



Finance & Audit Committee

# **CENTRAL VALLEY STATUS REPORT**

March 2021 Report (data through January 2021)

## 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 14](#)):**

- Total CP Cumulative Actual Invoice – \$3,142.6M compared to Total CP Cumulative Forecasted Invoice – \$3,212.5M.
- Total Estimated Cumulative Contract Value to Fulfill ARRA – \$5,765.3M.

**Construction Packages (CPs) Invoicing ([Pages 15 through 16](#)).**

- Total CP Cumulative Actual Invoice – \$3,142.6M compared to Total CP Cumulative Forecasted Invoice – \$3,212.5M. Total Cumulative Current Contract Amount – \$5,029.8M. Expensed to date – 62.5%. Total Executed Change Orders this period – \$42.7M.
- The January 2021 Total Invoice is \$41.2M, compared to the Forecasted Invoice of \$78.6M and December 2020 Total Invoice of \$51.6M. The primary reasons for the lower expenditures are:
  - Construction Package 1: Third-party design approvals and utility relocations. Resolution on majority of these issues is expected March 2021.
  - Construction Package 2-3: Right-of-Way acquisition delayed at various locations. ROW resolution at Tule River opens the entire Tule River Viaduct area for construction, which facilitates an increase in production.

**CP Design**

- Expected completion of all CPs major design April 2021.
  - CP 1: 37 of 40 total design packages cleared for construction and three in progress. Expected completion April 2021.
  - CP 2-3: 96 of 106 total design packages cleared for construction and 10 in progress. Approximately 25% of the design packages are approved in the last three months. Expected completion April 2021.
  - CP 4: 14 of 14 total design packages cleared for construction.

**CP Construction Labor ([Page 17](#)):**

- Total Monthly Average – 856 daily-workers. A decrease of 292 (1,148) daily workers this period.
  - The Central Valley’s labor numbers incurred a shortfall due mainly to an increased amount of precipitation of 9.32 inches in the final week of the reporting period.
- Daily Average Contracted CP Employees Quarantined for COVID-19 in January – 27. A decrease of 10 workers from December.
- 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 18](#)):**

- Guideway – 80 miles constructed/underway compared to 119 miles total. An increase of one mile from the previous period.
  - CP 1: 13 miles underway/substantially complete.
    - Two miles behind plan primarily due to design approvals delays expected to be resolved by April 2021, and 50-foot MSE wall construction now planned to start in March 2021.
  - CP 2-3: 46 miles underway/substantially complete.
    - Seven miles behind plan primarily due to weather conditions. Four miles ready to begin embankment construction once weather conditions improve – expected April 2021
  - CP 4: 21 miles underway/substantially complete.
    - One mile ahead of schedule.

- Structures – 58 underway/substantially complete compared to 93 structures total. An increase of two structure from the previous period.
  - CP 1: 23 structures underway/substantially complete.
  - Four structures behind plan primarily due to utility relocations and third-party design approvals. As of report date, design approvals are moving forward and being prioritized to allow utility relocations to start in the coming months.
  - CP 2-3: 25 structures underway/substantially complete.
    - Two structures behind plan primarily due to ROW negotiations. As of report date, planning early start on two structures to achieve target for total structures in progress. Seven structures scheduled to begin April 2021, bringing actuals ahead of planned.
  - CP 4: 10 structures underway/substantially complete.
    - One structure behind plan primarily due to discussions on Grade Separation Agreement that is currently being reviewed by the Authority.
- Utility Relocations Status - Relocated: 552 (27%); In Progress: 506 (25%); Scheduled to Start: 139 (7%); Not Started: 860 (42%); Total: 2,057. Twenty-nine started in January 2021 reporting period.

### **Small Business (SB) Enterprise ([Page 19](#)):**

- Due to processing and confirmation of Contractor submitted data, Small Business (SB) Enterprise Values are as of December 2020.
- Small Business Enterprise Awarded Contracts: 451 at a total contract value of \$1B (increase of \$36.9M from November 2020, with an increase of 16 new contracts this period).
- Small Business Goal (30%) at CP contract completion: \$1.4B. \$513.5M total Small Business expenditures, 18.3% of the total CPs expenditures.
- Small Business Goal as of report (30% of CP expenditures): \$840.7M. December 2020 SB expenditures: \$513.5M, increase of \$22.2M this period.

### **CP Real Property/Right-of-Way ([Pages 20 through 23](#)):**

- Parcels Delivered to Design-Builder (DB) – Five parcels delivered in January.
- 64 delinquent parcels (10 in October, 4 in November, 26 in December, and 24 in January).
  - The current RBS schedules are being revised to incorporate and mitigate ROW delays.
  - CP 1: Eight parcels - three in December (two at Avenue 8; forecast mid-February and one at Belmont; work proceeding with an Encroachment Permit). Five parcels missed in January 2021 (two at Greentree, one at American, Church, and Kern).
  - CP 2-3: Forty-two parcels - three in October 2020 (two at Nebraska and one at Tule River), four in November 2020 (one at Tule River and three at Avenue 56), 22 parcels in December 2020 (six at Orange and Avenue 120, four at Excelsior, two at Avenue 68, one at Avenue 56, Houston, Fowler, and Elkhorn), and 13 parcels missed in January 2021 (five at Hanford Armona, four at Houston, one at Avenue 96, Avenue 112, Avenue 136, and Dutch John Cut).
    - 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. Transmission relocation expected next allowable window (Fall 2021).
  - CP 4: 14 parcels - Seven in October 2020 at Garces Highway; executed permission-to-enter agreements allow Environmental work to progress while concluding acquisition negotiations. One parcel in December 2020 at Poso Avenue. Six parcels missed in January 2021 (two at McCombs and four at Peterson). DB performing out-of-sequence work to mitigate.
- Total Acquired Parcels (some pending delivery) – 15 parcels.
- Total Parcels Delivered to Date – 1,776 parcels compared to an Estimated Total Parcels Needed – 2,287 parcels.
- Construction Package 1-4 – Six parcels added (three Authority owned with no acquisition required) and nine removed due to design optimization, resulted in a net decrease of three 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.
- Land Right Conveyances (Tier I, Prior to Construction) Received Approval – 24 Land Right Conveyances.

- One delinquent land conveyance.
  - CP 4: One land conveyance at Scofield Avenue (December 2020).
- To date, the Authority received approval on 540 land right conveyances (Tier 1, Prior to Construction).

**Third-Party Agreements ([Page 24 and 25](#)):**

- Ten 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 59 through 61](#)):**

- The Fresno to Bakersfield Locally Generated Alternative ROD was approved in October 2019.
- The Central Valley Wye Notice of Determination (NOD) and the ROD were approved in September 2020.
- The Authority published four Draft Environmental Impact Report / Environmental Impact Statement (EIR/EIS) documents in Calendar Year 2020 including: Bakersfield to Palmdale, San Jose to Merced, Burbank to Los Angeles, and San Francisco to San Jose.
- San Francisco to San Jose - Responding to public comments and preparing a Revised Draft Environmental Impact Report /Supplemental Draft Environmental Impact Statement (RDEIR/SDEIS) for 45-day public review in June 2021.
- San Jose to Merced – Received approximately 100 comments from Cooperating Agencies on circulation of the Administrative Revised Draft EIR/Supplemental Draft EIS. The regional team is incorporating responses into the RDEIR/SDEIS, scheduled for 45-day public review in April 2021.
- Bakersfield to Palmdale – received comments from the Cooperating Agency review of the Administrative Final EIR/EIS and the response to comments will be used to produce the Final EIR/EIS. Work continued on a biological analysis and advancing a focused recirculation on the monarch butterfly and mountain lion - resulting in an additional two-month delay to ROD. Prepared Business Case for BOC/PDC for approval on the limited recirculation, and approval of additional budget & schedule.
- Palmdale to Burbank - Circulated the Administrative Draft EIR/EIS to Cooperating and Responsible Agencies. Draft EIR/EIS will follow B-P ROD due to moving Palmdale Boulevard undercrossing design from P-B Draft EIR/EIS into B-P Final EIR/EIS. P-B Draft EIR/EIS publication is anticipated for July 2022 following B-P ROD in July 2022.
- Burbank to Los Angeles – Submitted assembled Administrative Final EIR/EIS for Step 10 Program review on January 11, 2021.
- Los Angeles to Anaheim - Working steadily to integrate BNSF Colton and Lenwood facilities into the Los Angeles to Anaheim EIR/EIS. Planning to start Step 3 ES/NAT review of the assembled Administrative Draft EIR/EIS in February 2021, with Step 3 Legal review to follow.

## Construction Package 1

### Invoicing ([Pages 26 through 28](#)):

- Actual Invoice – \$11.5M compared to Forecasted Invoice – \$23.7M.
  - Kinder Morgan relocation at Herndon Avenue has delayed due to UPRR construction approvals and Kinder Morgan Procurement (long lead times). As of report date: UPRR approvals received, acquisition of long lead items underway, and construction start scheduled for March 2021.
  - PG&E design approvals have prevented Central Avenue structure starting as planned. Design approval is expected in March 2021
  - AT&T, PG&E and Madera Valley Water Company (MVWC) design delays are hampering Schmidt Creek and Road 26 North Extension work. Recent forecast has the North Extension AT&T and PG&E designs slated for completion in February 2021 and MVWC’s design completion in August 2021.
  - Jensen Trench delayed due to the PG&E gas line relocation. Final design submitted to PG&E in late December 2020 and approved in January 2021. DTCS approval of soil use anticipated early March 2021.
- Current Revised Baseline Substantial Completion Forecast Date – December 31, 2022.
- Current Contract Amount – \$2,279.2M compared to Cumulative Total Invoice \$1,421.3M, 62.4% expensed to date.

### Change Orders ([Pages 29](#)):

- Executed Change Orders this period – Four for a total of \$17.1M.

### Risk Contingency ([Page 30](#)):

- Original Contract Contingency – \$1,237M with Remaining Contract Contingency – \$356M.

### CP Design

- 37 of 40 total design packages cleared for construction and three in progress. Design expected to be complete April 2021.

### Construction Labor ([Page 31](#)):

- Total Monthly Average – 234 daily workers. A decrease of 15 (249) daily workers from the previous month.
  - The labor numbers incurred a shortfall due mainly to an increased amount of precipitation of 9.32 inches in the final week of the reporting period.

### Construction/Underway ([Page 32](#)):

- Guideway – 13 miles constructed/underway compared to a total of 15 miles needed. No increase this period.
  - Two miles behind plan:
    - Large 50-foot high MSE wall construction to start at Muscat in March 2021.
- Structures – 23 constructed/underway compared to a total of 27 planned. An increase of one structure from the previous period.
  - Four structures behind plan:
    - Central Avenue: PG&E electrical relocation delayed due to design and railroad approval - estimated start date is June 2021.
    - Shaw Avenue: PG&E electrical relocation delayed due to design 6-month shelf life re-evaluation – design has been approved, and the estimated start date is March 2021.
    - Road 26: PG&E and AT&T utility relocations delayed due to design and railroad approval – estimated start date is April 2021.
    - Belmont Avenue: Requires both UPRR and City of Fresno Approvals to start substructure PCM. The UPRR Work Plan is being prioritized with UPRR, after which a workshop will be held with City of Fresno. Expected start is June 2021.

**Small Business Enterprise (Page 33):**

- Due to processing and confirmation of Contractor submitted data, Small Business Enterprise Values are as of December 2020.
- Small Business Enterprise Awarded Contracts as of report: 140 at a total contract value of \$518M (increase of \$2.2M from November 2020, with an increase of three new contracts this period).
- Small Business Goal (30%) at CP contract completion: \$678.6M. Small Business Goal as of report (30% of CP expenditures): \$371.7M.
- December 2020 total Small Business expenditures as of report: \$297M, increase of \$6.8M from November 2020, at 23.9% of total paid to CP as of report.

