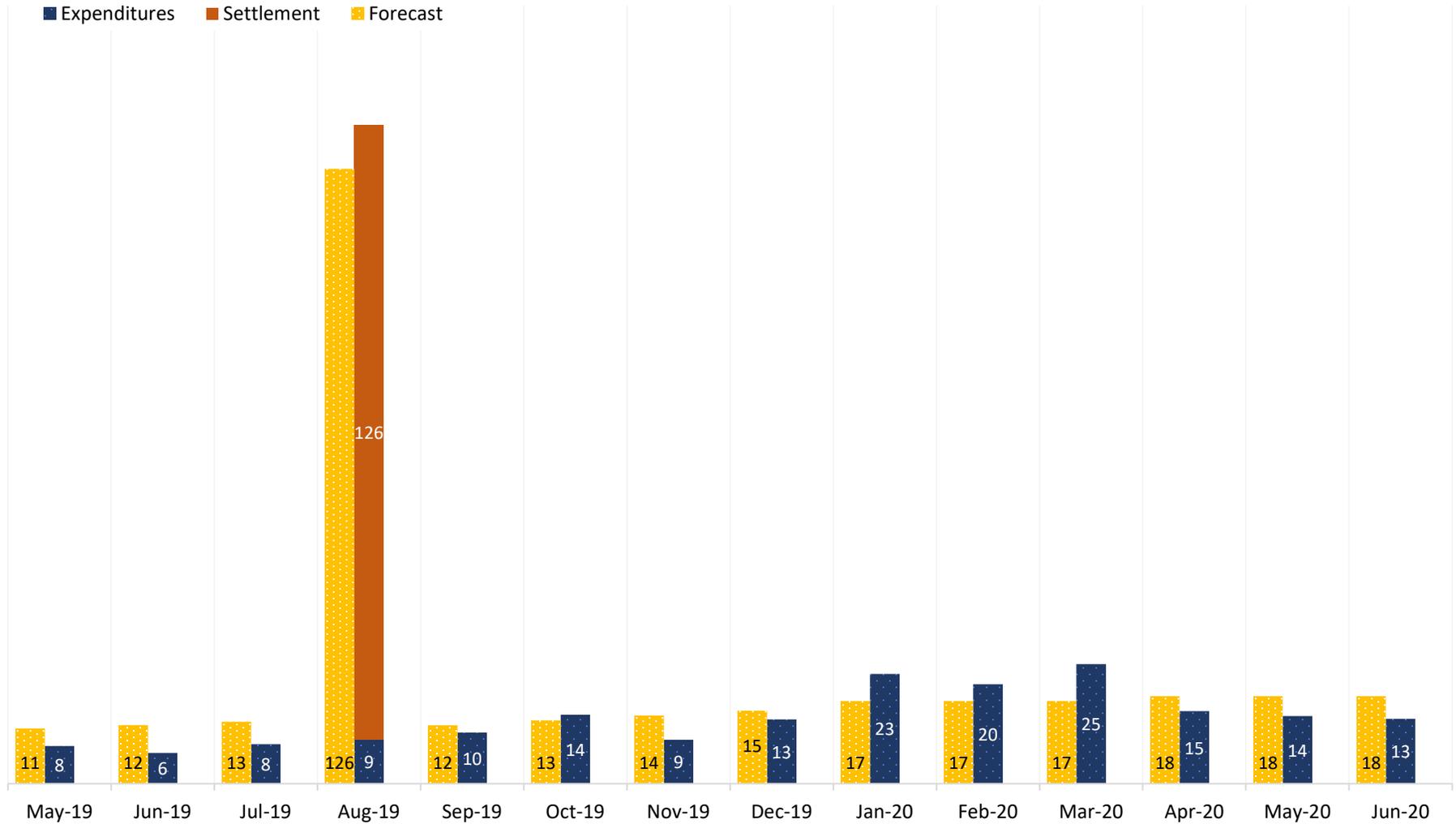
Milestone	Date
Main Design Complete	Oct-20
ROW Acquisition Complete	Nov-20

Milestone	Date
Environmental Clearance Complete	Nov-20
Utility Relocation Complete	Mar-21

- Notes:**
1. The Planned Value and Contract Substantial Completion Date is based on the CP 1 Proposed Schedule as of March 2020. This is expected to be refined as future change orders are issued and a Revised Baseline Schedule (RBS) is finalized.
  2. The sudden increase in the cumulative value is due to Time Impact Analysis settlement in August 2019.
  3. The Current Contract Value at completion does not include unexecuted change orders, including IPB, Herndon, SR-99 section remaining works, and the North Extension Revision.
  4. Main Design has been pushed to October 2020 as the DB and PCM get the FCN/DCN process into contract compliance to enforce the verification and validation certification.
  5. CP 1 Environmental Clearance pushed to November 2020 in order to review the Hazardous Abatement designs and incorporate additional utilities and BNSF access roads at the structure and guideway sites.

## CP 1 – Design-Build Planned vs. Actual Expenditures – Near Term

### CP 1 – Fiscal Year Expenditures (\$ Millions)

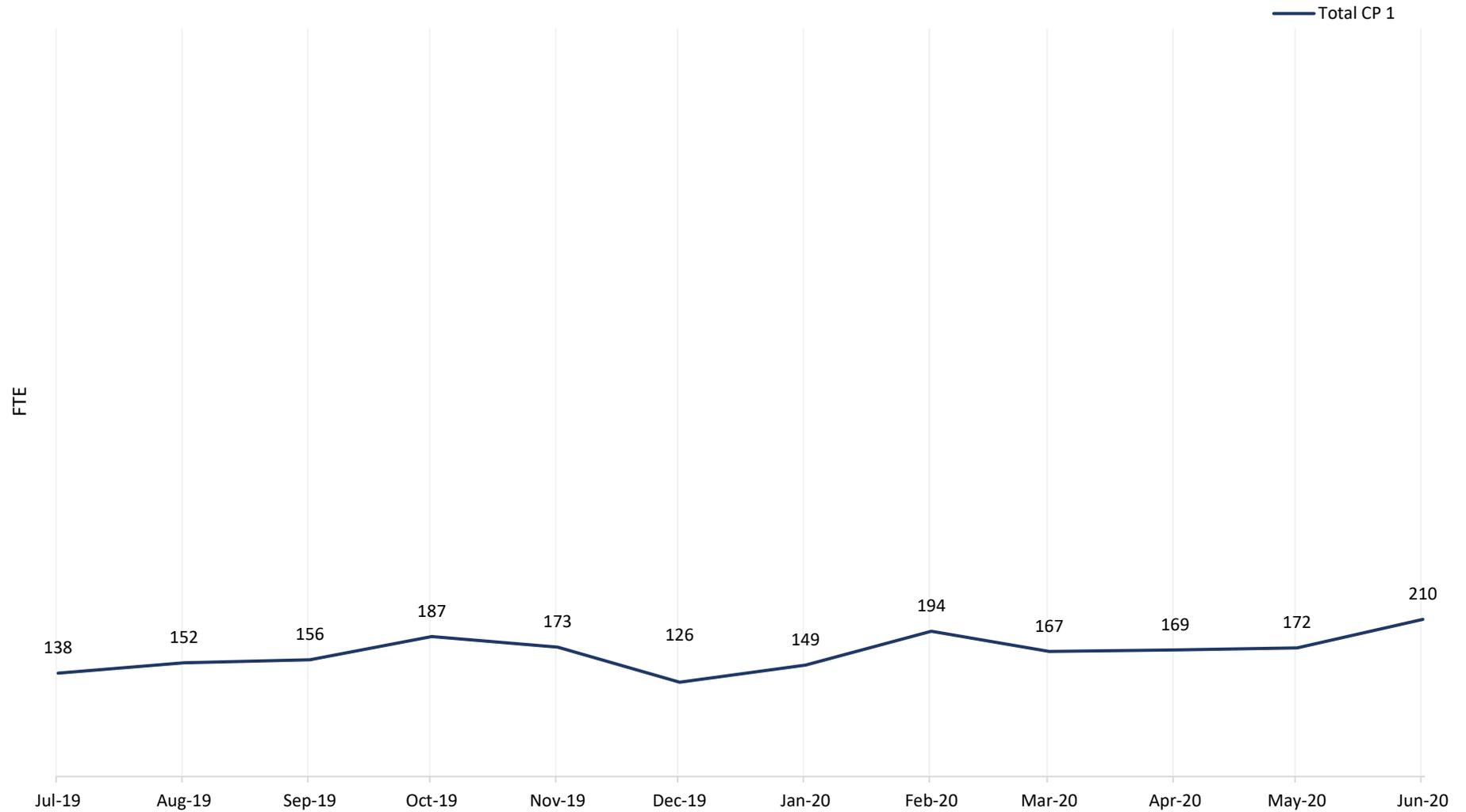


**Notes:**

1. Expenditures in the chart above are specific to the Design-Builder production and based on the certified invoices.
2. The sudden increase in the expenditure value in August 2019 is due to the Time Impact Analysis settlement.

## CP 1 – Monthly Construction Workforce Total

### CP 1 – Monthly Construction Workforce Total – Actual

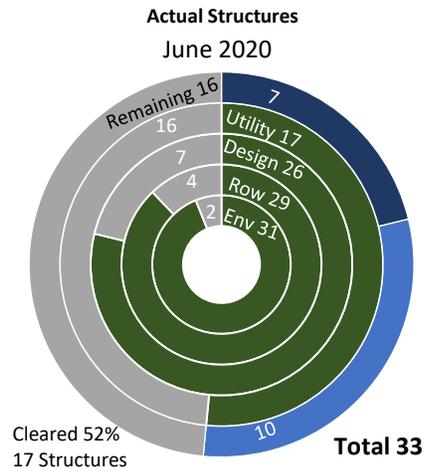


**Notes:**

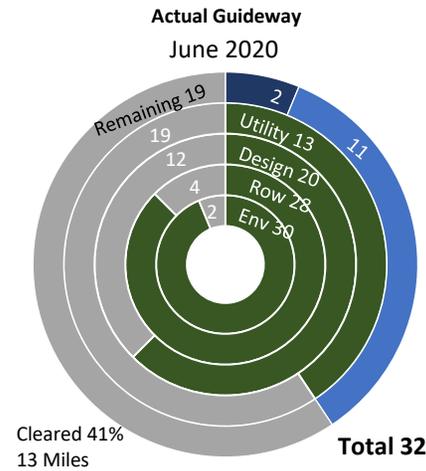
1. The Construction Labor numbers (Full-Time Employees) are based on the working calendar month.
2. The December 2019 reporting number shows a sharp decrease due to the holiday week of December 23<sup>rd</sup> through December 31<sup>st</sup>.

## CP 1 – Construction Progress

### CP 1 – Construction Progress



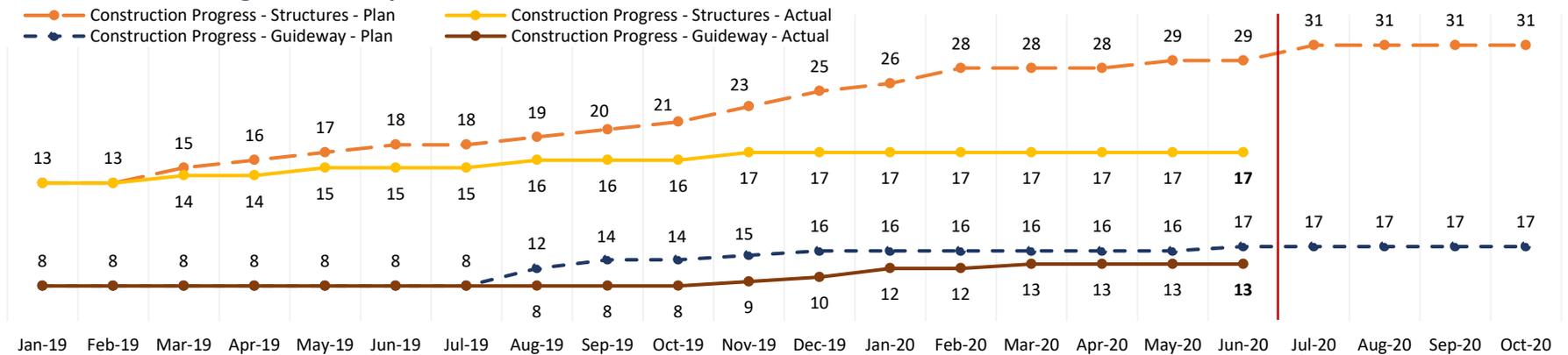
**Forecasted Structures**  
Projections will be included upon the finalization of the Revised Baseline Schedule (RBS)



