



Finance & Audit Committee

CENTRAL VALLEY STATUS REPORT

January 2021 Report (data through November 2020)

Executive Summary

Overall - Report projections will be updated with Revised Baseline Schedules (RBS) and 2020 Business Plan finalization.

Cumulative Invoicing to Fulfill American Recovery and Reinvestment Act (ARRA) Grant ([Page 12](#)):

- Total CP Cumulative Actual Invoice – \$3,049.8M compared to Total CP Cumulative Forecasted Invoice – \$3,050.4M.
- Total Estimated Cumulative Contract Value to Fulfill ARRA – \$5,701.7M.

Construction Packages (CPs) Invoicing ([Page 13](#))

- The November Total Invoice is \$54.3M, compared to the Forecasted Invoice of \$81M. The primary reasons for the lower expenditures are:
 - CP 1: Kinder Morgan pipeline relocation design, at Herndon Ave, delayed due to UPRR approvals. As of this date: UPRR approvals received, acquisition of long lead items underway, and construction start scheduled for March 2021. Road 27 bridge delayed due the BNSF moratorium and work plan approval. BNSF approval received and work currently proceeding. Jensen Trench delayed due to the PG&E gas line relocation. Final design submitted to PG&E in late December with an anticipated approval in early February 2021.
 - CP 2-3: West side piles at Tule River Viaduct delayed due to ROW. ROW negotiations underway.
 - CP 4: North Kern Water Storage District (NKWSD) Canal Re-alignment delayed. Final agreement negotiations underway.
- Planned December Total Invoice – \$81M. Anticipated December Total Invoice – \$53.7M (CP 1 = \$12.5M, CP 2-3 = \$30M, and CP 4 = \$11.2M).
- Total CP Cumulative Actual Invoice – \$3,049.8M compared to Total CP Cumulative Forecasted Invoice – \$3,050.4M. Total Cumulative Current Contract Amount – \$4,966.2M. Expensed to date 61.4%. Total Executed Change Orders this period – \$27M.

CP Construction Labor ([Page 14](#)):

- Total Monthly Average – 1,174 daily-workers. An increase of 45 (1,129) daily workers this period. 4th consecutive month with daily workers above 1,000.
- Daily Average Contracted CP Employees Quarantined for COVID-19 – 7.
- 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 (OSHA).

CP Construction/Underway ([Page 15](#)):

- Guideway – 79 miles constructed/underway compared to 119 miles total. An increase of one mile from the previous period.
 - CP 2-3: Three miles behind plan:
Cole Slough to Dutch John Cut delayed due to Environmental Permits. Alpaugh area delayed due to ROW. Lansing to Curved Bridge delayed due to ongoing irrigation relocations. Anticipated to start in January 2021.
- Structures – 55 constructed/underway compared to 93 structures total. An increase of five structures from previous period.
 - CP 1: Two structures behind plan:
Central Avenue: PG&E Electric Relocation delayed due to design and railroad approval - estimated start date is March 2021.
Shaw Avenue: PG&E Electric Relocation delayed due to design 6-month shelf life re-evaluation - estimated start date is late February 2021.

- CP 2-3: Two structures behind plan:
Deer Creek Viaduct and Avenue 136 are delayed due to ROW protracted negotiations .
- Utility Relocation Status - Relocated: 485 (24%); In Progress: 525 (25%); Scheduled: 100 (5%); (54%) of the total (2,062) are complete/underway/scheduled. 22 complete/commenced this period. 275 of 485 (57%) were relocated in the past 12 months.

Small Business (SB) Enterprise ([Page 16](#)):

- Due to processing and confirmation of Contractor submitted data, Small Business (SB) Enterprise Values are as of October 2020.
- Small Business Enterprise Awarded Contracts: 435 at a total contract value of \$968.4M (increase of seven new contracts and \$14.6M this period).
- Small Business Goal (30%) at CP contract completion: \$1.5B.
- \$475.1M total Small Business expenditures, 17.8% of the total CPs expenditures. SB Goal as of report (30% of CP expenditures): \$802.5M.
- October 2020 SB expenditures: \$475.1M, up by \$21.3M this period.

CP Real Property/Right-of-Way ([Pages 17 through 20](#)):

- Parcels Delivered to Design-Builder (DB) – 25 parcels delivered this period.
- 20 delinquent parcels (eleven in October and nine in November).
 - CP 1: One parcel at Barstow. Delivered in December.
 - CP 2-3: Seven parcels: three in October (two at Nebraska and one at Tule River), and four in November (one at Tule River and three at Avenue 56).
 - The DB is performing out-of-sequence work to mitigate construction schedule impacts at Tule River. Delinquent parcels at other locations are delaying PG&E power distribution and Harlan Stevens ditch relocations.
 - CP 4: 12 parcels: Seven in October at Garces Highway; executed permission-to-enter agreements allow Environmental work to progress while concluding acquisition negotiations. Five parcels missed in November, two at Garces Highway and three at Poso not currently impacting schedule. DB performing out-of-sequence work to mitigate.
- Total Acquired Parcels (some pending delivery) – 23 parcels.
- Total Parcels Delivered to Date – 1,726 parcels compared to an Estimated Total Parcels Needed – 2,304 parcels.
- For Construction Package 1-4 – 15 parcels added and six removed due to design optimization, net increase of 9 parcels.
- Railroad Parcels Delivered to Design-Builder – Zero parcels. Zero delinquent parcels.
- Total Railroad Parcels Delivered to Date – 106 parcels compared to an Estimated Total Railroad Parcels Needed – 169 parcels. Total Railroad Parcels Needed decreased by 13 in November due to revised design. Six of the 13 removed parcels were previously reported as Delivered to DB.
- Land Right Conveyances (Tier I, Prior to Construction) Received Approval – 22 Land Right Conveyances and zero delinquent critical land conveyances.
- From January 2020 to date, the Authority received approval on 471 land right conveyances (Tier 1, Prior to Construction).
- The PG&E temporary letter agreement naturally expired on November 1, 2020. Currently, no impacts.

Third-Party Agreements ([Page 21](#)):

- Seven remaining key agreements with no delinquent agreements. In the past year, finalized 45 agreements. Thirty-four of those agreements were critical to supporting construction.

Project Development (Environmental Clearance) Schedule – Record of Decision (ROD) ([Pages 55 and 57](#)):

- The Central Valley Wye Notice of Determination (NOD) and the ROD were approved in September 2020. The NEPA Limitations of Claims (LOC) document is with FRA for approval.
- The Authority has published four Draft EIR/EIS documents in Calendar Year 2020 including: Bakersfield to Palmdale, San José to Merced, Burbank to Los Angeles, and San Francisco to San José.
- Bakersfield to Palmdale, San José to Merced, Burbank to Los Angeles, and San Francisco to San Jose public review comment periods have closed. Requisite comment period extensions and associated public meetings/hearings were accomplished virtually to meet COVID-19 social distancing requirements.
- San José to Merced Admin. Revised Draft EIR/Supplemental Draft EIS circulation to Cooperating Agencies scheduled to complete December 18, 2020.
- Bakersfield to Palmdale Admin Final EIR/EIS distributed to Cooperating Agencies November 10 and agency's review is scheduled to complete December 14, 2020.
- Palmdale to Burbank will circulate Admin Draft EIR/EIS to Cooperating Agencies in mid-January 2021.
- Los Angeles to Anaheim working steadily to integrate BNSF facilities east of Fullerton into the Los Angeles to Anaheim EIR/EIS in order to meet ARRA December 2022 deadline.

Construction Package 1

Invoicing ([Pages 22 through 24](#)):

- Actual Invoice – \$18.5M compared to Forecasted Invoice – \$24.6M.
 - Kinder Morgan pipeline relocation design, at Herndon Avenue, delayed due to UPRR approvals. As of this date: UPRR approvals received, acquisition of long lead items underway, and construction start scheduled for March 2021. Road 27 bridge delayed due the BNSF moratorium and work plan approval. BNSF approval received and work currently proceeding. Jensen Trench delayed due to the PG&E gas line relocation. Final design submitted to PG&E in late December with an anticipated approval in early February 2021.
- Current Revised Baseline Substantial Completion Forecast Date – December 30, 2022.
- Current Contract Amount – \$2,262.1M compared to Cumulative Total Invoice \$1,393.6M, 61.6% expensed to date.

Change Orders ([Pages 25](#)):

- Executed Change Orders – None.

Risk Contingency ([Page 26](#)):

- Original Contract Contingency – \$1,237M with Remaining Contract Contingency – \$373M.

Construction Labor ([Page 27](#)):

- Total Monthly Average – 293 daily workers. A decrease of 51 (344) daily workers this period.

Construction/Underway ([Page 28](#)):

- Guideway – 13 miles constructed/underway compared to a total of 13 miles needed. No increase this period.
- Structures – 22 constructed/underway compared to a total of 24 planned. An increase of two from the previous month.
 - Two structures behind plan:
 - Central Avenue: PG&E Electric Relocation delayed due to design and railroad approval - estimated start date is March 2021.
 - Shaw Avenue: PG&E Electric Relocation delayed due to design 6-month shelf life re-evaluation - estimated start date is late February 2021.

Small Business Enterprise ([Page 29](#)):

- Small Business Enterprise Awarded Contracts as of report: 137 at a total contract value of \$514.5M (an increase of \$5.6M and no new contracts this period). Small Business Goal (30%) at CP contract completion: \$678M.
- Total Small Business expenditures as of report: \$280.7M, at 23.8% of total paid to CP as of report.
- October 2020 Small Business expenditures: \$280.7M, up by \$4.3M this period. Small Business Goal as of report (30% of CP expenditures): \$354.1M.

Real Property/Right-of-Way ([Pages 30 through 32](#)):

- Parcels Delivered to Design-Builder (DB) – 21 parcels. One delinquent parcel at Barstow. Delivered in December.
- Total Parcels Delivered to Date – 855 parcels compared to an Estimated Total Parcels Needed – 1,058 parcels.
- Railroad Parcels Delivered to Design-Builder – No delinquent parcels.
- Total Railroad Parcels Delivered to Date – 53 parcels compared to an Estimated Total Railroad Parcels Needed – 83 parcels. Total Railroad Parcels Needed decreased by 12 in November due to revised design. Six of the 12 removed parcels were previously reported as Delivered to DB.
- Land Right Conveyances (Tier I, Required Prior to Construction) Approved to Date – 279 Land Right Conveyances and zero delinquent land conveyances.

Revised Baseline Schedules:

- The Authority is currently evaluating the RBS and as such, the recent projections are being analyzed under the conditional acceptance of CP 1's forecast.

CP 1 Construction Progress Summary

Category	Status Update
General	<ul style="list-style-type: none"> • American Avenue Overcrossing: Turned over to County of Fresno for public use. • Avenue 12 HST and BNSF Structures have been completed; the tie-ins are complete, and the new alignment is open to traffic. • 37 of 40 Structures design packages are approved by the Authority. • Utility Relocations' Status: <ul style="list-style-type: none"> - Relocated: 214 (18%); In Progress: 456 (38%); Scheduled: 6 (0%); Not Started: 526 (44%); Total: 1,202. • Herndon Avenue: AT&T and FMFCD system relocations are underway. • Golden State Boulevard (North): Sewer, Water and Storm Drain system are in progress. • Shaw Avenue: AT&T accepted half mile infrastructure to pull & splice fiberoptic cable. • Road 27: BNSF approved the superstructure completion plan. • AT&T has accepted duct bank Tasks 4 &10 allowing cutovers to start. • Kinder Morgan MCL is approved & long lead procurement has started. • Working on design of Sweeper package. Expect 90% Plan to be released in December 2020. • Westside Shoofly design approved by UPRR. • Manpower: The daily-worker monthly average of 173 in November 2019 increased by 69% to 293 in November 2020.
Structures	<ul style="list-style-type: none"> • Started Central Canal Box Culvert on November 10. • Continued UPRR downtown Shoofly and Tulare Pump Station. • Fresno Trench: Top Down Box under SR-180 Freeway – Completed. • American Avenue opened to traffic. • Avenue 7, American Avenue and Avenue 10 are completed. Avenue 7 and Avenue 10 opened to traffic. • Avenue 12 HST and BNSF Structures have been completed; the tie-ins are complete, and the new alignment is open to traffic. • San Joaquin River - Viaduct River Span: Finishing touches on the Arch Span and clean-up work; substantially complete. • Golden State Boulevard Viaduct substantially completed in November. • Downtown Fresno Viaduct: Ongoing Superstructure work.
Guideway	<ul style="list-style-type: none"> • Commenced Intrusion Protection Barrier (IPB)work – 90 piles completed, and 130 cages tied. • Avenue 9 to Avenue 15: Progress continues with the importing and compacting of the subgrade; MSE walls are in progress. • Design continuing for 2.5 miles of guideway in the Caltrans section between Ashlan Avenue and McKinley Avenue Connector. • SR-99: Clearing and grubbing mobilization has started. • Thirteen miles of Guideway cleared for construction.

Construction Package 2-3

Invoicing ([Pages 33 through 35](#)):

- Actual Invoice – \$28.2M compared to Forecasted Invoice – \$41.9M.
 - West side piles at Tule River Viaduct delayed due to ROW. ROW negotiations are underway.
- Current Revised Baseline Substantial Completion Forecast Date – December 18, 2022.
- Current Contract Amount – \$2,092.6M compared to Cumulative Total Invoice \$1,273.3M, 60.8% expensed to date.

Change Orders ([Page 36](#)):

- Executed Change Orders this period – Sixteen for a total of \$23.0M.

Risk Contingency ([Page 37](#)):

- Original Contract Contingency – \$1,085M with Remaining Contract Contingency – \$284M.

Construction Labor ([Page 38](#)):

- Total Monthly Average – 703 daily workers. An increase of 135 (568) daily workers from the previous month.

Construction/Underway ([Page 39](#)):

- Guideway – 46 miles constructed/underway compared to a total of 49 miles needed. No increase from the previous month.
 - Three miles behind plan:
 - Cole Slough to Dutch John Cut delayed due to Environmental Permits. Alpaugh area delayed due to ROW. Lansing to Curved Bridge delayed due to ongoing irrigation relocations. Anticipated to start in January 2021.
- Structures – 24 constructed/underway compared to a total of 26 planned. An increase of three this period.
 - Two structures behind plan – Deer Creek Viaduct and Avenue 136 are delayed due to ROW protracted negotiations.

Small Business Enterprise ([Page 40](#)):

- Small Business Enterprise Awarded Contracts as of report: 202 at a total contract value: \$368.5M (increase of \$1.3M and no new contracts this period).
- Small Business Goal (30%) at CP contract completion: \$615M.
- Total Small Business expenditures as of report: \$141.5M, at 12.3% of total paid to CP as of report.
- Small Business Goal as of report (30% of CP expenditures): \$344M.
- October 2020 Small Business expenditures: \$141.5M, up by \$8.9M this period.

Real Property/Right-of-Way ([Pages 41 through 43](#)):

- Parcels Delivered to Design-Builder (DB) – Three parcels.
- Seven delinquent parcels: three in October (Two at Nebraska and one at Tule River), and four in November (one at Tule River and three at Avenue 56). The DB is performing out of sequence work to mitigate the construction schedule.
- Total Parcels Delivered to Date – 698 parcels compared to Estimated Total Parcels Needed – 1,002 parcels.
- Railroad Parcels Delivered to Design-Builder – Zero and zero delinquent parcels.
- Total Railroad Parcels Delivered to Date – 26 parcels compared to Estimated Total Railroad Parcels Needed – 57 parcels.
- Land Right Conveyances (Tier I, Required Prior to Construction) Approved to Date – 165 Land Right Conveyances and zero delinquent land conveyances.

Revised Baseline Schedules:

- The Authority is currently evaluating the RBS and as such, the recent projections are being analyzed under the conditional acceptance of CP 2-3's forecast.

CP 2-3 Construction Progress Summary

Category	Status Update
General	<ul style="list-style-type: none"> • Design: 88 out of 106 design packages have been approved. • Four new RFC design packages approved with comments. A new record for CP 2-3. • Twelve GBRC packages approved. • 9th Avenue: Abutment walls construction has been completed. • Jackson Avenue and Kings River: Test pile and production pile installations completed. • Hanford Viaduct: Substructure has been substantially completed. • Two Irrigation design packages have been approved by J.G. Boswell. • Conejo Avenue: Main structure design approved. • Land Right Conveyances: 18 received from various irrigation districts. • Utility Relocations' Status: <ul style="list-style-type: none"> - Relocated: 245 (35%); In Progress: 58 (8%); Scheduled: 64 (9%); Not Started: 327 (47%); Total: 694. • Environmental Clearance: <ul style="list-style-type: none"> - 39 of 52 required Master Streambed Alteration Agreement (MSAA) sub-notifications approved. - Two 408 Permits are in process – revised trestle plans were submitted to Central Valley Flood Protection Board (CVFPB) and USACE for Cole Slough and Dutch John Cut. • BNSF Relocation and Construction Agreements (Package A and B) have been executed and provided to the DB Contractor. These agreements now allow the start of construction on several utility relocations and Type II bridge structures. • Cross Creek Viaduct: RFC Design approved with comments. • 3 out of 4 Viaduct RFC Design packages are now Approved with Comments. • Manpower: The daily-worker monthly average of 307 in November 2019 more than doubled to 703 in November 2020.
Structures	<ul style="list-style-type: none"> • Four Structures, Peach Avenue, Kent Avenue, Kansas Avenue and Excelsior Avenue are substantially complete. • Hanford Viaduct: Type 1 bridge substructure substantially complete. • Conejo Viaduct: Abutment 1 walls and 38 of the 42 columns completed. • Davis Avenue: DFJV is working on the Bent piling. • South Avenue: All precast panes have been set. Poured all the diaphragms. • Idaho Avenue: Type 2 test pile program completed. • Avenue 88: Of the 20 girders to be installed, all 20 are now complete. • 9th Avenue: Type 1 Abutment walls completed and the falsework for the superstructure is upright. • Land Right Conveyance: 10 PG&E utility relocations underway enabling Fowler Avenue, Elkhorn and Dover Avenue bridges to start construction. • Caltrans Early Work Approvals: <ul style="list-style-type: none"> - SR-43 Tied Arch – Foundations Package approved and under construction. - SR-43 Tule River – Foundations Package approved and under construction. - SR-43 Curved Bridge – Caltrans approved the detour plans and permit issued on July 15, 2020.
Guideway	<ul style="list-style-type: none"> • Avenue 24: Road reconstruction from Road 80 to Road 72 completed its punch list items. • Flint Avenue: SCE relocation completed. • Nebraska Avenue and Fowler Avenue (Civil): PG&E relocation completed. • Floral Avenue: SEMPRA gas line (So Cal Gas) has been completed.

Construction Package 4

Invoicing ([Pages 44 through 46](#)):

- Actual Invoice – \$7.6M compared to Forecasted Invoice – \$14.1M.
 - North Kern Water Storage District (NKWSD) Canal Re-alignment delayed. Final agreement negotiations underway.
- Current Revised Baseline Substantial Completion Forecast Date – December 15, 2021.
- Current Contract Amount – \$611.5M compared to Cumulative Total Invoice \$383.0M, 62.6% expensed to date.

Change Orders ([Page 47](#)):

- Executed Change Orders this period – Four for a total of \$3.5M.

Risk Contingency ([Page 48](#)):

- Original Contract Contingency – \$340M with Remaining Contract Contingency – \$149M.

Construction Labor ([Page 49](#)):

- Total Monthly Average – 179 daily workers. A decrease of 38 (217) daily workers from the previous month.

Construction/Underway ([Page 50](#)):

- Guideway – 20.3 miles constructed/underway compared to a total of 20.3 miles planned. No increase from the previous month.
- Structures – Nine constructed/underway compared to a total of nine planned. No increase from the previous month.

Small Business Enterprise ([Page 51](#)):

- Due to processing and confirmation of Contractor submitted data, Small Business Enterprise Values are as of October 2020.
- Small Business Enterprise Awarded Contracts as of report: 96 at a total contract value of \$85.4M. An increase of \$7.7M and seven new contracts this period.
- Small Business Goal (30%) at CP contract completion: \$185.1M.
- Total Small Business expenditures as of report: \$52.9M, at 15.2% of total paid to CP as of report.
- Small Business Goal as of report (30% of CP expenditures): \$104.5M.
- October 2020 Small Business expenditures: \$52.9M, up by \$8.1M this period.

Real Property/Right-of-Way ([Pages 52 through 54](#)):

- Parcels Delivered to Design-Builder (DB) – One parcel.
- 12 delinquent parcels. Seven parcels missed in October at Garces Highway; agreements are executed on these seven parcels to perform Environmental work while actively working to conclude acquisition negotiations. Five parcels missed in November, two at Graces Highway and three at Poso. The DB is performing out of sequence work to mitigate the construction schedule.
- Total Parcels Delivered to Date – 173 parcels compared to the Estimated Total Parcels Needed – 244 parcels.
- Railroad Parcels Delivered to Design-Builder – Zero and zero delinquent parcels.
- Total Railroad Parcels Delivered to Date – 27 parcels compared to Estimated Total Railroad Parcels Needed – 29 parcels. Total railroad parcels needed decreased by one this period due to revised design.
- Land Right Conveyances (Tier I, Required Prior to Construction) Received Approval to Date – 27 Land Right Conveyances and zero delinquent land conveyances.

Revised Baseline Schedules:

- The Authority is currently evaluating the RBS and as such, the recent projections are being analyzed under the conditional acceptance of CP 4's forecast.

CP 4 Construction Progress Summary

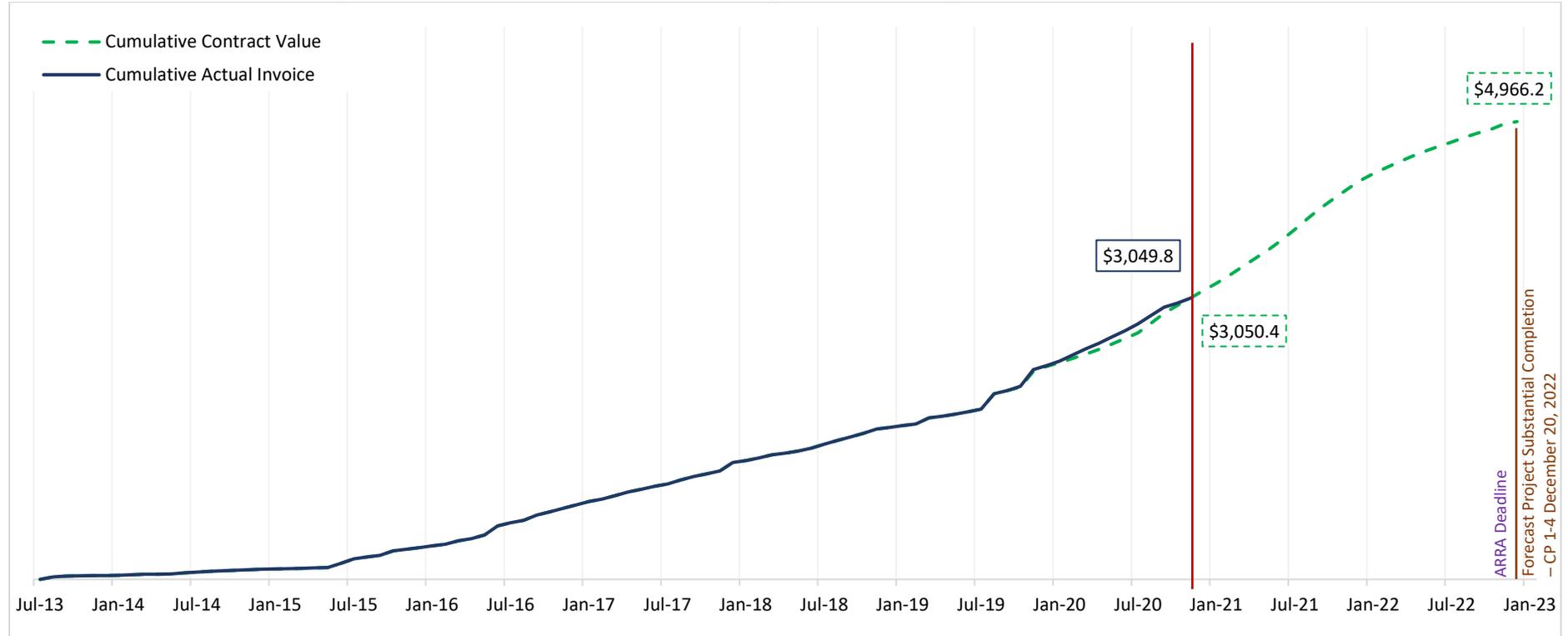
Category	Status Update
General	<ul style="list-style-type: none"> • Guideway and structure designs have been completed; RFC's have been issued. • Intrusion Protection Barrier (IPB): DB is currently reviewing the new design bulletin. • Environmental Clearance: 12 out of 13 required ITPs were completed; the remaining one is being submitted for CDFW approval. • Utility Relocations' Status: <ul style="list-style-type: none"> - Relocated: 26 (15%); In Progress: 11 (7%); Scheduled: 30 (18%); Not Started: 99 (60%); Total: 166. • Manpower: The daily-worker monthly average of 150 in November 2019 increased to 179 in November 2020.
Structures	<ul style="list-style-type: none"> • Peterson Road Underpass: Redesign is complete, and construction is underway. • McCombs Avenue: Agreements reached with Kern County and Caltrans – Abutment 4 MSE wall started and embankment work resumed. • Wasco Viaduct: 76 pre-cast girders have been set over the BNSF tracks. Work continued at Bent 7 and Bent 8 upper edge beam; poured sections of Cast-In-Place (CIP) wall 279.9 footing and wall. Set forms for Bent 9 column upper flare and started setting Bent 10 column. • Pond Road Underpass deck poured. • Garces Highway Underpass post tensioning completed and grouting tendons. • Poso Creek Overpass: Post tensioning and falsework removal. • Completed Intrusion Protection Barrier (IPB) and CIP wall between McCombs Avenue and SR-46. • Construction continued on seven structures: Garces Highway Underpass, Pond Road Underpass, Poso Creek Overpass, SR-46 HSR, Wasco Viaduct, Merced Avenue Overpass, and the Kimberlina Road Underpass.
Guideway	<ul style="list-style-type: none"> • Construction continued on Access Road south of Peterson Road, and on the BNSF Shoofly. • Continued work on the wildlife box culverts at crossings north and south of Garces Highway and north of Magnolia Avenue. • Construction continued on embankment import between Semi-Tropic Canal and Woollomes Avenue. • Embankment efforts continued between Poso Creek and Tausig Avenue. • McCombs and SR-46: Embankment work continued. • Kimberlina Road (South): Access road construction continued. • Wasco Viaduct (North): Continued efforts on the CIP wall. • Embankment, slope trimming and topsoil placement ongoing throughout guideway. • Utility relocations, PG&E, SEMPRA, AT&T and others ongoing at numerous sites. • Completed SoCal Edison relocations on Peterson Road.