**Real Property/Right-of-Way (Pages 34 through 36):**

- Parcels Delivered to Design-Builder (DB) – Zero parcels.
- Eight delinquent parcels - Three missed in December 2020 (two parcels at Avenue 8; forecast mid-February 2021 and one at Belmont; work proceeding with an Encroachment Permit). Five missed in January 2021 (two at Greentree, one at American, Church, and Kern).
- Total Parcels Delivered to Date – 876 parcels compared to an Estimated Total Parcels Needed – 1,049 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.
- Land Right Conveyances (Tier I, Required Prior to Construction) Approved to Date – 293 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
<b>General</b>	<ul style="list-style-type: none"> <li>• Design: 37 of 40 total design packages cleared for construction and three in progress. Design expected to be complete April 2021.</li> <li>• AT&amp;T infrastructure from Herndon Avenue to Herndon Canal substantially complete.</li> <li>• Kinder Morgan contractor and material procurement for Herndon relocation in progress. Relocation tentative start date is March 2021.</li> <li>• Obtained PG&amp;E final approval for a critical gas distribution line at Jensen Trench, allows work to commence in May 2021 post railroad approval.</li> <li>• PG&amp;E relocations have started that will lead to closing Ventura Street, allowing excavations and shoofly construction.</li> <li>• Golden State Boulevard (North): Sewer, Water and Storm Drain system are in progress.</li> <li>• Deep water main relocation at Carnegie has been completed.</li> <li>• Sweeper Design Package to 90% design progression.</li> <li>• Fresno Metropolitan Flood Control District (FMFCD) relocations in progress at Herndon Avenue.</li> <li>• Secured Caltrans Encroachment Permit for sewer, water, and storm drain relocations at Herndon Avenue.</li> <li>• UPRR Downtown Shoofly in progress.</li> <li>• Mono Street Shoofly Crossing Panels and Signals installed.</li> <li>• Continued gas relocations at Downtown Fresno.</li> <li>• Critical path fiber optic relocations in Downtown Fresno is nearing completion, estimated to be in February 2021.</li> <li>• PG&amp;E electrical relocations has started at the Tulare Street Underpass.</li> <li>• Secured four Work Plan approvals in this period.</li> <li>• Utility Relocations Status: <ul style="list-style-type: none"> <li>- Relocated: 223 (19%); In Progress: 451 (38%); Scheduled to Start: 13 (1%); Not Started: 515 (43%); Total: 1,202.</li> </ul> </li> <li>• Manpower: The daily-worker monthly average of 149 in January 2020 increased to 234 in January 2021.</li> </ul>
<b>Structures</b>	<ul style="list-style-type: none"> <li>• Continue Stage 2 of the Herndon Canal at Golden State Blvd. – on schedule to be completed in February 2021.</li> <li>• Central Canal Box Culvert work ongoing – on schedule to be completed in February 2021.</li> <li>• North Central Canal construction continues - on schedule to be completed in February 2021.</li> <li>• Pier protection under American Avenue completed.</li> <li>• San Joaquin River Viaduct work is substantially complete.</li> <li>• Golden State Boulevard Viaduct: Ongoing Superstructure work.</li> <li>• Downtown Fresno Viaduct: Ongoing Superstructure work.</li> </ul>
<b>Guideway</b>	<ul style="list-style-type: none"> <li>• Intrusion Protection Barrier (IPB): Work is ongoing adjacent to Cottonwood Creek.</li> <li>• Avenue 9 to Avenue 15: Progress continues with the importing and compacting of subgrade.</li> <li>• Guideway Design progression continues for 2.5 miles Caltrans section between Ashlan Avenue.</li> <li>• Thirteen miles of Guideway are cleared and in construction.</li> <li>• Mobilized to SR-99 on ramp with clearing and grubbing completed and started subgrade work.</li> <li>• Reco panel fabrication in progress for retained fill section south of Downtown Fresno Viaduct.</li> </ul>

## Construction Package 2-3

### Invoicing ([Pages 37 through 39](#)):

- Actual Invoice – \$16.2M compared to Forecasted Invoice – \$40.1M. Invoicing down mainly due to:
  - ROW resolution at Tule River opens the entire Tule River Viaduct area for construction, which facilitates an increase in production.
  - Hanford Viaduct Directive letter issued to Design-Builder (DB) to construct superstructure.
  - Delayed ROW acquisitions at various locations like Nebraska Avenue, Excelsior, Hanford-Armona, Houston Avenue, Avenue 120, Deer Creek, Avenue 136 are impacting the start of construction activities as planned.
- Current Revised Baseline Substantial Completion Forecast Date – December 18, 2022.
- Current Contract Amount – \$2,112.9M compared to Cumulative Total Invoice \$1,308.4M, 61.9% expensed to date.

### Change Orders ([Page 40](#)):

- Executed Change Orders this period – Fourteen for a total of \$11.3M.

### Risk Contingency ([Page 41](#)):

- Original Contract Contingency – \$1,085M with Remaining Contract Contingency – \$264M.

### CP Design

- 96 of 106 total design packages cleared for construction and 10 in progress. Design expected to be complete April 2021.
  - A record five design packages have been approved with comments in January 2021.
  - A record eight GBRC packages have been approved with comments in January 2021.
  - Approximately 25% or one-quarter of the entire project's design packages have been approved in the last three months.

### Construction Labor ([Page 42](#)):

- Total Monthly Average – 457 daily workers. A decrease of 214 (671) daily workers from the previous month.
  - The labor numbers incurred a shortfall due mainly to an increased amount of precipitation of 9.32 inches in the final week of the reporting period.

### Construction/Underway ([Page 43](#)):

- Guideway – 46 miles constructed/underway compared to a total of 50 miles needed. No increase from the previous month.
  - Seven miles behind plan:
    - Segment 3 South four miles are cleared for embankment construction and will be ready for construction to proceed once weather conditions improve. Expected April 2021.
- Structures – 25 constructed/underway compared to a total of 27 planned. No increase this period.
  - Two structures behind plan:
    - Seven new structures are scheduled to start by April 2021, bringing actuals ahead of planned.
    - Deer Creek Viaduct delayed due to ROW negotiations. Expected start is April 2021.
    - Avenue 136 delayed due to ROW negotiations. Expected start is June 2021.
    - Currently planning early start on two other structures to achieve target for total structures in progress.
    - Dover Avenue expected to start in February 2021.
    - Avenue 156 expected to start in March 2021.



**Small Business Enterprise (Page 44):**

- Due to processing and confirmation of Contractor submitted data, Small Business Enterprise Values are as of December 2020.
- Small Business Enterprise Awarded Contracts as of report: 209 at a total contract value: \$398.9M (increase of \$27.2M from November 2020, with an increase of seven new contracts this period).
- Small Business Goal (30%) at CP contract completion: \$629.5M. Small Business Goal as of report (30% of CP expenditures): \$361.5M.
- December 2020 total Small Business expenditures as of report: \$157.0M, increase of \$10.9M from November 2020, at 13% of total paid to CP as of report.

**Real Property/Right-of-Way (Pages 45 through 47):**

- Parcels Delivered to Design-Builder (DB) – Four parcels.
- Forty-two delinquent parcels: three in October 2020 (Two at Nebraska and one at Tule River), four in November 2020 (one at Tule River and three at Avenue 56), 22 parcels in December 2020 (six at Orange, four at Excelsior, one at Avenue 56, two at Avenue 68, six at Avenue 120, one at Houston, one at Fowler, and one at Elkhorn) , and 13 parcels missed in January 2021 (five at Hanford Armona, four at Houston, one at Avenue 96, Avenue 112, Avenue 136, and Dutch John Cut. 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. Transmission relocation expected next allowable window (Fall 2021).
- Total Parcels Delivered to Date – 724 parcels compared to Estimated Total Parcels Needed – 999 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 – 217 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"> <li>• Design: 96 out of 106 design packages have been approved.</li> <li>• A record five design packages have been approved with comments in January 2021.</li> <li>• A record 8 GBRC packages have been approved with comments in January 2021.</li> <li>• Approximately 25% or one-quarter of the entire project's design packages have been approved in the last three months.</li> <li>• ROW: ROW resolution at Tule River opens up the entire Tule River Viaduct area for construction, which facilitates an increase in production.</li> <li>• 3 out of 4 Viaduct RFC Design packages are now Approved with Comments.</li> <li>• Utility Relocations Status:               <ul style="list-style-type: none"> <li>- Relocated: 292 (42%); In Progress: 49 (7%); Scheduled to Start: 81 (12%); Not Started: 272 (39%); Total: 694.</li> </ul> </li> <li>• Environmental Clearance:               <ul style="list-style-type: none"> <li>- 45 of 55 required Master Streambed Alteration Agreement (MSAA) sub-notifications approved.</li> </ul> </li> <li>• Manpower: The daily-worker monthly average of 282 in January 2020 increased to 457 in January 2021.</li> </ul>
Structures	<ul style="list-style-type: none"> <li>• Construction work under way on 25 structures               <ul style="list-style-type: none"> <li>- Twelve Type 1 Structures under construction.</li> <li>- Thirteen Type 2 Structures under construction.</li> </ul> </li> <li>• Six Structures, Peach Avenue, 9<sup>th</sup> Avenue, Kent Avenue, Kansas Avenue, Excelsior Avenue and Avenue 88 are substantially complete.</li> <li>• Hanford Viaduct: Type 1 bridge (longest Viaduct in the program) substructure substantially complete.</li> <li>• Caltrans Early Work Approvals:               <ul style="list-style-type: none"> <li>- SR-43 Tied Arch – Foundations Package approved and under construction.</li> <li>- SR-43 Tule River – Foundations Package approved and under construction.</li> <li>- SR-43 Curved Bridge – Caltrans approved the detour plans and permit issued on July 15, 2020.</li> </ul> </li> </ul>
Guideway	<ul style="list-style-type: none"> <li>• Four miles are cleared for embankment construction and will be ready for construction to proceed once weather conditions improve.               <ul style="list-style-type: none"> <li>- Segment 3 South approximately four miles. Expected April 2021.</li> </ul> </li> </ul>

## Construction Package 4

### Invoicing ([Pages 48 through 50](#)):

- Actual Invoice – \$13.5M compared to Forecasted Invoice – \$14.8M.
- Current Revised Baseline Substantial Completion Forecast Date – December 15, 2021.
- Current Contract Amount – \$637.7M compared to Cumulative Total Invoice \$412.9M, 64.7% expensed to date.

### Change Orders ([Page 51](#)):

- Executed Change Orders this period – Two for a total of \$14.2M.

### Risk Contingency ([Page 52](#)):

- Original Contract Contingency – \$340M with Remaining Contract Contingency – \$123M.

### CP Design

- 14 of 14 total design packages cleared for construction.

### Construction Labor ([Page 53](#)):

- Total Monthly Average – 166 daily workers. A decrease of 63 (229) daily workers from the previous month.
  - The labor numbers incurred a shortfall due mainly to an increased amount of precipitation of 9.32 inches in the final week of the reporting period.

### Construction/Underway ([Page 54](#)):

- Guideway – 21 miles constructed/underway compared to a total of 20 miles planned. An increase of one from the previous month.
- Structures – 10 constructed/underway compared to a total of 11 planned. An increase of one from the previous month.
  - One structure behind plan:
    - Amtrak Pedestrian UP - Construction is being held up by approval of the Grade separation agreement with the City of Wasco. The agreement is currently being reviewed by the Authority.

### Small Business Enterprise ([Page 55](#)):

- Due to processing and confirmation of Contractor submitted data, Small Business Enterprise Values are as of December 2020.
- Small Business Enterprise Awarded Contracts as of report: 102 at a total contract value of \$94.5M (increase of \$7.5M from November 2020, with an increase of six new contracts this period).
- Small Business Goal (30%) at CP contract completion: \$186.5M. Small Business Goal as of report (30% of CP expenditures): \$107.5M.
- December 2020 total Small Business expenditures as of report: \$59.4M, increase of \$4.5M from November 2020, at 16.5% of total paid to CP as of report.

### Real Property/Right-of-Way ([Pages 56 through 58](#)):

- Parcels Delivered to Design-Builder (DB) – One parcel.
- Fourteen delinquent parcels - Seven in October 2020 at Garces Highway; executed permission-to-enter agreements allow Environmental work to progress while concluding acquisition negotiations. One parcel in December 2020 at Poso Avenue. Six parcels missed in January 2021 (two at McCombs and four at Peterson). The DB is performing out of sequence work to mitigate the construction schedule.
- Total Parcels Delivered to Date – 176 parcels compared to the Estimated Total Parcels Needed – 239 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.
- Land Right Conveyances (Tier I, Required Prior to Construction) Received Approval to Date – 30 Land Right Conveyances and one delinquent land conveyance at Scofield Avenue.

**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

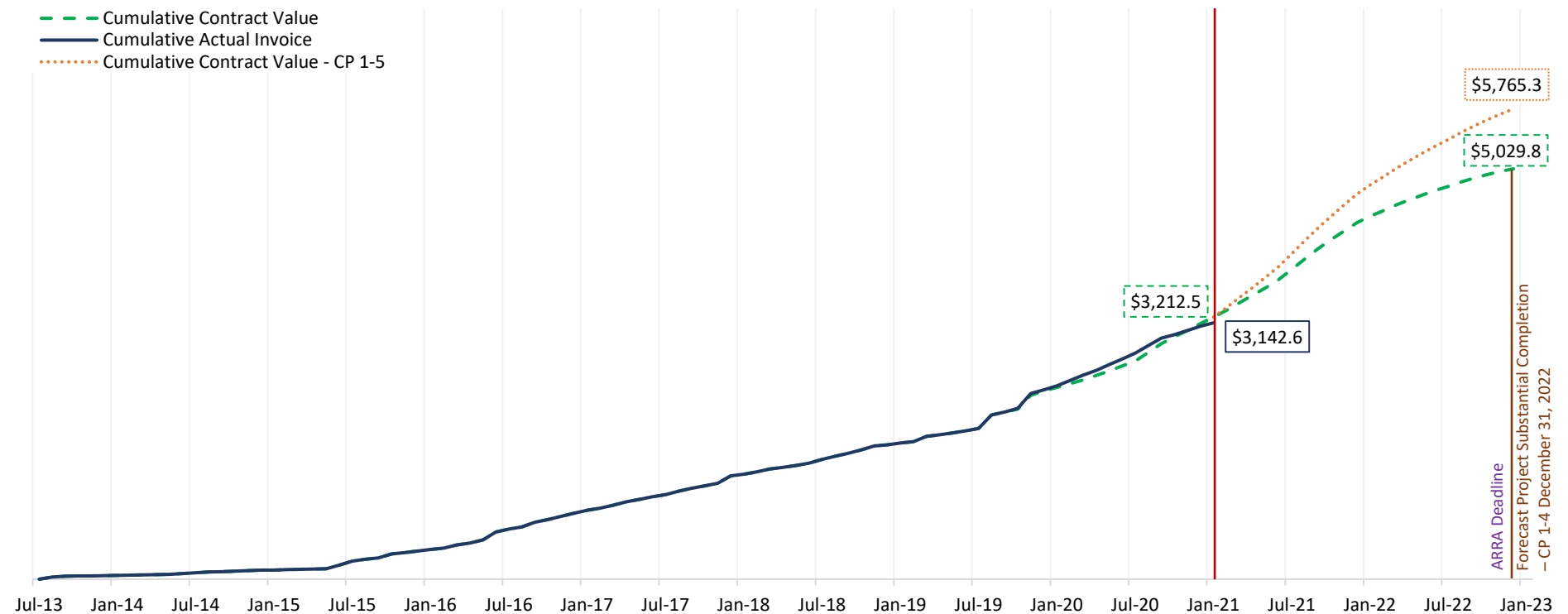
Category	Status Update
<b>General</b>	<ul style="list-style-type: none"> <li>• Design of the structures are complete, and RFCs have been issued.</li> <li>• Utility Relocations Status:               <ul style="list-style-type: none"> <li>- Relocated: 37 (23%); In Progress: 6 (4%); Scheduled to Start: 45 (28%); Not Started: 73 (45%); Total: 161.</li> </ul> </li> <li>• Manpower: The daily-worker monthly average of 128 in January 2020 increased to 166 in January 2021.</li> </ul>
<b>Structures</b>	<ul style="list-style-type: none"> <li>• Completed drilled shafts at Peterson Road Underpass and started excavation for footings.</li> <li>• Continued work at Wasco Viaduct superstructure.</li> <li>• Continued work on Garces Highway Underpass backwalls and derailment walls.</li> <li>• Continued work on Pond Road Underpass interior walls.</li> <li>• Continued work on Kimberlina Underpass abutments.</li> <li>• Continued work on Merced Road Overpass Mechanically Stabilized Earth (MSE) walls.</li> <li>• Started work on McCombs Avenue Overpass drilled shafts.</li> </ul>
<b>Guideway</b>	<ul style="list-style-type: none"> <li>• Continued work on the Wildlife Box Culvert crossings at Kimberlina Avenue and Poplar Avenue.</li> <li>• Continued work on Box Culverts between Elmo Highway and Sherwood and between Poso Creek and Tausig.</li> <li>• Continued with work on MSE retaining walls.</li> <li>• Continued work on embankments slope protection and prepared subgrade work between Sherwood and Poso Creek.</li> <li>• Continued work on drainage system north of Poso Avenue.</li> <li>• Continued work on IPB and embankment between Tausig and Canal 9-22.</li> <li>• Started placing subgrade between Kimberlina Avenue and Poplar Avenue.</li> </ul>

# 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 January 31, 2021. The planned values are based on the Proposed Revised Baseline Schedules developed for all the construction packages as of January 2021. The completion value (\$5.03B) 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 \$5.03B will be expended by end of December 2022.