**Forecasted Guideway**  
Projections will be included upon the finalization of the Revised Baseline Schedule (RBS)



### CP 1 – Construction Progress to Completion – Planned vs. Actual



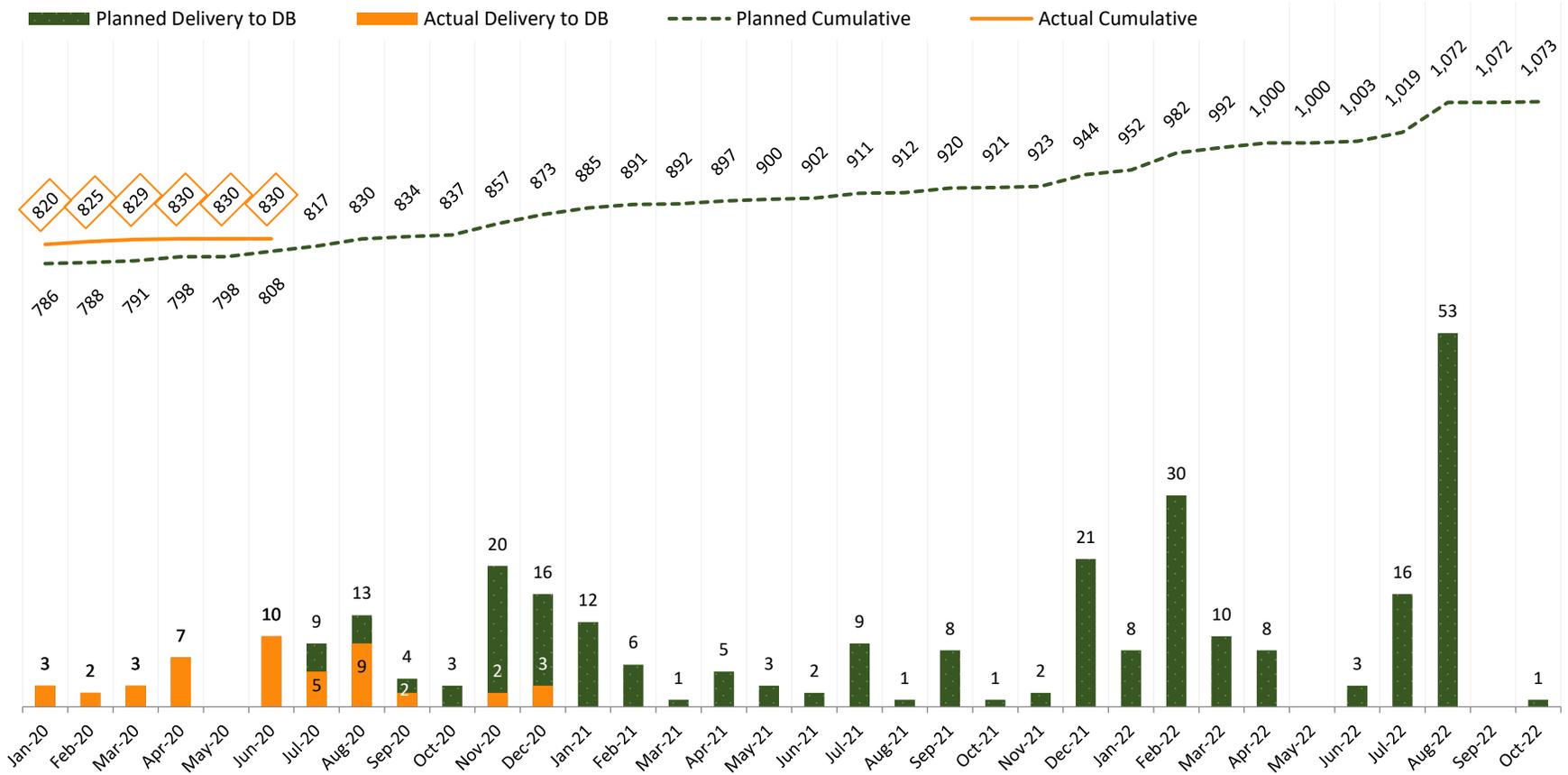
**Notes:**

1. Total Structures: 33 structures.
2. Total Guideway: 32 miles. This does not include SR-99 section. Guideway was added to the Caltrans contract resulting in a guideway total of approximately 32 miles.
3. This forecast is based on the get to work plans developed in January 2019.
4. A revised projection will be updated upon the finalization of the Revised Baseline Schedule (RBS).

## CP 1 – ROW Summary

Construction Package	Total Needed Parcels June 30, 2020	Total Parcels Delivered to Date June 30, 2020	Remaining Parcels to be Delivered June 30, 2020
CP 1	1,073	830	243

## CP 1 – Parcel Delivery to DB Summary



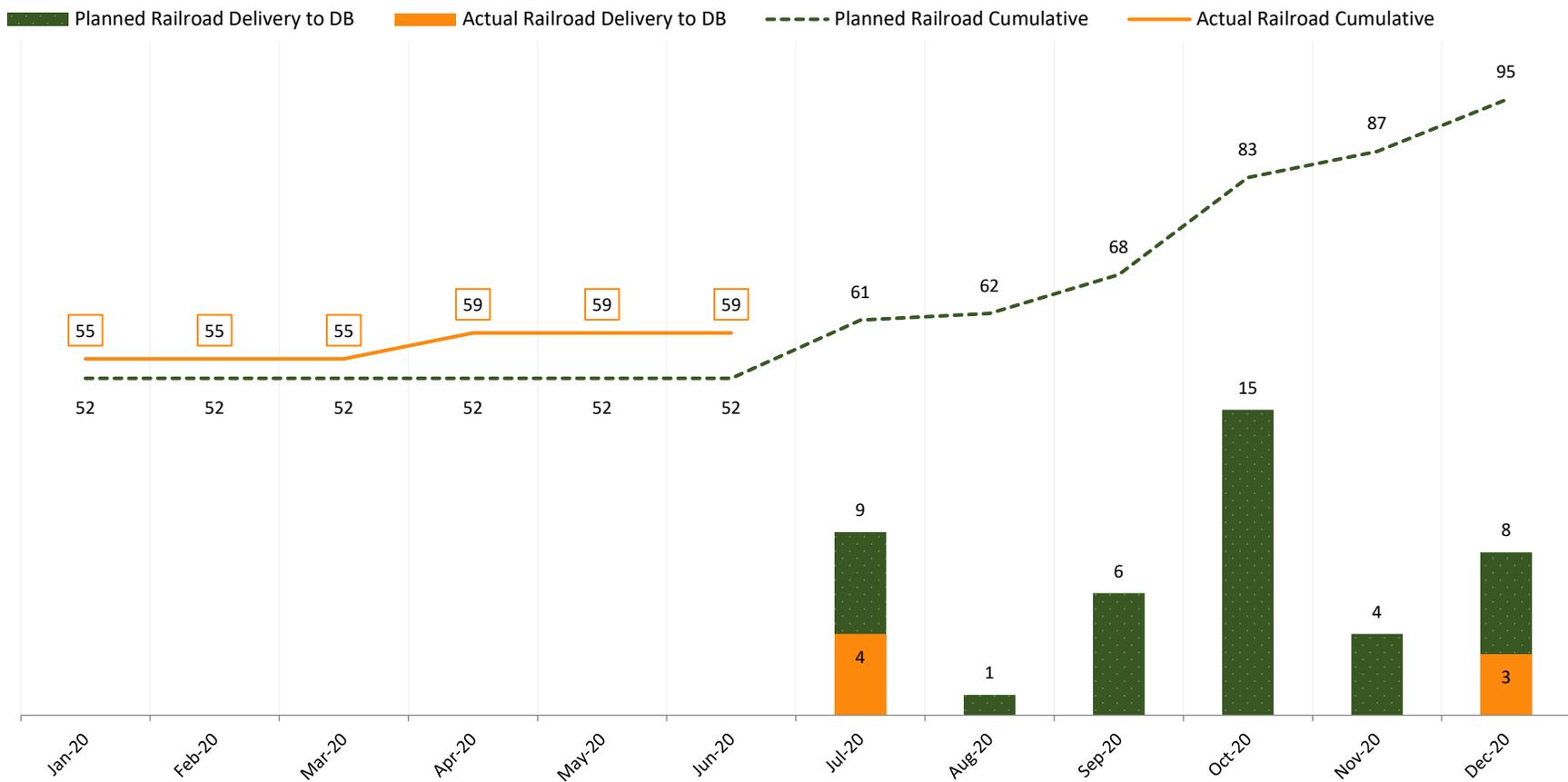
**Notes:**

1. A revised projection will be updated with the finalization of the Revised Baseline Schedules (RBSs).
2. Planned Delivered to DB parcels adjusted from last month's report due to continued refinement of the RBS.
3. Actual cumulative line for June 2020 reflects delivered parcels that are forecasted in future months.
4. Actual cumulative line for January 2020 includes updated total of parcels Delivered to DB.

### CP 1 – ROW Railroad Summary

Construction Package	Total Needed Railroad Parcels June 30, 2020	Total Railroad Parcels Delivered to Date June 30, 2020	Remaining Railroad Parcels to be Delivered June 30, 2020
CP 1	95	59	36

### CP 1 – Railroad Parcel Delivery to DB Summary



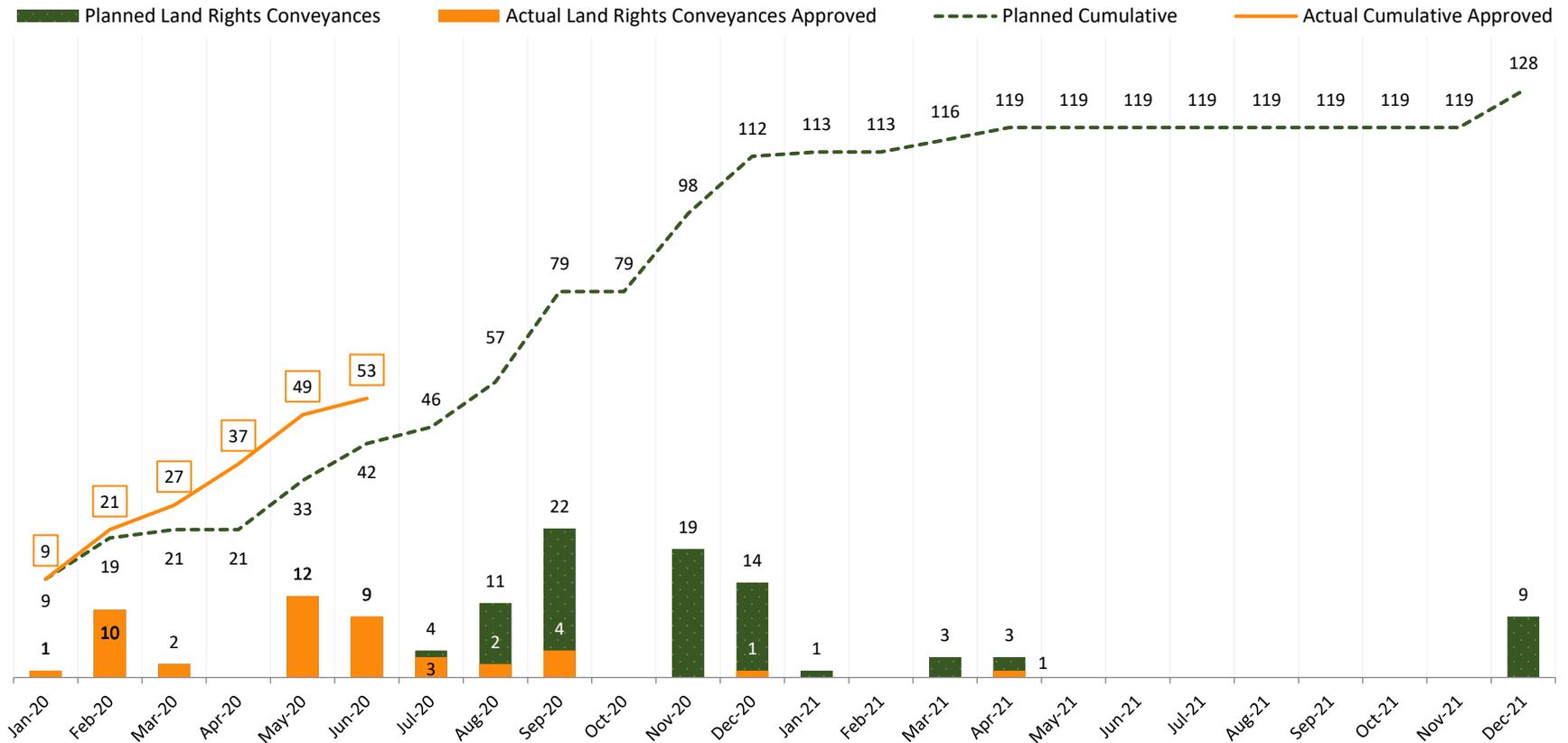
**Note:**

1. A revised projection will be updated with the finalization of the Revised Baseline Schedules (RBS).
2. Planned Railroad Delivery to DB parcels adjusted from last month's report due to continued refinement of the RBS.

### CP 1 – Tier 1 Land Right Conveyances Required Prior to Construction (PG&E, SCE, FID, FMFCD) Summary

Construction Package	Total Needed Land Right Conveyances June 30, 2020	Total Land Right Conveyances Approved <sup>5</sup> to Date June 30, 2020	Remaining Land Right Conveyances to be Approved June 30, 2020
CP 1	128	53	75

### CP 1 – Tier 1 Land Right Conveyances Required Prior to Construction (PG&E, SCE, FID, FMFCD) Summary



**Notes:**

1. A revised projection will be updated with the finalization of the Revised Baseline Schedule (RBS).
2. The PG&E letter agreement (executed May 6, 2020) reclassified numerous land right conveyances as non-critical for construction and is reflected above.
3. Actual Cumulative for June 2020 includes completed land right conveyances that are forecasted in future months.
4. Planned land right conveyances were adjusted from last month's report due to continued refinement of the RBS.
5. "Approved" is defined as land right conveyances with Director of Real Property for signature, PG&E for signature, or recorded.
6. 2019 total actual land right conveyances approved is eight.