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

CP 1-4 – Earned Value

The chart below shows historical expenditures from the award of the first construction package through November 30, 2020. The planned values are based on the Proposed Revised Baseline Schedules developed for all the construction packages as of November 2020. The completion value (\$4.96B) 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 of \$4.96B will be expended by end of December 2022.

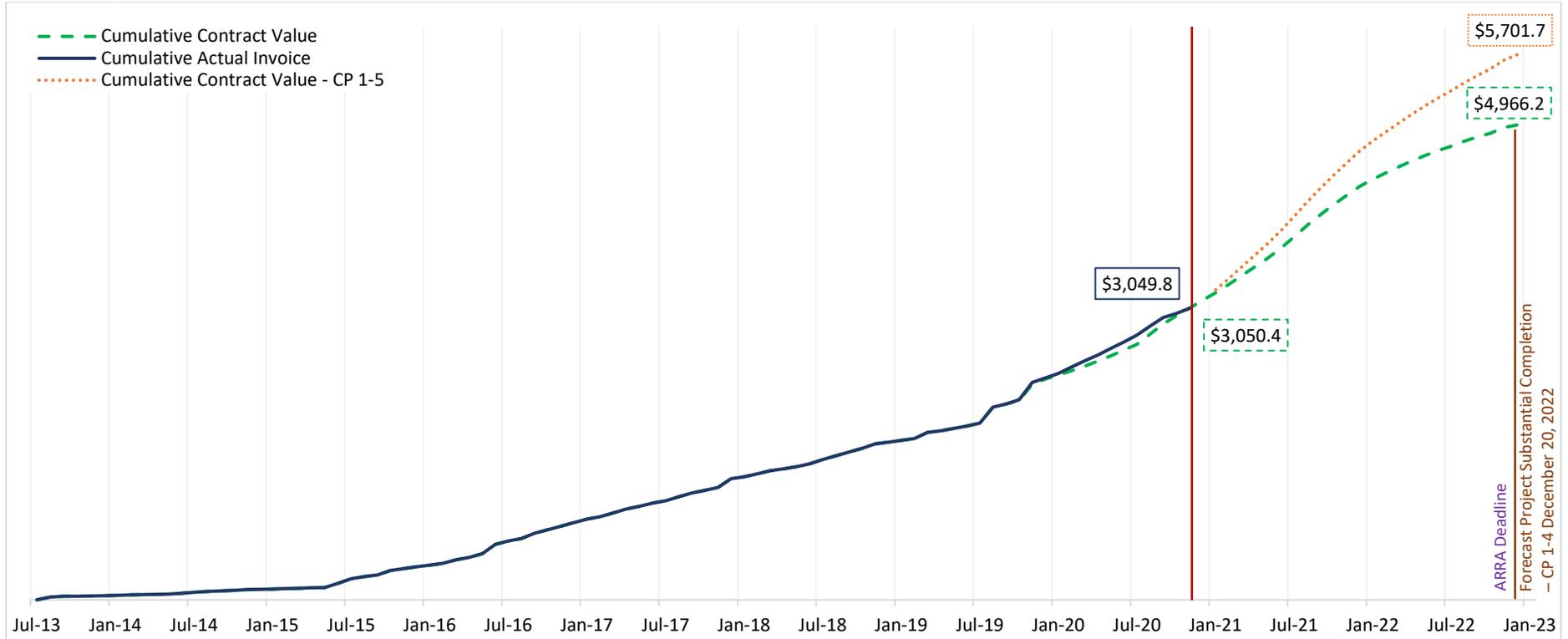
CP 1-4 – Planned vs. Actual Expenditures from Contract Award Through Contract Completion - \$ Millions



Notes:

1. Projection has been updated based on the Revised Baseline Schedules (RBSs).

Remaining Expenditures to Achieve ARRA (DB + CP 5) - \$ Millions



Remaining DB and Track Work Baseline Items:

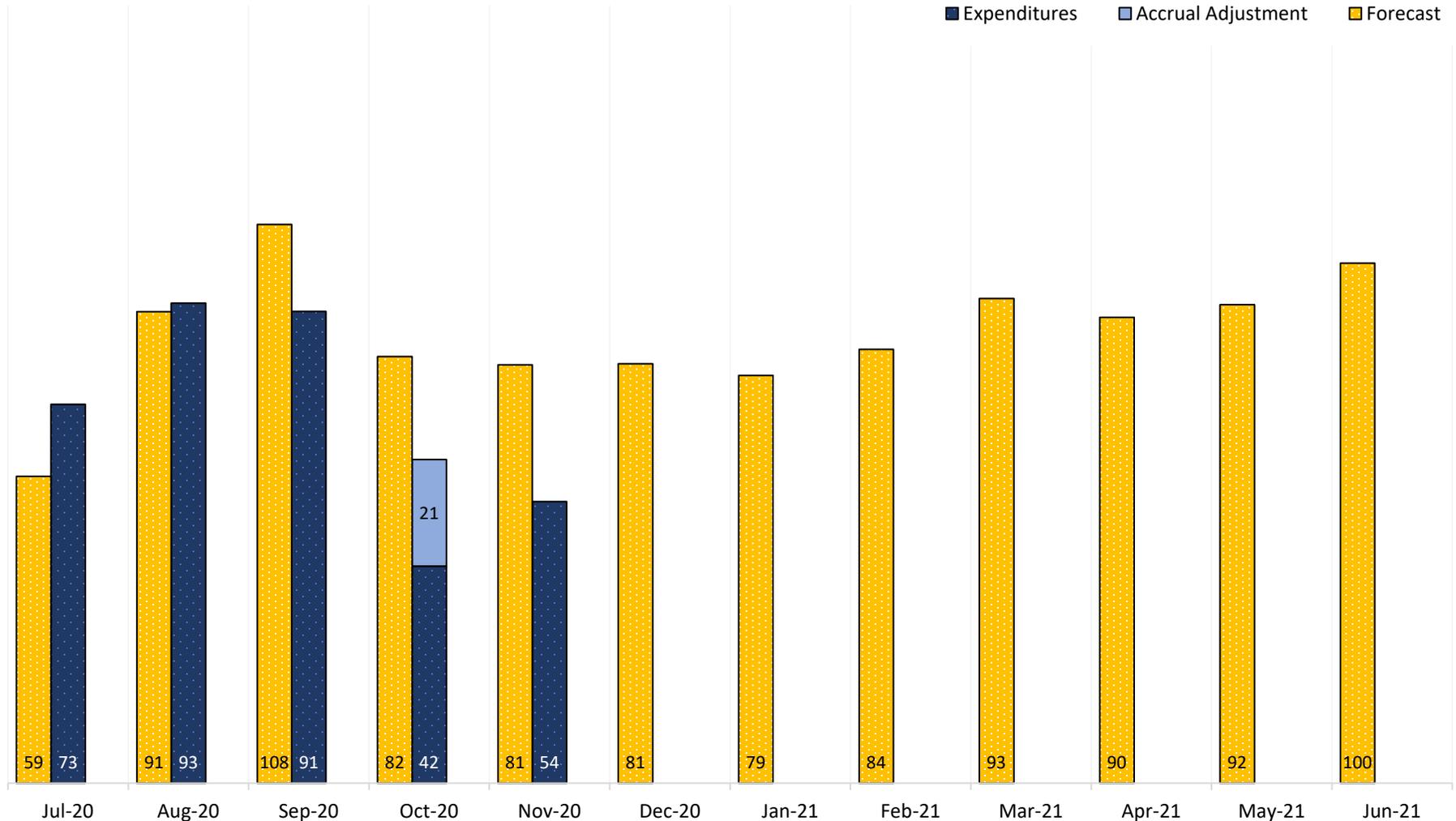
- Intrusion Protection Barriers and other railroad related works.
- North Extension (Avenue 17 to 19 in Madera County).
- Third-Party related work (e.g., Additional PG&E and AT&T work).
- Track Works (Needed for ARRA fulfillment).
- Miscellaneous Works Modifications (e.g., Utility Relocation, Environmental 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 Cumulative Contract Value - CP 1-5 (DB only) curve has been adjusted to reflect only the ARRA scope required to complete the 119-mile infrastructure by December 31, 2022. For the Track & Systems contract, this adjustment includes only the estimated cost to place plain-line track. The December CVSR will provide a reconciliation with the ARRA scope included in the Capital Outlay Report.
2. The December 2022 Cumulative Plan forecast projection increased from \$4,939.6M to \$4,966.2M due to \$26.6M in November 2020 Change Order executions.

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

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

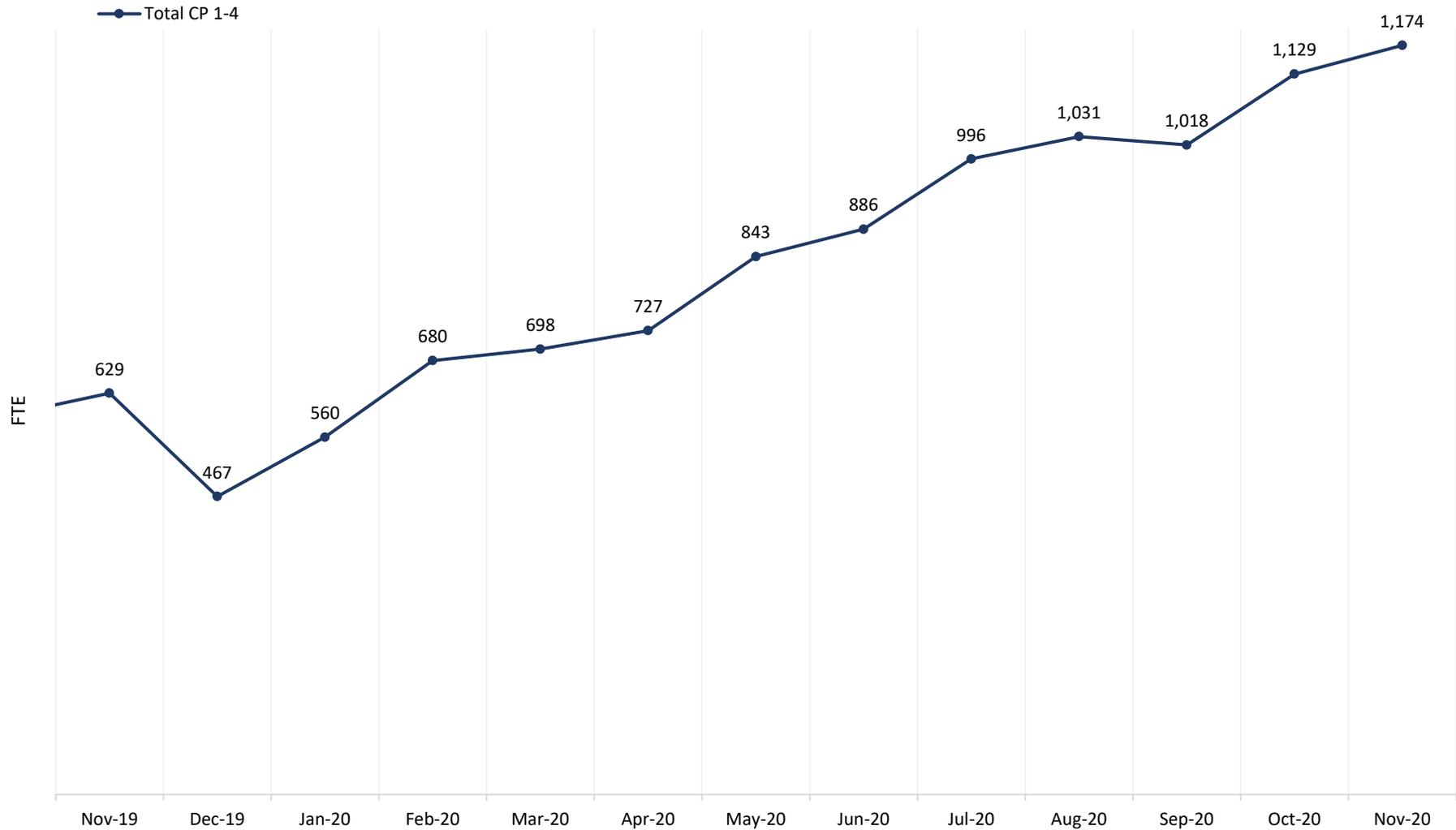


Notes:

1. All projections are being monitored against the conditional acceptance of CP 1-4’s Revised Baseline Schedule (RBS) as of November 2020.
2. The primary reasons for the lower expenditures are:
 - CP 1: Kinder Morgan pipeline relocation design, at Herndon Ave, delayed due to UPRR approvals. As of this date: UPRR approvals received, acquisition of long lead items underway, and construction start scheduled for March 2021. Road 27 bridge delayed due the BNSF moratorium and work plan approval. BNSF approval received and work currently proceeding. Jensen Trench delayed due to the PG&E gas line relocation. Final design submitted to PG&E in late December with an anticipated approval in early February 2021.
 - CP 2-3: West side piles at Tule River Viaduct delayed due to ROW. ROW negotiations are underway.
 - CP 4: North Kern Water Storage District (NKWSD) Canal Re-alignment delayed. Final agreement negotiations underway.

CP 1-4 – Monthly Construction Workforce Total

CP 1-4 – Monthly Construction Workforce Total – Actual

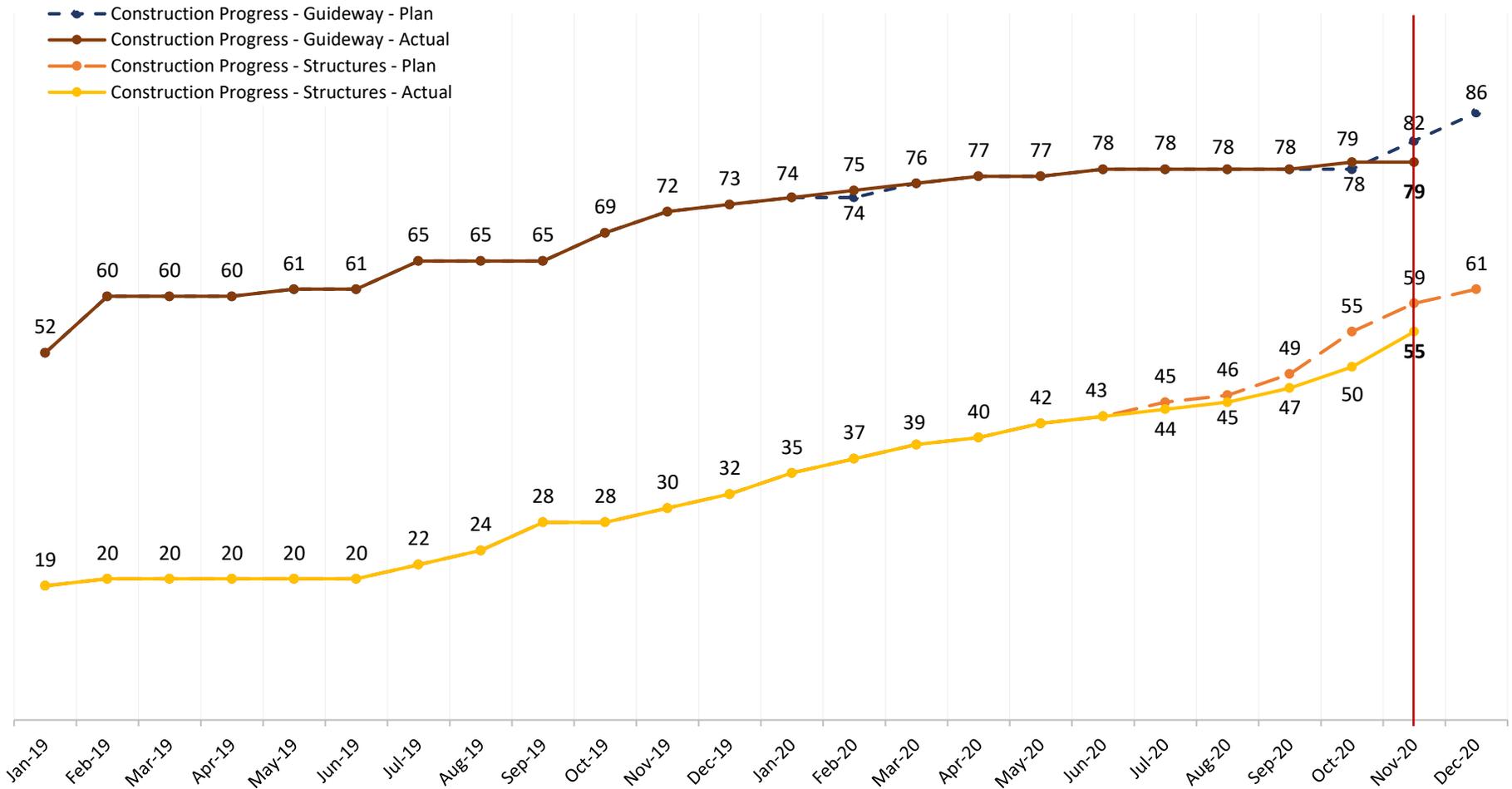


Notes:

1. The Construction Labor numbers (Full-Time Employees) are based on the weekly totals divided by the number of weeks within the working calendar month.
2. The December 2019 reporting number shows a sharp decrease due to the holiday week of December 23 through December 31.
3. The data from October 2019 to April 2020 was previously presented with data from each month's final week. The data has been updated to represent more accurately the overall total on a per working calendar month average status.

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

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

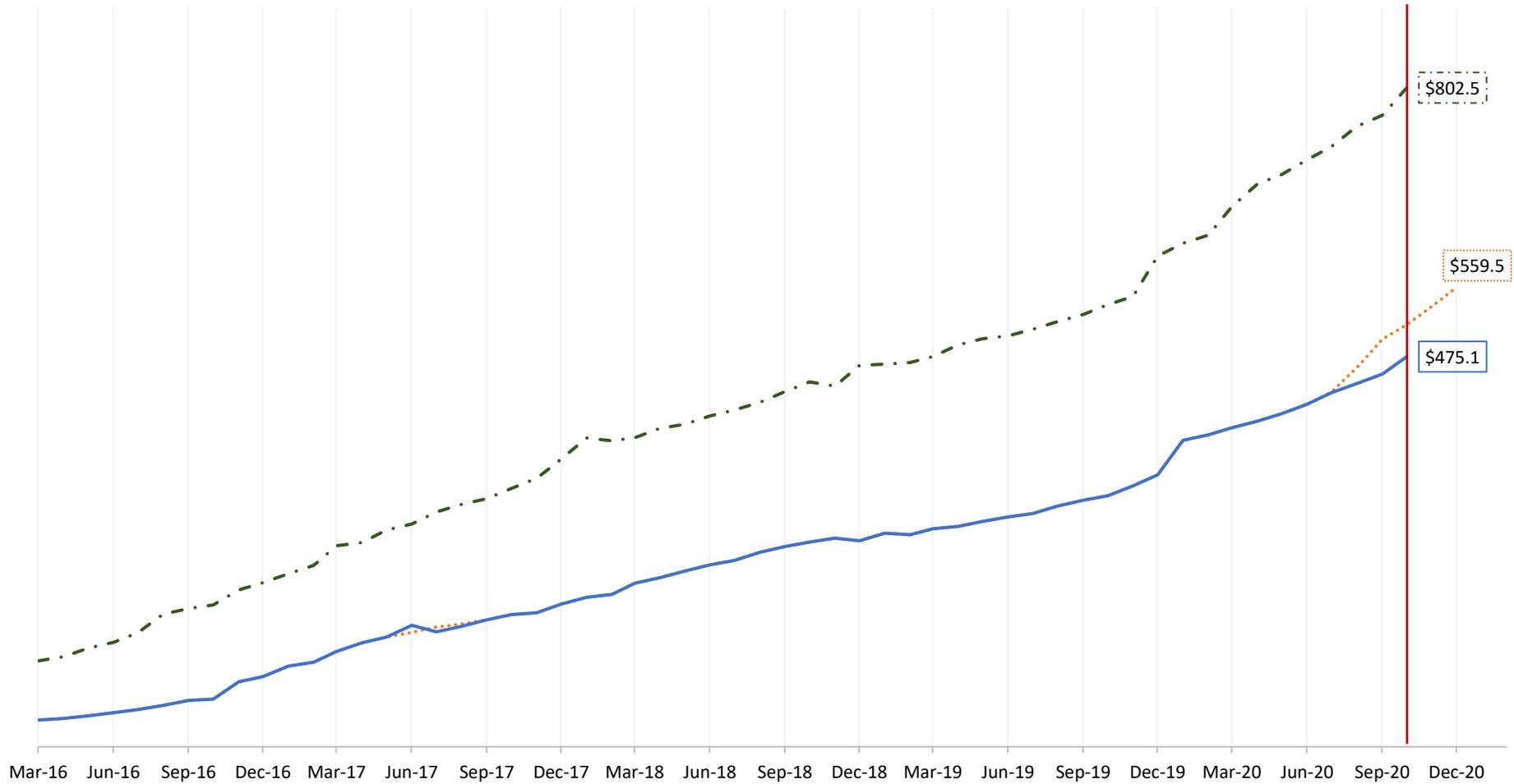


- Notes:**
- Total Structures: 93 each. Total Guideway: ~119 miles.
 - The Forecasted Structures and Guideway are based on the Authority’s conditional acceptance of CP 1-4’s Revised Baseline Schedule (RBS) as of November 2020.
 - CP 1: Two structures behind plan:
Central Avenue: PG&E Electric Relocation delayed due to design and railroad approval - estimated start date is March 2021.
Shaw Avenue: PG&E Electric Relocation delayed due to design 6-month shelf life re-evaluation - estimated start date is late February 2021.
 - CP 2-3: Two structures behind plan:
Deer Creek Viaduct and Avenue 136 are delayed due to ROW protracted negotiations.
 - CP 2-3: Three miles behind plan: Cole Slough to Dutch John Cut delayed due to Environmental Permits. Alpaugh area delayed due to ROW. Lansing to Curved Bridge delayed due to ongoing irrigation relocations. Anticipated to start in January 2021.
Cole Slough to Dutch John Cut, 404/408 Permits are delaying start of work; Lansing to Curved Bridge, impacted by ongoing irrigation relocations - anticipated to start in January 2021; Alpaugh area, impacted by ROW Acquisition.