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



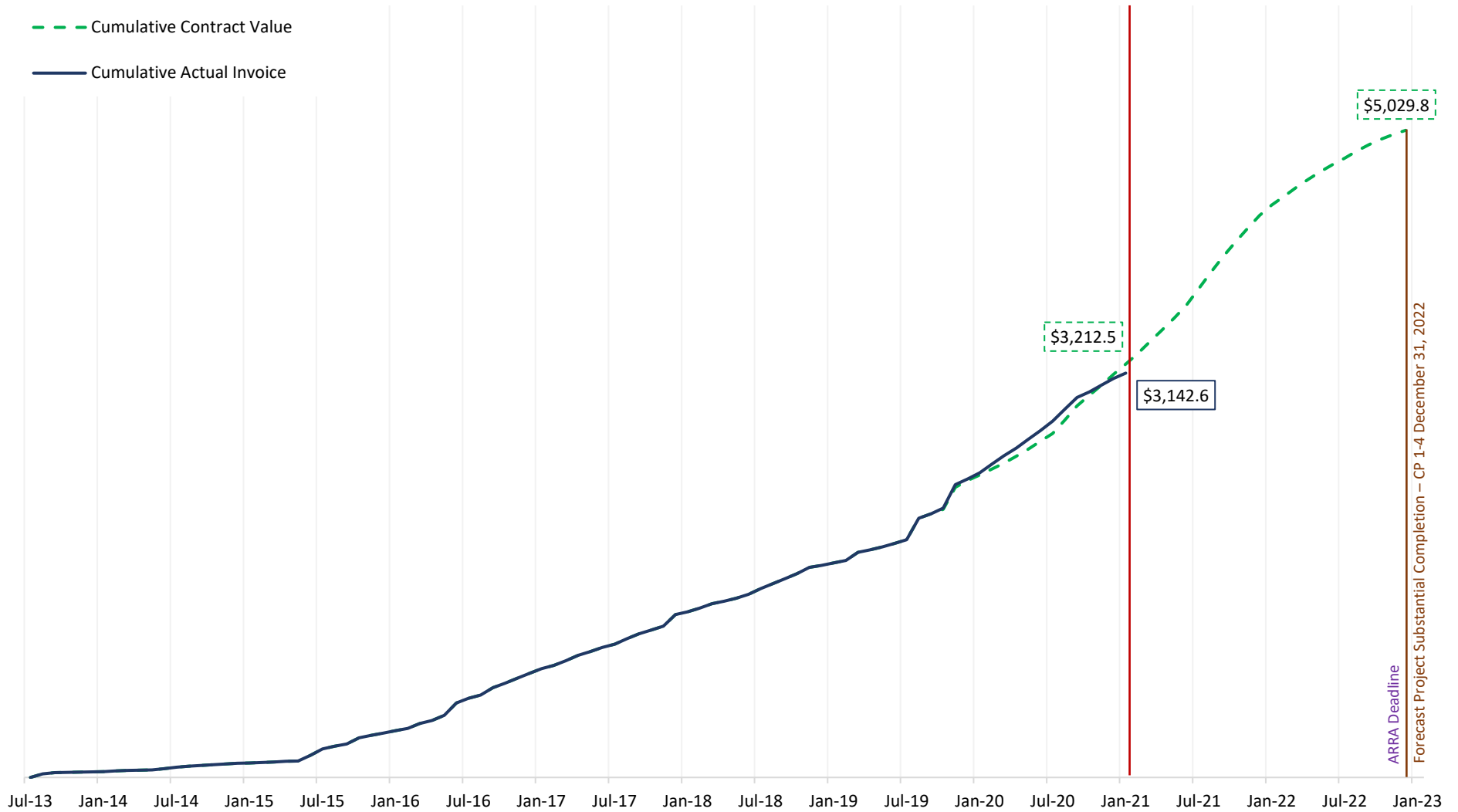
#### Remaining DB and Track Work Baseline Items:

- 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 January 2021 CVSR will provide a reconciliation with the ARRA scope included in the Capital Outlay Report.
2. The December 2022 Cumulative Current Contract Amount increased from \$4,987.1M to \$5,029.8M due to \$42.7M in January 2021 Change Order executions.

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

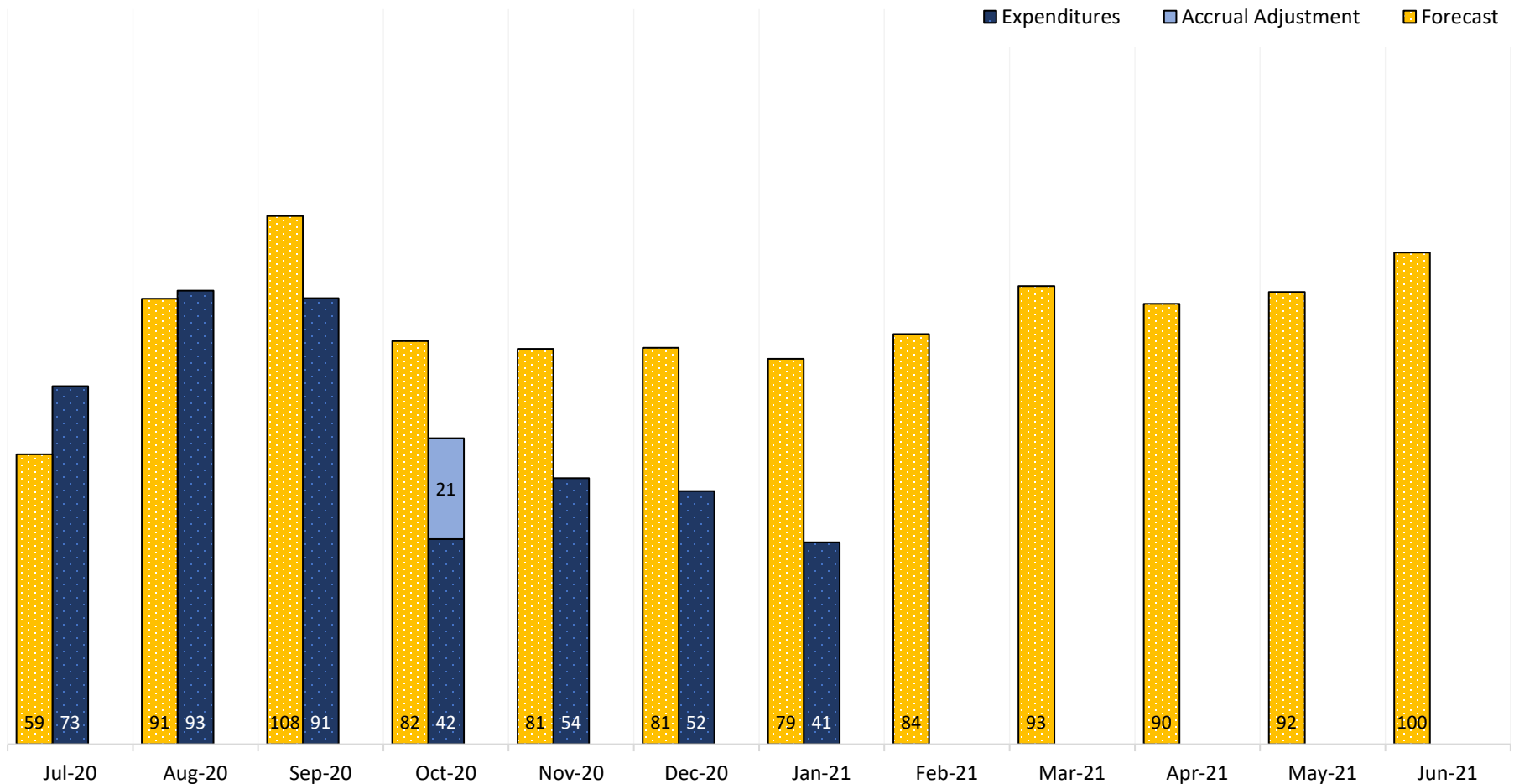


**Notes:**

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

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

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



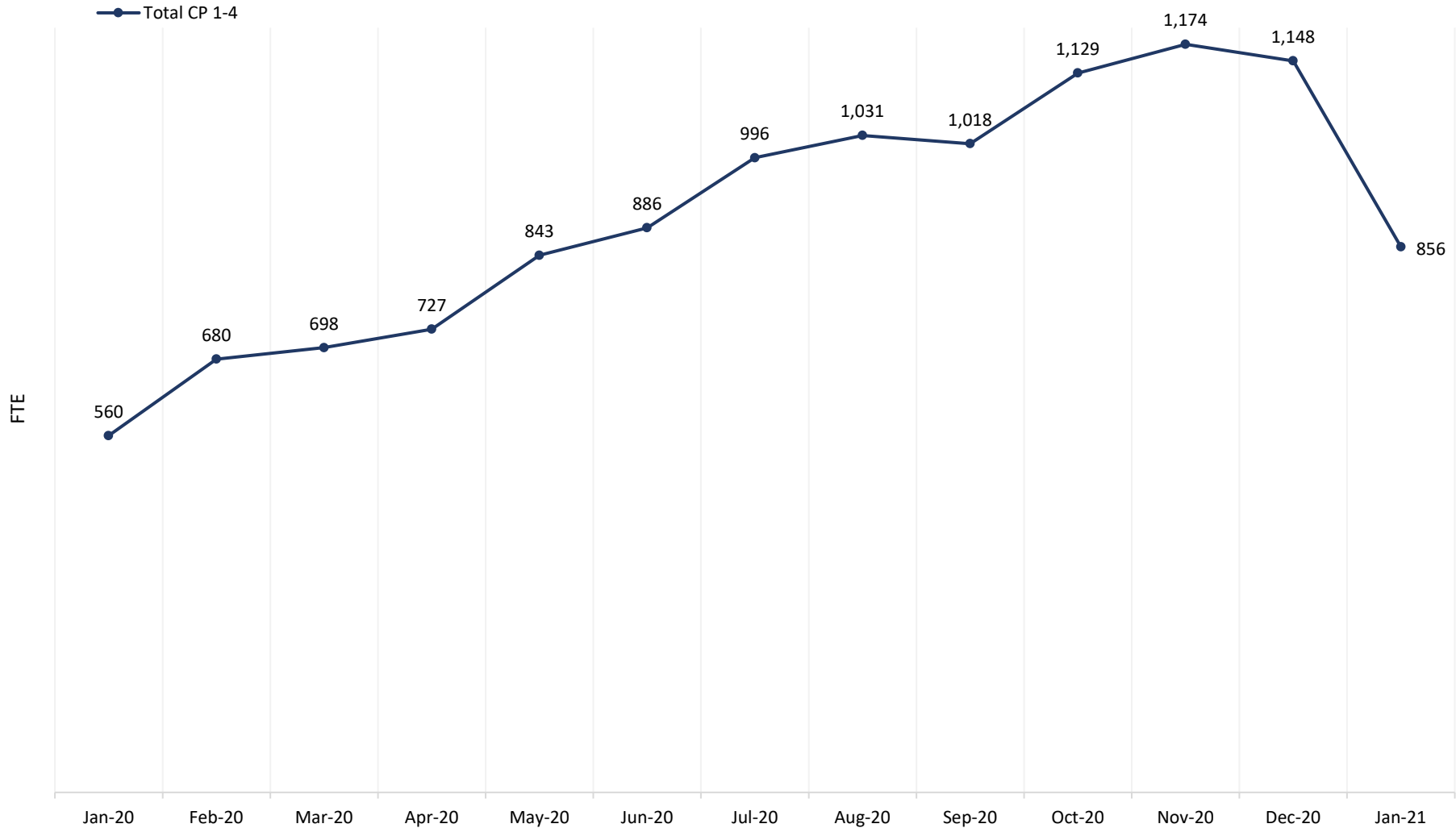
**Notes:**

- All projections are being monitored against the conditional acceptance of CP 1-4’s Revised Baseline Schedule (RBS) as of January 2021.
- The primary reasons for the lower expenditures are:
  - CP 1: Kinder Morgan relocation at Herndon Avenue has delayed due to UPRR construction approvals and Kinder Morgan Procurement (long lead times). As of report date: UPRR approvals received, acquisition of long lead items underway, and construction start scheduled for March 2021. PG&E design approvals have prevented Central Avenue structure starting as planned. Design approval is expected in March 2021. AT&T, PG&E and Madera Valley Water Company (MVWC) design delays are hampering Schmidt Creek and Road 26 North Extension work. Recent forecast has the North Extension AT&T and PG&E designs slated for completion in February 2021 and MVWC’s design completion in August 2021. Jensen Trench delayed due to the PG&E gas line relocation. Final design submitted to PG&E in late December 2020 and approved in January 2021. DTCS approval of soil use anticipated early March 2021.
  - CP 2-3: ROW resolution at Tule River opens the entire Tule River Viaduct area for construction, which facilitates an increase in production. Hanford Viaduct Directive letter issued to Design-Builder (DB) to construct superstructure. Delayed ROW acquisitions at various locations like Nebraska Avenue, Excelsior, Hanford-Armona, Houston Avenue, Avenue 120, Deer Creek, Avenue 136 are impacting the start of construction activities as planned.
  - 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