## CONSTRUCTION PACKAGE 2-3 (CP 2-3) OVERVIEW

### CP 2-3 – Design-Build Contract Summary

#### Milestones

Milestone	Date
RFQ Date:	10/09/2013
SOQ Date:	12/13/2013
RFP Date:	04/03/2014
Proposal:	10/30/2014
Bid Open Date:	12/11/2014
Award Date:	06/10/2015
NTP 1 Date:	06/12/2015
NTP 2 Date:	07/25/2015
Original Completion Date:	08/19/2019
<b>Current Completion Date:</b>	<b>04/18/2022</b>

#### Contract Value

Description	Amount
Fixed Bid Price:	\$1,205,335,890.00
Provisional Sums:	\$160,000,000.00
Original Contract Price:	\$1,365,335,890.00
Executed Change Orders:	\$494,658,675.00
Current Contract Amount:	\$1,859,994,565.00
Approved Invoices to Date <sup>1</sup> :	\$1,102,322,051.00
<b>Remaining Contract Balance:</b>	<b>\$757,672,514.00</b>

#### Contract Time Status

Description	Duration
Original Contract Days:	1,486
Extension of Time Awarded:	973
Current Contract Days:	2,459
Work Days Spent (thru 06/30/2020):	1,802

#### Expended to Date

Description	Percentage
Time:	73.3%
Dollars:	59.3%

#### Growth Percentage

Description	Percentage
Time:	65.5%
Dollars:	36.2%

#### Note:

1. Includes actuals through June 2020 and estimate for July 2020.
2. Calendar Days.

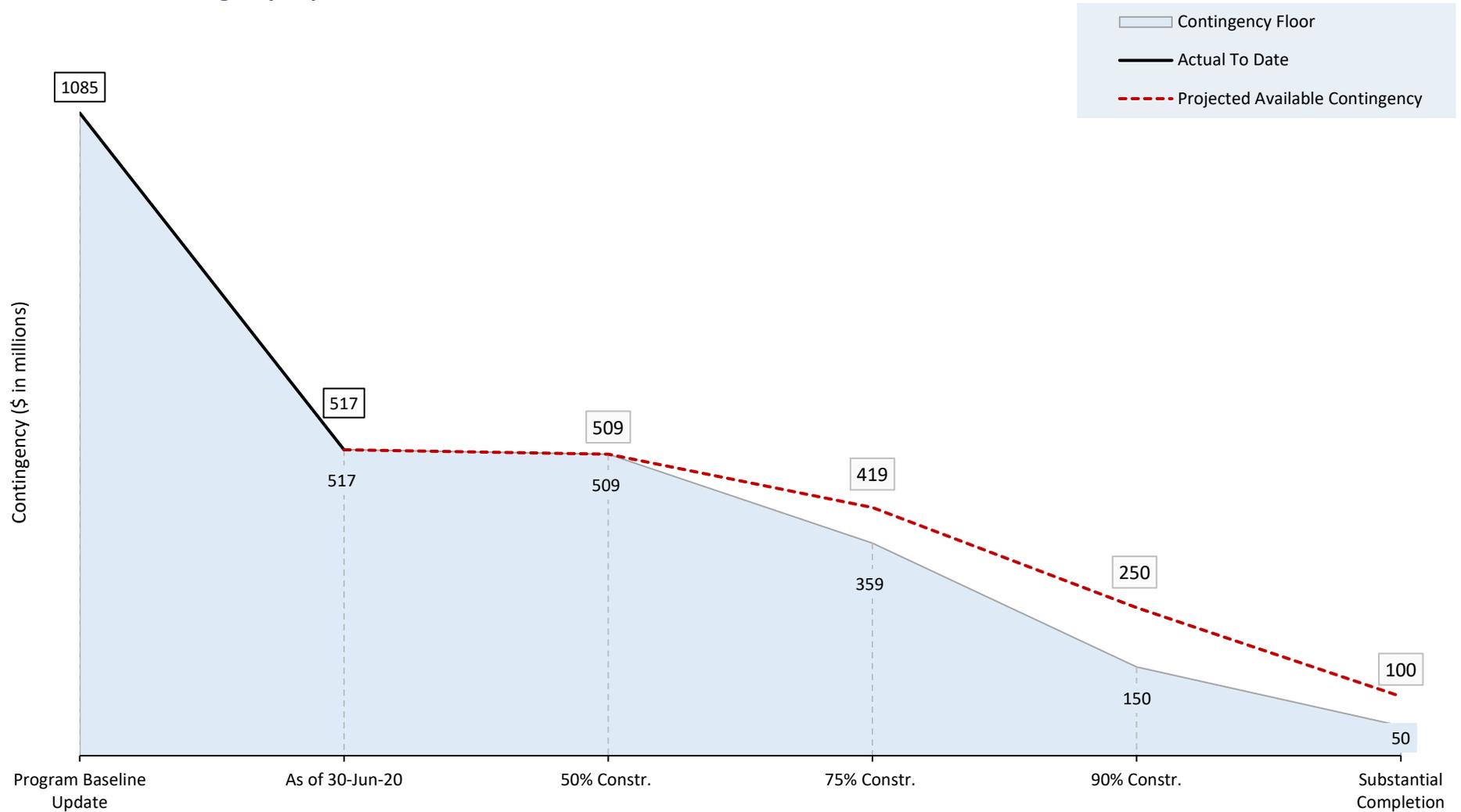
## CP 2-3 – Executed Change Order Status

### CP 2-3 – Executed Change Order Status

CO Number	Title	Change Status	Amount	Executed Date
	BNSF Track Work	Executed	\$4,429,498.00	27-May-20
00146	BNSF CAD Standards Irrigation Pkgs.	Executed	\$23,359.00	27-May-20
00147	Fowler Ave Detour for Elkhorn Davis	Executed	\$1,532,877.00	27-May-20
00145	Lawrence Canal_BNSF_Jack Bore	Executed	\$132,520.00	01-Jun-20
00140	1H-03 Highland Tied Arch Bridge	Executed	\$1,785,616.00	10-Jun-20
00148	Hanford Viaduct_Substruct_GV T1 GS	Executed	\$99,114,327.00	18-Jun-20
00045.8	Escalation Costs_April 2020	Executed	\$1,900,511.00	19-Jun-20
<b>Total:</b>			<b>\$108,918,708.00</b>	

## CP 2-3 – Risk - Contingency Report

### CP 2-3 – Risk - Contingency Report

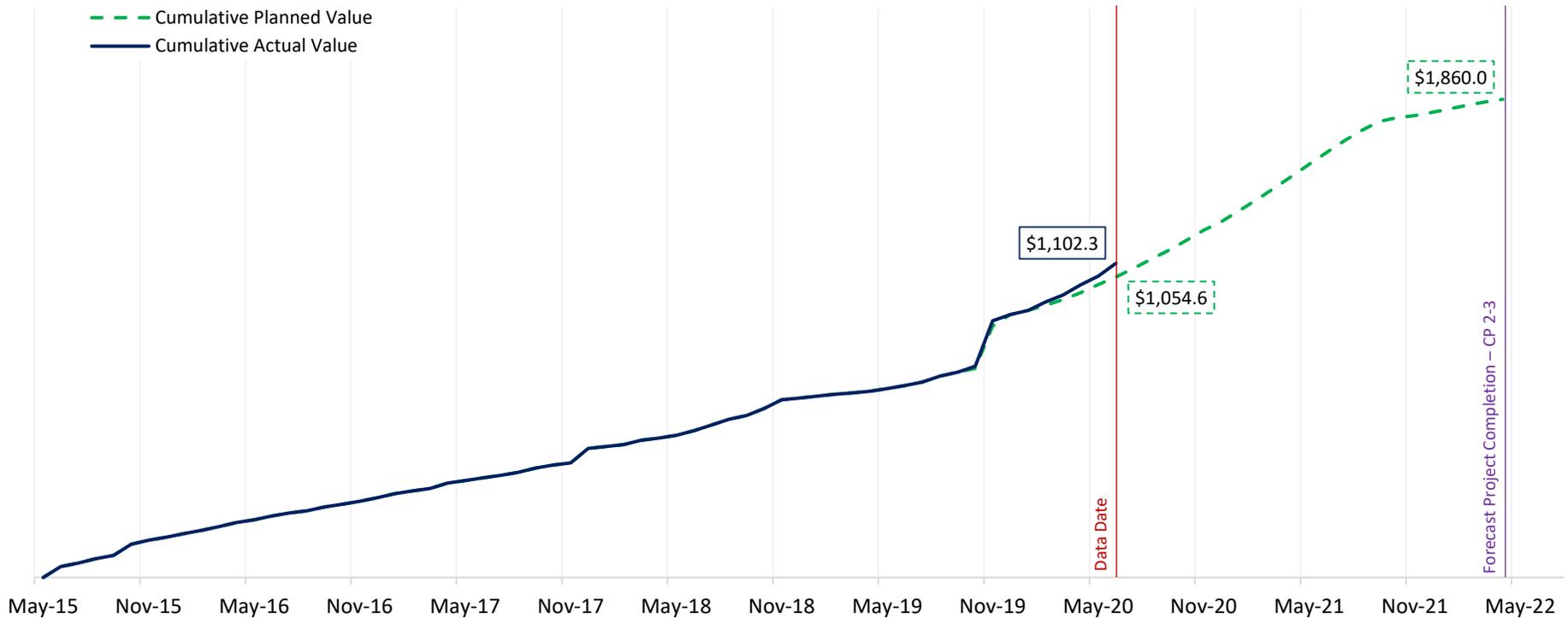


**Notes:**

1. The Program Baseline Update was presented to and accepted by the Board in May 2019. The adoption of the Program Baseline Update resulted in changes to contingency amounts. The contingency drawdown curve has been revised to reflect updated contingency amount for the entire CP 2-3 Project.
2. Contract through June 30, 2020.

## CP 2-3 – Earned Value

### CP 2-3 – Planned vs. Actual Expenditures from Contract Award through Contract Completion (\$ Millions)



### CP 2-3 – Projected Milestones

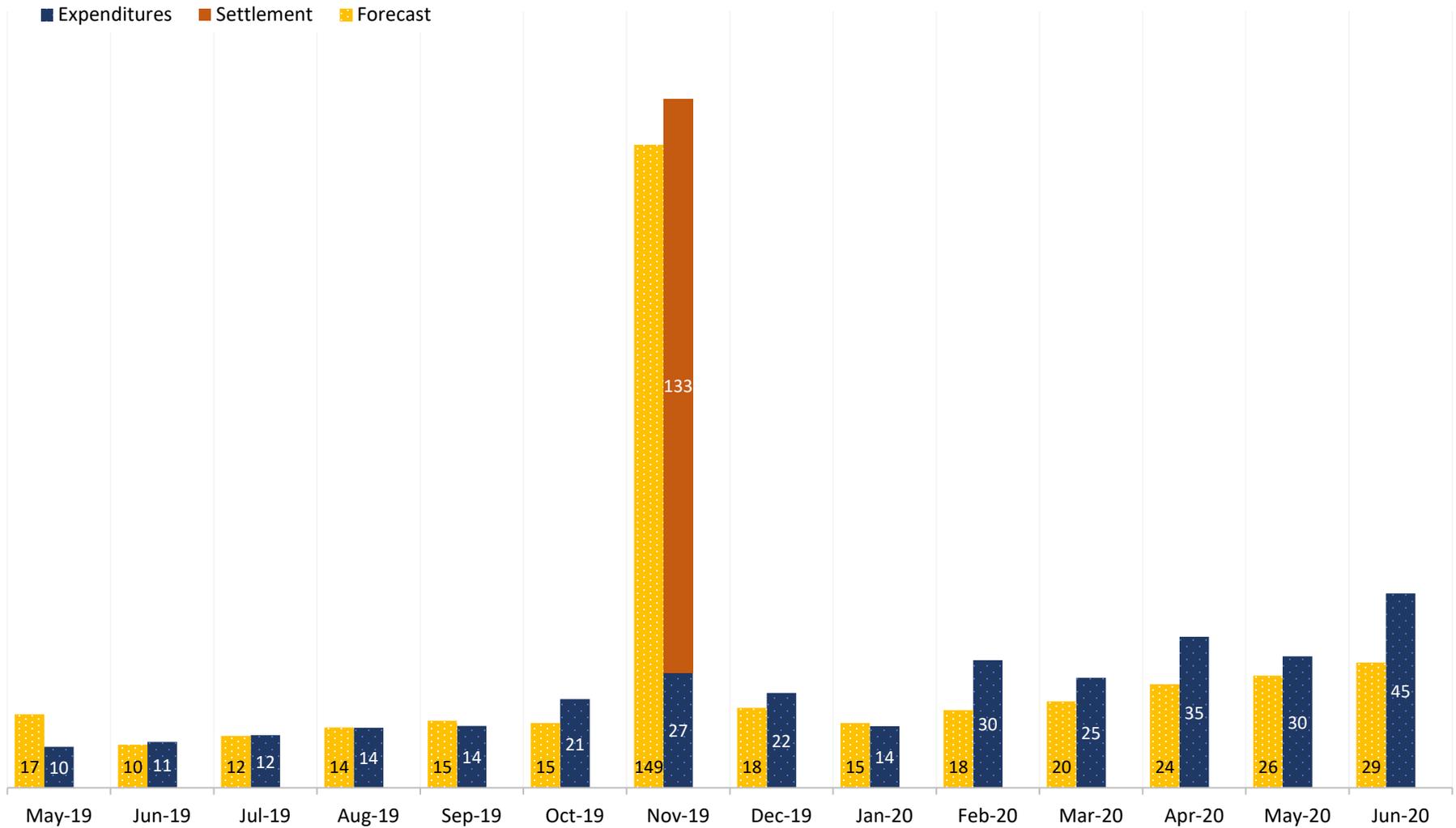
Milestone	Date	Milestone	Date
Main Design Complete	Dec-20 <sup>4</sup>	Environmental Clearance Complete	May-20 Complete
ROW Acquisition Complete	Jan-21	Utility Relocation Complete	Mar-21

**Notes:**

1. The Planned Value and Contract Substantial Completion Date is based on the CP 2-3 Proposed Schedule as of March 2020. This is expected to be refined as future change orders are issued and a Revised Baseline Schedule (RBS) is finalized.
2. The sudden increase in the cumulative value is due to the Time Impact Analysis (TIA) settlement.
3. The Current Contract Value does not include unexecuted change orders including Project 517, the latest TIA settlement, and IPB change orders.
4. Main Design has been pushed to December 2020 as the DB, PCM, Caltrans and BNSF address design delays for the utility relocations, which is critically impacting the schedules.