CP 1-4 – Small Business Enterprise

CP 1-4 Cumulative Values

●●●●● Cumulative SBE Forecast
 — Cumulative SBE Actual
 - · - · - Current SBE Target



Notes:

1. Number of Small Business Enterprise Awarded Contracts: 435.
2. Value of overall Small Business Goal (30%): \$1.5B.
3. Value of Current Small Business Enterprise Awarded Contracts: \$968.4M (Increase of \$14.6M from September 2020).
4. Value of Small Business expended: \$475.1M.
5. Small Business Enterprise Utilization percentage based on Contractor Invoices Paid to Date: 17.8%.
6. Business Enterprise Utilization towards Value of overall Small Business Goal: 32%.
7. Due to processing and confirmation of Contractor submitted data, Small Business Enterprise Values are as of October 2020.

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 2: Land Right Conveyances (non-critical); entities where transfer of title occurs post construction.

CP 1-4 – ROW Parcel Acquisition Summary

Construction Package	Total Needed October 31, 2020	Total Needed COS ⁽¹⁾ Modifications ⁽²⁾	Total Needed November 30, 2020	Total Acquired October 31, 2020	Acquired November 30, 2020	Total Acquired November 30, 2020
	(A)	(B)	(C) = (A) + (B)	(D)	(E)	(F) = (D) + (E)
CP 1	1,048	10	1,058	851	13	864
CP 2-3	1,002	0	1,002	697	8	705
CP 4	245	-1	244	172	2	174
Total	2,295	9	2,304	1,720	23	1,743

- Notes:
1. Certificate of Sufficiency (COS).
 2. For CP 1, added 11 parcels (10 HSR owned requiring no acquisition, one additional identified during mapping and revised design) and removed one parcel (design refinement). For CP 2-3, added four due to revised design (one HSR owned requiring no acquisition) and removed four parcels no longer needed due to further design review. For CP 4, removed one parcel no longer needed due to stakeholder coordination.

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

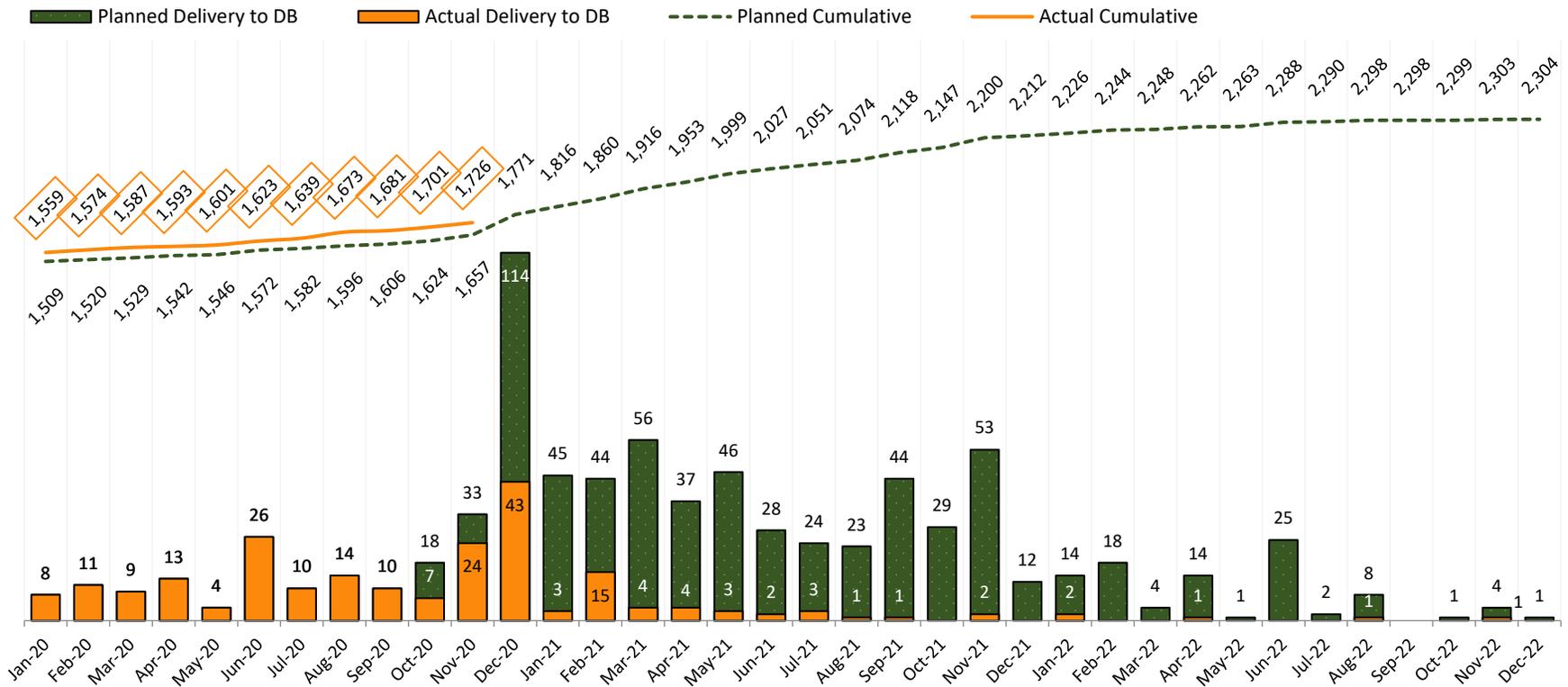
Construction Package	Total Acquired ⁽¹⁾ November 30, 2020	Delivered to DB ⁽²⁾ November 30, 2020	Total Delivered to DB ⁽³⁾ November 30, 2020	Total Acquired, Remaining to Deliver to DB November 30, 2020
	(G) = (F)	(H)	(I)	(J) = (G) - (I)
CP 1	864	21	855	9
CP 2-3	705	3	698	7
CP 4	174	1	173	1
Total	1,743	25	1,726	17

- Notes:
1. Total Acquired is defined as parcels that are legally possessed by the Authority.
 2. The 25 parcels delivered to the DB includes: two planned in September; one in October; eight in November; 10 in December; and four 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 November 30, 2020	Total Parcels Delivered to Date November 30, 2020	Remaining Parcels to be Delivered November 30, 2020
CP 1	1,058	855	203
CP 2-3	1,002	698	304
CP 4	244	173	71
Total	2,304	1,726	578

CP 1-4 – Parcel Delivery to DB Summary



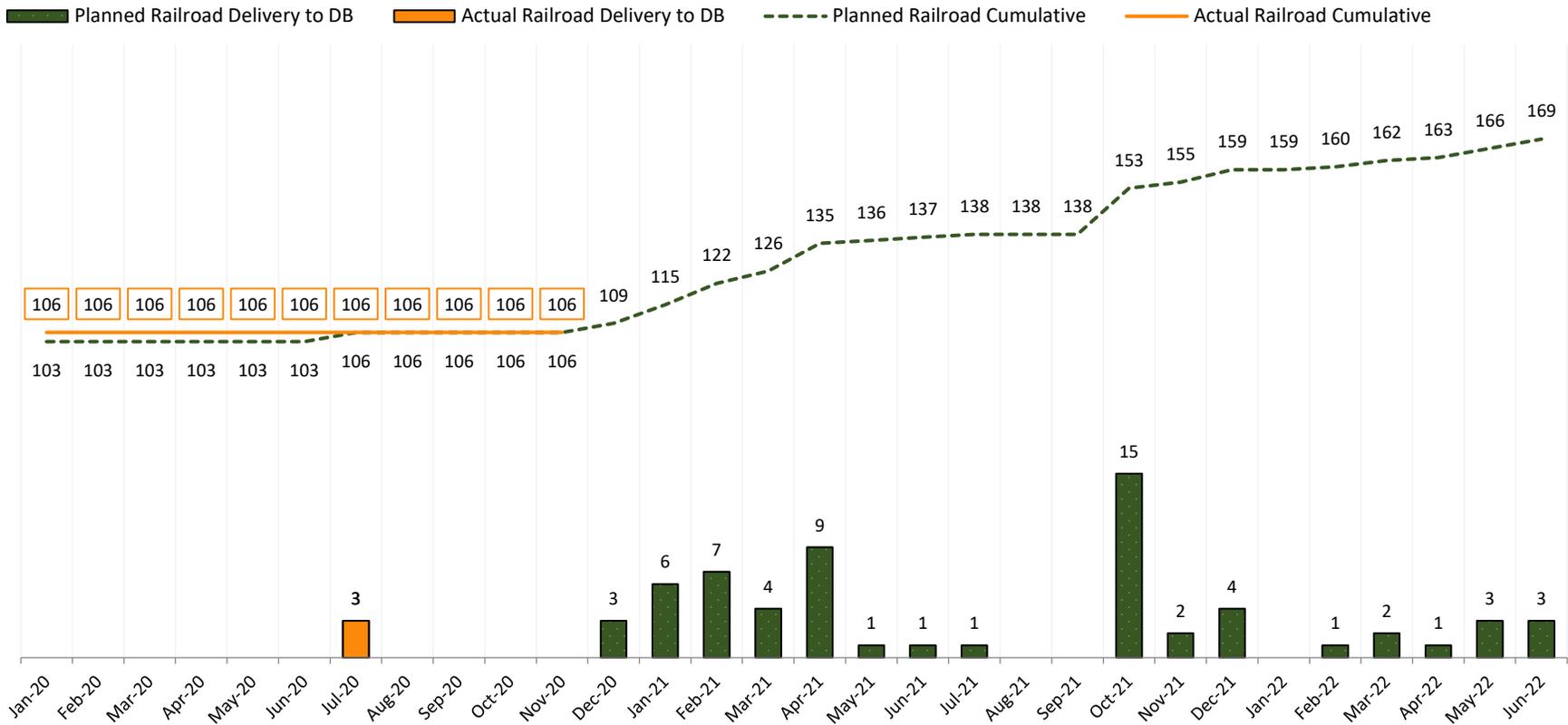
Notes:

- This reflects the current Revised Baseline Schedules (RBSs) for CP 1, CP 2-3, and CP 4.
- Planned Delivered to DB parcels may be adjusted periodically based on continued refinement of the RBS.
- Actual cumulative line for November 2020 reflects delivered parcels that are forecasted in future months.
 20 delinquent parcels (11 in October and nine in November). CP 1: One parcel at Barstow. Delivered in December. CP 2-3: Seven parcels: three in October (two at Nebraska and one at Tule River), and four in November (one at Tule River and three at Avenue 56). The DB is performing out-of-sequence work to mitigate construction schedule impacts at Tule River. Delinquent parcels at other locations are delaying PG&E power distribution and Harlan Stevens ditch relocations. CP 4: 12 parcels: Seven in October at Garces Highway; executed permission-to-enter agreements allow Environmental work to progress while concluding acquisition negotiations. Five parcels missed in November, two at Graces Highway and three at Poso not currently impacting schedule. DB performing out-of-sequence work to mitigate.

CP 1-4 – ROW Railroad Summary

Construction Package	Total Needed Railroad Parcels November 30, 2020	Total Railroad Parcels Delivered to Date November 30, 2020	Remaining Railroad Parcels to be Delivered November 30, 2020
CP 1	83	53	30
CP 2-3	57	26	31
CP 4	29	27	2
Total	169	106	63

CP 1-4 – Railroad Parcel Delivery to DB Summary



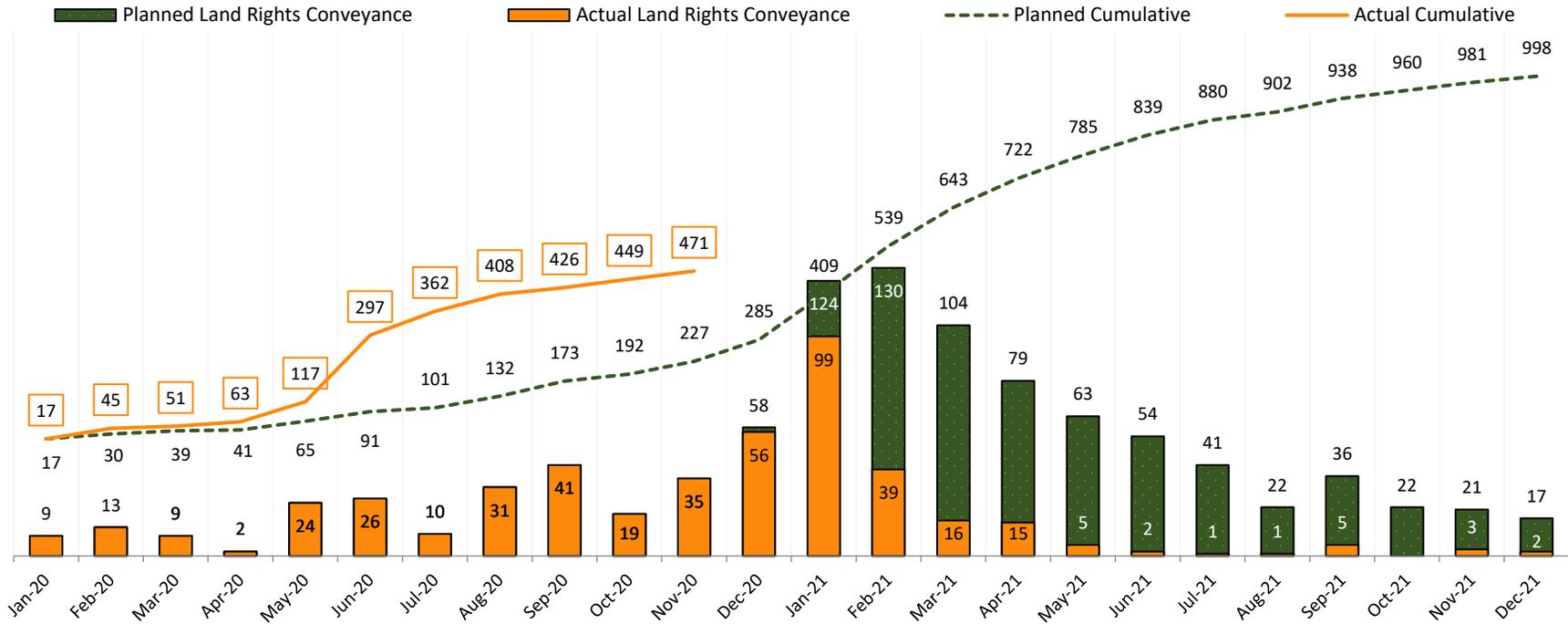
Notes:

1. This reflects the current Railroad Revised Baseline Schedules (RBSs) for CP 1, CP 2-3, and CP 4.
2. Planned Railroad Delivery to DB parcels may be adjusted periodically based on continued refinement of the RBS.
3. Total Needed Railroad Parcels were reduced by 13 parcels due to revised design. Six removed parcels were previously reported as Delivered to DB.

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 October 31, 2020	Total Needed Land Right Conveyances Modifications	Total Needed Land Right Conveyances November 30, 2020	Total Land Right Conveyances Approved ⁽⁵⁾ to Date October 31, 2020	Approved Land Right Conveyances Modifications October 31, 2020	Total Land Right Conveyances Approved November 30, 2020	Remaining Land Right Conveyances to be Approved November 30, 2020
CP 1	117	309	426	80	186	13	147
CP 2-3	157	313	470	67	90	8	305
CP 4	29	73	102	14	12	1	75
Total	303	695	998	161	288	22	527

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



Notes:

1. This projection has been revised based on the Revised Baseline Schedules (RBSs).
2. The PG&E temporary letter agreement naturally expired on November 1, 2020.
3. Actual Cumulative for November 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. The term "Approved" is defined as land right conveyances with Director of Real Property for signature, PG&E for signature, or recorded.

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
Madera Valley Water Company (MVWC)	CP 1	Obtain MVWC’s cooperation and capture essential terms working together to relocate MVWC facilities. Agreement finalized and approved by MVWC Board, but MVWC insists on hiring contract administrator before signing.	Jul-20	Dec-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. Agreement language finalized, but exhibit maps still being completed by Authority Right-of-Way Engineering.	Sep-20	Dec-20
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 still finalizing provisions with the Authority’s Legal Office.	Jul-20	Dec-20
Semitropic Water Storage District	CP 4	CCUA ⁽¹⁾ template allows prompt execution of land conveyances. Semitropic and the Authority’s CP 4 team still working out final revisions and exhibits.	Jul-20	Dec-20
Semitropic Water Storage District	CP 4	JUA ⁽²⁾ template allows prompt execution of land conveyances. Semitropic and the Authority’s CP 4 team still working out final revisions and exhibits.	Jul-20	Dec-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.

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
Current Contract Completion Date:	11/02/2021
Current Forecast Substantial Completion Date⁽²⁾:	12/30/2022

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:	\$1,239,127,467.45
Current Contract Amount:	\$2,262,115,467.45
Approved Invoices to Date ⁽¹⁾ :	\$1,393,553,183.64
Remaining Contract Balance:	\$868,562,283.81

Contract Time Status

Description	Duration ⁽³⁾
Original Contract Days:	1,628
Extension of Time Awarded:	1,312
Current Forecast Contract Days:	2,940
Work Days Spent (thru 11/30/2020):	2,603

Expended to Date

Description	Percentage
Time:	88.5%
Dollars:	61.6%

Growth Percentage

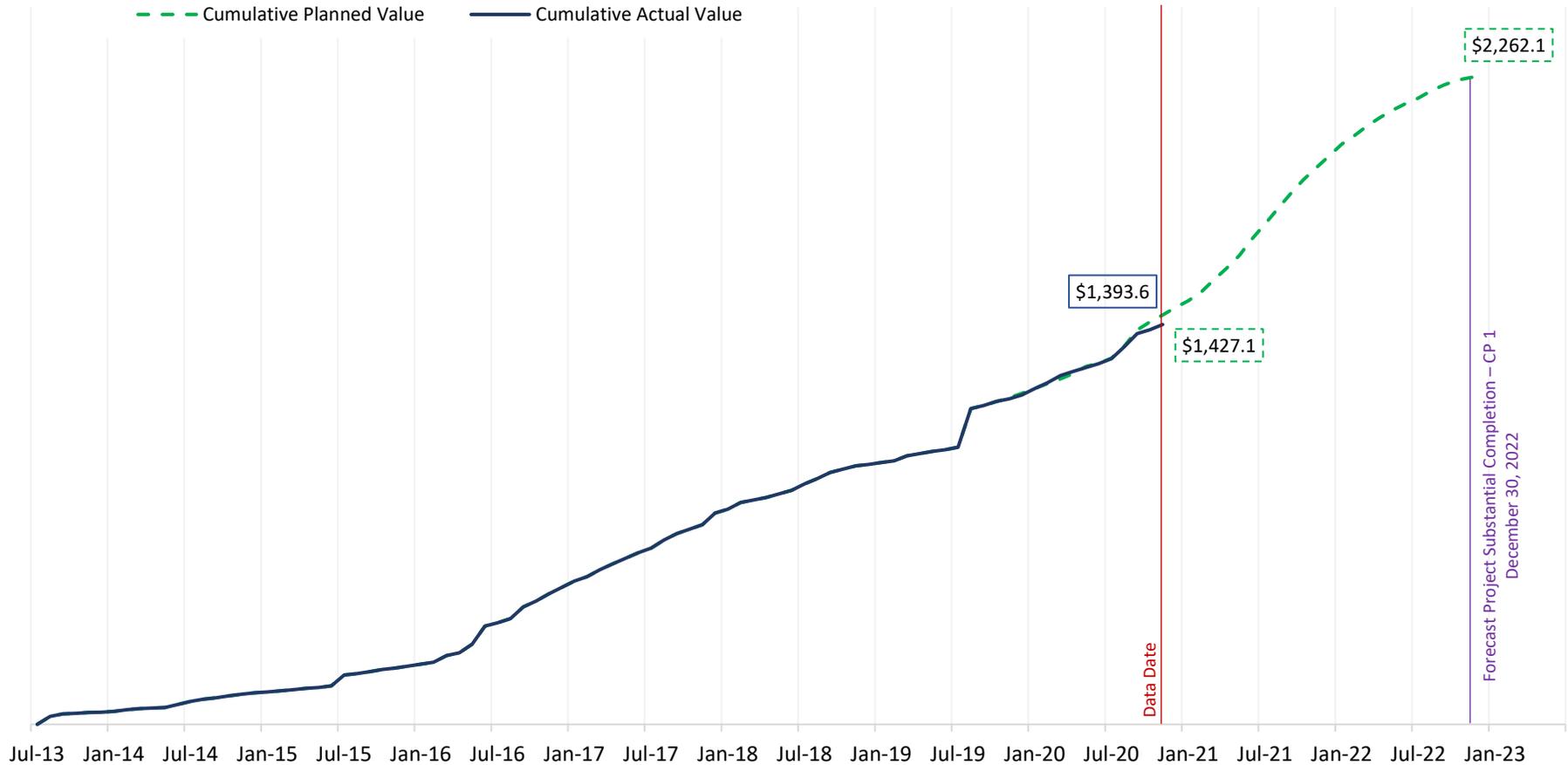
Description	Percentage
Time:	80.6%
Dollars:	121.1%

Notes:

1. Includes actuals through November 2020 and estimate for December 2020.
2. Current RBS Substantial Completion Forecast Date (Pending executed change order letter issuance) – December 30, 2022.
3. Calendar Days.

CP 1 – Earned Value

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

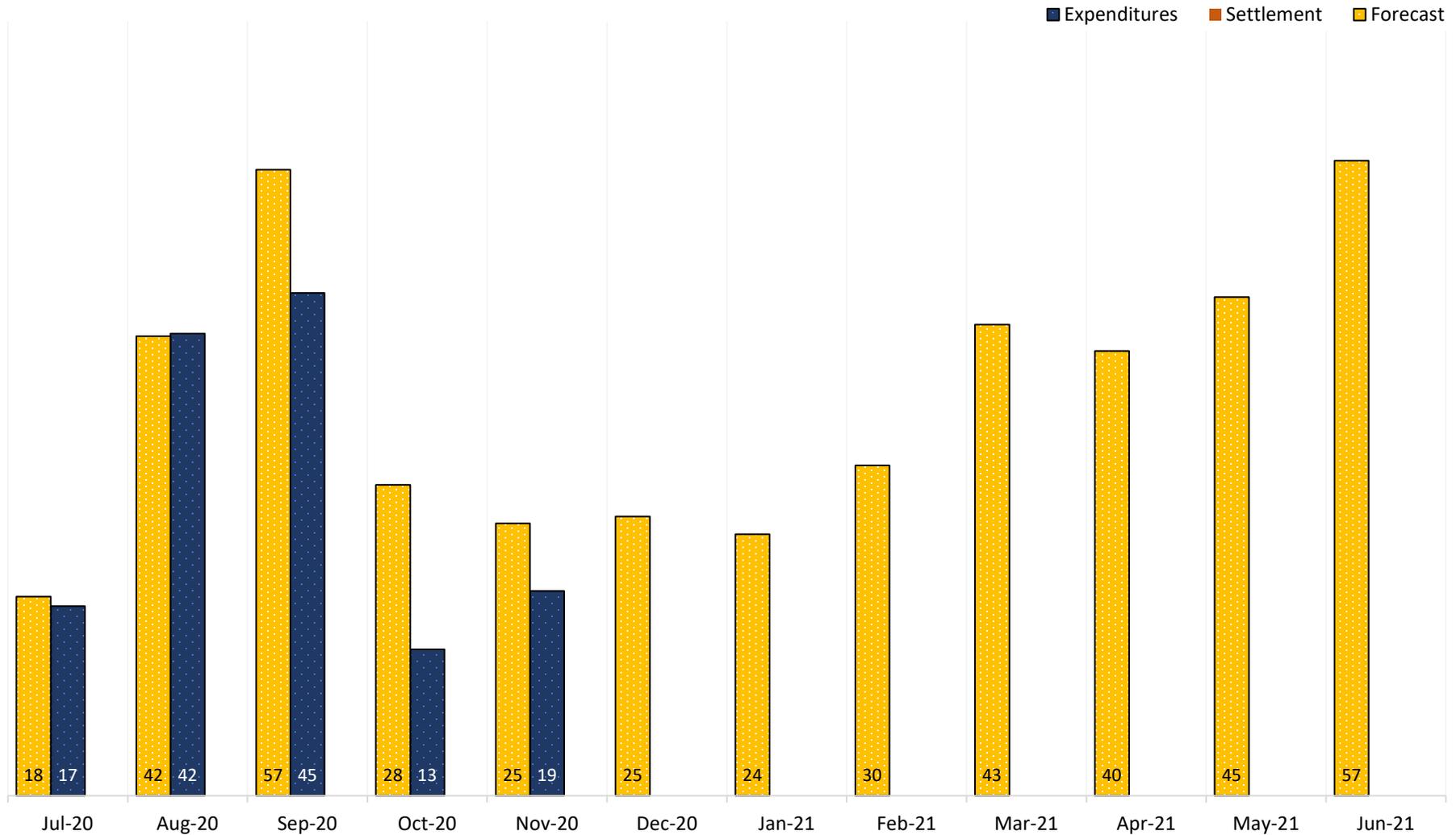


Notes:

1. 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.
2. The Planned Value and Contract Substantial Completion Date (December 2022) are based on the Authority's conditional acceptance of CP 1's Revised Baseline Schedule (RBS) as of July 2020. This is expected to be refined as future change orders are issued and finalized.