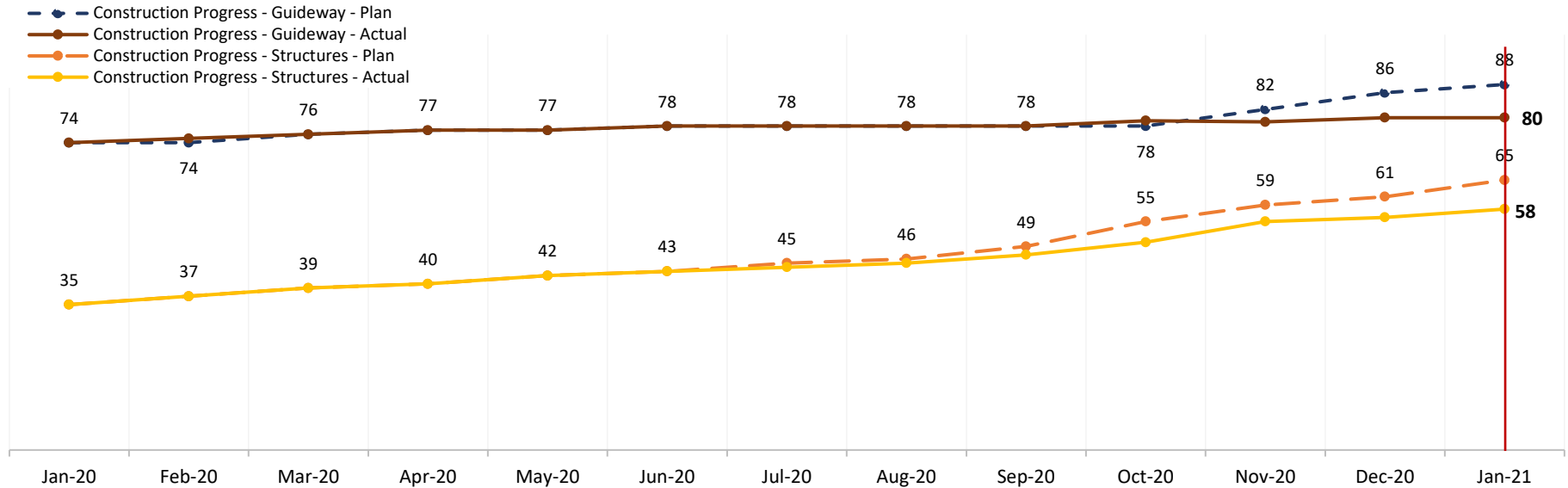


**Notes:**

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 data from January 2020 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.
3. The labor numbers incurred a shortfall due mainly to an increased amount of precipitation of 9.32 inches in the final week of the reporting period.

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

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



### Monthly Construction Status – Under Construction vs. Completed

Construction	CP 1		CP 2-3		CP 4		Overall		TOTAL
	In Progress	Completed	In Progress	Completed	In Progress	Completed	In Progress	Completed	
<b>Guideway</b>	11	2	27	19	21	0	59	21	80
<b>Structures</b>	10	13	25	0	10	0	45	13	58

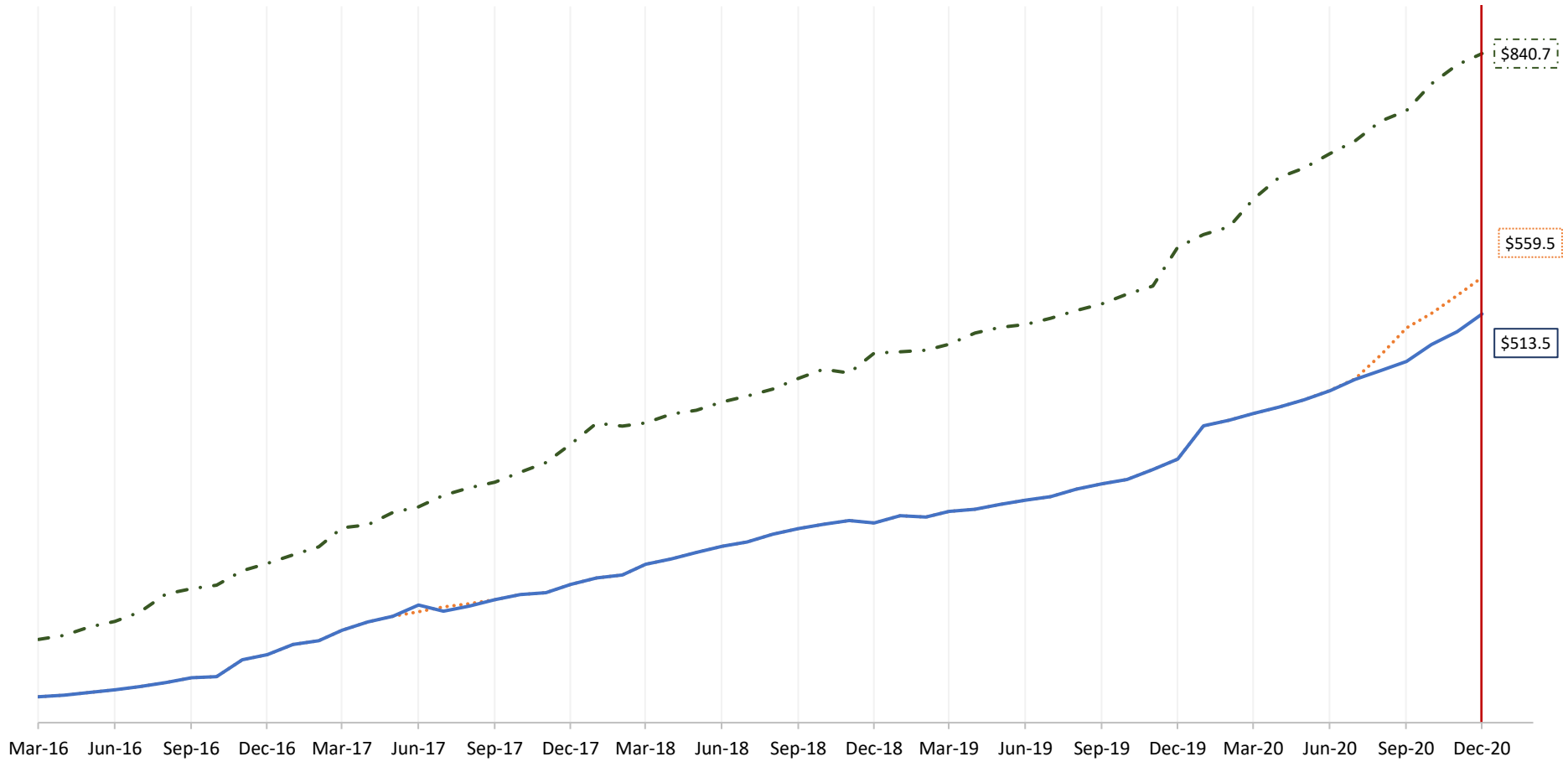
**Notes:**

- Total Structures: 93 each. Total Guideway: approximately 119 miles.
- CP 2-3 Guideway plan has been re-forecasted (pending re-baseline approval) in January 2021.
- The Forecasted Structures and Guideway are based on the Authority's conditional acceptance of CP 1-4's Revised Baseline Schedule (RBS) as of January 2021.
- CP 1: Four structures behind plan:
  - Central Avenue and Road 26: PG&E electric relocation delayed due to design and railroad approval. Estimated start date is April 2021.
  - Shaw Avenue and Belmont Avenue: Requires both UPRR and City of Fresno Approvals to start substructure PCM. The UPRR Work Plan is being prioritized with UPRR, after which a workshop will be held with City of Fresno. Expected start June 2021.
- CP 2-3: Two structures behind plan:
  - Seven new structures are scheduled to start by April 2021, bringing actuals ahead of planned. Deer Creek Viaduct delayed due to ROW negotiations. Expected start is April 2021. Avenue 136 delayed due to ROW negotiations. Expected start is June 2021. Currently planning early start on two other structures to achieve target for total structures in progress. Dover Avenue expected to start in February 2021 and Avenue 156 expected to start in March 2021.
- CP 4: One structure behind plan:
  - Amtrak Pedestrian UP - Construction is being held up by approval of the Grade separation agreement with the City of Wasco. The agreement is currently being reviewed by the Authority.
- CP 1: Two miles behind plan:
  - Large 50-foot high MSE wall construction to start at Muscat in March 2021.
- CP 2-3: Seven miles behind plan:
  - Segment 3 South four miles are cleared for embankment construction and will be ready for construction to proceed once weather conditions improve. Expected April 2021.

# 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: 451.
2. Value of overall Small Business Goal (30%): \$1.4B.
3. Value of Current Small Business Enterprise Awarded Contracts: \$1B (Increase of \$36.9M from November 2020).
4. Value of Small Business expended: \$513.5M.
5. Small Business Enterprise Utilization percentage based on Contractor Invoices Paid to Date: 18.3%.
6. Business Enterprise Utilization towards Value of overall Small Business Goal: 34.3%.
7. Due to processing and confirmation of Contractor submitted data, Small Business Enterprise Values are as of December 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 December 31, 2020	Total Needed COS <sup>(1)</sup> Modifications <sup>(2)</sup>	Total Needed January 31, 2021	Total Acquired December 31, 2020	Acquired January 31, 2021	Total Acquired January 31, 2021
	(A)	(B)	(C) = (A) + (B)	(D)	(E)	(F) = (D) + (E)
CP 1	1,048	1	1,049	879	3	882
CP 2-3	998	1	999	725	9	734
CP 4	244	-5	239	177	3	180
<b>Total</b>	<b>2,290</b>	<b>-3</b>	<b>2,287</b>	<b>1,781</b>	<b>15</b>	<b>1,796</b>

**Notes:**

1. Certificate of Sufficiency (COS).
2. For CP 1, added two parcels and removed one parcel (design refinement). For CP 2-3, added four parcels identified during mapping and revised design (three Authority owned requiring no acquisition), and removed three parcels no longer needed due to further design review. For CP 4, removed five parcels (design refinement).

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

Construction Package	Total Acquired <sup>(1)</sup> January 31, 2021	Delivered to DB <sup>(2)</sup> January 31, 2021	Total Delivered to DB <sup>(3)</sup> January 31, 2021	Total Acquired, Remaining to Deliver to DB January 31, 2021
	(G) = (F)	(H)	(I)	(J) = (G) - (I)
CP 1	882	0	876	6
CP 2-3	734	4	724	10
CP 4	180	1	176	4
<b>Total</b>	<b>1,796</b>	<b>5</b>	<b>1,776</b>	<b>20</b>