## CP 2-3 – Design-Build Planned vs. Actual Expenditures – Near Term

### CP 2-3 – Fiscal Year Expenditures (\$ Millions)

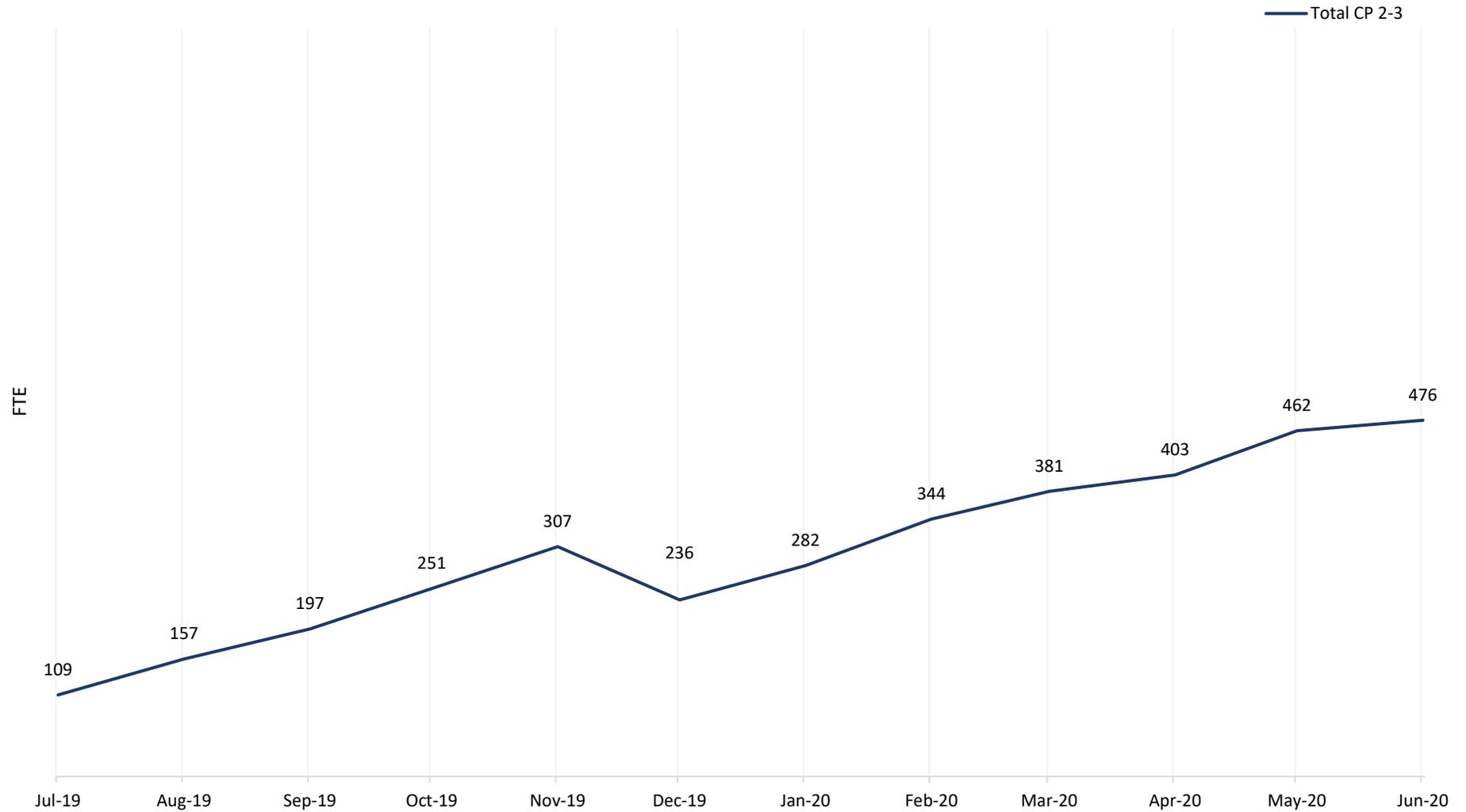


**Notes:**

1. Expenditures in the chart above are specific to the Design-Builder production and based on the certified invoices.
2. The sudden increase in the expenditure value in November 2019 is due to the Time Impact Analysis settlement.

## CP 2-3 – Monthly Construction Workforce Total

### CP 2-3 – Monthly Construction Workforce Total – Actual

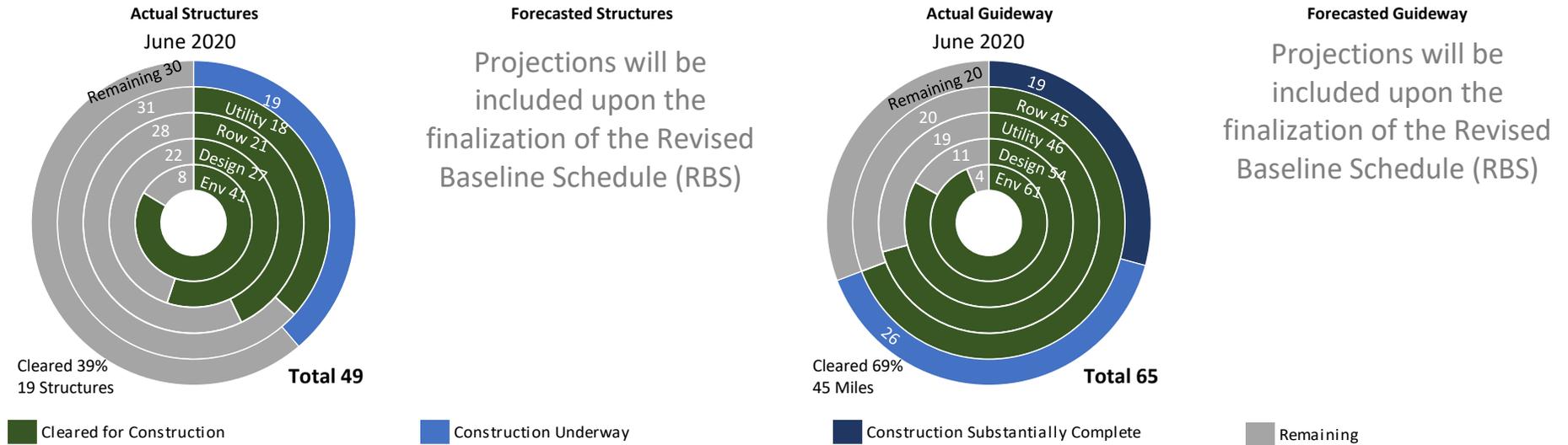


**Notes:**

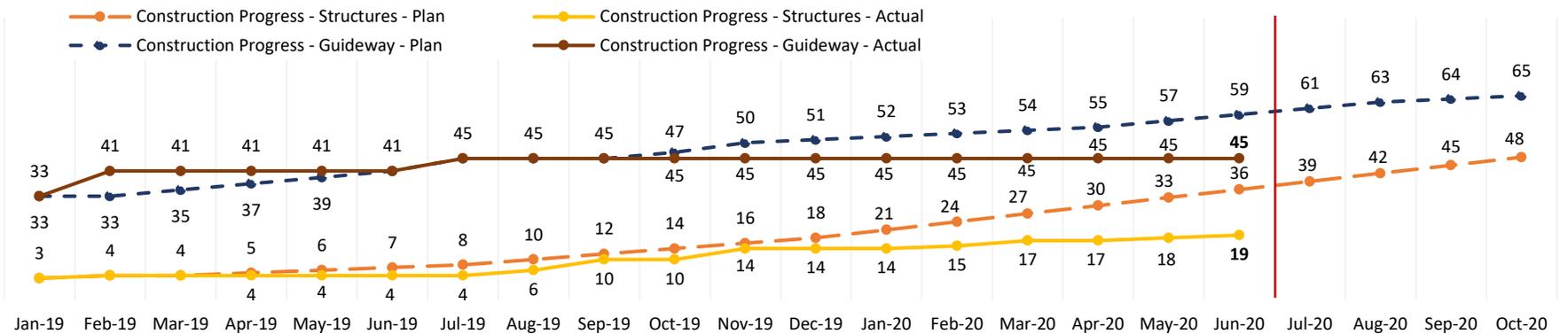
1. The Construction Labor numbers (Full-Time Employees) are based on the working calendar month.
2. The December 2019 reporting number shows a sharp decrease due to the holiday week of December 23<sup>rd</sup> through December 31<sup>st</sup>.

## CP 2-3 – Construction Progress

### CP 2-3 – Construction Progress



### CP 2-3 – Construction Progress to Completion – Planned vs. Actual



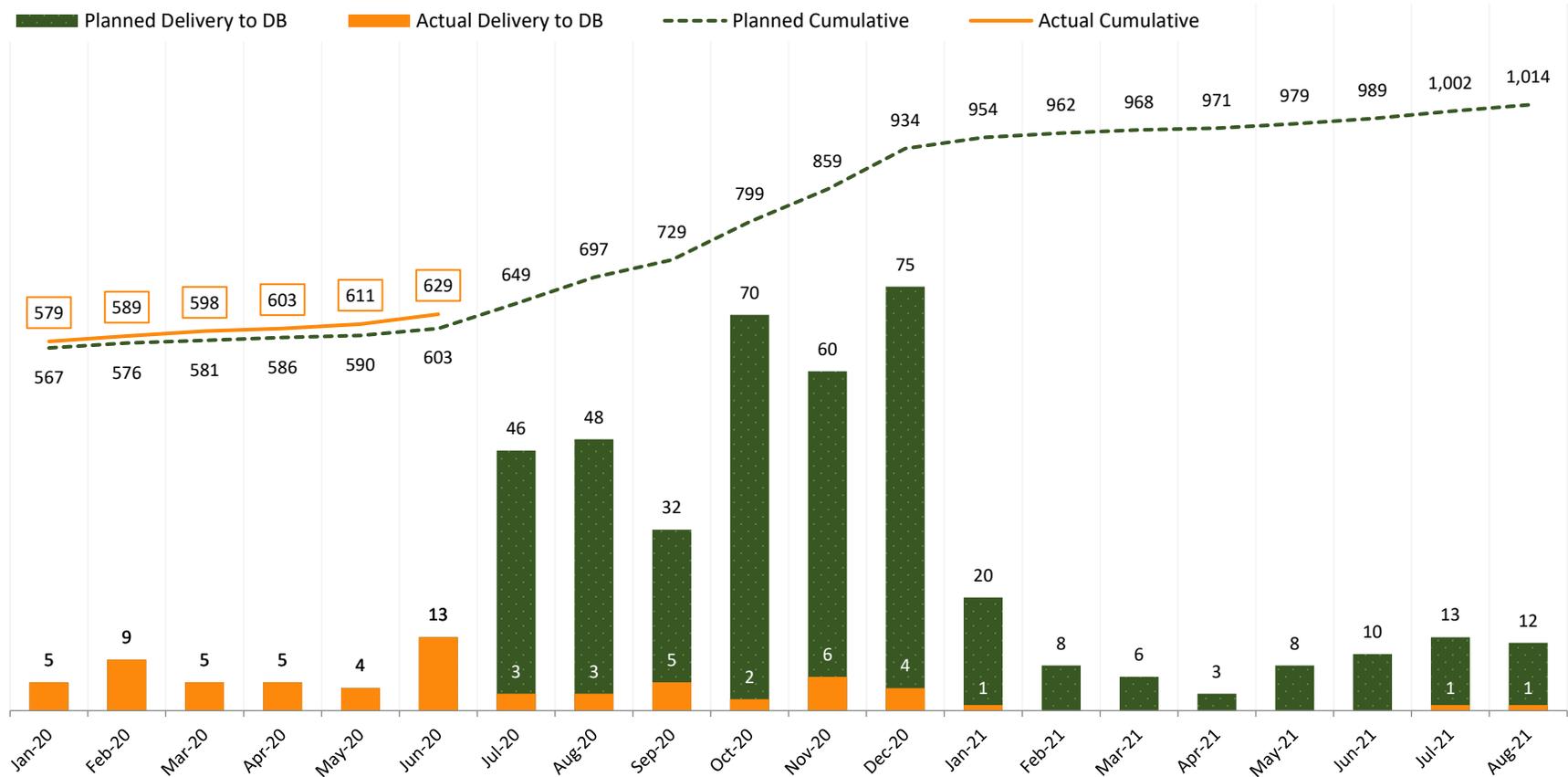
**Notes:**

1. Total Structures: 49 each. This count has been reduced from 50 due to combining the structures resulting from Project 517.
2. Total Guideway: 65 miles.
3. This forecast is based on the get to work plans developed in January 2019.
4. A revised projection will be updated upon the finalization of the Revised Baseline Schedule (RBS).