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 PCM certified invoices and do not include accrual adjustments.
2. The projections are being monitored against the conditional acceptance of CP 1's Revised Baseline Schedule (RBS) as of November 2020.
3. Kinder Morgan pipeline relocation design at Herndon Avenue delayed due to UPRR approvals. As of this date: UPRR approvals received, acquisition of long lead items underway, and construction start scheduled for March 2021. Road 27 bridge delayed due the BNSF moratorium and work plan approval. BNSF approval received and work currently proceeding. Jensen Trench delayed due to the PG&E gas line relocation. Final design submitted to PG&E in late December with an anticipated approval in early February 2021.

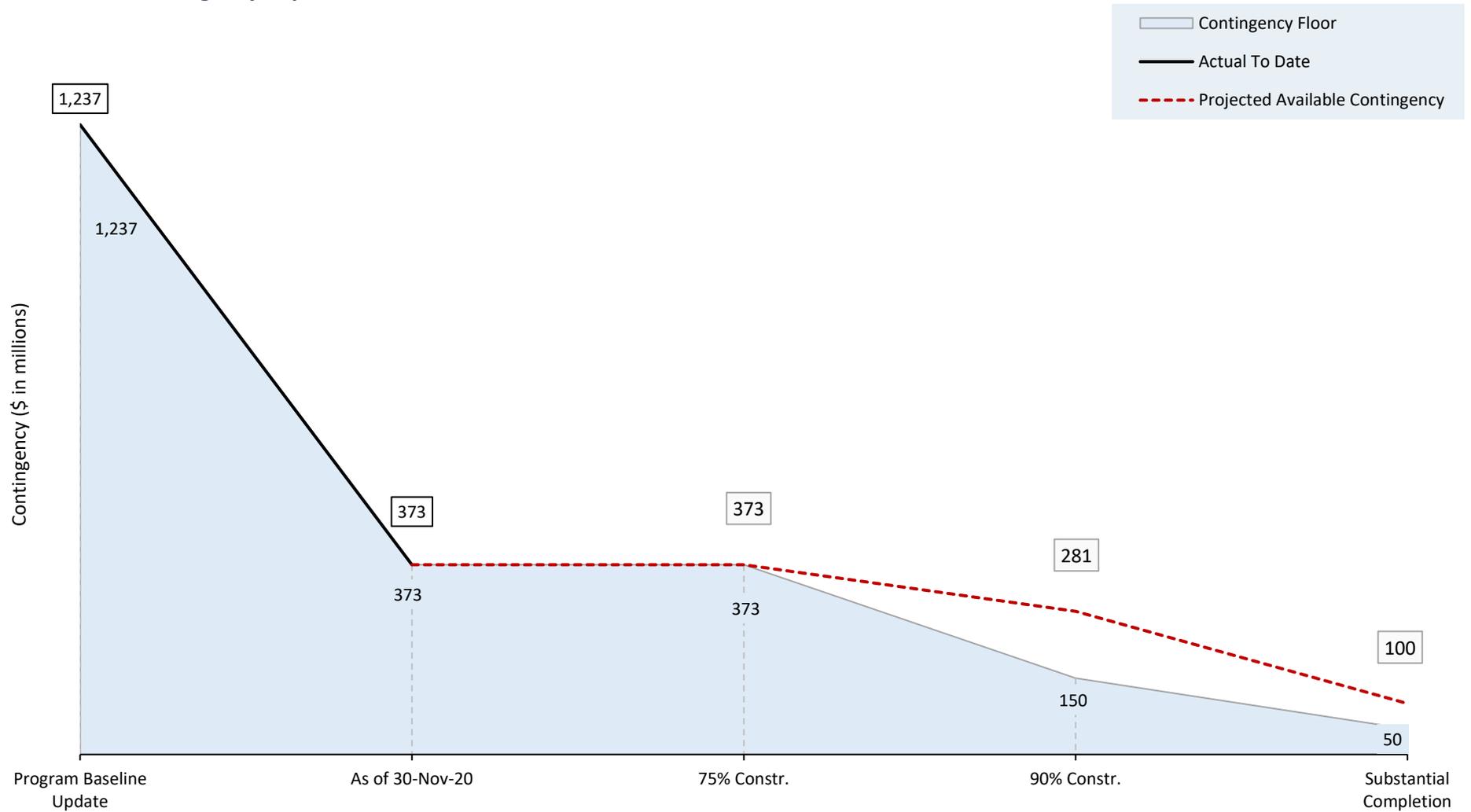
CP 1 – Executed Change Order Status

CP 1 – Executed Change Order Status

CO Number	Title	Change Status	Amount	Executed Date
	None to report this period			
	Total:		\$0.00	

CP 1 – Risk - Contingency Report

CP 1 – Risk - Contingency Report

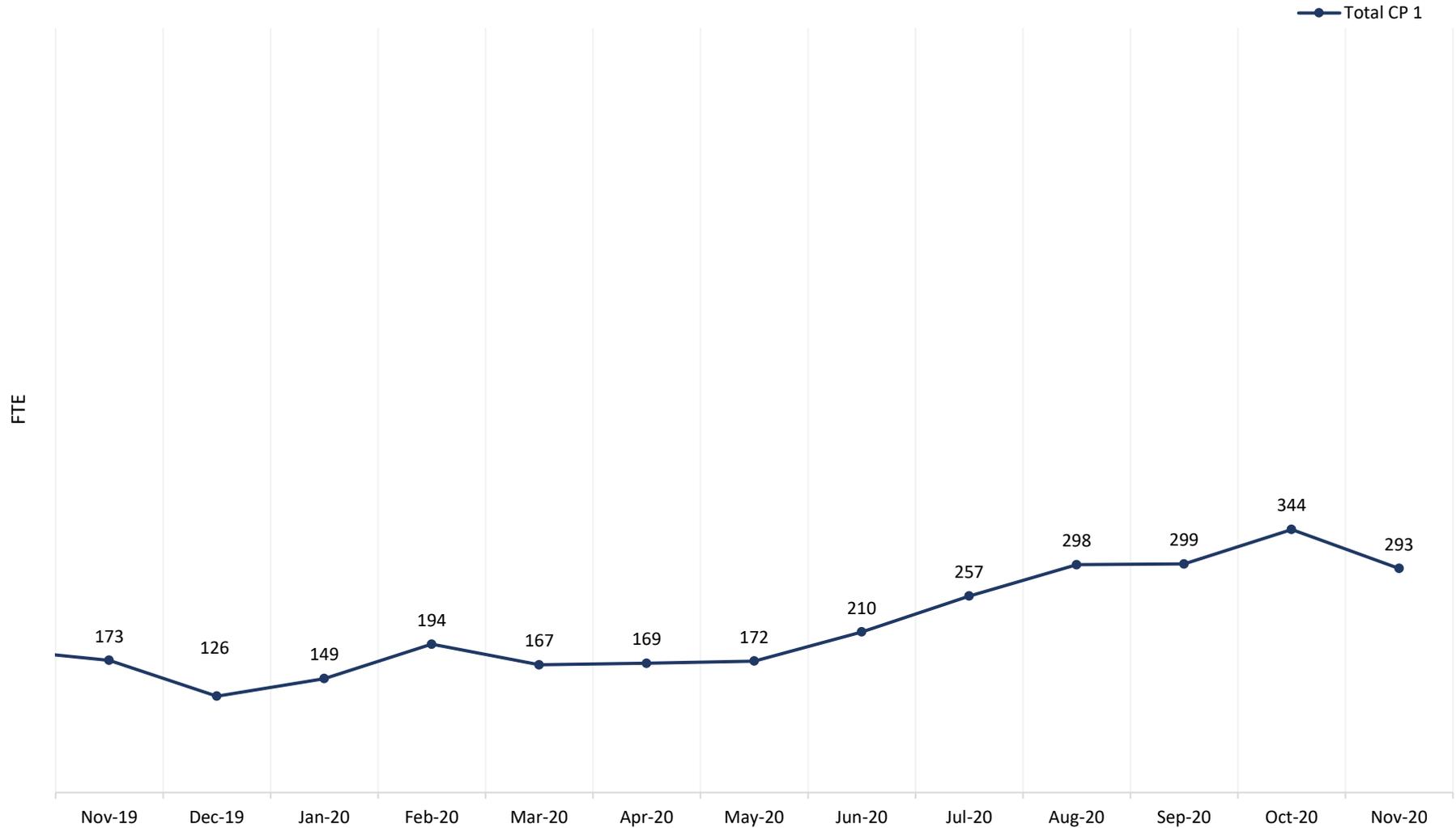


Notes:

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 November 30, 2020.
3. Remaining contingency balance reflects executed change orders and BOC approved items.

CP 1 – Monthly Construction Workforce Total

CP 1 – Monthly Construction Workforce Total – Actual

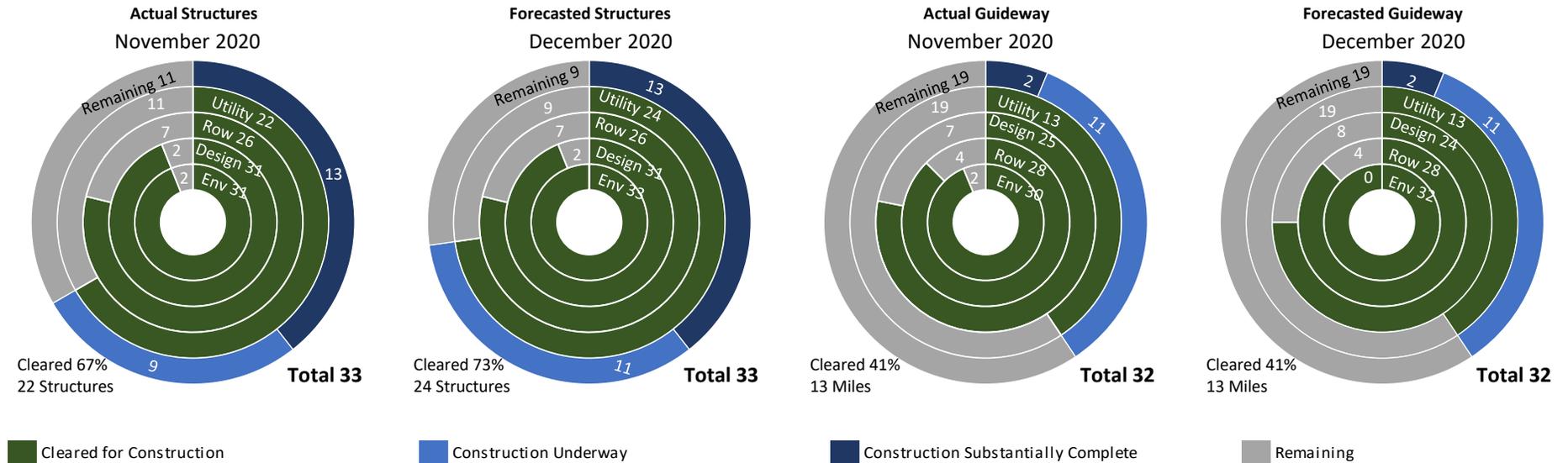


Notes:

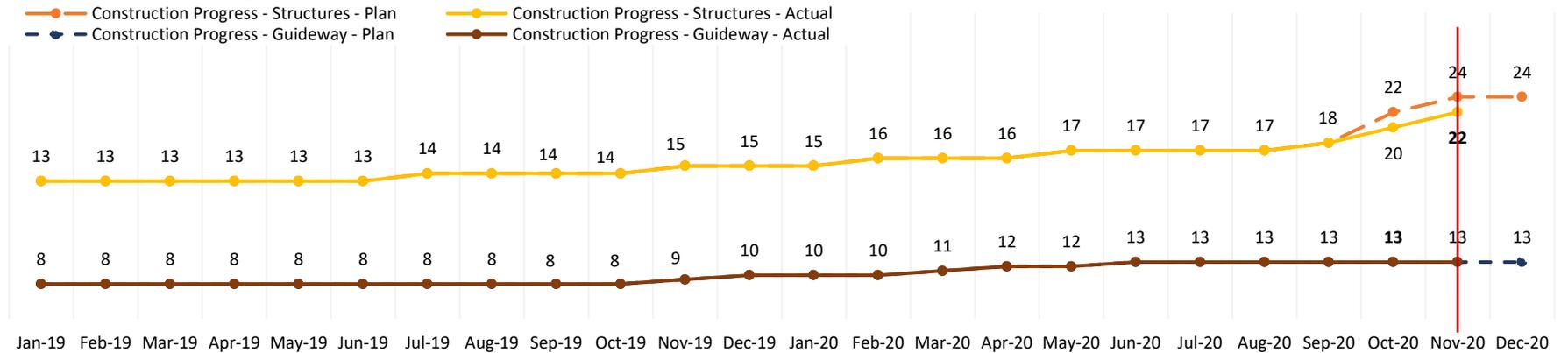
1. The Construction Labor numbers (Full-Time Employees) are based on the working calendar month.
2. The December 2019 reporting number shows a sharp decrease due to the holiday week of December 23rd through December 31st.
3. The data from October 2019 to April 2020 was previously presented with data from each month's final week. The data has been updated to represent more accurately the overall total on a per working calendar month average status.

CP 1 – Construction Progress

CP 1 – Construction Progress



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

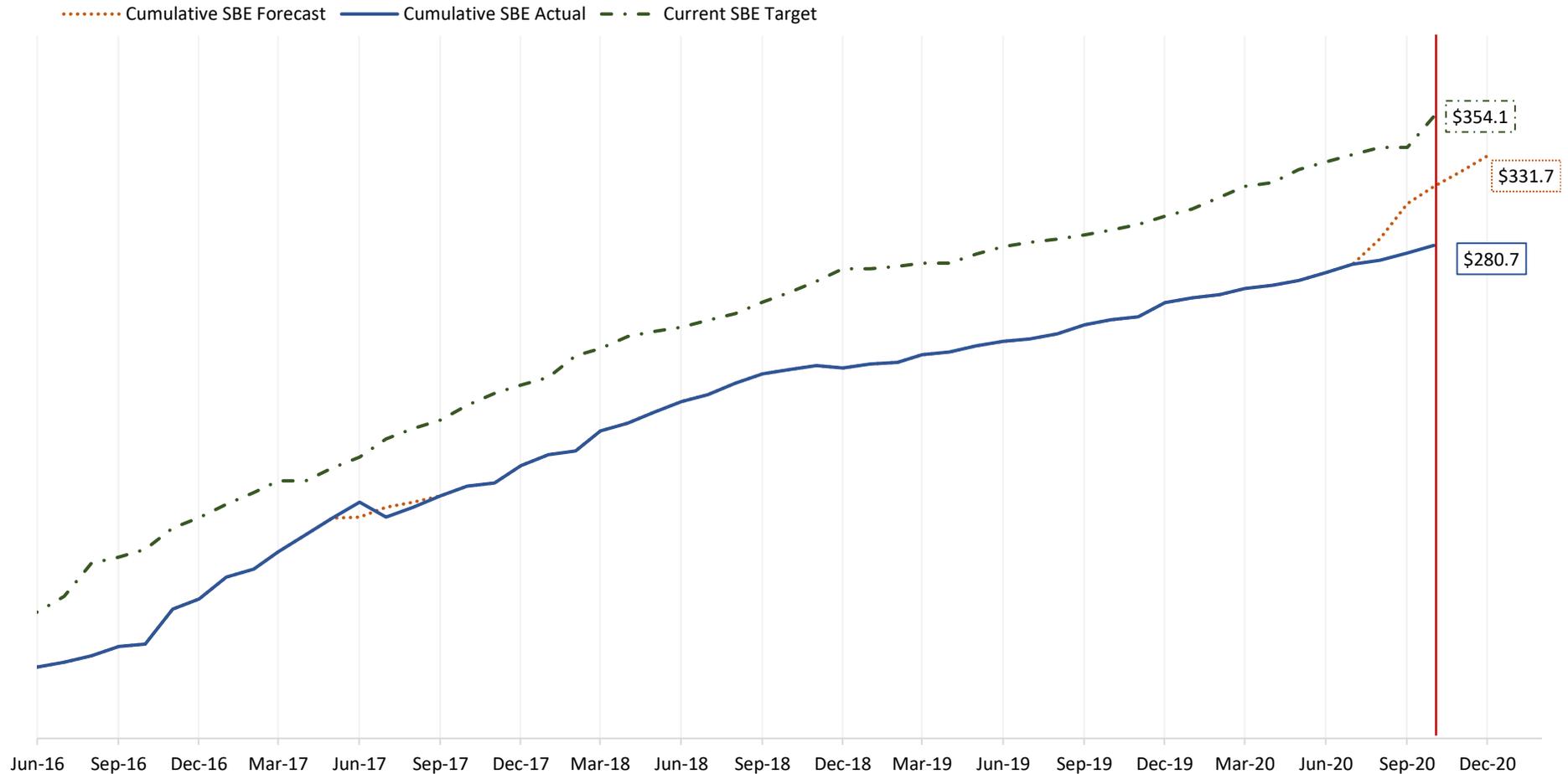


Notes:

- Total Structures: 33 structures.
- 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.
- The Forecasted Structures and Guideway are based on the Authority's conditional acceptance of CP 1's Revised Baseline Schedule (RBS) as of November 2020.
- The Forecasted Structures and Guideway for December 2020 has been adjusted to the midpoint date.
- Two structures behind plan:
Central Avenue: PG&E Electric Relocation delayed due to design and railroad approval - estimated start date is March 2021.
Shaw Avenue: PG&E Electric Relocation delayed due to design 6-month shelf life re-evaluation - estimated start date is late February 2021.

CP 1 – Small Business Enterprise

TPZP CP-1 – Historical Progress Toward 30% SB Goal Based on Paid to Date Values (\$M)



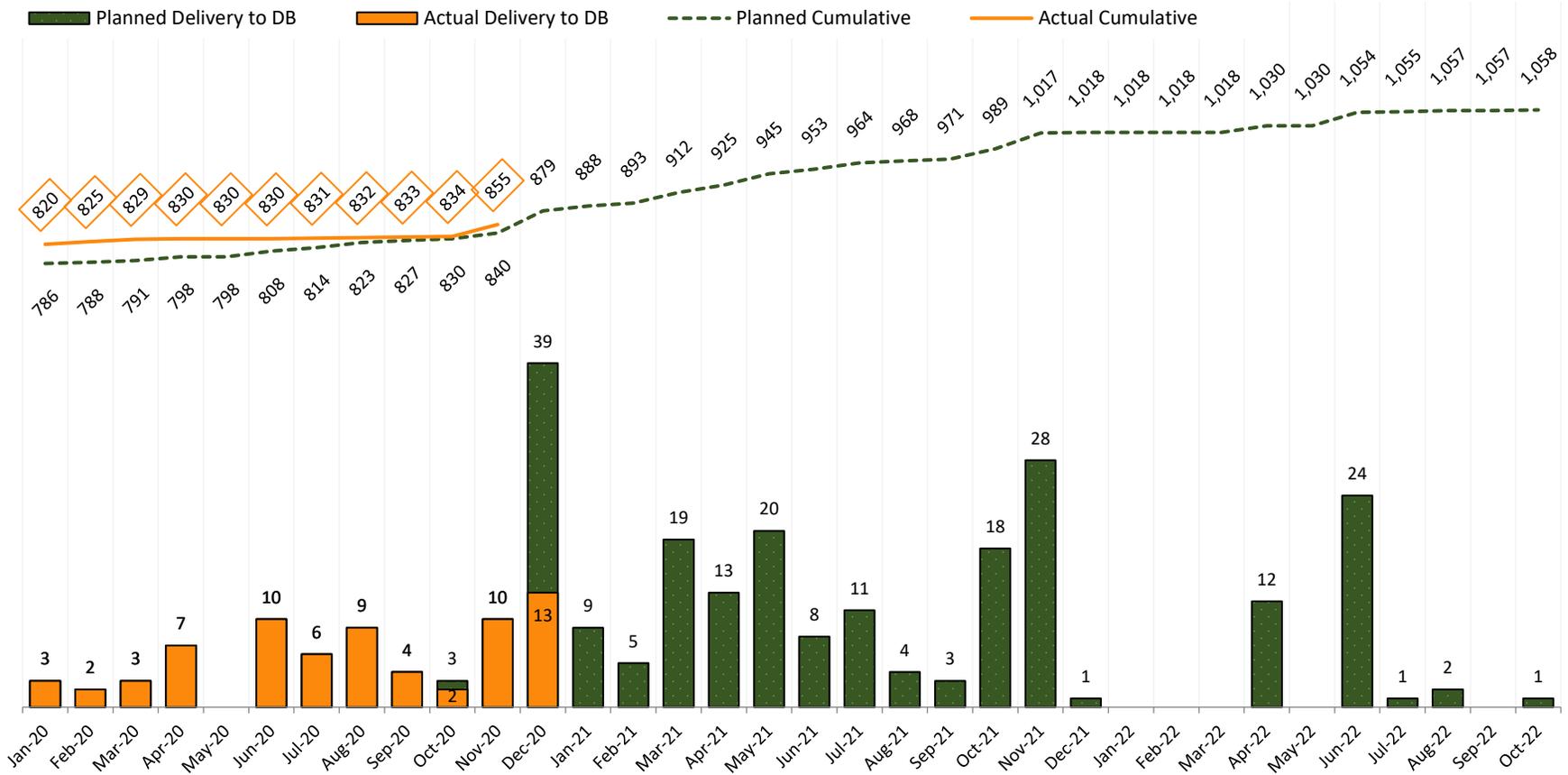
Notes:

1. Number of Small Business Enterprise Awarded Contracts: 137.
2. Value of overall Small Business Goal (30%): \$678M.
3. Value of Current Small Business Enterprise Awarded Contracts: \$514.5M (Increase of \$5.6M from September 2020).
4. Value of Small Business expended: \$280.7M.
5. 30% Goal Value for Small Business expended: \$354.1M.
6. Small Business Enterprise Utilization percentage based on Contractor Invoices Paid to Date: 23.8%.
7. Small Business Enterprise Utilization towards Value of overall Small Business Goal: 41%.
8. Due to processing and confirmation of Contractor submitted data, Small Business Enterprise Values are as of October 2020.