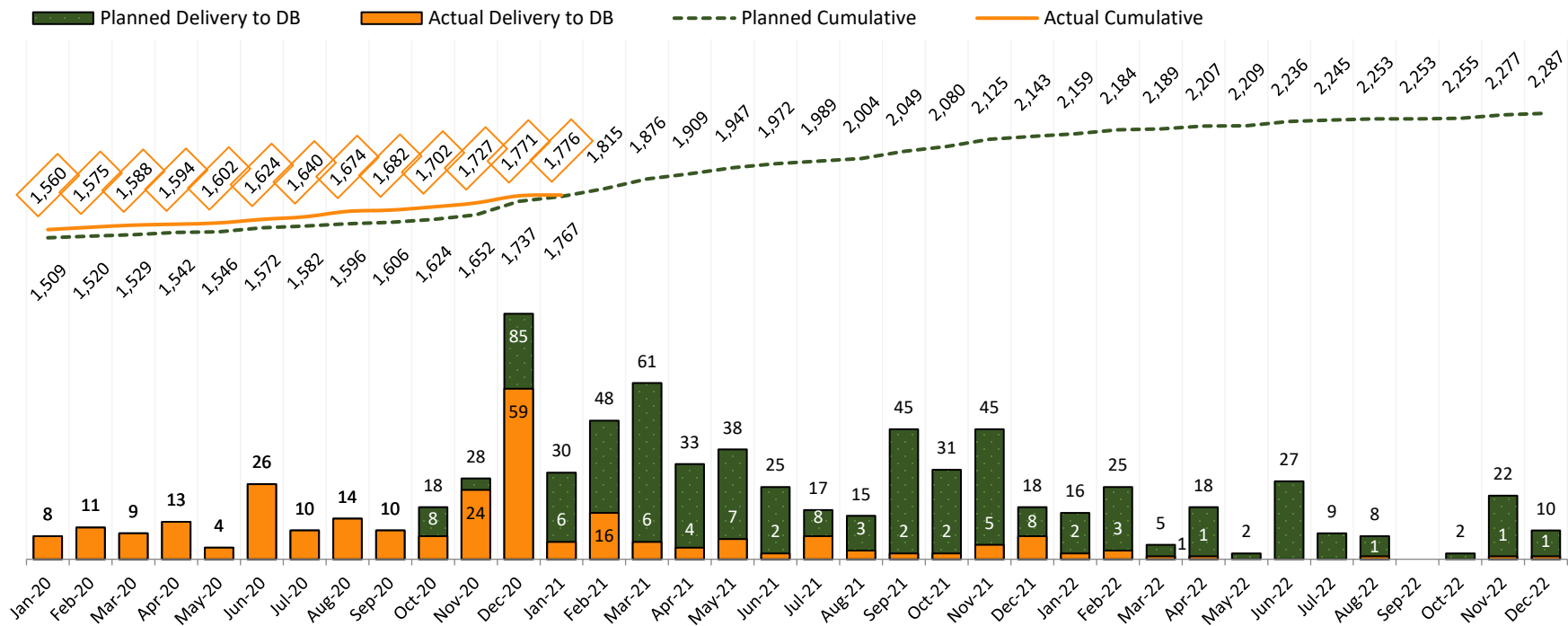
**Notes:**

1. Total Acquired is defined as parcels that are legally possessed by the Authority.
2. The five parcels delivered to the DB includes: one planned in December 2020, January 2021, March 2021, November 2021, and February 2022.
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 January 31, 2021	Total Parcels Delivered to Date January 31, 2021	Remaining Parcels to be Delivered January 31, 2021
CP 1	1,049	876	173
CP 2-3	999	724	275
CP 4	239	176	63
<b>Total</b>	<b>2,287</b>	<b>1,776</b>	<b>511</b>

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



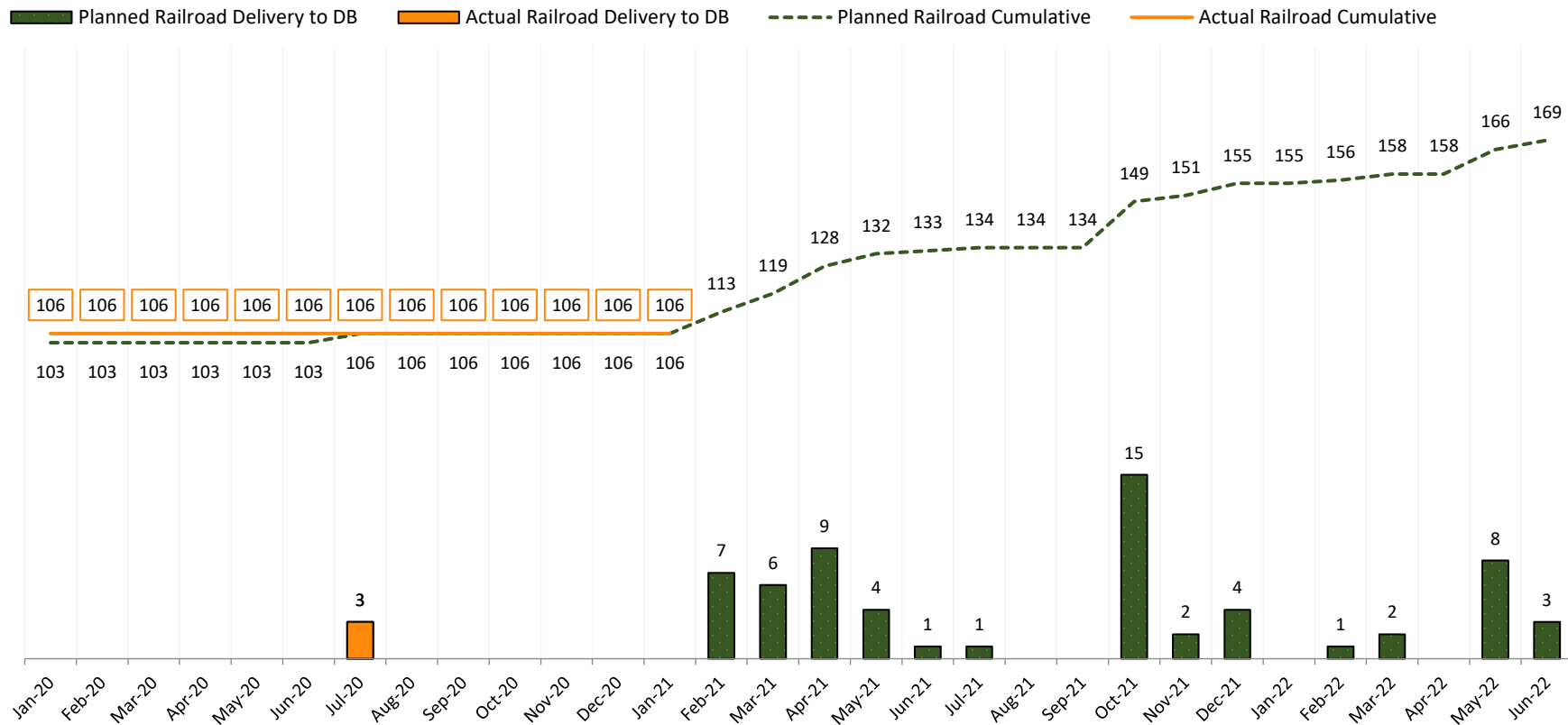
**Notes:**

1. This reflects the current Revised Baseline Schedules (RBSs) for CP 1, CP 2-3, and CP 4.
2. The current conditionally accepted RBS dates will adjust upon finalization of the RBS.
3. Actual cumulative line for January 2021 reflects delivered parcels that are forecasted in future months.
4. 64 delinquent parcels (10 in October, 4 in November, 26 in December, and 24 in January). CP 1: Eight parcels - three in December (two at Avenue 8; forecast mid-February and one at Belmont; work proceeding with an Encroachment Permit). Five parcels missed in January 2021 (two at Greentree, one at American, Church, and Kern). CP 2-3: Forty-two parcels - three in October 2020 (two at Nebraska and one at Tule River), four in November 2020 (one at Tule River and three at Avenue 56), 22 parcels in December 2020 (six at Orange and Avenue 120, four at Excelsior, two at Avenue 68, one at Avenue 56, Houston, Fowler, and Elkhorn), and 13 parcels missed in January 2021 (five at Hanford Armona, four at Houston 96, Avenue 112, Avenue 136, and Dutch John Cut). 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. Transmission relocation expected next allowable window (Fall 2021). CP 4: 14 parcels - Seven in October 2020 at Garces Highway; executed permission-to-enter agreements allow Environmental work to progress while concluding acquisition negotiations. One parcel in December 2020 at Poso Avenue. Six parcels missed in January 2021 (two at McCombs and four at Peterson). DB performing out-of-sequence work to mitigate.

## CP 1-4 – ROW Railroad Summary

Construction Package	Total Needed Railroad Parcels January 31, 2021	Total Railroad Parcels Delivered to Date January 31, 2021	Remaining Railroad Parcels to be Delivered January 31, 2021
CP 1	83	53	30
CP 2-3	57	26	31
CP 4	29	27	2
<b>Total</b>	<b>169</b>	<b>106</b>	<b>63</b>

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



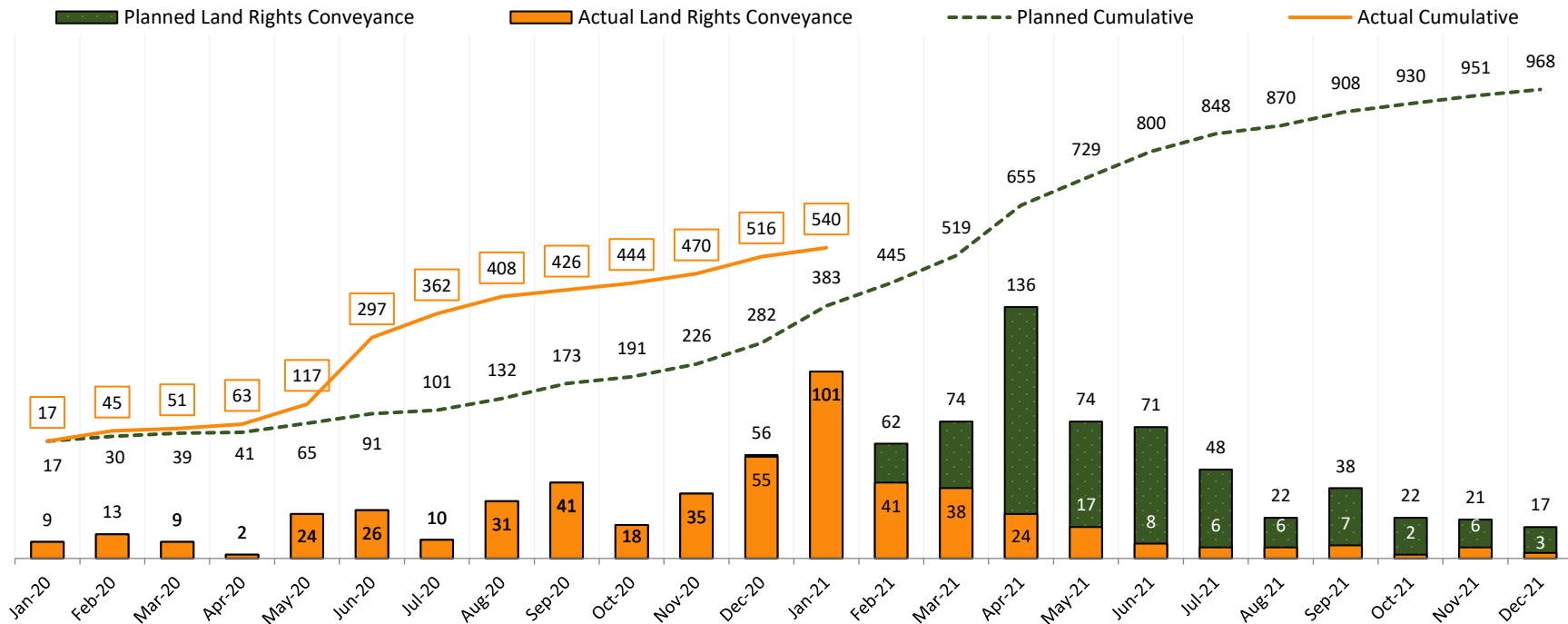
**Notes:**

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.

### 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 December 31, 2020	Total Needed Land Right Conveyances Modifications	Total Needed Land Right Conveyances January 31, 2021	Total Land Right Conveyances Approved <sup>(7)</sup> to Date December 31, 2020	Total Land Right Conveyances Approved January 31, 2021	Remaining Land Right Conveyances to be Approved January 31, 2021
CP 1	426	-1	425	285	8	132
CP 2-3	470	-29	441	203	14	224
CP 4	102	0	102	28	2	72
<b>Total</b>	<b>998</b>	<b>-30</b>	<b>968</b>	<b>516</b>	<b>24</b>	<b>428</b>

### 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 current conditionally accepted RBS dates will adjust upon finalization of the RBS.
3. Actual Cumulative for January 2021 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. 30 land rights conveyances (CP1: 1 and CP2-3: 29) removed from Tier 1 where construction has already been completed.
6. Database reconciliation removed one approval previously reported in October 2020 and December 2020.
7. The term "Approved" is defined as land right conveyances with Director of Real Property for signature, PG&E for signature, or recorded.
8. One delinquent land conveyance (December). CP 4: One land conveyance at Scofield Avenue.

## 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
<b>Madera Valley Water Company (MVWC)</b>	CP 1	Obtain MVWC’s cooperation and capture essential terms working together to relocate MVWC facilities.  Additional revisions required to protect the Authority’s interests.	Jul-20	Feb-21
<b>County of Kings</b>	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 County requested new format for exhibit maps, so maps are being updated by Authority Right-of-Way Engineering (ROWE). ROWE anticipates completing exhibits by end of January 2021.	Sep-20	Mar-21
<b>City of Wasco</b>	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
<b>City of Wasco</b>	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
<b>Semitropic Water Storage District</b>	CP 4	Design and construction of facilities.  Semitropic counsel still finalizing provisions with the Authority’s Legal Office. The Authority provided further revisions pursuant to Semitropic’s requests during December 17, 2020 meeting.	Jul-20	Mar-21
<b>Semitropic Water Storage District</b>	CP 4	CCUA <sup>(1)</sup> template allows prompt execution of land conveyances.  Semitropic and the Authority’s CP 4 team still working out final revisions and exhibits. The Authority provided further revisions pursuant to Semitropic’s requests during December 17, 2020 meeting.	Jul-20	Mar-21
<b>Semitropic Water Storage District</b>	CP 4	JUA <sup>(2)</sup> template allows prompt execution of land conveyances.  Semitropic and the Authority’s CP 4 team still working out final revisions and exhibits. The Authority provided further revisions pursuant to Semitropic’s requests during December 17, 2020 meeting.	Jul-20	Mar-21
<b>North Kern Water Storage District (NKWSD)</b>	CP 4	Utility Agreement amendments for construction of facilities.	N/A	Mar-21



<b>North Kern Water Storage District</b>	CP 4	Master Agreement amendment and memorandum to revise terms of original agreement and memorialize new obligations.	N/A	Mar-21
<b>North Kern Water Storage District</b>	CP 4	Settlement Agreement to resolve any remaining disputed issues between NKWSD and the Authority.	N/A	Mar-21

**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
<b>Current Forecast Substantial Completion Date<sup>(1)</sup>:</b>	<b>12/31/2022</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:	\$1,256,203,966.45
Current Contract Amount:	\$2,279,191,966.45
Approved Invoices to Date:	\$1,421,314,560.23
<b>Remaining Contract Balance:</b>	<b>\$857,877,406.22</b>