## CP 2-3 – ROW Summary

Construction Package	Total Needed Parcels June 30, 2020	Total Parcels Delivered to Date June 30, 2020	Remaining Parcels to be Delivered June 30, 2020
CP 2-3	1,014	629	385

## CP 2-3 – Parcel Delivery to DB Summary



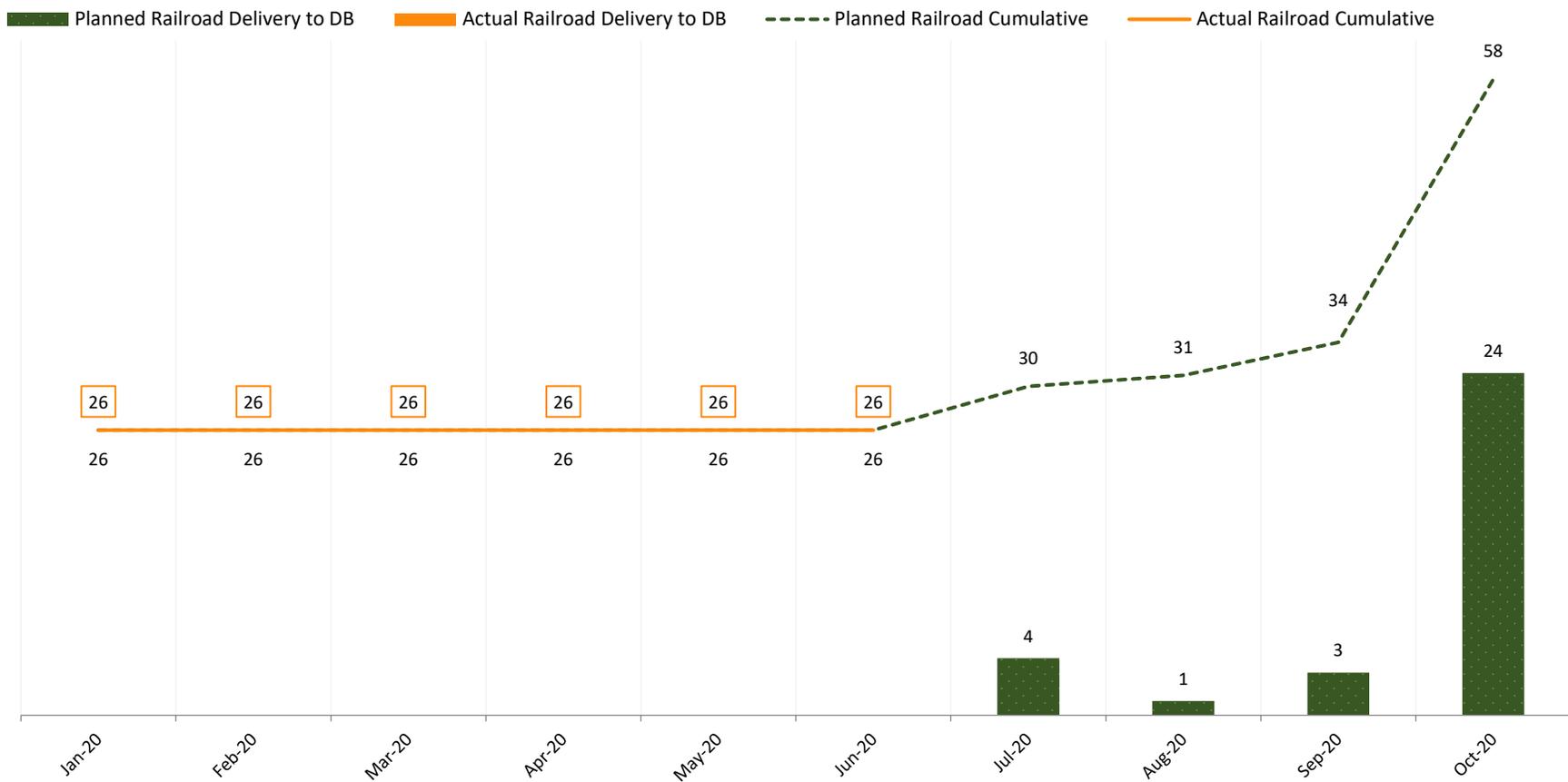
**Notes:**

1. A revised projection will be updated with the finalization of the Revised Baseline Schedules (RBSs).
2. Planned Delivered to DB parcels adjusted from last month's report due to continued refinement of the RBS.
3. Actual cumulative line for June 2020 reflects delivered parcels that are forecasted in future months.
4. Actual cumulative line for January 2020 includes updated total of parcels Delivered to DB.

### CP 2-3 – ROW Railroad Summary

Construction Package	Total Needed Railroad Parcels June 30, 2020	Total Railroad Parcels Delivered to Date June 30, 2020	Remaining Railroad Parcels to be Delivered June 30, 2020
CP 2-3	58	26	32

### CP 2-3 – Railroad Parcel Delivery to DB Summary



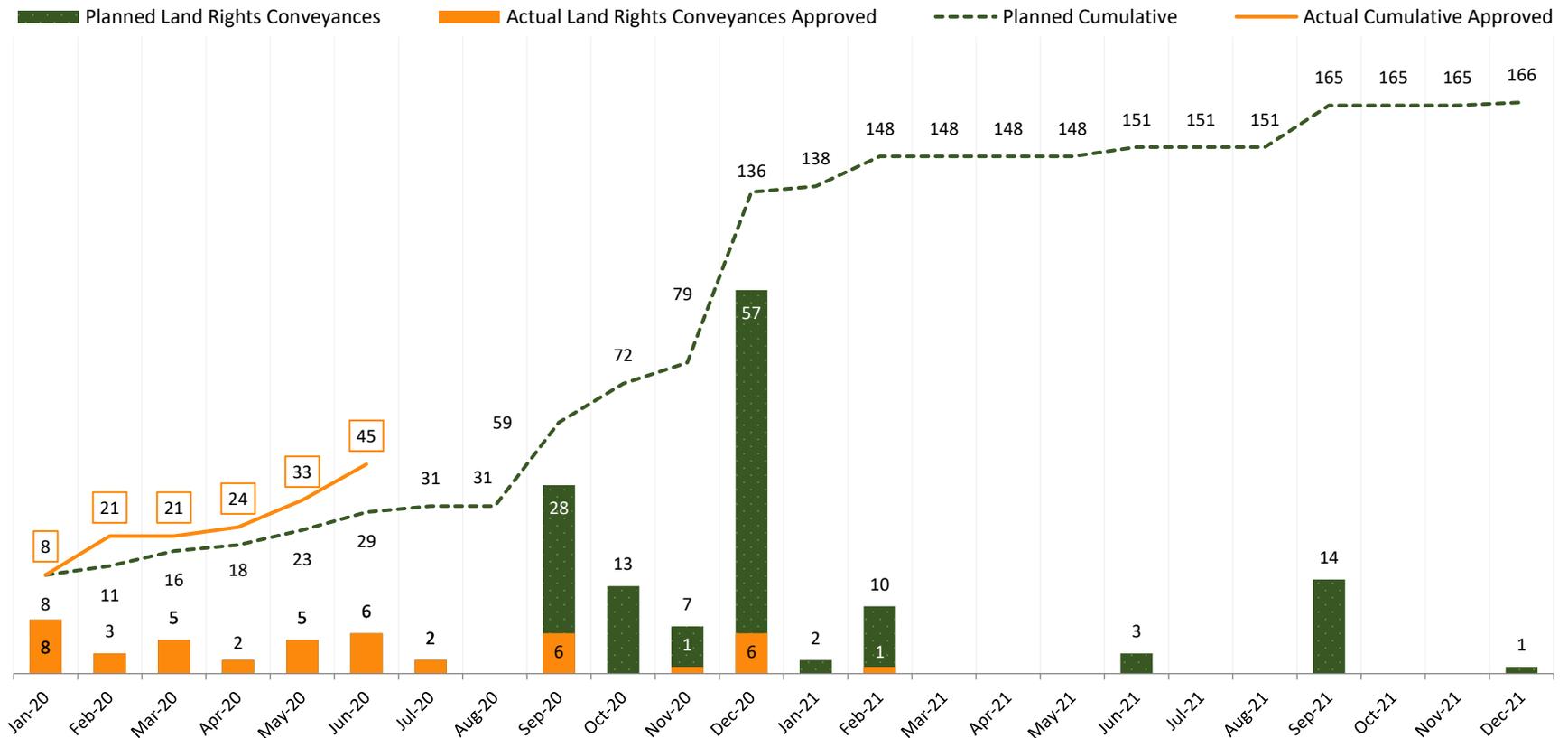
**Notes:**

1. A revised projection will be updated with the finalization of the Revised Baseline Schedules (RBS).

### CP 2-3 – Tier 1 Land Right Conveyances Required Prior to Construction (PG&E, SCE, FID, FMFCD) Summary

Construction Package	Total Needed Land Right Conveyances June 30, 2020	Total Land Right Conveyances Approved <sup>5</sup> to Date June 30, 2020	Remaining Land Right Conveyances to be Approved June 30, 2020
CP 2-3	166	45	121

### CP 2-3 – Tier 1 Land Right Conveyances Required Prior to Construction (PG&E, SCE, FID, FMFCD) Summary



**Notes:**

1. A revised projection will be updated with the finalization of the Revised Baseline Schedule (RBS).
2. The PG&E letter agreement (executed May 6, 2020) reclassified numerous land right conveyances as non-critical for construction and is reflected above.
3. Actual Cumulative for June 2020 includes completed land right conveyances that are forecasted in future months.
4. Planned land right conveyances were adjusted from last month's report due to continued refinement of the RBS.
5. "Approved" is defined as land right conveyances with Director of Real Property for signature, PG&E for signature, or recorded.
6. Total needed land right conveyances for CP 2-3 was reduced by two that are no longer required prior to construction.

## CONSTRUCTION PACKAGE 4 (CP 4) OVERVIEW

### CP 4 – Design-Build Contract Summary

#### Milestones

Milestone	Date
RFQ Date:	11/20/2014
SOQ Date:	01/30/2015
RFP Date:	05/27/2015
Proposal:	11/25/2015
Bid Open Date:	01/05/2016
Award Date:	02/29/2016
LNTP Date:	03/01/2016
NTP Date:	04/15/2016
Original Completion Date:	06/03/2019
<b>Current Completion Date:</b>	<b>06/30/2021</b>

#### Contract Value

Description	Amount
Fixed Bid Price:	\$337,247,000.00
Provisional Sums:	\$107,000,000.00
Original Contract Price:	\$444,247,000.00
Executed Change Orders:	\$132,309,658.24
Current Contract Amount:	\$576,556,658.24
Approved Invoices to Date <sup>1</sup> :	\$337,330,576.00
<b>Remaining Contract Balance:</b>	<b>\$239,226,082.24</b>

#### Contract Time Status

Description	Duration <sup>2</sup>
Original Contract Days:	1,144
Extension of Time Awarded:	757
Current Contract Days:	1,901
Work Days Spent (thru 06/30/2020):	1,536

#### Expended to Date

Description	Percentage
Time:	80.8%
Dollars:	58.5%

#### Growth Percentage

Description	Percentage
Time:	66.2%
Dollars:	29.8%

#### Notes:

1. Includes actuals through June 2020 and estimate for July 2020.
2. Calendar Days.

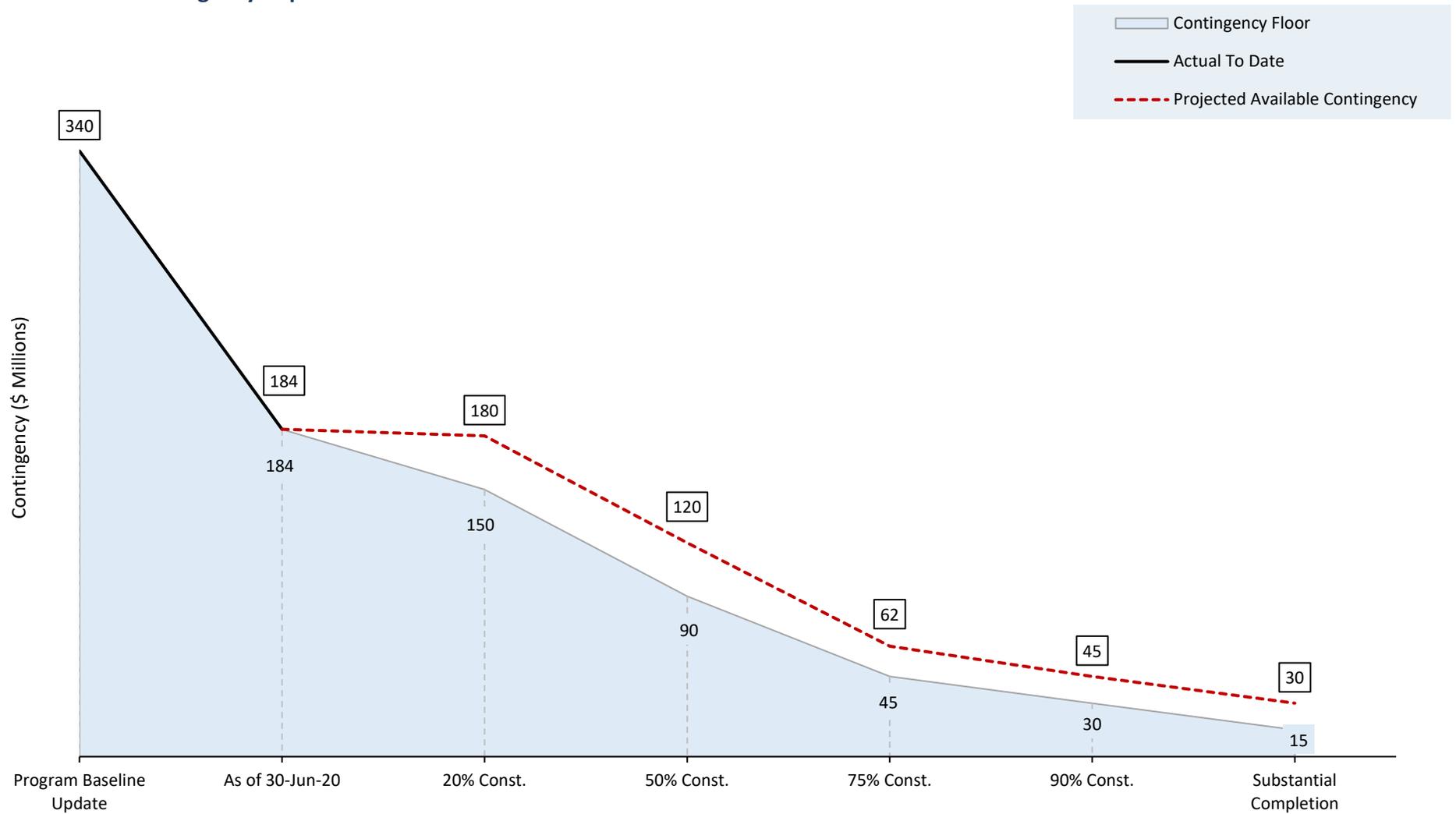
## CP 4 – Executed Change Order Status

### CP 4 – Executed Change Order Status

CO Number	Title	Change Status	Amount	Executed Date
58	PG&E Conflicts Out of Sequence Work	Executed	\$4,368,775.71	02-Jun-20
<b>Total:</b>			<b>\$4,368,775.71</b>	