CP 1 – ROW Summary

Construction Package	Total Needed Parcels November 30, 2020	Total Parcels Delivered to Date November 30, 2020	Remaining Parcels to be Delivered November 30, 2020
CP 1	1,058	855	203

CP 1 – Parcel Delivery to DB Summary



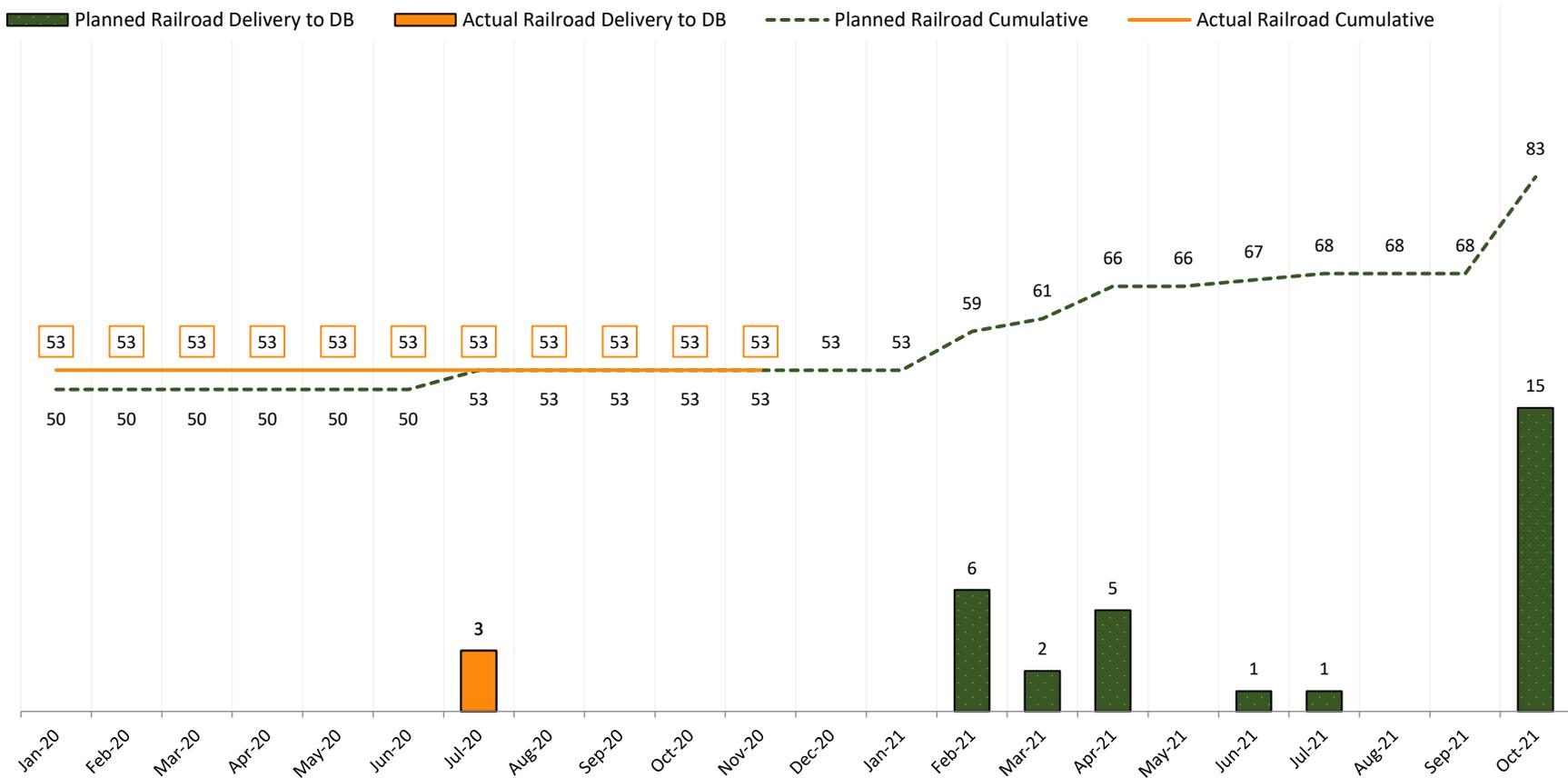
Notes:

1. This reflects the current Revised Baseline Schedules (RBSs) for CP 1.
2. Planned Delivered to DB parcels may be adjusted periodically based on continued refinement of the RBS.
3. Actual cumulative line for November 2020 reflects delivered parcels that are forecasted in future months.
4. One delinquent parcel at Barstow. Delivered in December.

CP 1 – ROW Railroad Summary

Construction Package	Total Needed Railroad Parcels November 30, 2020	Total Railroad Parcels Delivered to Date November 30, 2020	Remaining Railroad Parcels to be Delivered November 30, 2020
CP 1	83	53	30

CP 1 – Railroad Parcel Delivery to DB Summary



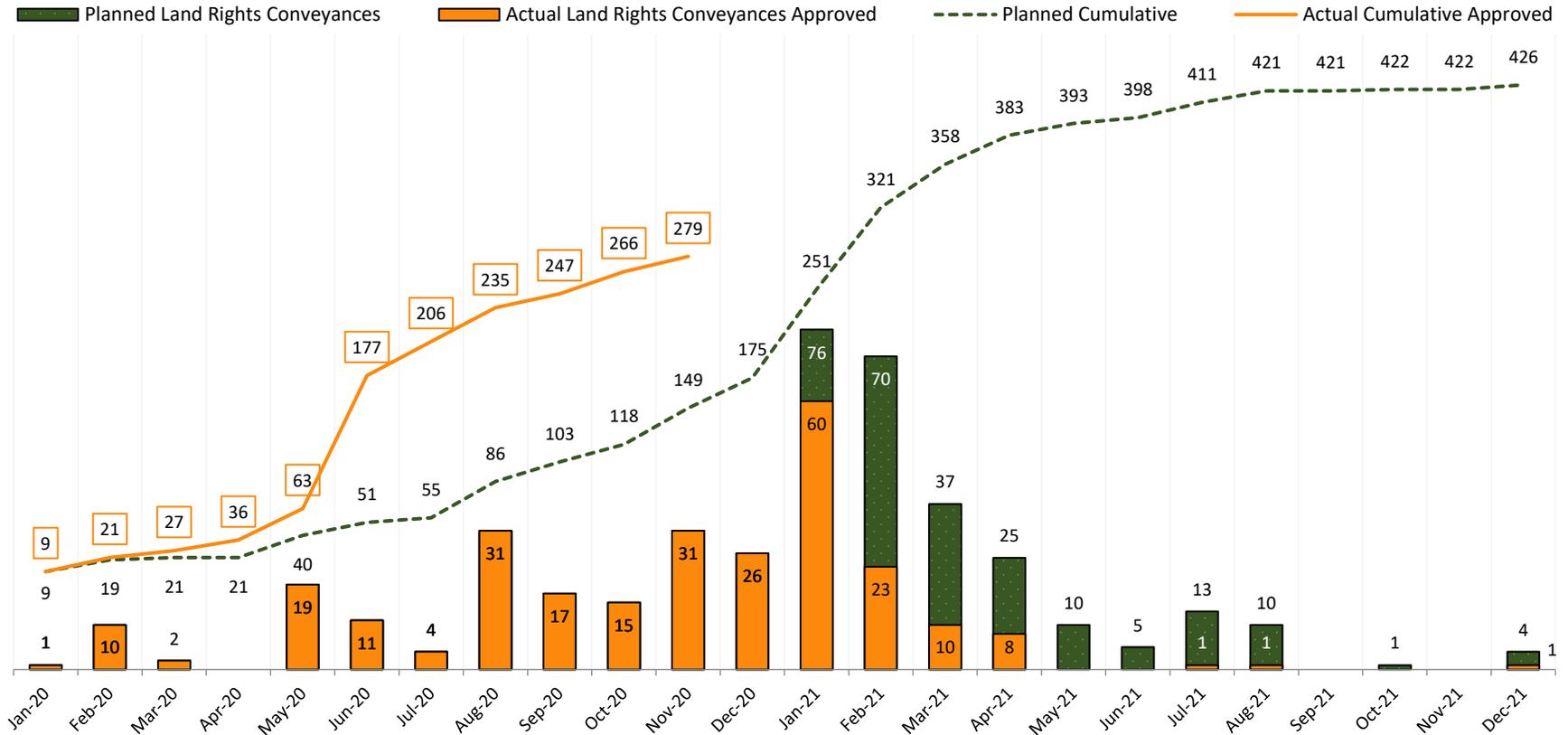
Notes:

1. This reflects the current Railroad Revised Baseline Schedules (RBSs) for CP 1.
2. Planned Railroad Delivery to DB parcels may be adjusted periodically based on continued refinement of the RBS.
3. Total Needed Railroad Parcels were reduced by 12 parcels due to revised design. Six of the 12 removed parcels were previously reported as Delivered to DB

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

Construction Package	Total Needed Land Right Conveyances November 30, 2020	Total Land Right Conveyances Approved ⁽⁵⁾ to Date November 30, 2020	Remaining Land Right Conveyances to be Approved November 30, 2020
CP 1	426	279	147

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



Notes:

1. This projection has been revised based on the Revised Baseline Schedules (RBSs).
2. The PG&E temporary letter agreement naturally expired on November 1, 2020.
3. Actual Cumulative for November 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. The term "Approved" is defined as land right conveyances with Director of Real Property for signature, PG&E for signature, or recorded.

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
LNTP Date:	06/12/2015
NTP Date:	07/25/2015
Original Completion Date:	08/19/2019
Current Contract Completion Date:	04/18/2022
Current Forecast Substantial Completion Date⁽²⁾:	12/18/2022

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:	\$727,261,272.24
Current Contract Amount:	\$2,092,597,162.24
Approved Invoices to Date ⁽¹⁾ :	\$1,273,263,410.93
Remaining Contract Balance:	\$819,333,751.31

Contract Time Status

Description	Duration ⁽³⁾
Original Contract Days:	1,486
Extension of Time Awarded:	973
Current Forecast Contract Days:	2,770
Work Days Spent (thru 11/30/2020):	1,955

Expended to Date

Description	Percentage
Time:	70.6%
Dollars:	60.8%

Growth Percentage

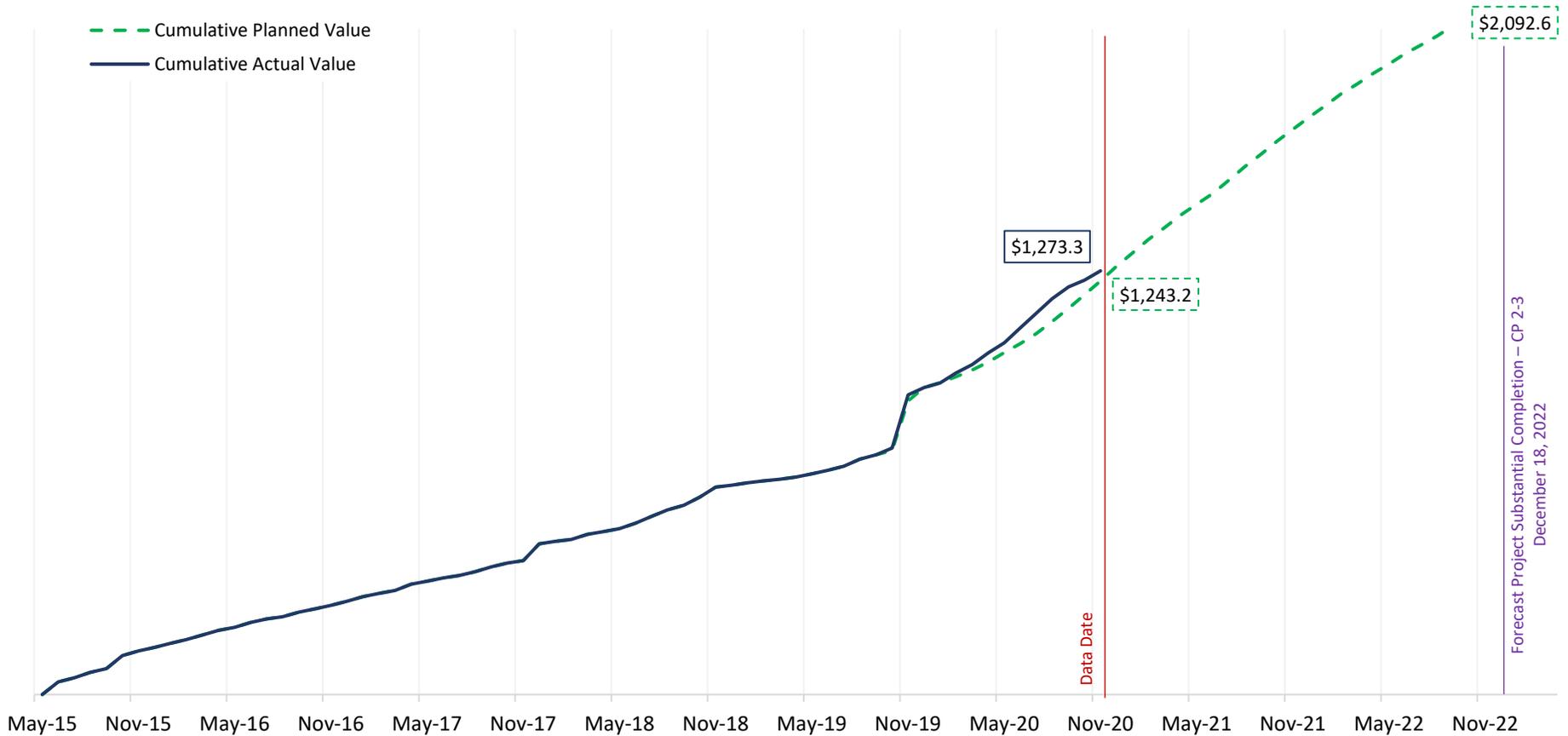
Description	Percentage
Time:	86.4%
Dollars:	53.2%

Notes:

1. Includes actuals through November 2020 and estimate for December 2020.
2. Current RBS Substantial Completion Forecast Date (Pending executed change order letter issuance) – December 18, 2022.
3. Calendar Days.

CP 2-3 – Earned Value

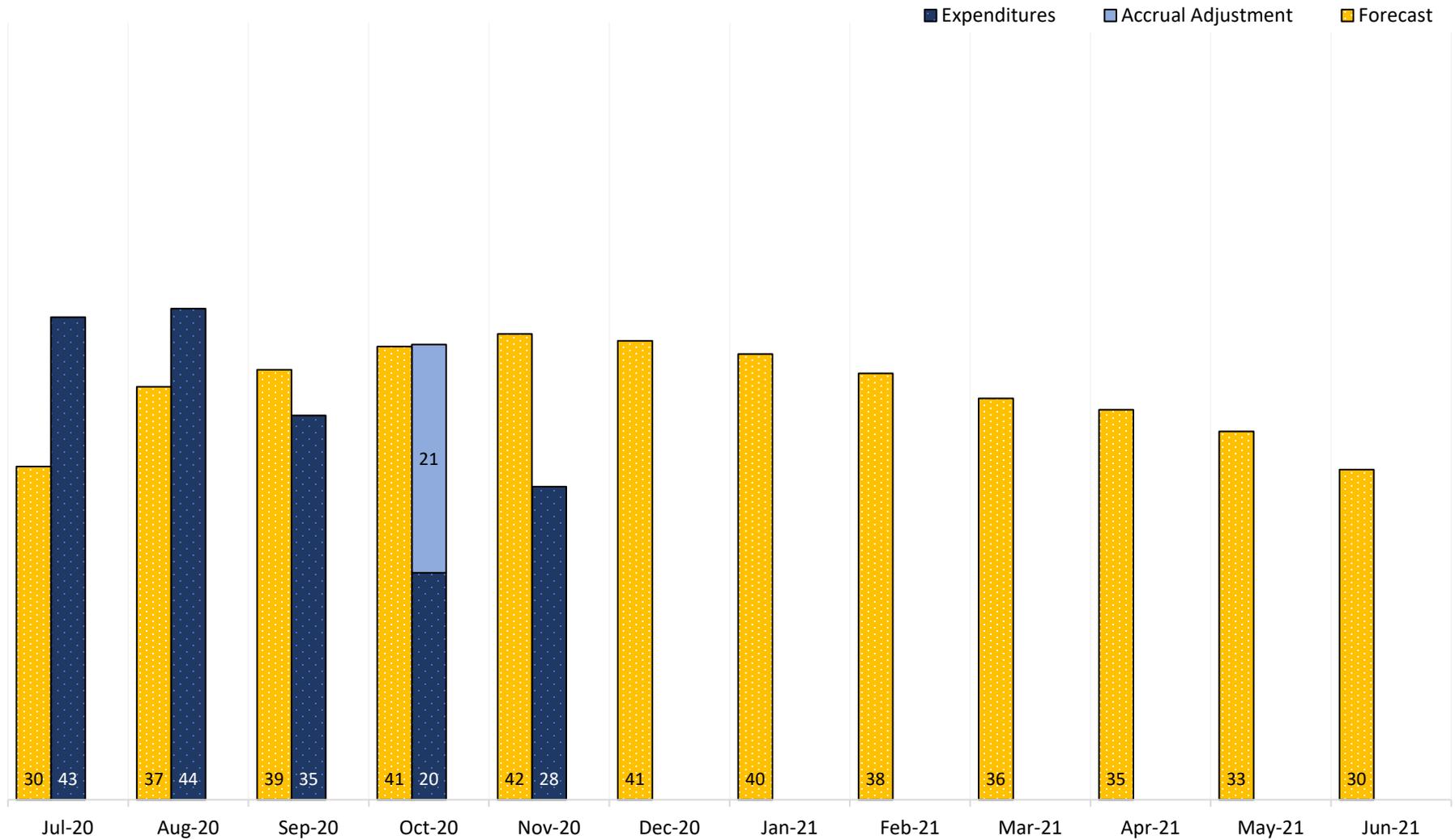
CP 2-3 – Planned vs. Actual Expenditures from Contract Award through Contract Completion (\$ Millions)



- Notes:**
1. The Planned Value and Contract Substantial Completion Date are based on the CP 2-3 Proposed Revised Baseline Schedule as of July 2020. This is expected to be refined as future change orders are issued.
 2. The Current Contract Value does not include unexecuted change orders including Project 517, the latest TIA settlement, and IPB change orders.

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

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



Notes:

1. The projections are being monitored against the conditional acceptance of CP 2-3's Revised Baseline Schedule (RBS) as of November 2020.
2. West side piles at Tule River Viaduct delayed due to ROW. ROW negotiations are underway.

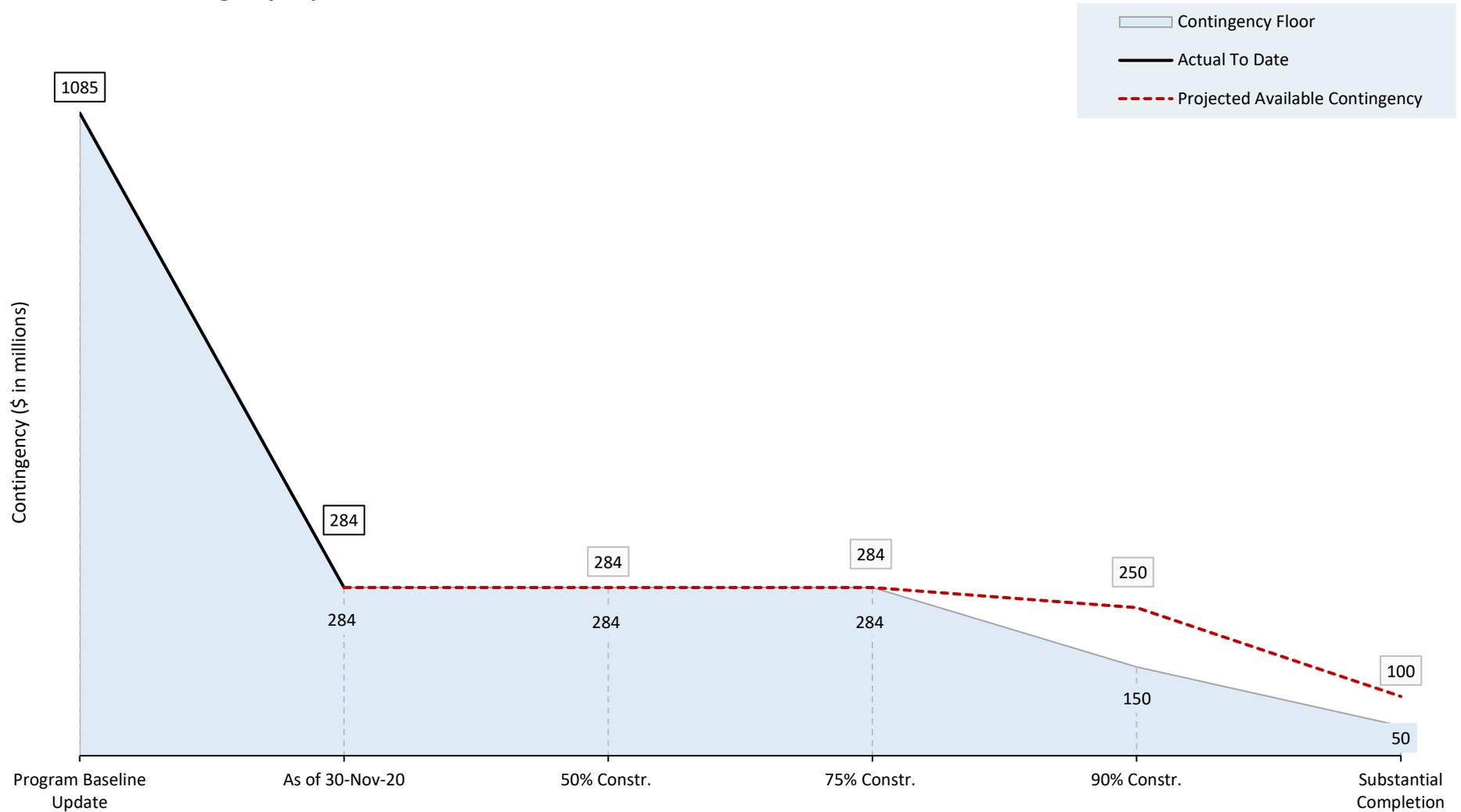
CP 2-3 – Executed Change Order Status

CP 2-3 – Executed Change Order Status

CO Number	Title	Change Status	Amount	Executed Date
0086.12	Private Irrigation Casings S 1 2 3	Executed	\$720,558.00	02-Nov-20
00177	Pacific Rim Dairy	Executed	\$2,257,120.00	02-Nov-20
00045.13	Escalation Costs - September 2020	Executed	\$903,757.00	12-Nov-20
00214	Salvador Ditch North	Executed	\$2,399,592.00	18-Nov-20
00215	DOORS Architecture	Executed	\$1,535,917.00	19-Nov-20
00212	Lansing Avenue Underpass	Executed	\$4,952,329.00	19-Nov-20
00188	Lawrence Ditch Revisions	Executed	\$86,001.00	19-Nov-20
00179	Out of Sequence S3	Executed	\$3,956,911.00	19-Nov-20
00050.2	AAAT Bike Pedestrian Underpass	Executed	\$2,825,675.00	19-Nov-20
00203	Taylor's Ditch	Executed	\$311,144.00	20-Nov-20
00198	Intrusion Protection Barrier	Executed	\$2,011,079.00	20-Nov-20
00197	BNSF Form B Delays	Executed	\$132,736.00	20-Nov-20
00201	Tule River Viaduct Remobilize	Executed	\$316,407.00	24-Nov-20
00200	Tule River – CIDH Piles – Drill Tech	Executed	\$537,373.00	24-Nov-20
00186	BNSF Westside Access Rd	Executed	\$79,593.00	24-Nov-20
00173	Unforeseen Field Conditions	Executed	\$22,493.00	25-Nov-20
Total:			\$23,048,685.00	

CP 2-3 – Risk - Contingency Report

CP 2-3 – Risk - Contingency Report

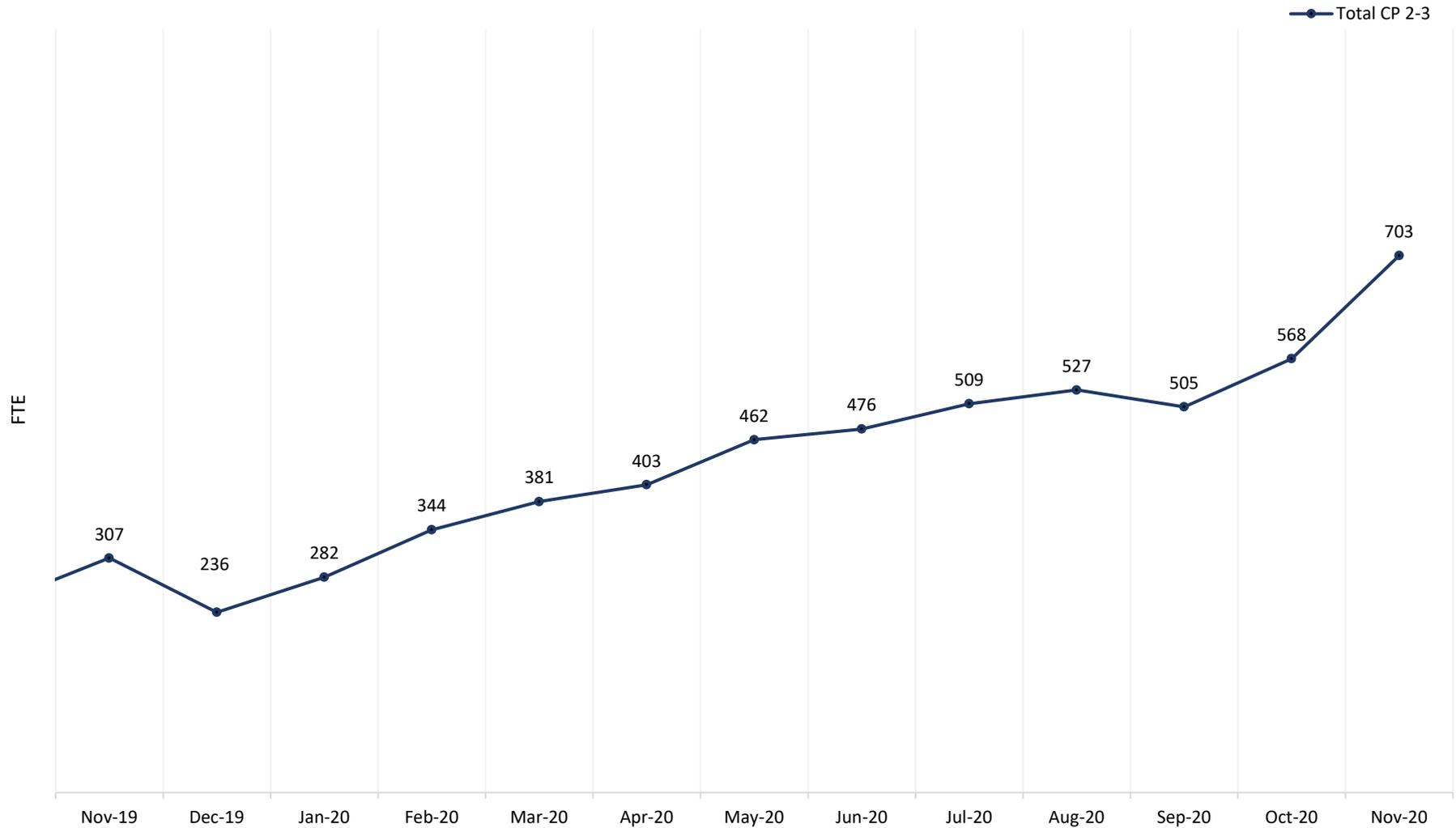


Notes:

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 November 30, 2020.
3. Remaining contingency balance reflects executed change orders and BOC approved items.