### Contract Time Status

Description	Duration <sup>(2)</sup>
Original Contract Days:	1,628
Extension of Time Awarded:	1,312
Current Forecast Contract Days:	2,940
Work Days Spent (thru 01/31/2021):	2,665

### Expended to Date

Description	Percentage
Time:	90.6%
Dollars:	62.4%

### Growth Percentage

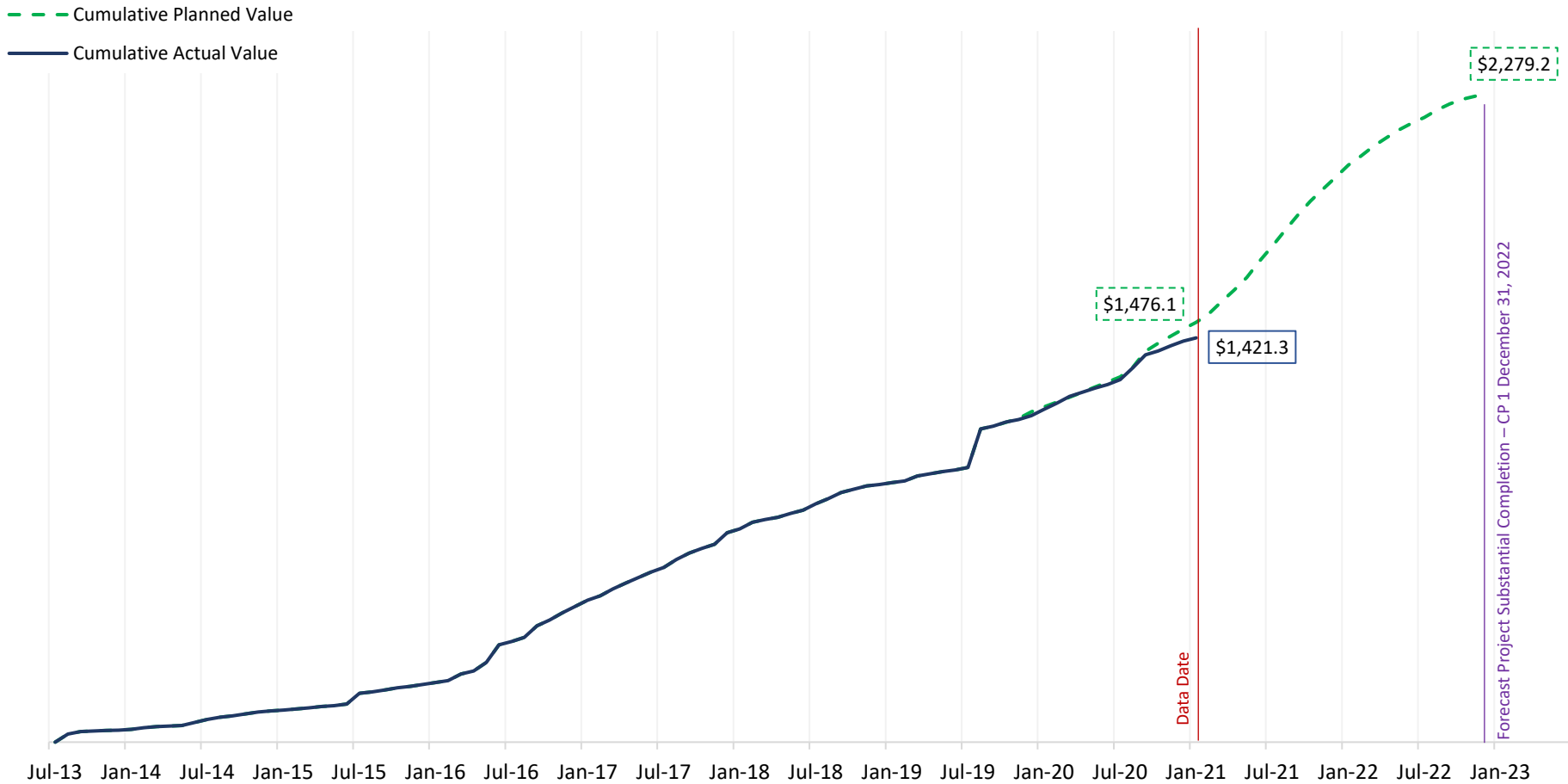
Description	Percentage
Time:	80.6%
Dollars:	122.8%

### Notes:

1. Current RBS Substantial Completion Forecast Date (Pending executed change order letter issuance) – December 31, 2022.
2. Calendar Days.

# CP 1 – Earned Value

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

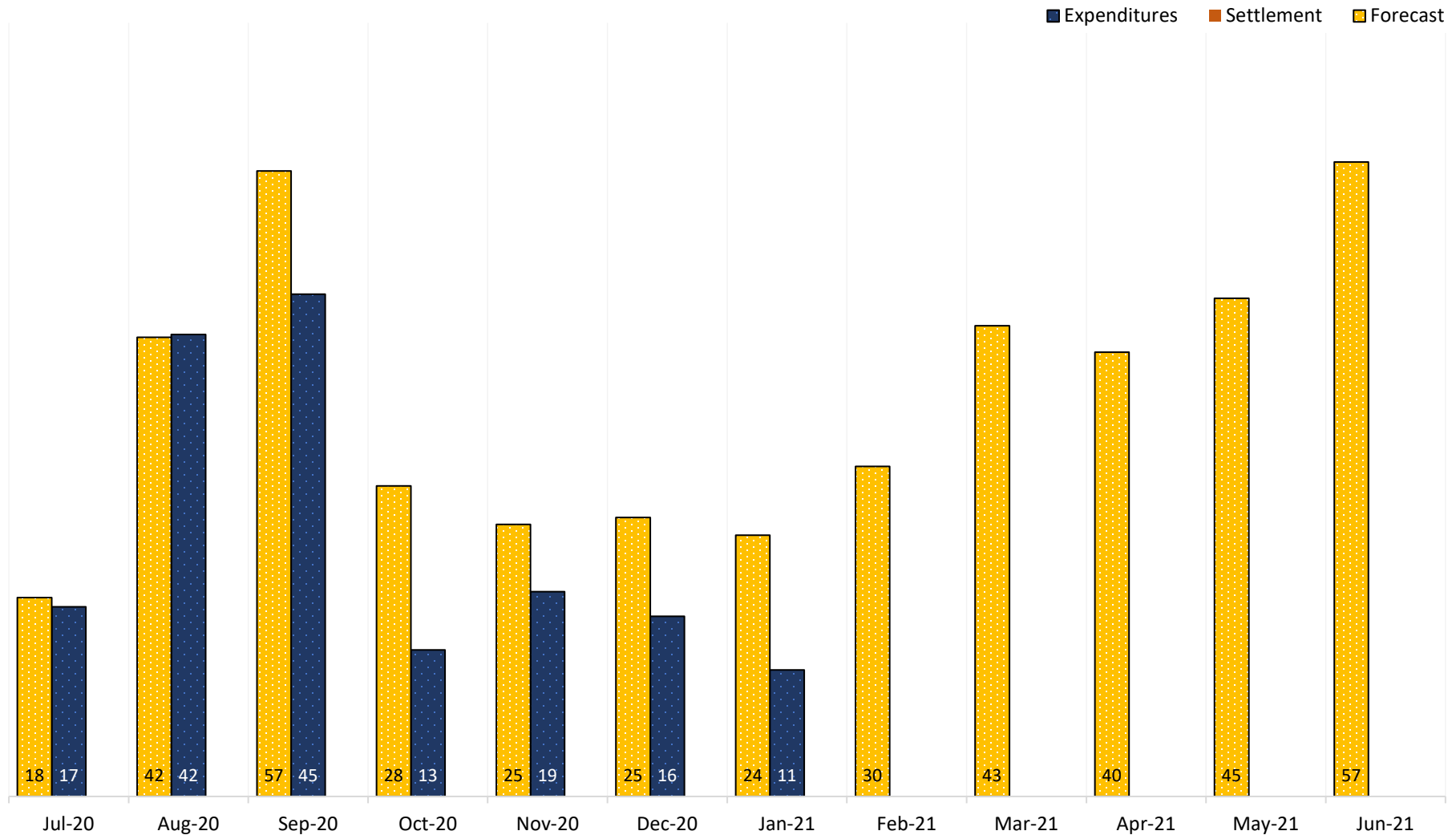


**Notes:**

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). 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:**

- 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.
- The projections are being monitored against the conditional acceptance of CP 1's Revised Baseline Schedule (RBS) as of January 2021.
- Kinder Morgan relocation at Herndon Avenue has delayed due to UPRR construction approvals and Kinder Morgan Procurement (long lead times). As of report date: UPRR approvals received, acquisition of long lead items underway, and construction start scheduled for March 2021. PG&E design approvals have prevented Central Avenue structure starting as planned. Design approval is expected in March 2021. AT&T, PG&E and Madera Valley Water Company (MVWC) design delays are hampering Schmidt Creek and Road 26 North Extension work. Recent forecast has the North Extension AT&T and PG&E designs slated for completion in February 2021 and MVWC's design completion in August 2021. Jensen Trench delayed due to the PG&E gas line relocation. Final design submitted to PG&E in late December 2020 and approved in January 2021. DTCS approval of soil use anticipated early March 2021.

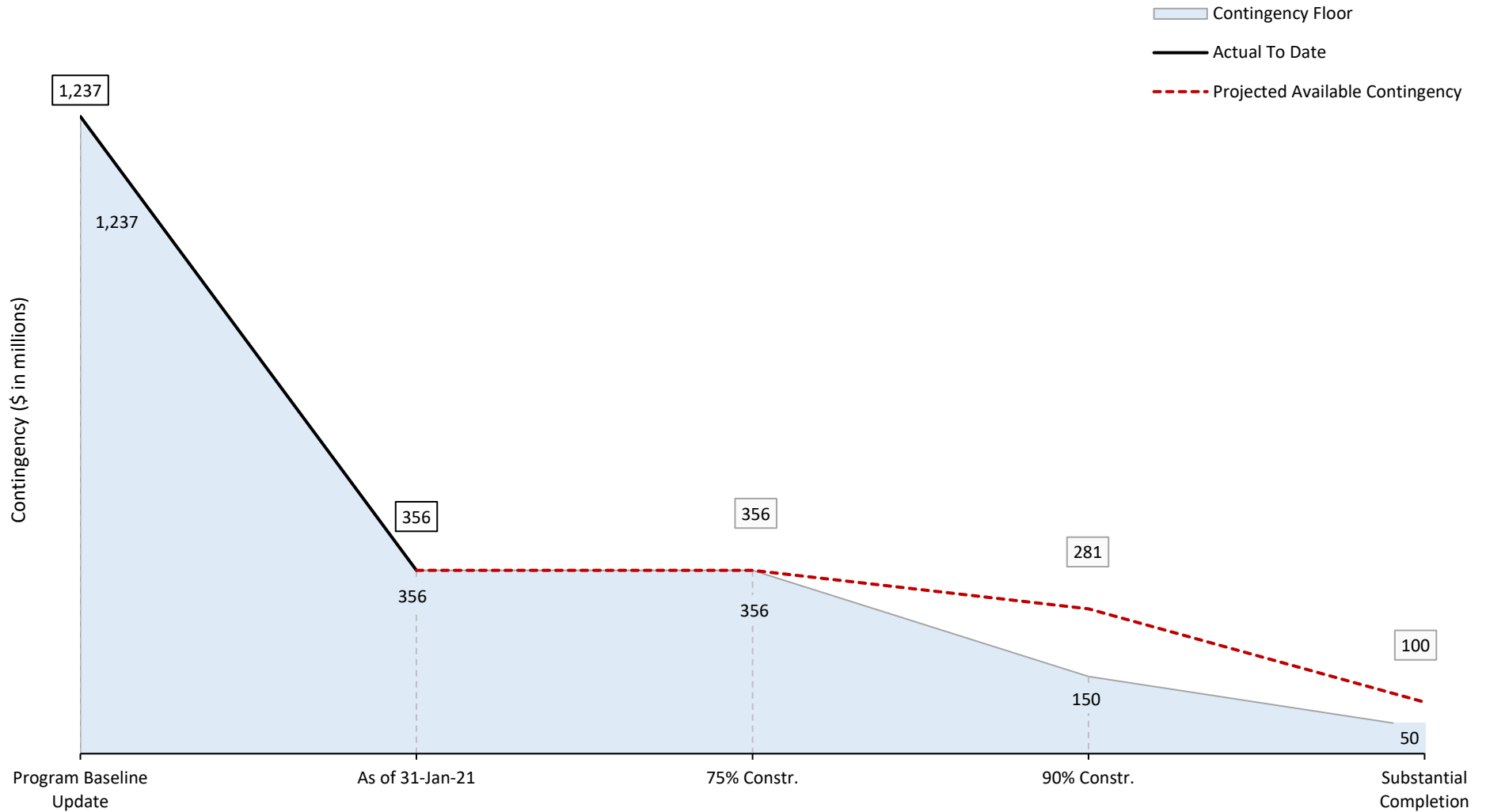
## CP 1 – Executed Change Order Status

### CP 1 – Executed Change Order Status

CO Number	Title	Change Status	Amount	Executed Date
00342	Clearing and Grubbing Orchards Vineyards Planted Post RFP	Executed	\$78,623.00	08-Jan-21
00006.2	DRB Expenses - Supplemental 2	Executed	\$180,000.00	11-Jan-21
00233.5	Road 27 Delays - MVWC Review Services Extended Agreement Fee S1	Executed	\$22,876.00	17-Jan-21
00088.10	Environmental Staffing - Supplemental No 10	Executed	\$16,795,000.00	29-Jan-21
<b>Total:</b>			<b>\$17,076,499.00</b>	