## CP 4 – Risk - Contingency Report

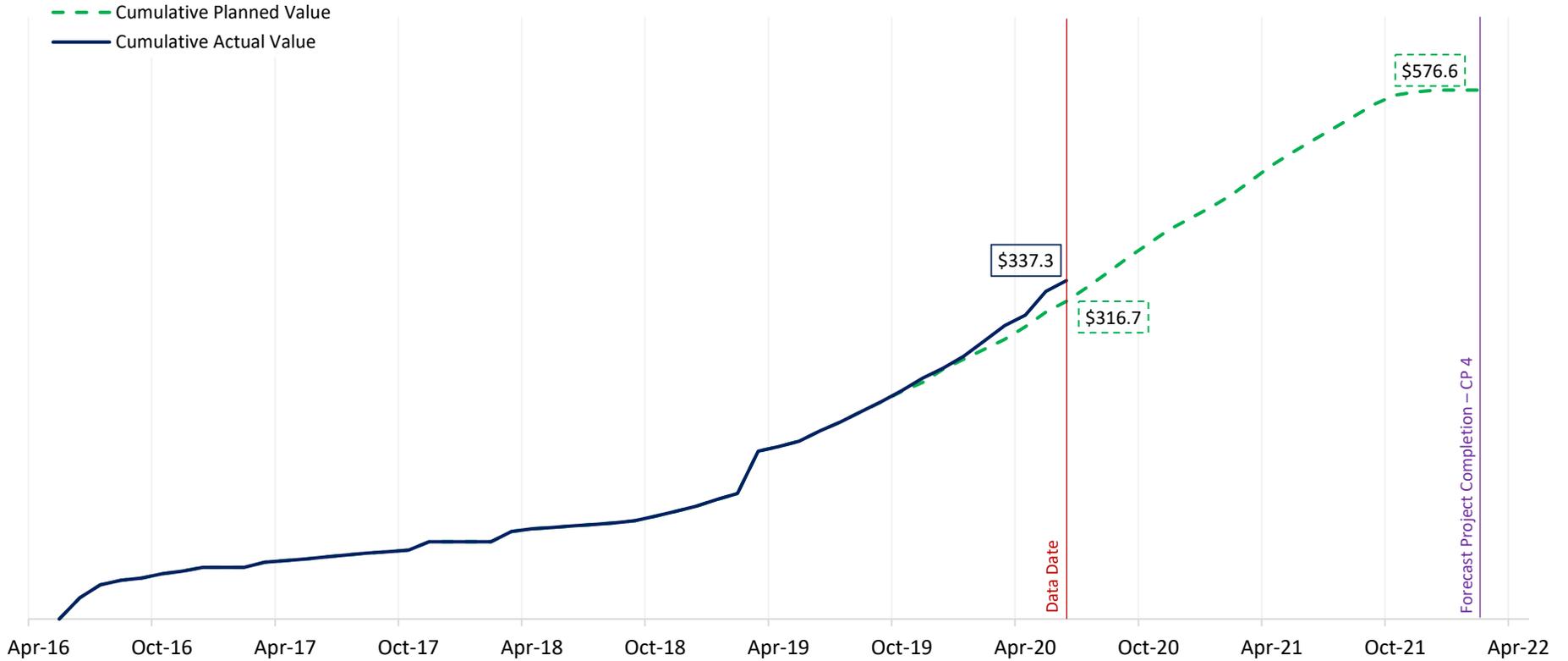
### CP 4 – Risk - Contingency Report



- Notes:**
1. The Program Baseline Update was presented to and accepted by the Board in May 2019. The adoption of the Program Baseline Update resulted in changes to contingency amounts. The contingency drawdown curve has been revised to reflect updated contingency amount for the entire CP 4 Project.
  2. Contract through June 30, 2020.

## CP 4 – Earned Value

### CP 4 – Planned vs. Actual Expenditures from Contract Award Through Contract Completion (\$ Millions)



### CP 4 – Projected Milestones

Milestone	Date
Main Design Complete	Feb-20 (Complete)
ROW Acquisition Complete	Dec-20

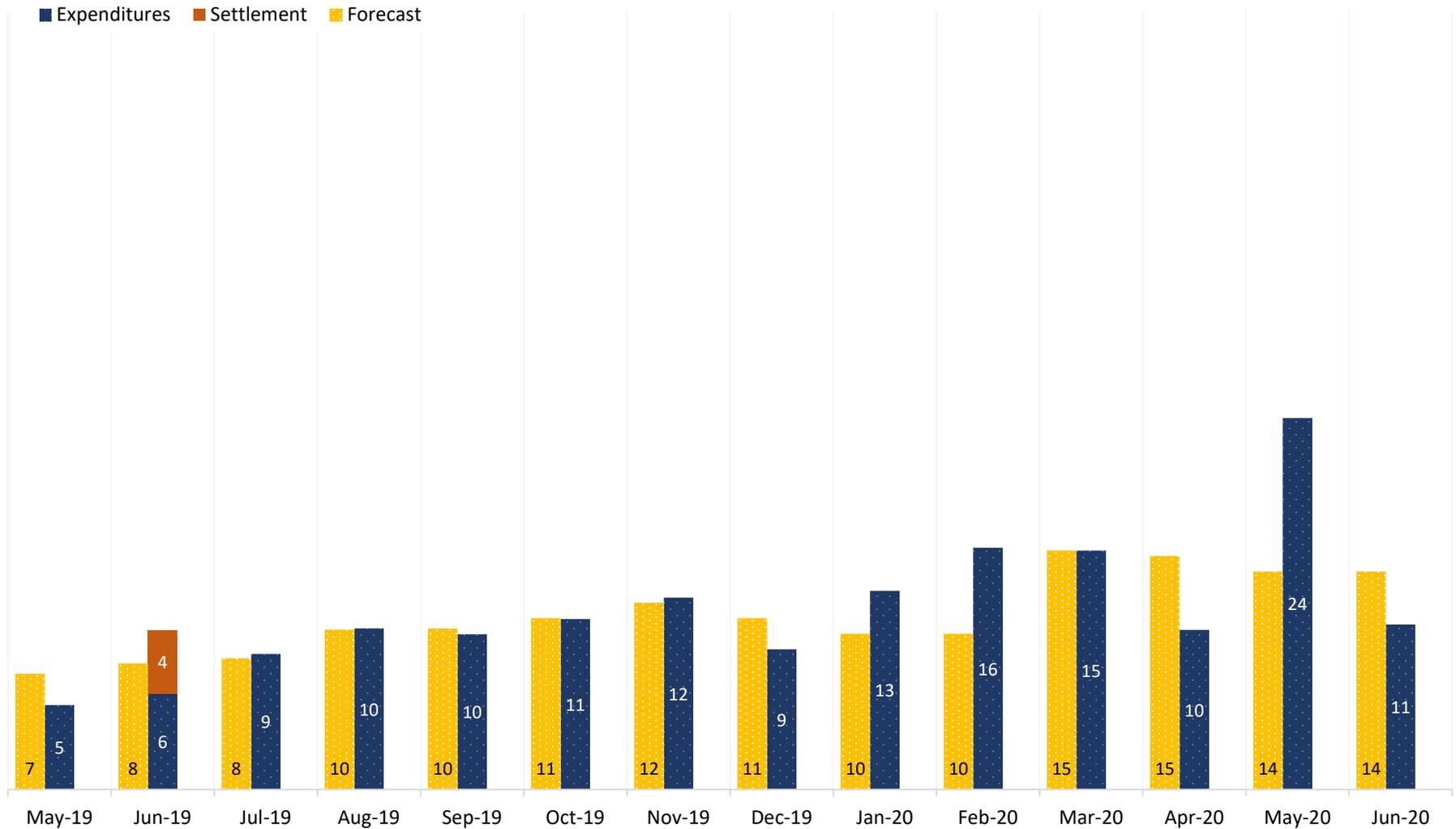
Milestone	Date
Environmental Clearance Complete	Jul-20 <sup>3</sup>
Utility Relocation Complete	Mar-21

**Notes:**

1. A revised projection will be updated upon the finalization of the Revised Baseline Schedule (RBS).
2. The above contract value does not include unexecuted change orders including SR-46 BNSF structure.
3. Additional Environmental Clearance on lands requiring utility relocations delayed per CRB to July 2020.

## CP 4 – Design-Build Planned vs. Actual Expenditures – Near Term

### CP 4 – Fiscal Year Expenditures (\$ Millions)

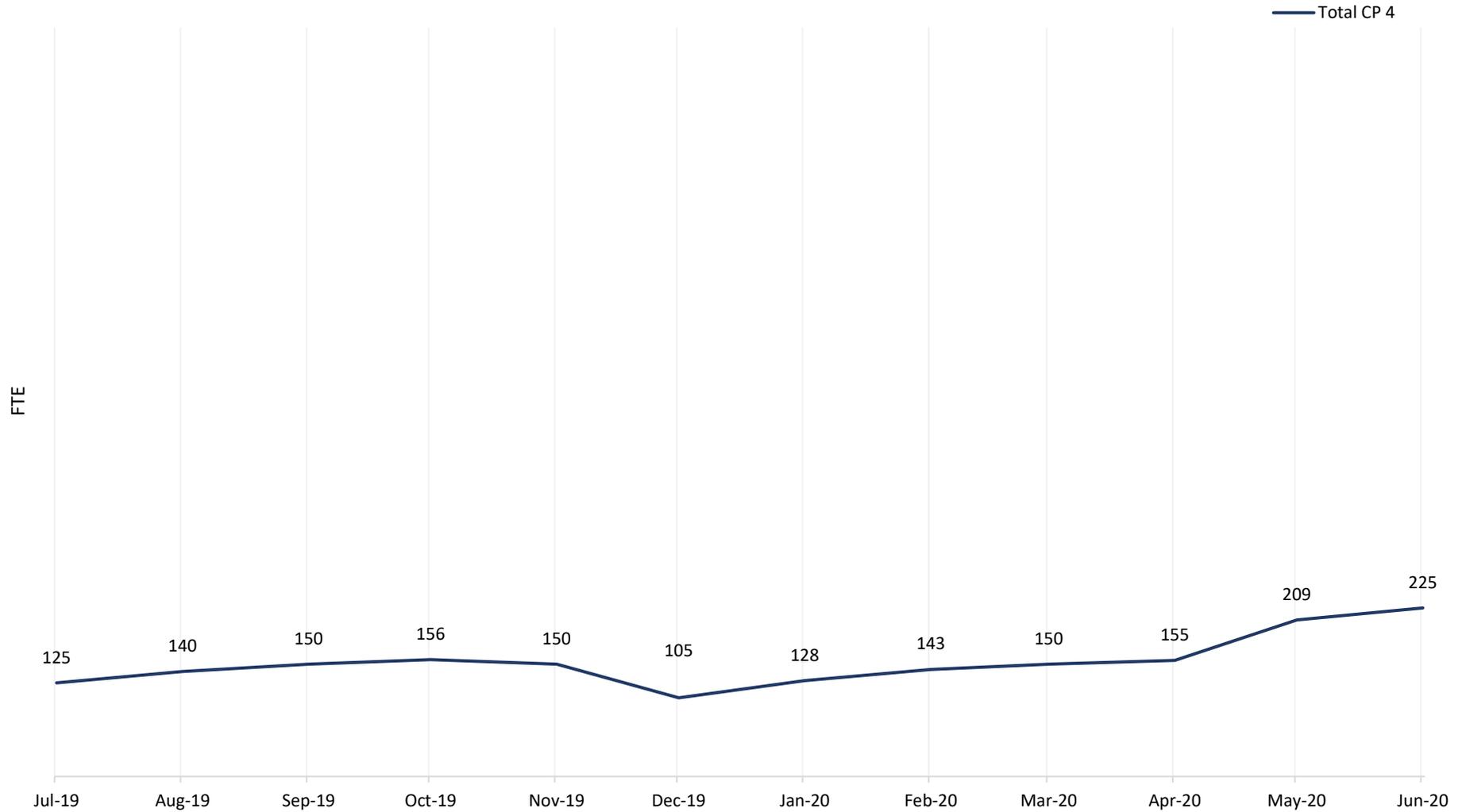


**Notes:**

1. Expenditures in the chart above are specific to the Design-Builder production and based on the certified invoice and do not include accrual adjustments.
2. A revised projection will be updated upon the finalization of the Revised Baseline Schedule (RBS).