CP 2-3 – Monthly Construction Workforce Total

CP 2-3 – Monthly Construction Workforce Total – Actual

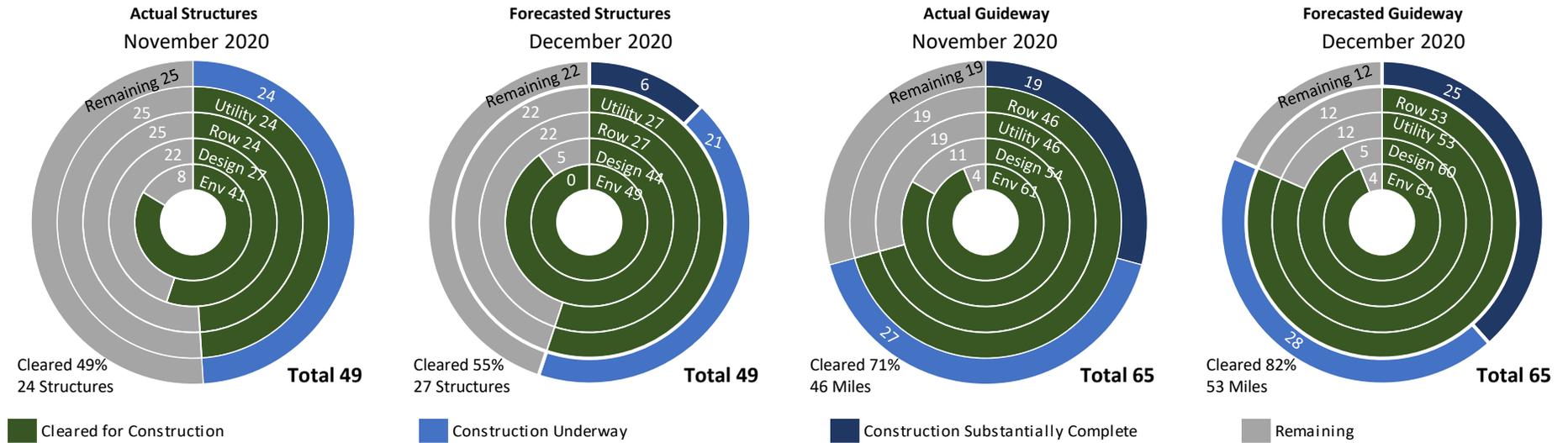


Notes:

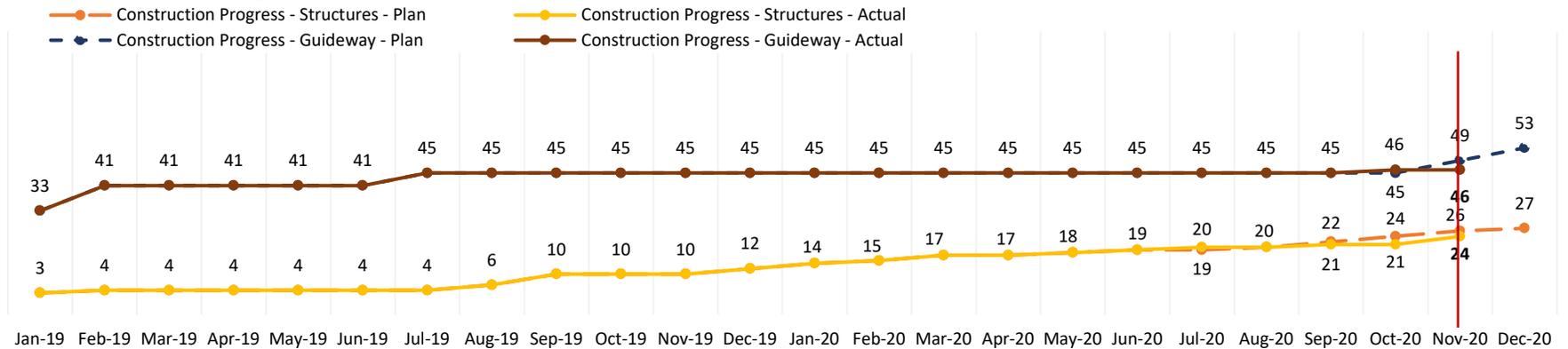
1. The Construction Labor numbers (Full-Time Employees) are based on the working calendar month.
2. The December 2019 reporting number shows a sharp decrease due to the holiday week of December 23rd through December 31st.
3. The data from October 2019 to April 2020 was previously presented with data from each month's final week. The data has been updated to represent more accurately the overall total on a per working calendar month average status.

CP 2-3 – Construction Progress

CP 2-3 – Construction Progress



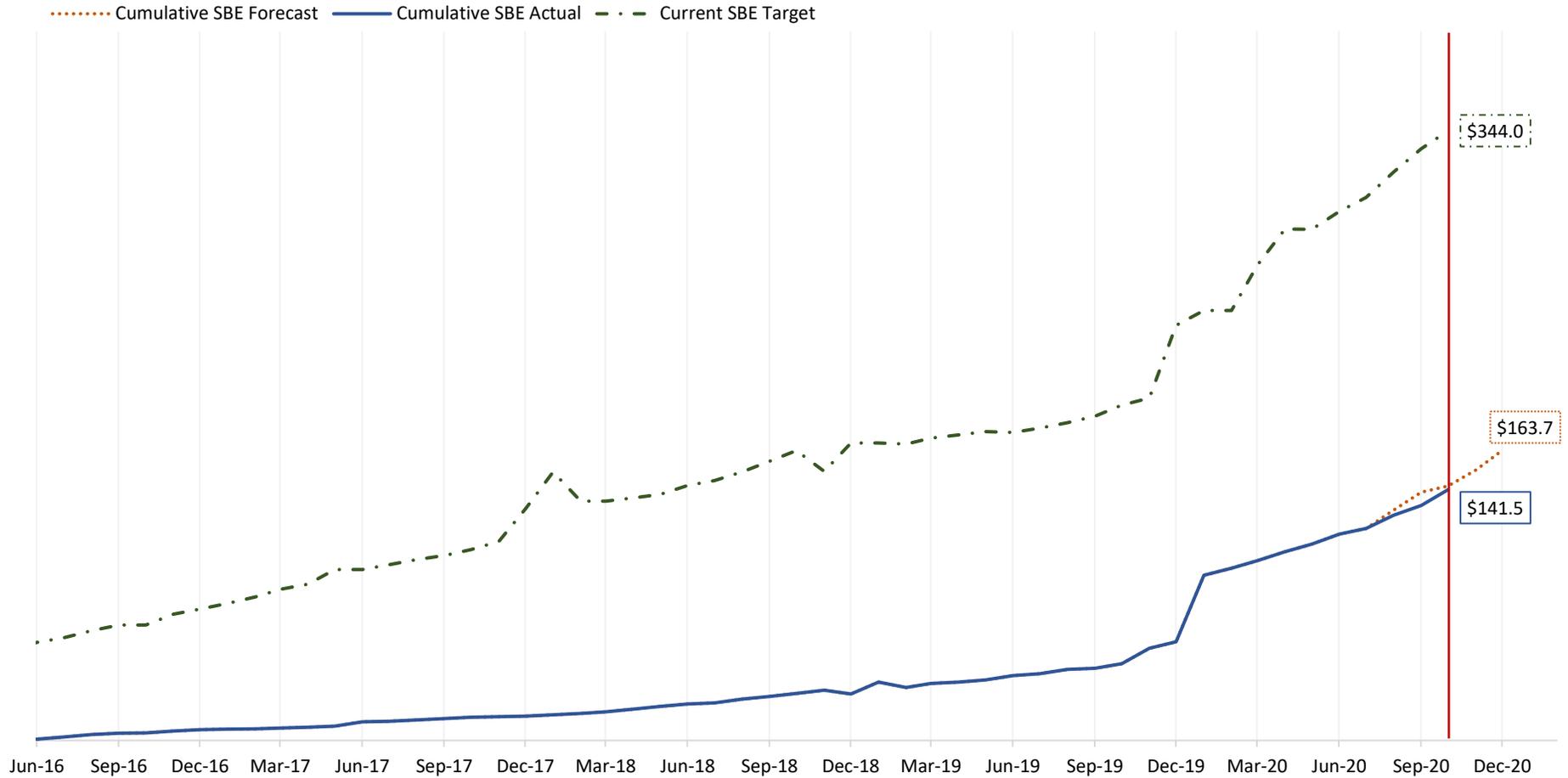
CP 2-3 – Construction Progress to Completion – Planned vs. Actual



- Notes:**
- Total Structures: 49 each. This count has been reduced from 50 due to combining the structures resulting from Project 517.
 - Total Guideway: 65 miles.
 - The Forecasted Structures and Guideway are based on the Authority’s conditional acceptance of CP 2-3’s Revised Baseline Schedule (RBS) as of November 2020.
 - Three miles behind plan:
Cole Slough to Dutch John Cut delayed due to Environmental Permits. Alpaugh area delayed due to ROW. Lansing to Curved Bridge delayed due to ongoing irrigation relocations. Anticipated to start in January 2021.
 - Two structures behind plan:
Deer Creek Viaduct and Avenue 136 are delayed due to ROW protracted negotiations.

CP 2-3 – Small Business Enterprise

DFJV CP 2-3 – Historical Progress Toward 30% SB Goal Based on Paid to Date Values (\$M)



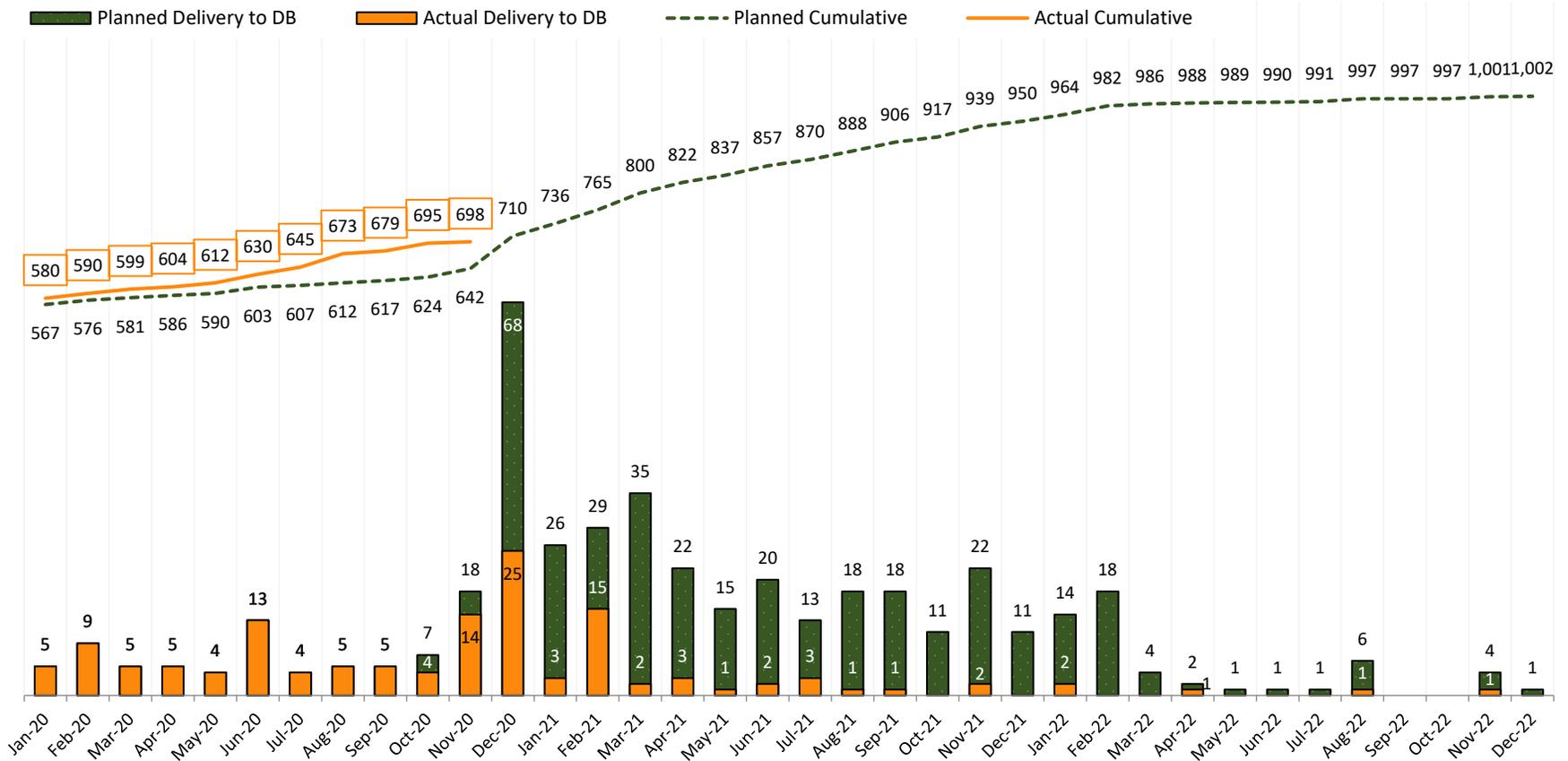
Notes:

1. Number of Small Business Enterprise Awarded Contracts: 202.
2. Value of overall SB Goal (30%): \$615M.
3. Value of Current Small Business Enterprise Awarded Contracts: \$368.5M (Increase of \$1.3M from September 2020).
4. Value of Small Business expended: \$141.5M (Increase of \$8.9M from September 2020).
5. 30% Goal Value for Small Business expended: \$344M.
6. Small Business Enterprise Utilization percentage based on Contractor Invoices Paid to Date: 12.3%.
7. Small Business Enterprise Utilization towards Value of overall Small Business Goal: 23%.
8. Due to processing and confirmation of Contractor submitted data, Small Business Enterprise Values are as of October 2020.

CP 2-3 – ROW Summary

Construction Package	Total Needed Parcels November 30, 2020	Total Parcels Delivered to Date November 30, 2020	Remaining Parcels to be Delivered November 30, 2020
CP 2-3	1,002	698	304

CP 2-3 – Parcel Delivery to DB Summary

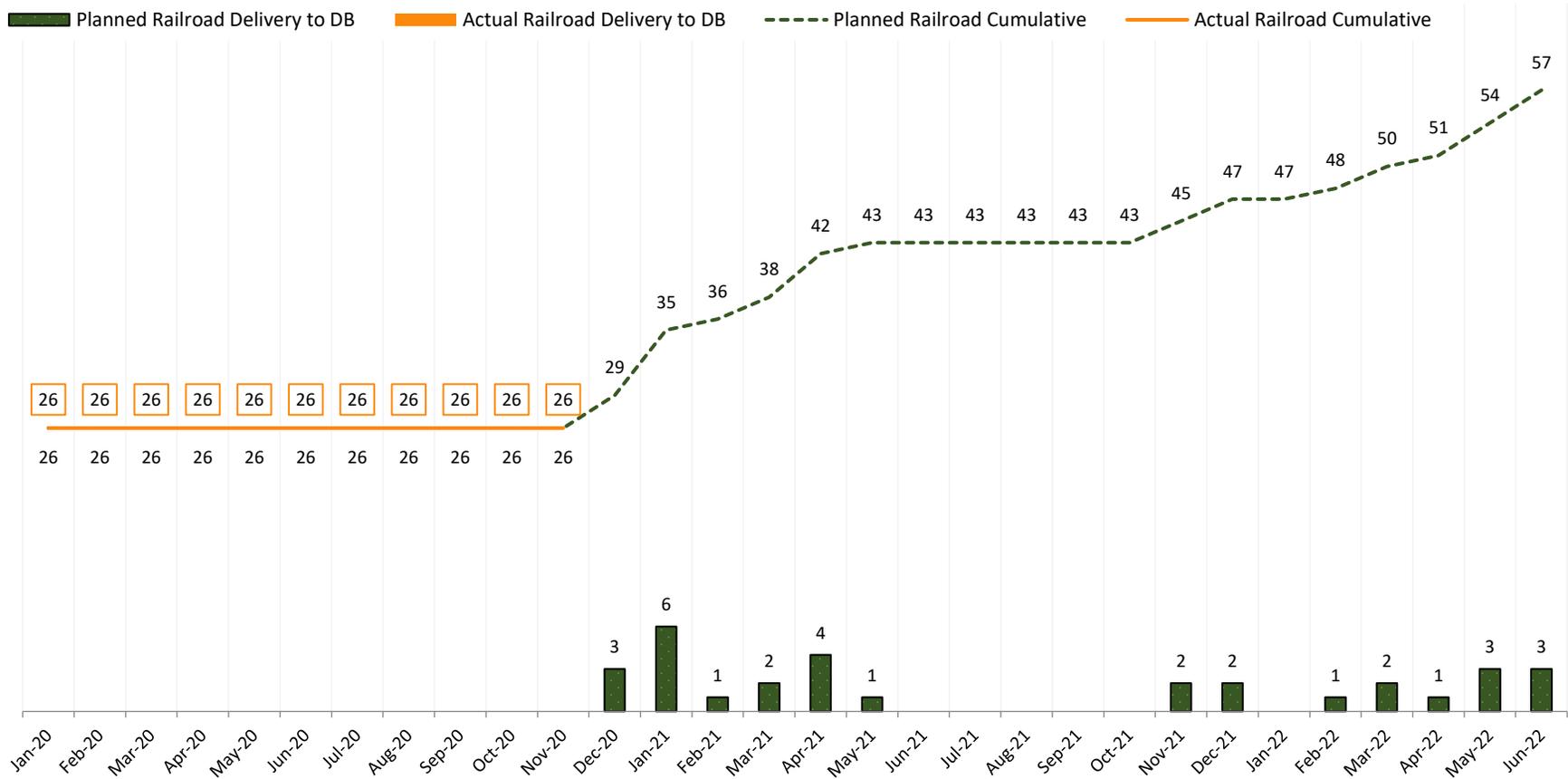


- Notes:**
1. This reflects the current Revised Baseline Schedules (RBSs) for CP 2-3.
 2. Planned Delivered to DB parcels may be adjusted periodically based on continued refinement of the RBS.
 3. Actual cumulative line for November 2020 reflects delivered parcels that are forecasted in future months.
 4. Seven parcels delinquent : three in October (two at Nebraska and one at Tule River), and four in November (one at Tule River and three at Avenue 56). The DB is performing out-of-sequence work to mitigate construction schedule impacts at Tule River. Delinquent parcels at other locations are delaying PG&E power distribution and Harlan Stevens ditch relocations.

CP 2-3 – ROW Railroad Summary

Construction Package	Total Needed Railroad Parcels November 30, 2020	Total Railroad Parcels Delivered to Date November 30, 2020	Remaining Railroad Parcels to be Delivered November 30, 2020
CP 2-3	57	26	31

CP 2-3 – Railroad Parcel Delivery to DB Summary



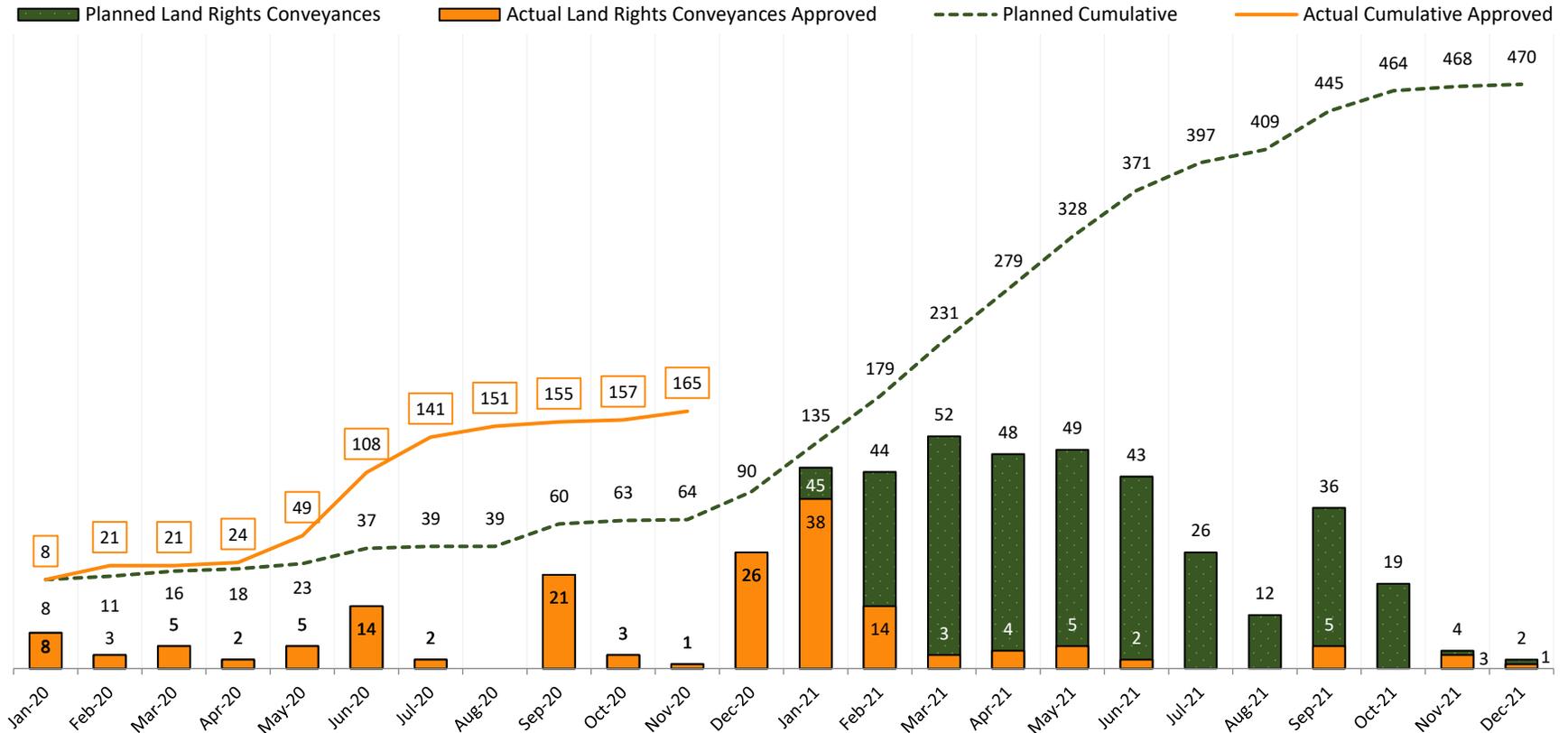
Notes:

1. This reflects the current Railroad Revised Baseline Schedules (RBSs) for CP 2-3.
2. Planned Delivered to DB parcels may be adjusted periodically based on continued refinement of the 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 November 30, 2020	Total Land Right Conveyances Approved ⁽⁵⁾ to Date November 30, 2020	Remaining Land Right Conveyances to be Approved November 30, 2020
CP 2-3	470	165	305

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



- Notes:**
1. This projection has been revised based on the Revised Baseline Schedules (RBSs).
 2. The PG&E temporary letter agreement naturally expired on November 1, 2020. Actual Cumulative for November 2020 includes completed land right conveyances that are forecasted in future months.
 3. Planned land right conveyances were adjusted from last month's report due to continued refinement of the RBS.
 4. The term "Approved" is defined as land right conveyances with Director of Real Property for signature, PG&E for signature, or recorded.