# CP 1 – Risk - Contingency Report

## CP 1 – Risk - Contingency Report

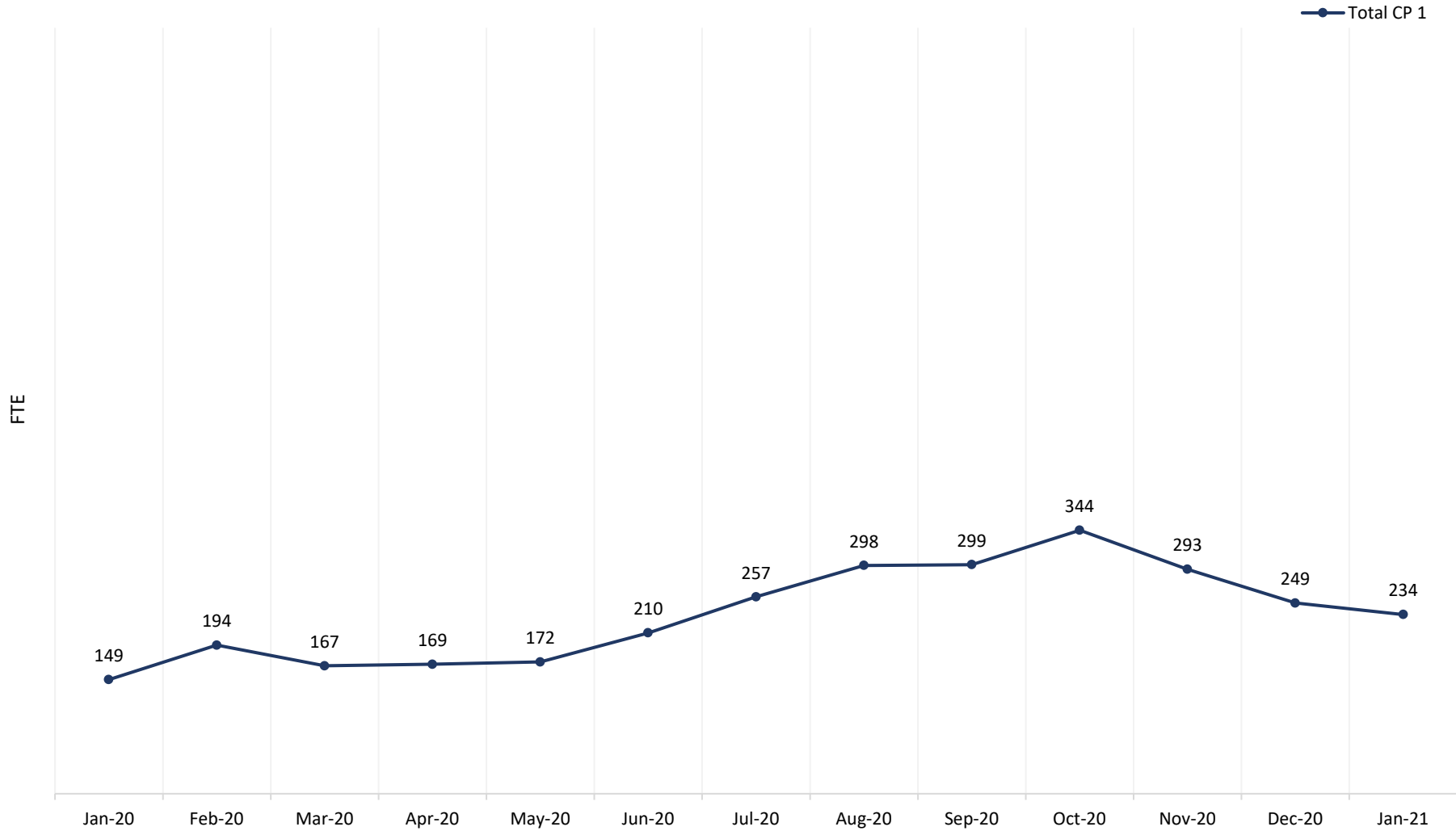


**Notes:**

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 January 31, 2021.
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

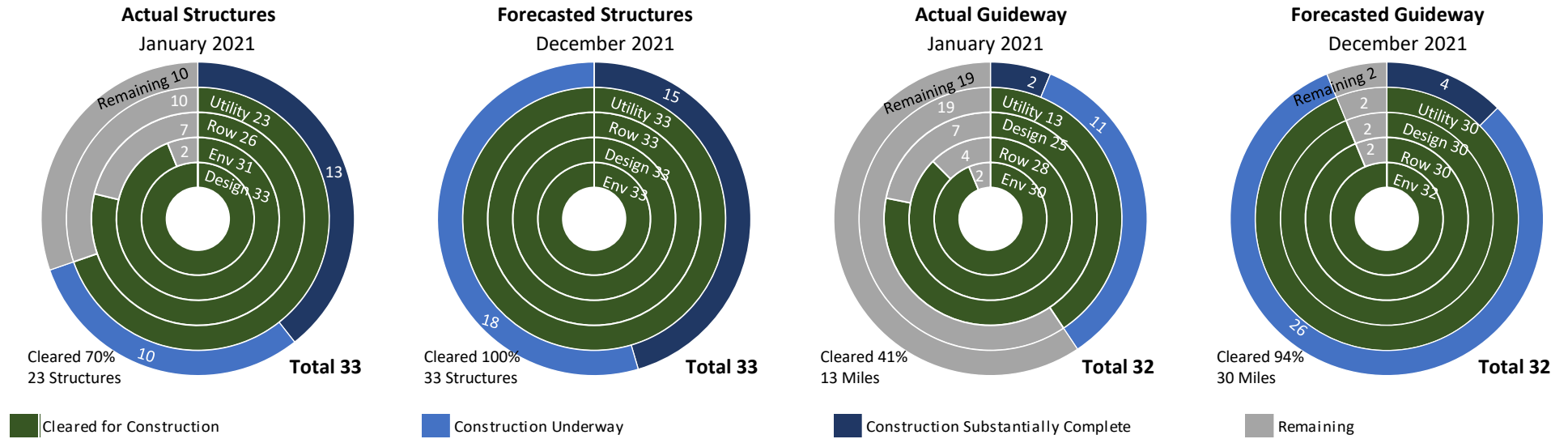


**Notes:**

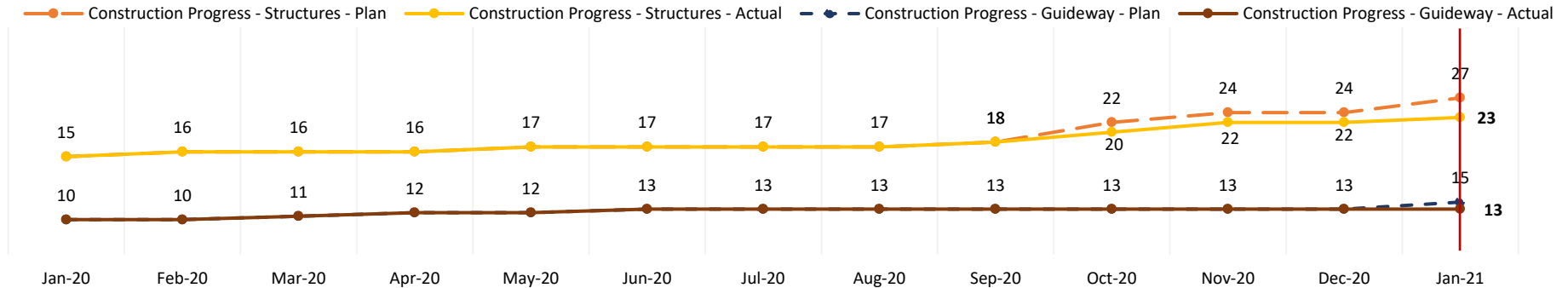
1. The Construction Labor numbers (Full-Time Employees) are based on the working calendar month.
2. The data from January 2020 to April 2020 was previously presented with data from each month's final week. The data has been updated to represent more accurately the overall total on a per working calendar month average status.
3. The labor numbers incurred a shortfall due mainly to an increased amount of precipitation of 9.32 inches in the final week of the reporting period.

# CP 1 – Construction Progress

## CP 1 – Construction Progress



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

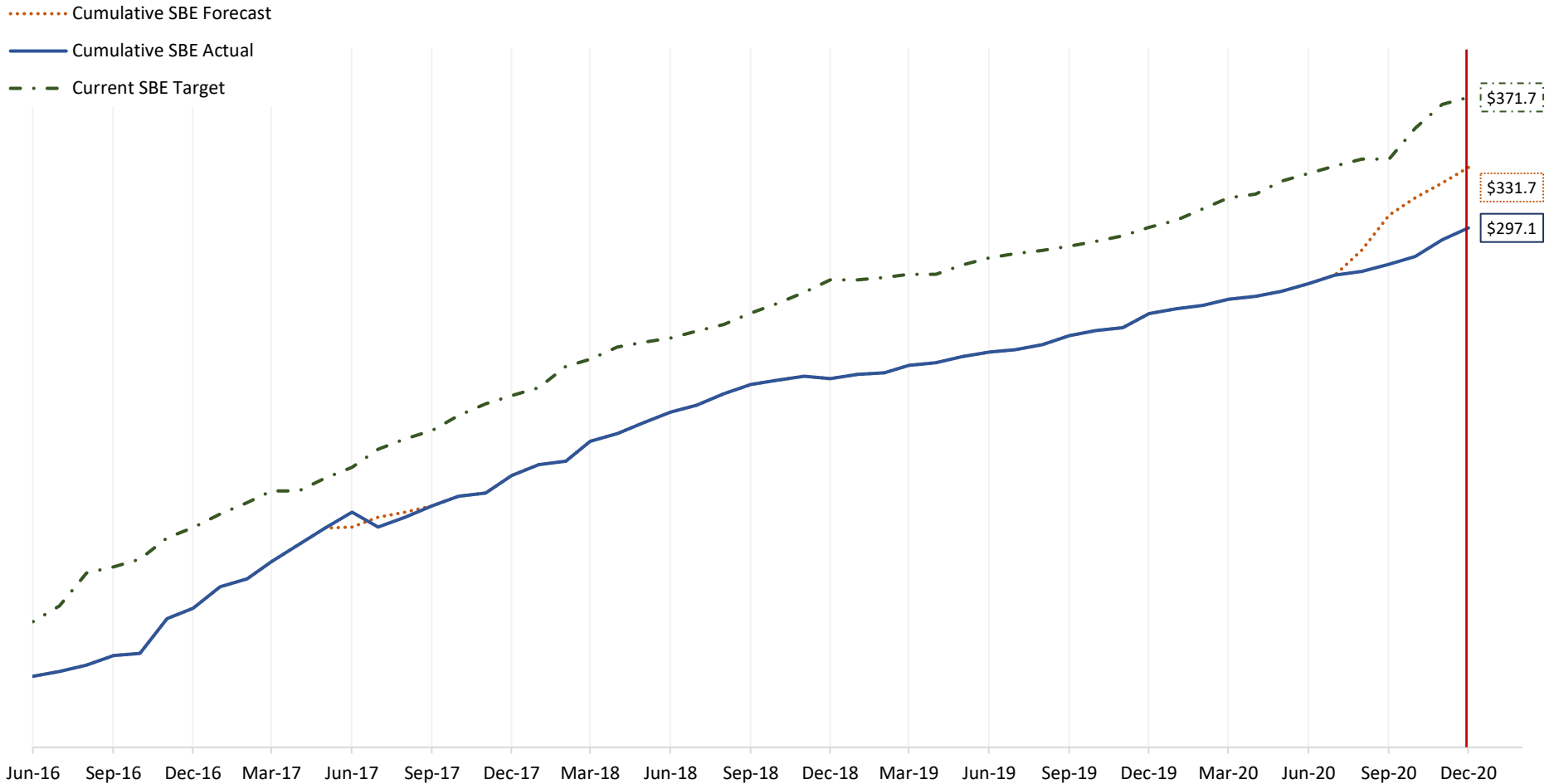


- Notes:**
- Total Structures: 33 structures.
  - Total Guideway: 32 miles (this does not include SR-99 section) Guideway was added to the Caltrans contract resulting in a guideway total of approximately 32 miles.
  - The Forecasted Structures and Guideway are based on the Authority's conditional acceptance of CP 1's Revised Baseline Schedule (RBS) as of January 2021.
  - The Forecasted Structures and Guideway for January 2021 has been adjusted to the midpoint date.
  - Two miles behind plan:
    - Large 50-foot high MSE wall construction to start at Muscat in March 2021.
  - Four structures behind plan:
    - Central Avenue: PG&E electrical relocation delayed due to design and railroad approval - estimated start date is June 2021.
    - Shaw Avenue: PG&E electrical relocation delayed due to design 6-month shelf life re-evaluation – design has been approved, and the estimated start date is March 2021.
    - Road 26: PG&E and AT&T utility relocations delayed due to design and railroad approval – estimated start date is April 2021.
    - Belmont Avenue: Requires both UPRR and City of Fresno approvals to start substructure PCM. The UPRR Work Plan is being prioritized with UPRR, after which a workshop will be held will with City of Fresno. Expected start is June 2021.