## CP 4 – Monthly Construction Workforce Total

### CP 4 – Monthly Construction Workforce Total – Actual

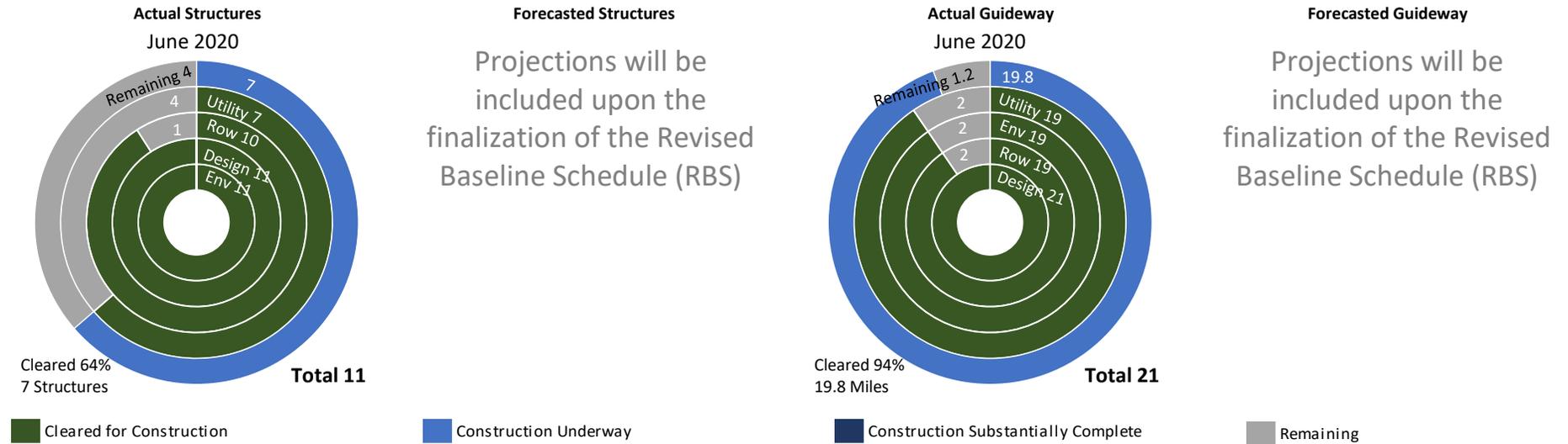


**Notes:**

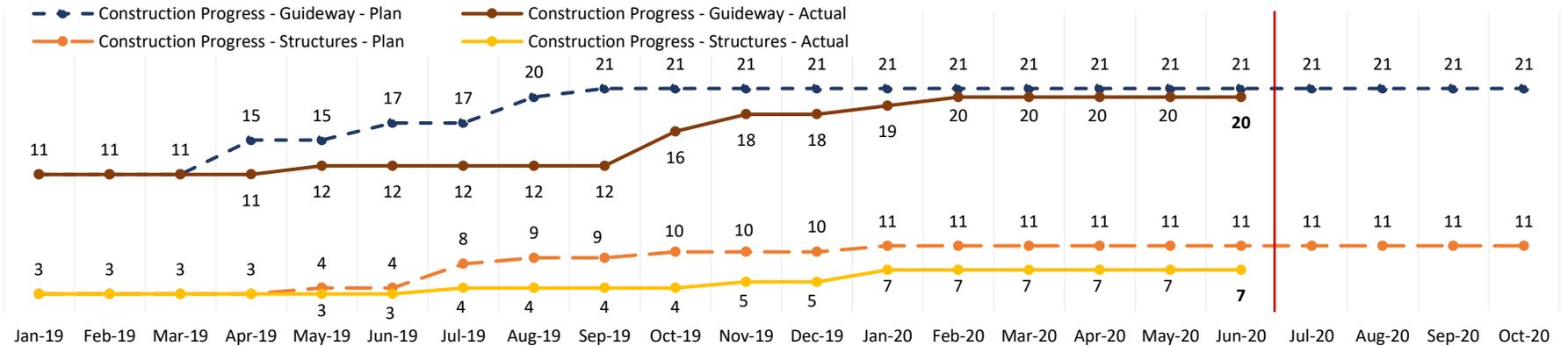
1. The Construction Labor numbers (Full-Time Employees) are based on the working calendar month.
2. The December 2019 reporting number shows a sharp decrease due to the holiday week of December 23<sup>rd</sup> through December 31<sup>st</sup>.

## CP 4 – Construction Progress

### CP 4 – Construction Progress



### CP 4 – Construction Progress to Completion – Planned vs. Actual

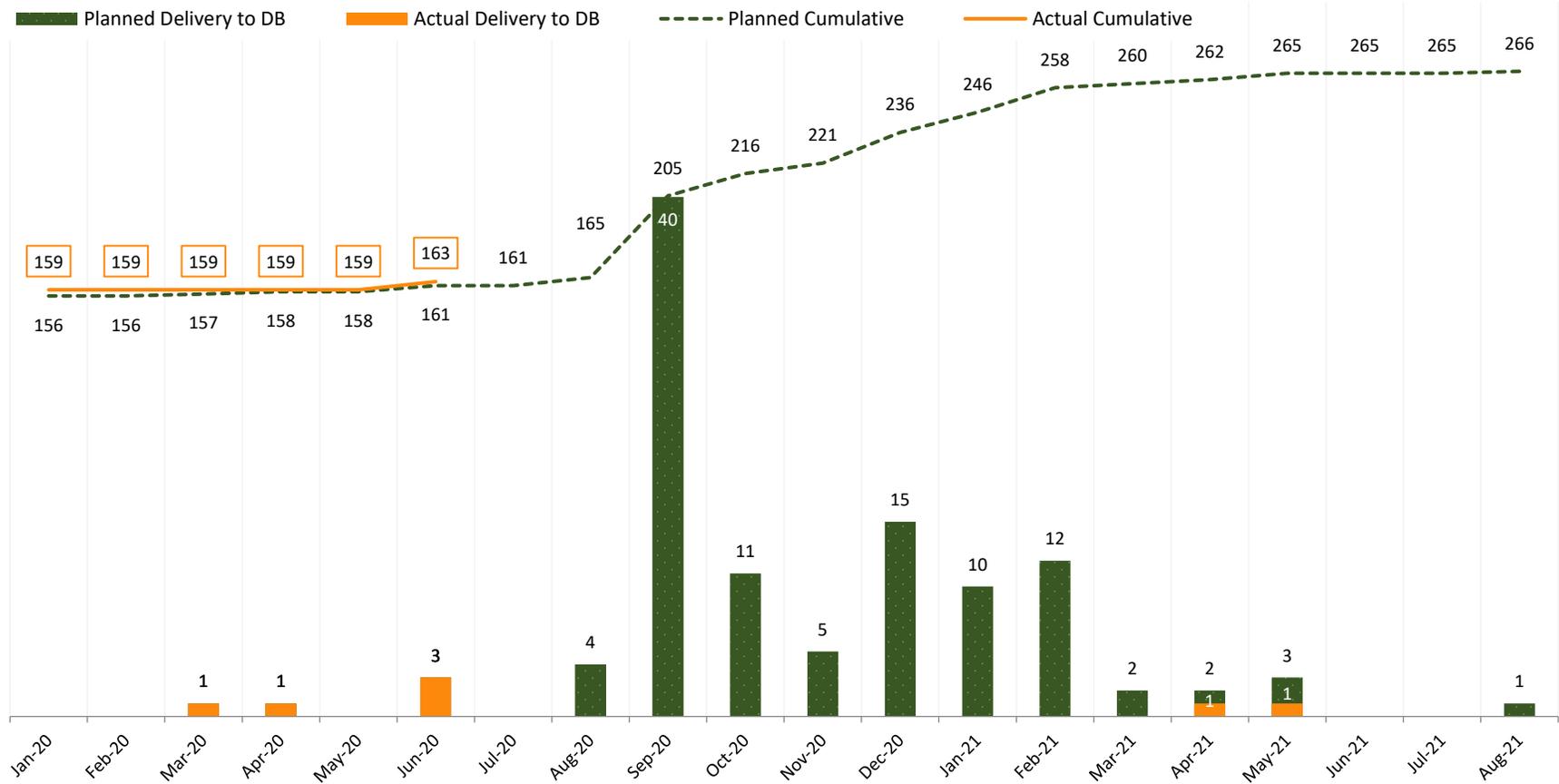


- Notes:**
1. Total Structures: 11 structures.
  2. Total Guideway: 21 miles.
  3. Actual Guideway progress for May 2020 was 19.8 miles. The graph reflects 20 miles due to the rounding up within the mathematical formula.
  4. A revised projection will be updated upon the finalization of the Revised Baseline Schedule (RBS).

## CP 4 – ROW Summary

Construction Package	Total Needed Parcels June 30, 2020	Total Parcels Delivered to Date June 30, 2020	Remaining Parcels to be Delivered June 30, 2020
CP 4	266	163	103

## CP 4 – Parcel Delivery to DB Summary



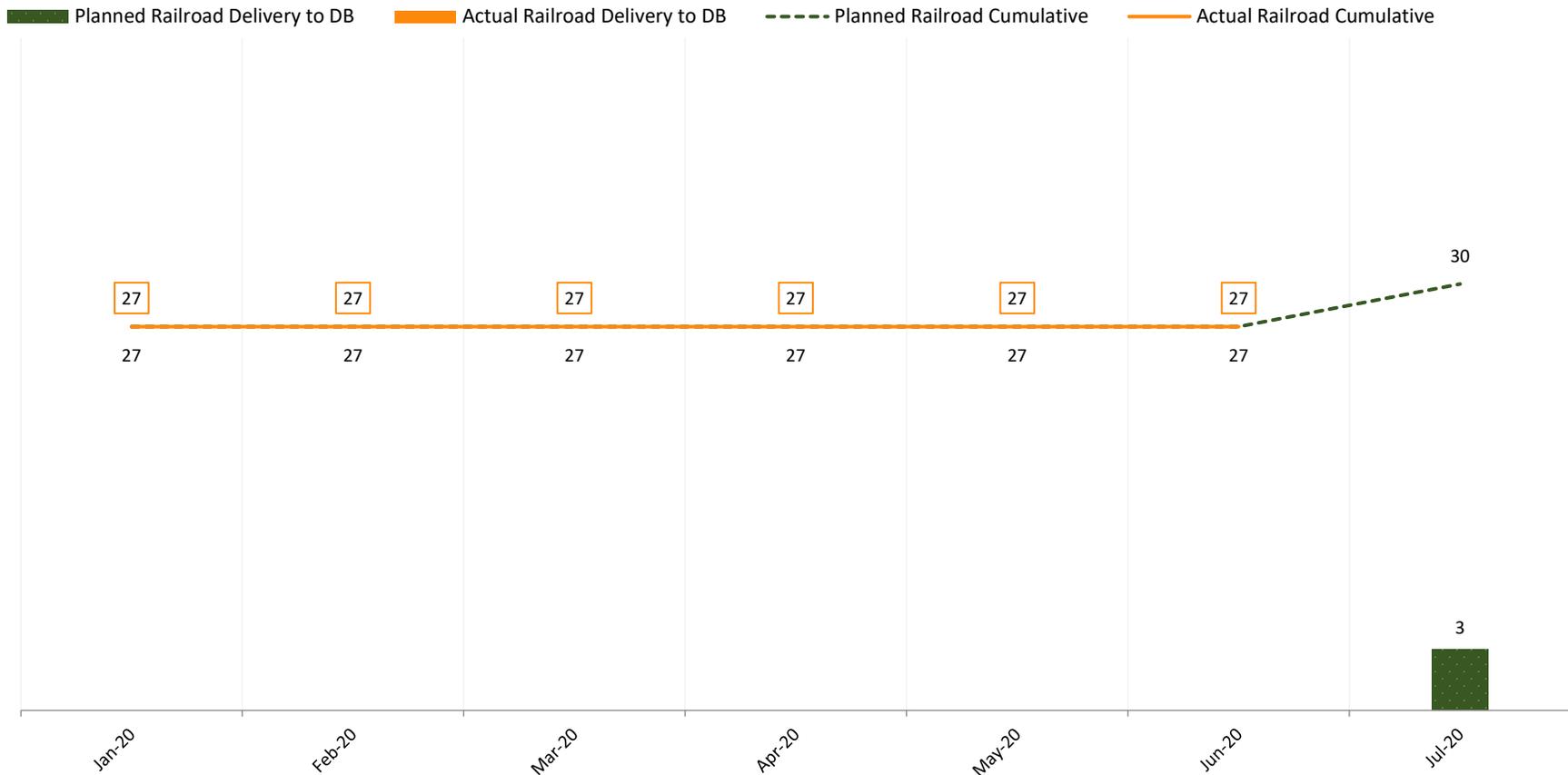
**Notes:**

1. A revised projection will be updated with the finalization of the Revised Baseline Schedules (RBSs).
2. Planned Delivered to DB parcels adjusted from last month's report due to continued refinement of the RBS.
3. Actual cumulative line for June 2020 reflects delivered parcels that are forecasted in future months.
4. 51 of the 103 remaining CP 4 parcels do not impact ARRA.

### CP 4 – ROW Railroad Summary

Construction Package	Total Needed Railroad Parcels June 30, 2020	Total Railroad Parcels Delivered to Date June 30, 2020	Remaining Railroad Parcels to be Delivered June 30, 2020
CP 4	30	27	3

### CP 4 – Railroad Parcel Delivery to DB Summary



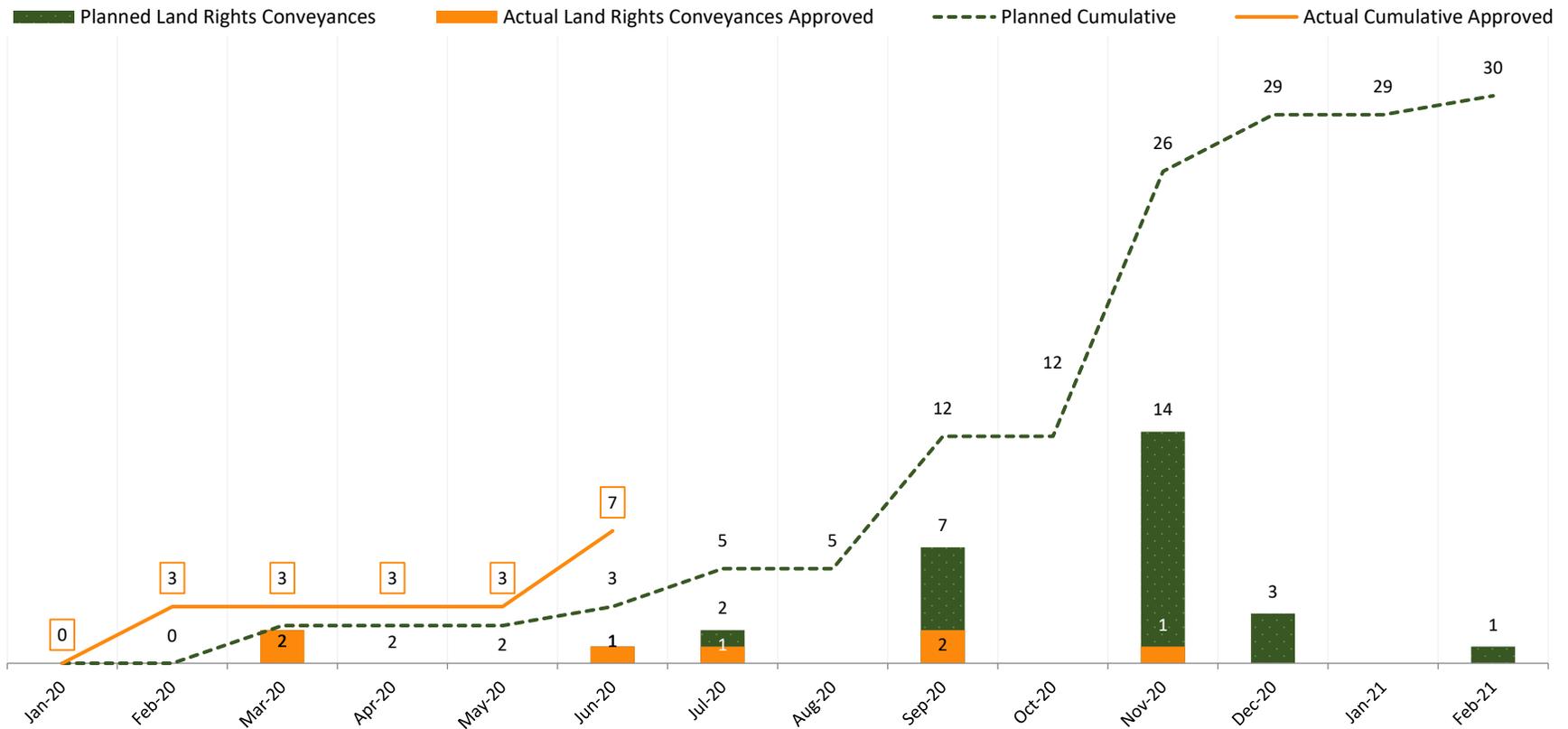
**Notes:**

1. A revised projection will be updated with the finalization of the Revised Baseline Schedules (RBS).

### CP 4 – Tier 1 Land Right Conveyances Required Prior to Construction (PG&E, SCE, FID, FMFCD) Summary

Construction Package	Total Needed Land Right Conveyances June 30, 2020	Total Land Right Conveyances Approved <sup>5</sup> to Date June 30, 2020	Remaining Land Right Conveyances to be Approved June 30, 2020
CP 4	30	7	23