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
Current Contract Completion Date:	06/30/2021
Current Forecast Substantial Completion Date⁽²⁾:	12/15/2021

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:	\$167,205,725.57
Current Contract Amount:	\$611,452,725.57
Approved Invoices to Date ⁽¹⁾ :	\$382,961,905.00
Remaining Contract Balance:	\$228,490,820.57

Contract Time Status

Description	Duration ⁽³⁾
Original Contract Days:	1,144
Extension of Time Awarded:	758
Current Forecast Contract Days:	2,131
Work Days Spent (thru 11/30/2020):	1,689

Expended to Date

Description	Percentage
Time:	79.3%
Dollars:	62.6%

Growth Percentage

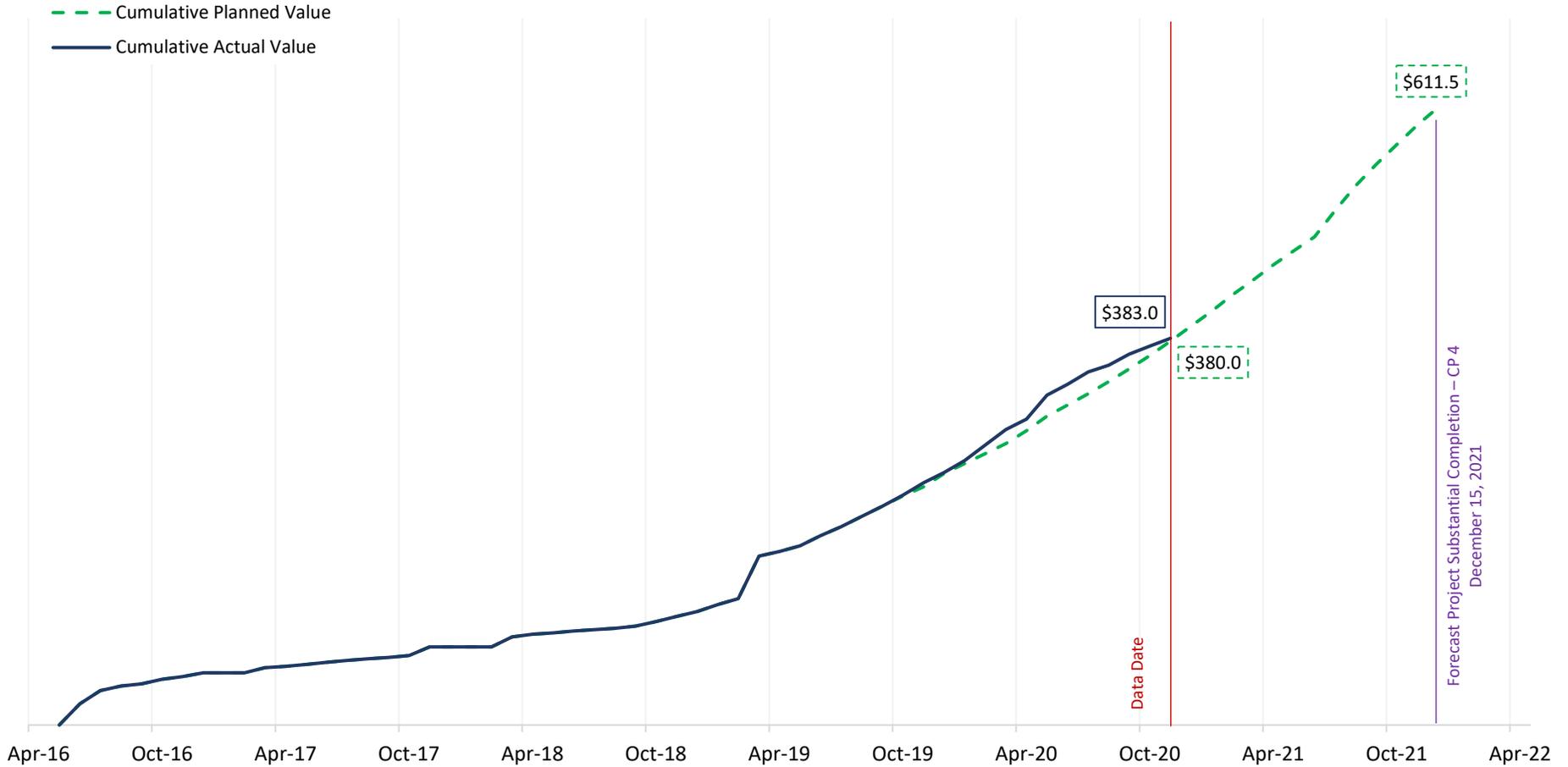
Description	Percentage
Time:	86.3%
Dollars:	37.6%

Notes:

1. Includes actuals through November 2020 and estimate for December 2020.
2. Current RBS Substantial Completion Forecast Date (Pending executed change order letter issuance) – December 15, 2021.
3. Calendar Days.

CP 4 – Earned Value

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

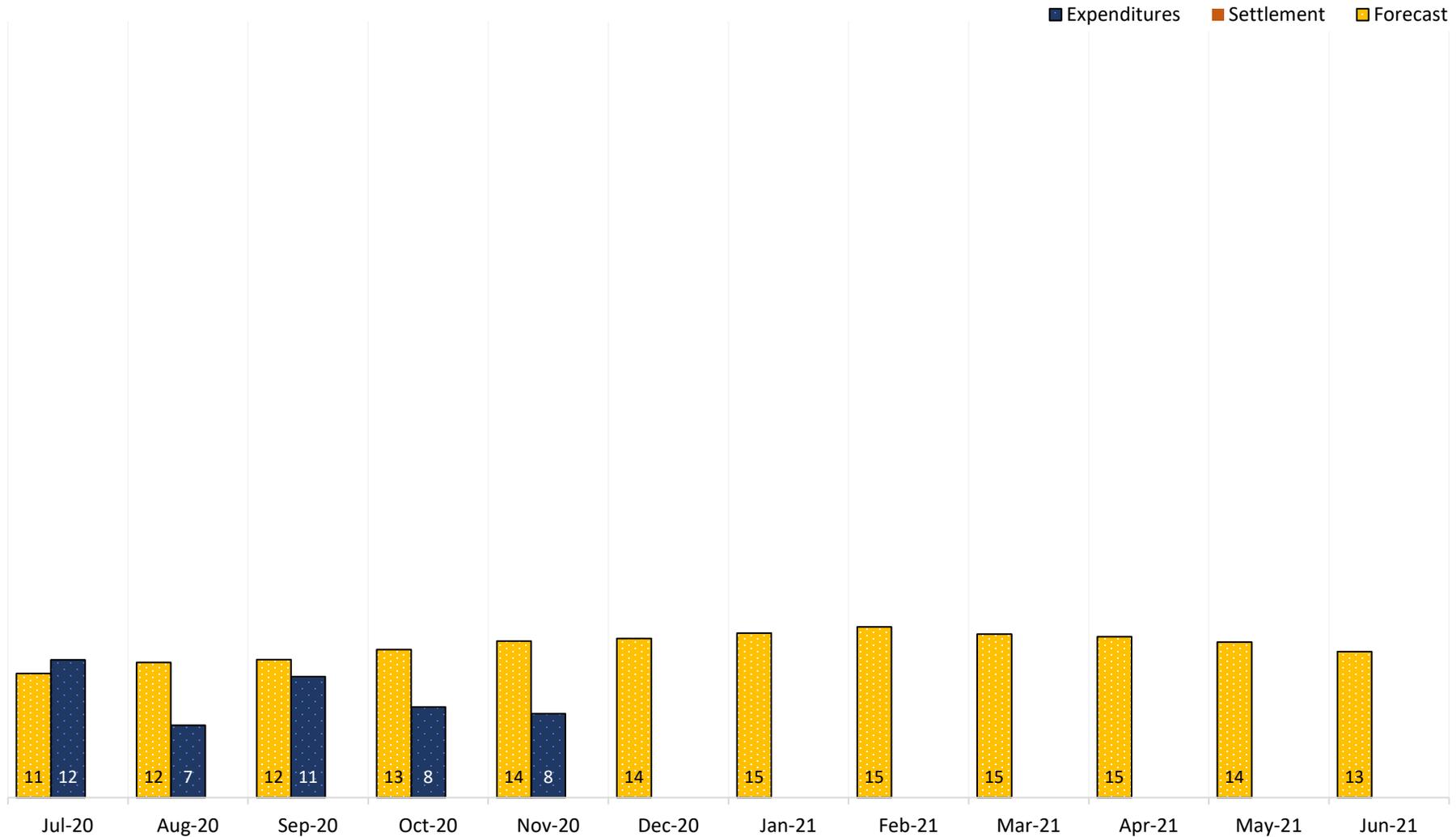


Notes:

1. The above contract value does not include unexecuted change orders including SR-46 BNSF structure.
2. The Planned Value and Contract Substantial Completion Date (December 2021) are based on the Authority's conditional acceptance of CP 4's Revised Baseline Schedule (RBS) as of July 2020. This is expected to be refined as future change orders are issued and finalized.

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 PCM certified invoice and do not include accrual adjustments.
2. The projections are being monitored against the conditional acceptance of CP 4's Revised Baseline Schedule (RBS) as of November 2020.
3. Additional design review and third-party requirements resulted in unanticipated delays in construction at State Route 46, Poso Avenue undercrossing, and Peterson Road overcrossing 2020.
4. North Kern Water Storage District (NKWSD) Canal Re-alignment delayed. Final agreement negotiations underway.

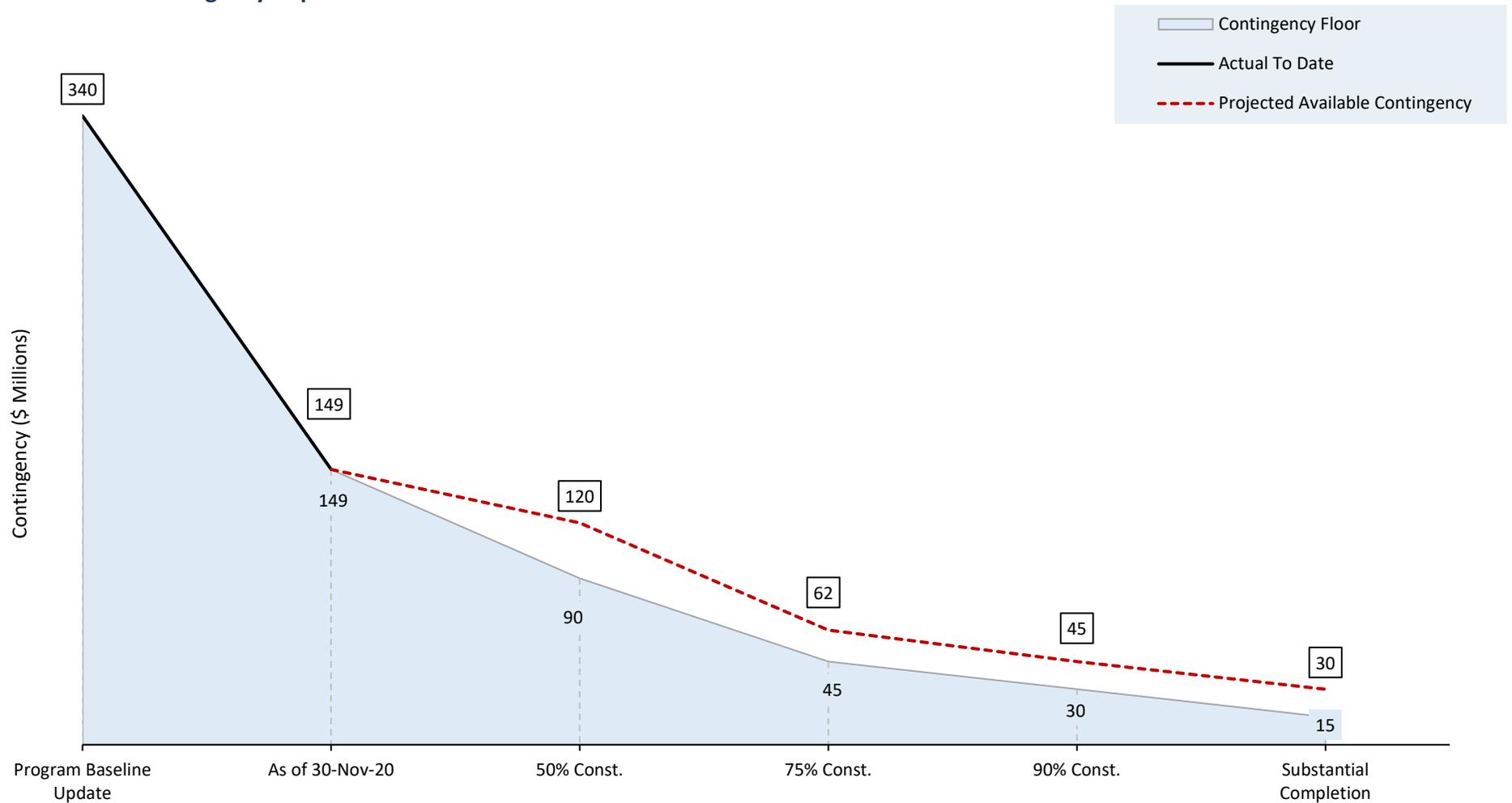
CP 4 – Executed Change Order Status

CP 4 – Executed Change Order Status

CO Number	Title	Change Status	Amount	Executed Date
0078	Poso Avenue Encroachment Permit Requirements – Additional Costs	Executed	\$400,000.00	30-Nov-20
0082	Construction Specifications and RAM	Executed	\$2,190,031.00	30-Nov-20
0086	Sempra Additional Costs #2	Executed	\$104,349.54	30-Nov-20
0087	Environmental Monitoring Additional Costs from July to September 2020	Executed	\$813,357.10	30-Nov-20
Total:			\$3,507,737.64	

CP 4 – Risk - Contingency Report

CP 4 – Risk - Contingency Report

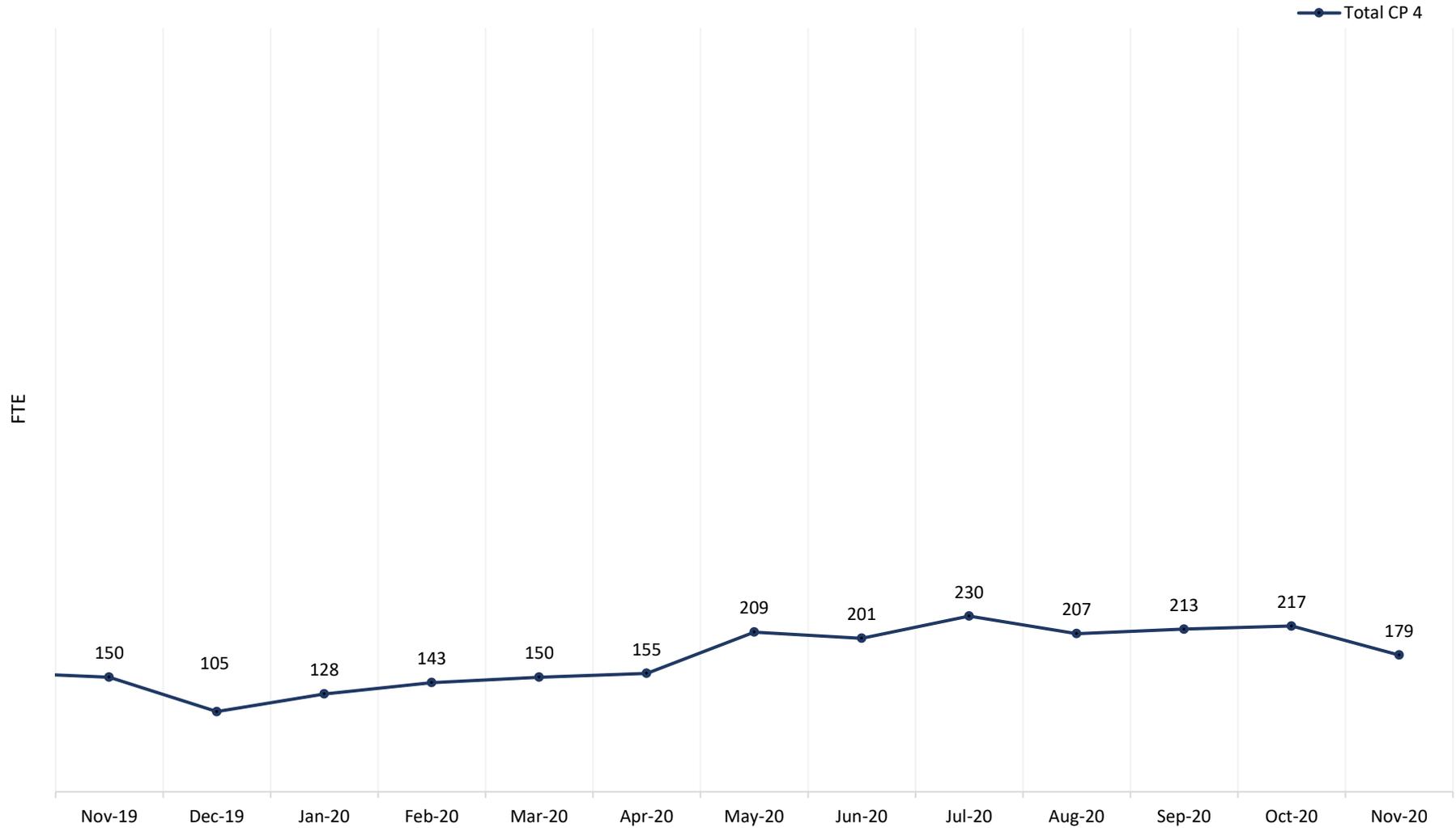


Notes:

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 November 30, 2020.
3. Remaining contingency balance reflects executed change orders and BOC approved items.

CP 4 – Monthly Construction Workforce Total

CP 4 – Monthly Construction Workforce Total – Actual

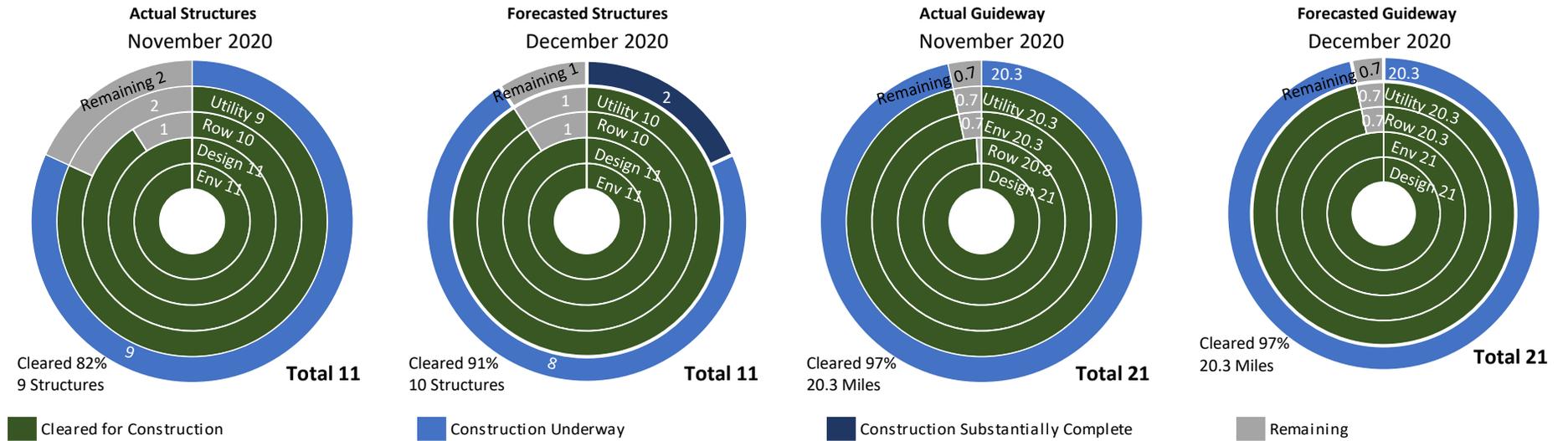


Notes:

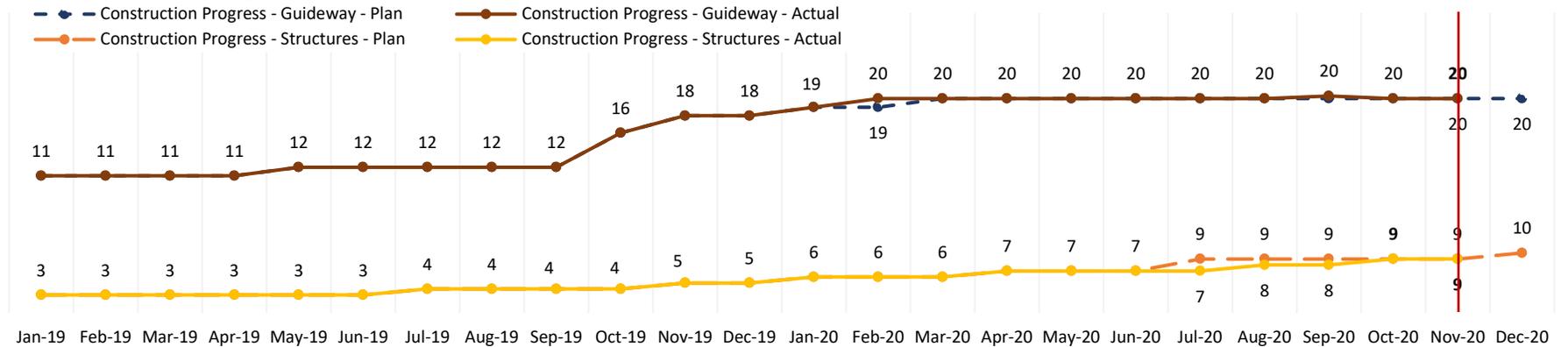
1. The Construction Labor numbers (Full-Time Employees) are based on the working calendar month.
2. The December 2019 reporting number shows a sharp decrease due to the holiday week of December 23rd through December 31st.
3. June 2020's total was overstated (225) and has been corrected to 201.
4. The data from October 2019 to April 2020 was previously presented with data from each month's final week. The data has been updated to represent more accurately the overall total on a per working calendar month average status.