### CP 4 – Tier 1 Land Right Conveyances Required Prior to Construction (PG&E, SCE, FID, FMFCD) Summary



**Notes:**

1. A revised projection will be updated with the finalization of the Revised Baseline Schedule (RBS).
2. The PG&E letter agreement (executed May 6, 2020) reclassified numerous land right conveyances as non-critical for construction and is reflected above.
3. Actual Cumulative for June 2020 includes completed land right conveyances that are forecasted in future months.
4. Planned land right conveyances were adjusted from last month's report due to continued refinement of the RBS.
5. "Approved" is defined as land right conveyances with Director of Real Property for signature, PG&E for signature, or recorded.

## Project Development Schedule – Record of Decision (ROD)

### Project Development Schedule (to ROD)

Program Priority	Segment	Progress	Complete Purpose & Need Statement		Complete Alternatives Analysis		Board Concurrence of Preliminary Preferred Alt. Draft EIR/EIS		Publish Draft EIR/EIS		Publish Final EIS & Obtain ROD		Date EIR/EIS To Be Completed	
			Last Month	Current	Last Month	Current	Last Month	Current	Last Month	Current	Last Month	Current	Last Month	Current
<b>Document Complete</b>	Merced to Fresno	Plan Forecast % Complete	Complete Complete 100%	Complete Complete 100%	Complete Complete 100%	Complete Complete 100%	Complete Complete 100%	Complete Complete 100%	Complete Complete 100%	Complete Complete 100%	Complete Complete 100%	Complete Complete 100%	Complete Complete 100%	Complete Complete 100%
<b>Document Complete</b>	Fresno to Bakersfield	Plan Forecast % Complete	Complete Complete 100%	Complete Complete 100%	Complete Complete 100%	Complete Complete 100%	Complete Complete 100%	Complete Complete 100%	Complete Complete 100%	Complete Complete 100%	Complete Complete 100%	Complete Complete 100%	Complete Complete 100%	Complete Complete 100%
<b>Document Complete</b>	CV Electrical Interconnections	Plan Forecast % Complete	Complete Complete 100%	Complete Complete 100%	Complete Complete 100%	Complete Complete 100%	Complete Complete 100%	Complete Complete 100%	Complete Complete 100%	Complete Complete 100%	Complete Complete 100%	Complete Complete 100%	Complete Complete 100%	Complete Complete 100%
<b>Document Complete</b>	Locally Generated Alternative (F-B)	Plan Forecast % Complete	Complete Complete 100%	Complete Complete 100%	Complete Complete 100%	Complete Complete 100%	Complete Complete 100%	Complete Complete 100%	Complete Complete 100%	Complete Complete 100%	Complete Complete 100%	Complete Complete 100%	Complete Complete 100%	Complete Complete 100%
<b>1</b>	San Francisco to San Jose	Plan Forecast % Complete	Complete Complete 100%	Complete Complete 100%	Complete Complete 100%	Complete Complete 100%	Complete Complete 100%	Complete Complete 100%	Apr-20 Jul-20 85%	Apr-20 Jul-20 92%	Jun-21 Aug-21 0%	Jun-21 Aug-21 <sup>1</sup> 0%	Aug-21	Aug-21
<b>2</b>	San Jose to Merced	Plan Forecast % Complete	Complete Complete 100%	Complete Complete 100%	Complete Complete 100%	Complete Complete 100%	Complete Complete 100%	Complete Complete 100%	Complete Complete 100%	Complete Complete 100%	Apr-21 Jun-21 4%	Apr-21 Jun-21 <sup>2</sup> 5%	Jun-21	Jun-21
<b>3</b>	Central Valley Wye (M-F)	Plan Forecast % Complete	Complete Complete 100%	Complete Complete 100%	Complete Complete 100%	Complete Complete 100%	Complete Complete 100%	Complete Complete 100%	Complete Complete 100%	Complete Complete 100%	Sep-20 Sep-20 90%	Sep-20 Sep-20 91%	Sep-20	Sep-20
<b>4</b>	Los Angeles to Anaheim	Plan Forecast % Complete	Complete Complete 100%	Complete Complete 100%	Complete Complete 100%	Complete Complete 100%	Complete Complete 100%	Complete Complete 100%	Nov-20 Jun-21 75%	Nov-20 Jun-21 78%	Dec-21 Jul-22 0%	Dec-21 Jul-22 <sup>3</sup> 0%	Jul-22	Jul-22
<b>5</b>	Burbank to Los Angeles	Plan Forecast % Complete	Complete Complete 100%	Complete Complete 100%	Complete Complete 100%	Complete Complete 100%	Complete Complete 100%	Complete Complete 100%	Complete Complete 100%	Complete Complete 100%	Jan-21 Jul-21 0%	Jan-21 Jul-21 <sup>4</sup> 0%	Jul-21	Jul-21
<b>6</b>	Palmdale to Burbank	Plan Forecast % Complete	Complete Complete 100%	Complete Complete 100%	Complete Complete 100%	Complete Complete 100%	Complete Complete 100%	Complete Complete 100%	Feb-20 Jun-20 68%	Feb-20 Jun-21 68%	Aug-21 Jul-22 <sup>5</sup> 0%	Aug-21 Jul-22 <sup>5</sup> 0%	Jul-22	Jul-22
<b>7</b>	Bakersfield to Palmdale	Plan Forecast % Complete	Complete Complete 100%	Complete Complete 100%	Complete Complete 100%	Complete Complete 100%	Complete Complete 100%	Complete Complete 100%	Complete Complete 100%	Complete Complete 100%	Feb-21 May-21 <sup>6</sup> 5%	Feb-21 May-21 <sup>6</sup> 10%	May-21	May-21
<b>8</b>	HMF	Plan Forecast % Complete	Complete Complete 100%	Complete Complete 100%	Complete Complete 100%	Complete Complete 100%	Apr-16 TBD 0%	Apr-16 TBD 0%	Sep-16 TBD 0%	Sep-16 TBD 0%	Feb-21 TBD 0%	Feb-21 TBD 0%	TBD	TBD

- Notes:**
- Two-month delay due to late submittal of cooperating agency comments, remediation time to meet Web Content Accessibility Guidelines (WCAG), internal reviews and resource constraints, allowance for 15-day extension of Draft EIR/EIS comment period.
  - 1.5-month delay due to late submittal of cooperating agency comments, remediation time to meet WCAG, internal reviews and resource constraints, agreement to include a new NAT quality review cycle, 15-day extension of Draft EIR/EIS comment period.
  - Seven-month delay due to late submittal of BNSF environmental deliverables, time required to reach concurrence with BNSF on design issues, and full incorporation of a modified V30 Legal and Environmental Review Process.
  - Six-month delay due to late submittal of cooperating agency comments, remediation time to meet WCAG, internal reviews and resource constraints.
  - Publication of draft corrected to address delay due to additional consultation with the U.S. Army Corps of Engineers (USACE) and U.S. Environmental Protection Agency (EPA). Eleven-month delay in delivery of ROD because of additional design and analysis for developing the avoidance alternative at Una Lake, to provide additional review by National Environmental Policy Act (NEPA) Assignment Team before CEO signature, and to incorporate internal resource constraints.
  - Three-month delay due to design revision to accommodate Cesar Chavez National Monument (CCNM) and full incorporation of a modified V30 Legal and Environmental Review Process.

## Project Development – Key Actions

In June 2020, the Authority conducted Environmental Impact Report (EIR)/Environmental Impact Statement (EIS) document reviews for several project sections. EEC work on the San Francisco to San José Project Section Draft EIR/EIS document was extended as a result of additional needed text changes identified in April, which will delay public release by two weeks to July 10, 2020. Completed navigation and content Q&A webinars during the remaining public review and comment period for the San José to Merced Draft EIR/EIS, which ended on June 23. Legal/NAT/ES continued their review of the draft CVY Final SEIR/EIS prepared by the RC. The Burbank to Los Angeles project section hosted an online open house and conducted office hours to field questions about the project and the Draft EIR/EIS. The comment period for the Burbank to Los Angeles Draft EIR/EIS was extended from July 16, 2020 to July 31, 2020. Permitting for the Central Valley Wye and the Locally Generated Alternative will progress following Board action on the Merced and Bakersfield extensions.

### Project Development – Key Actions Summary

Project Section	Key Actions
<b>San Francisco to San Jose</b>	<ul style="list-style-type: none"> <li>Completed 508 formatting process and initiated final production of the Draft EIR/EIS in anticipation of release date on July 10, 2020.</li> <li>Continued preparation of enhanced outreach materials (presentation, fact sheet and FAQ) for the City of Millbrae stakeholders.</li> </ul>
<b>San José to Merced</b>	<ul style="list-style-type: none"> <li>The extended 60-day comment period for the Draft EIR/EIS ended on June 23.</li> <li>Project staff are coordinating with Rail Ops, ES, Permitting, and Legal on OCS design refinements for bird-safe assurances within extents of alignment occupied by California condor, Golden eagle, or Sandhill crane (CA fully-protected species). Rail Ops has identified conceptual refinements and proof-of-concept design is progressing. Permitting is coordinating with the B-P and P-B teams using program-wide factors for determining other affected alignment extents.</li> </ul>
<b>Central Valley Wye</b>	<ul style="list-style-type: none"> <li>RC prepared responses to comments from coop agencies &amp; Caltrans, incorporated into Final EIR/EIS, and completed review process with Legal/NAT/ES.</li> <li>Continued coordination with Chowchilla Elementary School District on assessment of school bus routes impacts due to HSR. Meetings were held 6/9, 6/16 and 6/23. CESD identified three new bus routes as the best approach to mitigate impacts. The cost estimate prepared by CESD is being reviewed by the Authority.</li> <li>Madera County is reviewing draft agreement related to Fairmead community center. Advanced draft agreements with the City of Chowchilla and Fairmead Community and Friends on mitigation measures for the Fairmead community. RD will transmit draft agreements to entities prior to departure on 7/10.</li> </ul>
<b>Locally Generated Alternative</b>	<ul style="list-style-type: none"> <li>The Combined Supplemental Record of Decision and Final Supplemental Environmental Impact Statement was completed on October 31, 2019.</li> <li>Permitting for the Locally Generated Alternative will progress following Board action on the Merced and Bakersfield extensions.</li> </ul>
<b>Bakersfield to Palmdale</b>	<ul style="list-style-type: none"> <li>Draft comment-responses were submitted to Environmental &amp; NAT/Legal for review.</li> <li>Prepared and presented various engineering refinements (VERs); and, agreed to provide additional documentation per the request of the legal team.</li> <li>Commenced work on Admin Final EIR/EIS, ROD/NOD, and MMRP/MMEP.</li> </ul>
<b>Palmdale to Burbank</b>	<ul style="list-style-type: none"> <li>In meetings with USACE and EPA regarding the Una Lake Avoidance option, the reaction has been supportive. The new option is being incorporated into the project, with connections to all three of the original alternatives.</li> <li>The RC engineering team has finalized the footprints for the three new alternatives and transmitted it to the environmental team.</li> <li>Checkpoint B is anticipated to be complete in August 2020 and Cooperating Agency review is expected in February 2021.</li> </ul>
<b>Burbank to Los Angeles</b>	<ul style="list-style-type: none"> <li>The Burbank to Los Angeles project section hosted an online open house and conducted office hours to field questions about the project and the Draft EIR/EIS.</li> <li>The comment period for the Burbank to Los Angeles Draft EIR/EIS was extended from July 16, 2020 to July 31, 2020.</li> </ul>
<b>Los Angeles to Anaheim</b>	<ul style="list-style-type: none"> <li>Continued coordination with BNSF on project elements and analysis methods to be included in the Draft EIR/EIS.</li> <li>The first round of meetings to brief key officials in San Bernardino County on the Colton and Lenwood projects is complete.</li> <li>There is a seven-month delay due to late submittal of BNSF environmental deliverables, time required to reach concurrence with BNSF on design issues, and full incorporation of a modified V30 Legal and Environmental Review Process.</li> </ul>