CP 4 – Construction Progress

CP 4 – Construction Progress



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



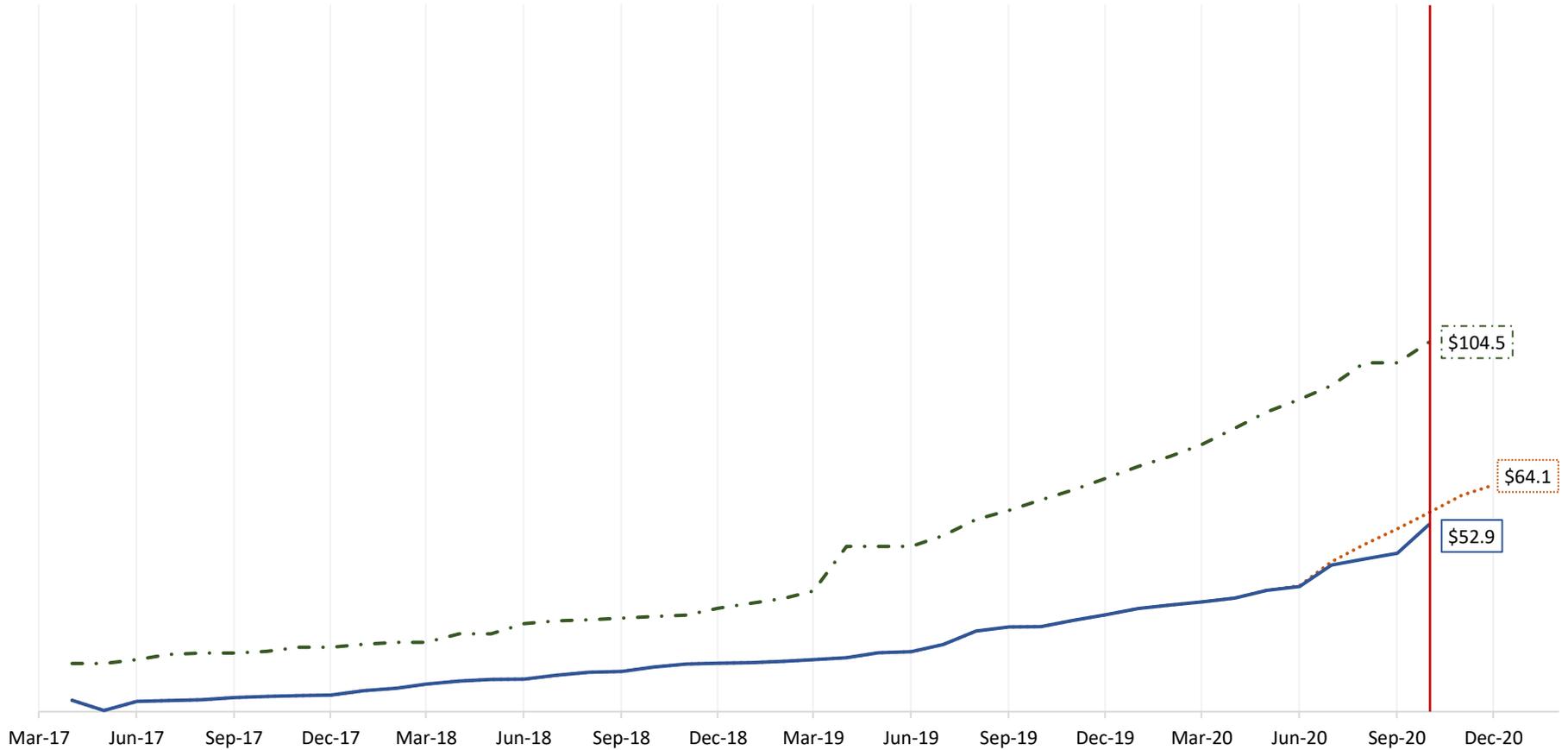
Notes:

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. The Forecasted Structures and Guideway are based on the Authority's conditional acceptance of CP 4's Revised Baseline Schedule (RBS) as of November 2020.

CP 4 – Small Business Enterprise

CRB CP-4 – Historical Progress Toward 30% SB Goal Based on Paid to Date Values (\$M)

..... Cumulative SBE Forecast — Cumulative SBE Actual - - - Current SBE Target



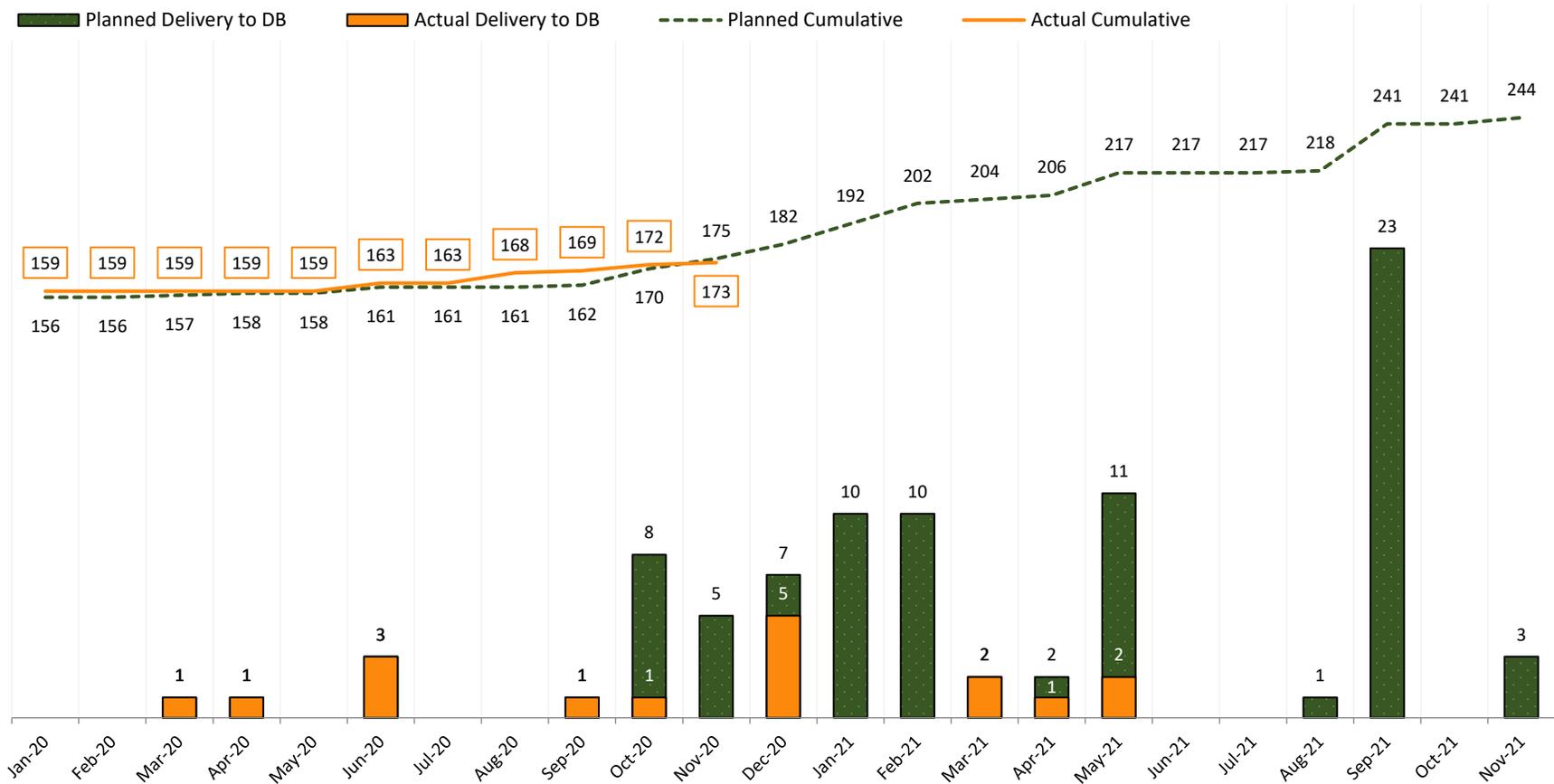
Notes:

1. Number of Small Business Enterprise Awarded Contracts: 96 (up by 7 new contracts from September 2020).
2. Value of overall Small Business Goal (30%): \$185.1M.
3. Value of Current Small Business Enterprise Awarded Contracts: \$85.4M (up by \$7.7M from September 2020).
4. Value of Small Business expended: \$52.9M.
5. 30% Goal Value for Small Business expended: \$104.5M.
6. Small Business Enterprise Utilization percentage based on Contractor Invoices Paid to Date: 15.2%.
7. Small Business Enterprise Utilization towards Value of overall Small Business Goal: 28.6%.
8. Due to processing and confirmation of Contractor submitted data, Small Business Enterprise Values are as of October 2020.

CP 4 – ROW Summary

Construction Package	Total Needed Parcels November 30, 2020	Total Parcels Delivered to Date November 30, 2020	Remaining Parcels to be Delivered November 30, 2020
CP 4	244	173	71

CP 4 – Parcel Delivery to DB Summary



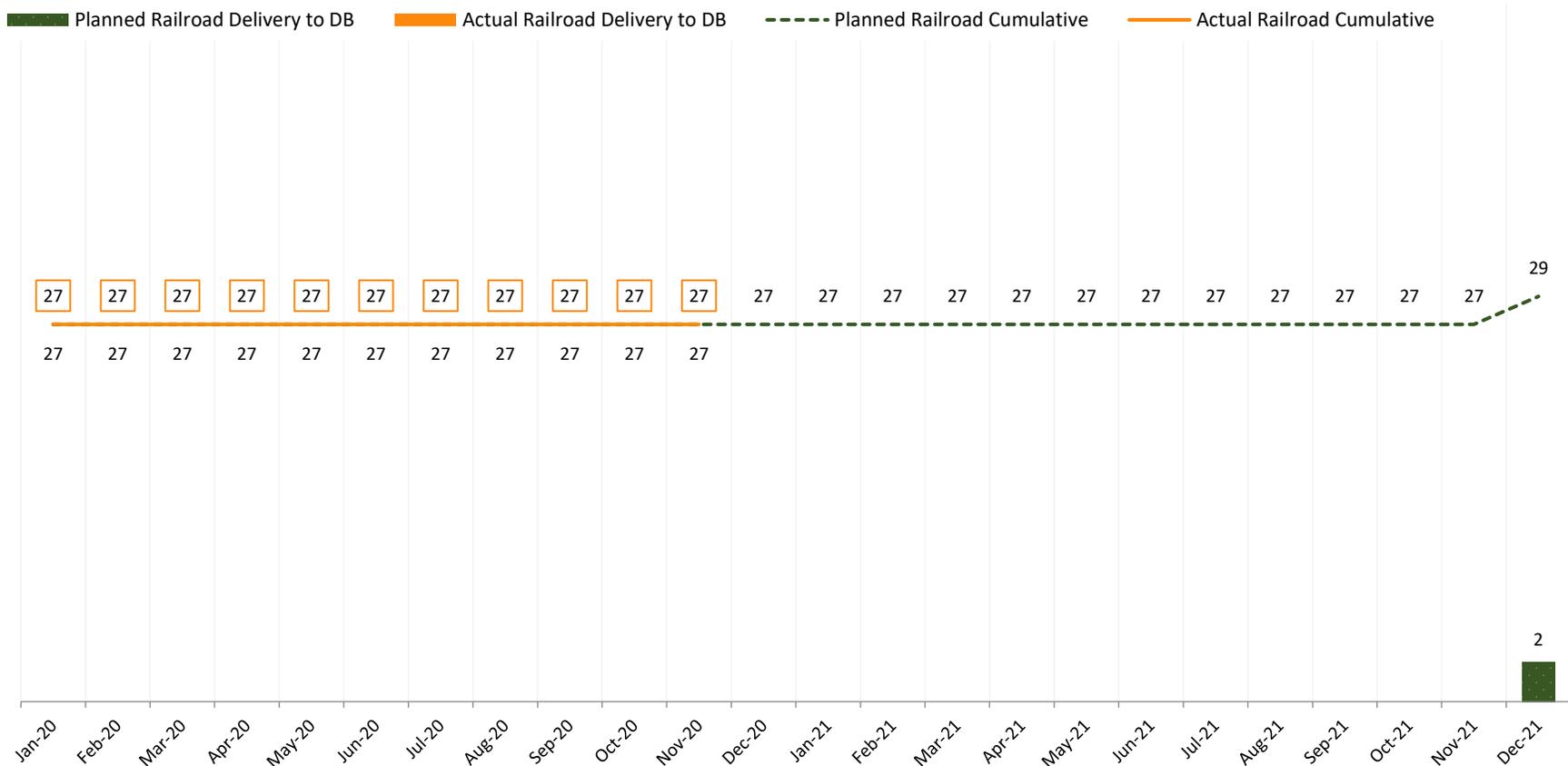
Notes:

1. This reflects the current Revised Baseline Schedules (RBSs) for CP 4.
2. Planned Delivered to DB parcels may be adjusted periodically base on continued refinement of the RBS.
3. Actual cumulative line for November 2020 reflects delivered parcels that are forecasted in future months.
4. Twelve parcels delinquent: Seven in October at Garces Highway; executed permission-to-enter agreements allow Environmental work to progress while concluding acquisition negotiations. Five parcels missed in November, two at Graces Highway and three at Poso not currently impacting schedule. DB performing out-of-sequence work to mitigate.

CP 4 – ROW Railroad Summary

Construction Package	Total Needed Railroad Parcels November 30, 2020	Total Railroad Parcels Delivered to Date November 30, 2020	Remaining Railroad Parcels to be Delivered November 30, 2020
CP 4	29	27	2

CP 4 – Railroad Parcel Delivery to DB Summary



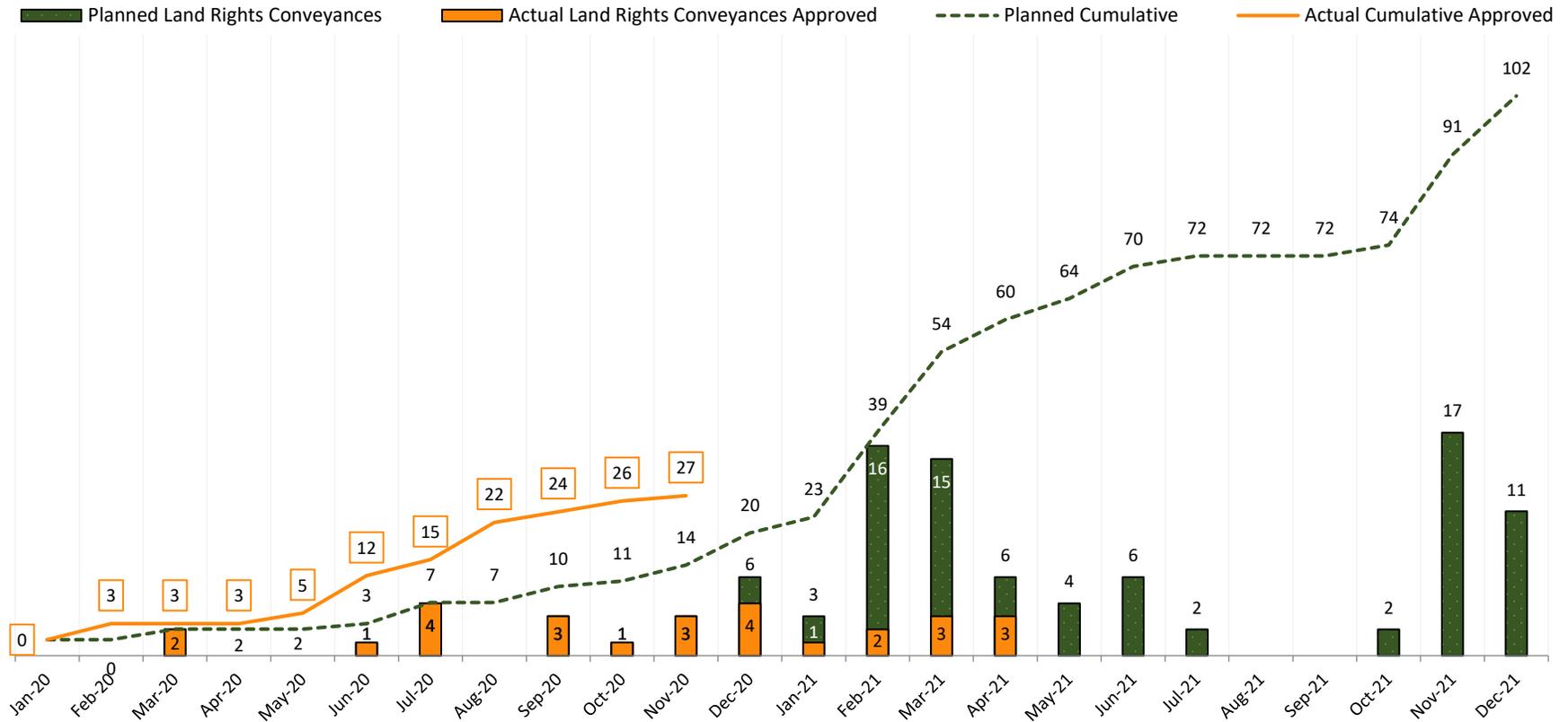
Notes:

1. This reflects the current Railroad Revised Baseline Schedules (RBSs) for CP 4.
2. Planned Delivered to DB parcels may be adjusted periodically based on continued refinement of the RBS.
3. Total Needed Railroad Parcels were reduced by one parcel due to revised design.

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

Construction Package	Total Needed Land Right Conveyances November 30, 2020	Total Land Right Conveyances Approved ⁽⁵⁾ to Date November 30, 2020	Remaining Land Right Conveyances to be Approved November 30, 2020
CP 4	102	27	75

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



Notes:

1. This projection has been revised based on the Revised Baseline Schedules (RBSs).
2. The PG&E temporary letter agreement naturally expired on November 1, 2020.
3. Actual Cumulative for November 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. The term "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	
			Number	Section	Due Dates	Last Month	Current	Last Month	Current	Last Month	Current	Last Month	Current	Last Month
Document Complete	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%
Document Complete	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%
Document Complete	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%
Document Complete	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%
1	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%	Complete Complete 100%	Complete Complete 100%	Jun-21 Dec-21	Jun-21 Dec-21 ⁽¹⁾	Dec-21	Dec-21
2	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 Sep-21	Apr-21 Sep-21 ⁽²⁾	Sep-21	Sep-21
Document Complete	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%	Complete Complete 100%	Complete Complete 100%	Complete Complete 100%	Complete Complete 100%
3	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 Aug-21	Nov-20 Sep-21 ⁽³⁾	Dec-21 Sep-22	Dec-21 Oct-22 ⁽³⁾	Sep-22	Oct-22
4	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 Aug-21	Jan-21 Aug-21 ⁽⁴⁾	Aug-21	Aug-21
5	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-21	Feb-20 Jun-21	Aug-21 Jun-22	Aug-21 Jun-22 ⁽⁵⁾	Jun-22	Jun-22
6	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 Apr-21	Feb-21 May-21 ⁽⁶⁾	Apr-21	May-21
7	HMF	Plan Forecast % Complete	Complete Complete 100%	Complete Complete 100%	Complete Complete 100%	Complete Complete 100%	Apr-16 TBD	Apr-16 TBD	Sep-16 TBD	Sep-16 TBD	Feb-21 TBD	Feb-21 TBD	TBD	TBD

- Notes:**
- Six-month delay due to changes in document requirements and environmental process, and receipt of substantial comments on Draft EIR/EIS. ROD date revised to reflect recirculation of Revised Draft EIR/ Supplemental Draft EIS, and program-wide resolution of Cooperating Agency review constraints.
 - Five-month delay due to changes in document requirements and environmental process, receipt of substantial comments on Draft EIR/EIS, preparation of the Revised Draft EIR/Supplemental Draft EIS, and program-wide resolution of Cooperating Agency review constraints.
 - Ten-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.
 - Seven-month delay due to extension of Draft EIR/EIS public comment period, 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). Ten-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. (Mitigations for minimizing delays are being evaluated.)
 - Three-month delay due to design revision to accommodate Cesar Chavez National Monument (CCNM), delayed agency comments on Admin Final EIR/EIS, and full incorporation of a modified V30 Legal and Environmental Review Process.

Project Development – Key Actions

During November, the Authority reviewed content for preparing a San Francisco to San Jose Revised Draft EIR/Supplemental Draft EIS; distributed on November 17 the San Jose to Merced Administrative Revised Draft EIR/Supplemental Draft EIS for cooperating and responsible agency review; released on November 10 the Bakersfield to Palmdale Administrative Final EIR/EIS for cooperating and responsible agency review; continued a Step 3 review for the Palmdale to Burbank Administrative Draft EIR/EIS; helped address the response to comments for the Burbank to Los Angeles Draft EIR/EIS; worked to address policy and technical issues resulting from a Step 2 review of the Los Angeles to Anaheim draft chapters and technical reports; and proceeded towards starting LA-A Step 3 Program review of the Administrative Draft EIR/EIS in mid-January, 2021. Continued communicating with FAA and Burbank Airport regarding their comments on the B-LA Draft EIR/EIS.

Project Development – Key Actions Summary

Project Section	Key Actions
San Francisco to San Jose	<ul style="list-style-type: none"> • Team is preparing standard and specific response to public comments on Draft EIR/EIS. • Team is preparing the environmental analysis for the Millbrae Site Reduced Plan for inclusion in a Revised Draft EIR/Supplemental Draft EIS. • Team is awaiting direction on incorporation of traffic mitigation measures, LMF lead track revisions, and Monarch Butterfly listing (expected on December 15).
San José to Merced	<ul style="list-style-type: none"> • ES, NAT, and Legal completed review of 27 standard responses and are conducting rolling reviews of draft responses to individual comments on the Draft EIR/EIS. • EEC, SD, and ES are revising draft program guidance on OCS bird electrocution avoidance configuration to circulate for approval by ES, RO, Legal, and Engineering functional directors prior to coordination with regulatory agencies. • Distributed administrative Revised Draft EIR/Supplemental Draft EIS for new special-status species listings to cooperating and responsible agencies for 30-day review on November 18.
Central Valley Wye	<ul style="list-style-type: none"> • The NOD and ROD/NOD were completed in September 2020. NEPA Limitation of Claims with FRA for approval. • Continue to work with County of Madera, City of Chowchilla and Fairmead Community and Friends on MOU/agreement for implementation of EJ mitigation measures. Tolling agreements extended to January 15. (MOU with City of Chowchilla executed December 12). • City of Madera - Tolling agreement extended to January 15. • Permitting for the Central Valley Wye will progress following Board action on the Merced and Bakersfield extensions.
Locally Generated Alternative	<ul style="list-style-type: none"> • The Combined Supplemental Record of Decision and Final Supplemental Environmental Impact Statement was completed on October 31, 2019. • Permitting for the Locally Generated Alternative will progress following Board action on the Merced and Bakersfield extensions.
Bakersfield to Palmdale	<ul style="list-style-type: none"> • Revised Administrative Final EIR/EIS and VERs documentation based on comments received. Continued to advance Section 106, Section 7 and other permitting activities related to ROD. Previewed Administrative Final EIR/EIS review for agencies at Monthly Regulatory Agency meeting and distributed Administrative Final EIR/EIS to NEPA cooperating and CEQA responsible agencies (November 10). • Received comments on the final Biological Assessment (BA) from USFWS; the RC initiated preparing the Biological Opinion (schedule for submittal mid-December).
Palmdale to Burbank	<ul style="list-style-type: none"> • Comments were received on the Palmdale Blvd underpass plans and were incorporated. • Conducted a follow-up meeting with USACE/EPA in November 10, to discuss the revised/resubmitted Checkpoint B (from October 19); anticipating response by mid-December. • The Palmdale to Burbank Administrative Draft EIR/EIS continued through the Step 3 review process. Cooperating Agency review is scheduled for January 2021.

Burbank to Los Angeles	<ul style="list-style-type: none"> • The team has completed delimiting comments received on the Draft EIR/EIS. The total number of comments is 1,878 from 279 submittals. • The team is preparing comment responses in coordination with ES, Legal, and NAT, and preparing the Administrative Final EIR/EIS for Step 10 Program review scheduled to start in early January 2021. • Organized workshops to discuss design refinements with ES/NAT/Legal. Design refinements will be incorporated in the Administrative Final EIR/EIS. • Discussed with FAA and BGPAA on November 19, 2020 their comments on Draft EIR/EIS and scheduled a follow up meeting with BGPAA on December 1, 2020. • Completed review of revised Biological Assessment and submitted it to U. S. Fish and Wildlife Service. • Sent CA SHPO revised Section 106 analysis reversing the eligibility of Grayson Powerplant for listing.
Los Angeles to Anaheim	<ul style="list-style-type: none"> • Continued integrating revised environmental deliverables received from BNSF into the LA-A environmental document. • Received Chapters 6-9 inserts from BNSF on November 23, 2020. • Received Cumulative Impacts section for Colton and Lenwood components from BNSF on November 25, 2020. • Continued integrating revised environmental deliverables received from BNSF into the LA-A environmental document. • Received Chapters 6-9 inserts from BNSF on November 23, 2020. • Received Cumulative Impacts section for Colton and Lenwood components from BNSF on November 25, 2020.