# CP 1 – Small Business Enterprise

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



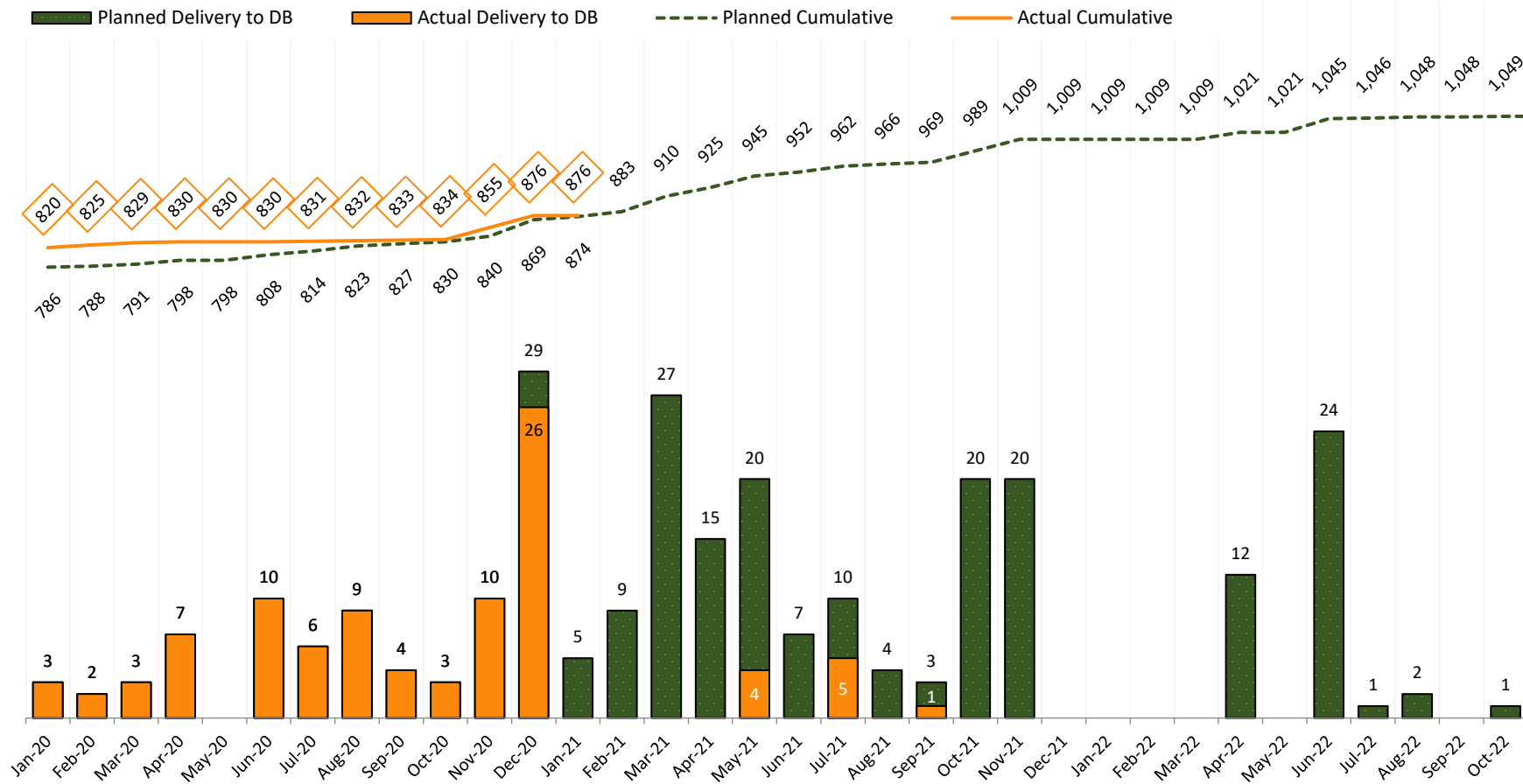
**Notes:**

1. Number of Small Business Enterprise Awarded Contracts: 140.
2. Value of overall Small Business Goal (30%): \$678.6M.
3. Value of Current Small Business Enterprise Awarded Contracts: \$518M (Increase of \$2.2M from November 2020).
4. Value of Small Business expended: \$297M.
5. 30% Goal Value for Small Business expended: \$371.7M.
6. Small Business Enterprise Utilization percentage based on Contractor Invoices Paid to Date: 23.9%.
7. Small Business Enterprise Utilization towards Value of overall Small Business Goal: 43.7%.
8. Due to processing and confirmation of Contractor submitted data, Small Business Enterprise Values are as of December 2020.

## CP 1 – ROW Summary

Construction Package	Total Needed Parcels January 31, 2021	Total Parcels Delivered to Date January 31, 2021	Remaining Parcels to be Delivered January 31, 2021
CP 1	1,049	876	173

### CP 1 – Parcel Delivery to DB Summary



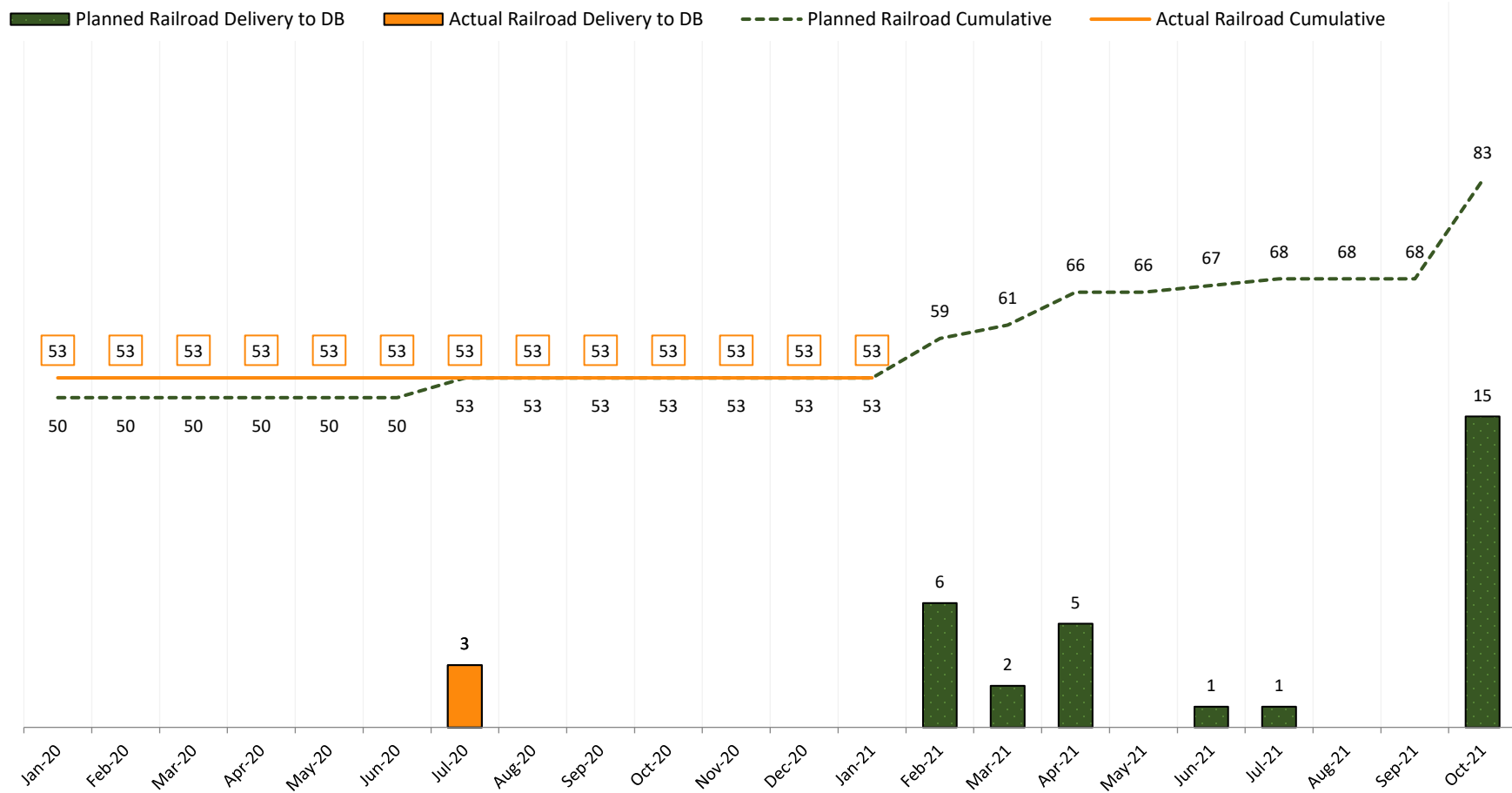
**Notes:**

1. This reflects the current Revised Baseline Schedules (RBSs) for CP 1.
2. The current conditionally accepted RBS dates will adjust upon finalization of the RBS.
3. Eight parcels missed - three in December (two at Avenue 8; forecast mid-February and one at Belmont; work proceeding with an Encroachment Permit). Five parcels missed in January 2021 (two at Greentree, one at American, Church, and Kern).

## CP 1 – ROW Railroad Summary

Construction Package	Total Needed Railroad Parcels January 31, 2021	Total Railroad Parcels Delivered to Date January 31, 2021	Remaining Railroad Parcels to be Delivered January 31, 2021
CP 1	83	53	30

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



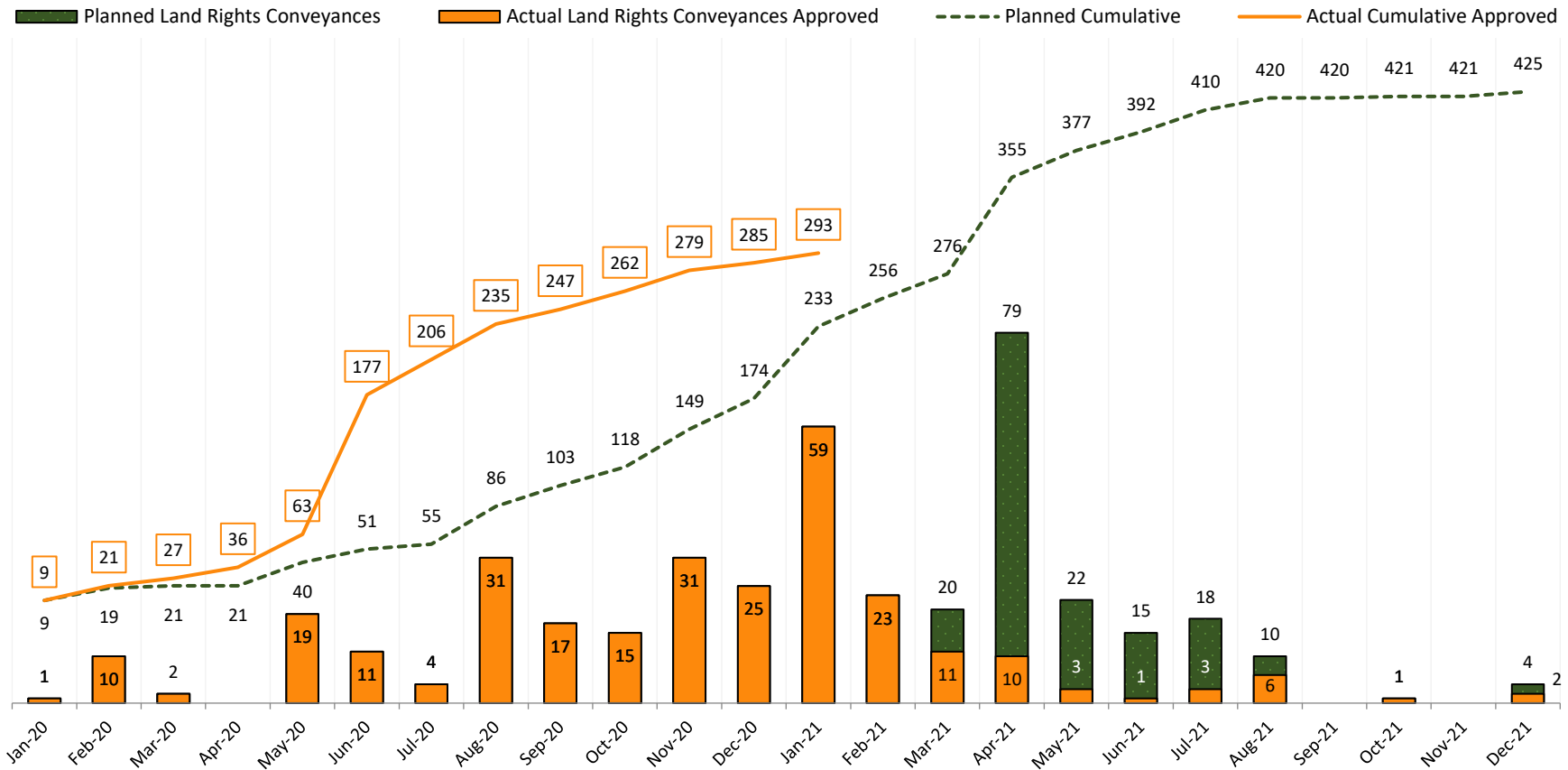
**Notes:**

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.

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

Construction Package	Total Needed Land Right Conveyances January 31, 2021	Total Land Right Conveyances Approved <sup>(7)</sup> to Date January 31, 2021	Remaining Land Right Conveyances to be Approved January 31, 2021
CP 1	425	293	132

### 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 current conditionally accepted RBS dates will adjust upon finalization of the RBS.
3. Actual Cumulative for January 2021 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. One land rights conveyance removed from Tier 1 where construction has already been completed.
6. Database reconciliation removed one approval previously reported in December 2020.
7. 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
<b>Current Forecast Substantial Completion Date<sup>(1)</sup>:</b>	<b>12/18/2022</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:	\$747,535,926.40
Current Contract Amount:	\$2,112,871,816.40
Approved Invoices to Date:	\$1,308,396,482.21
<b>Remaining Contract Balance:</b>	<b>\$804,475,334.19</b>

#### Contract Time Status

Description	Duration <sup>(2)</sup>
Original Contract Days:	1,486
Extension of Time Awarded:	973
Current Forecast Contract Days:	2,459
Work Days Spent (thru 01/31/2021):	2,017

#### Expended to Date Percentage

Description	Percentage
Time:	82.0%
Dollars:	61.9%

#### Growth Percentage

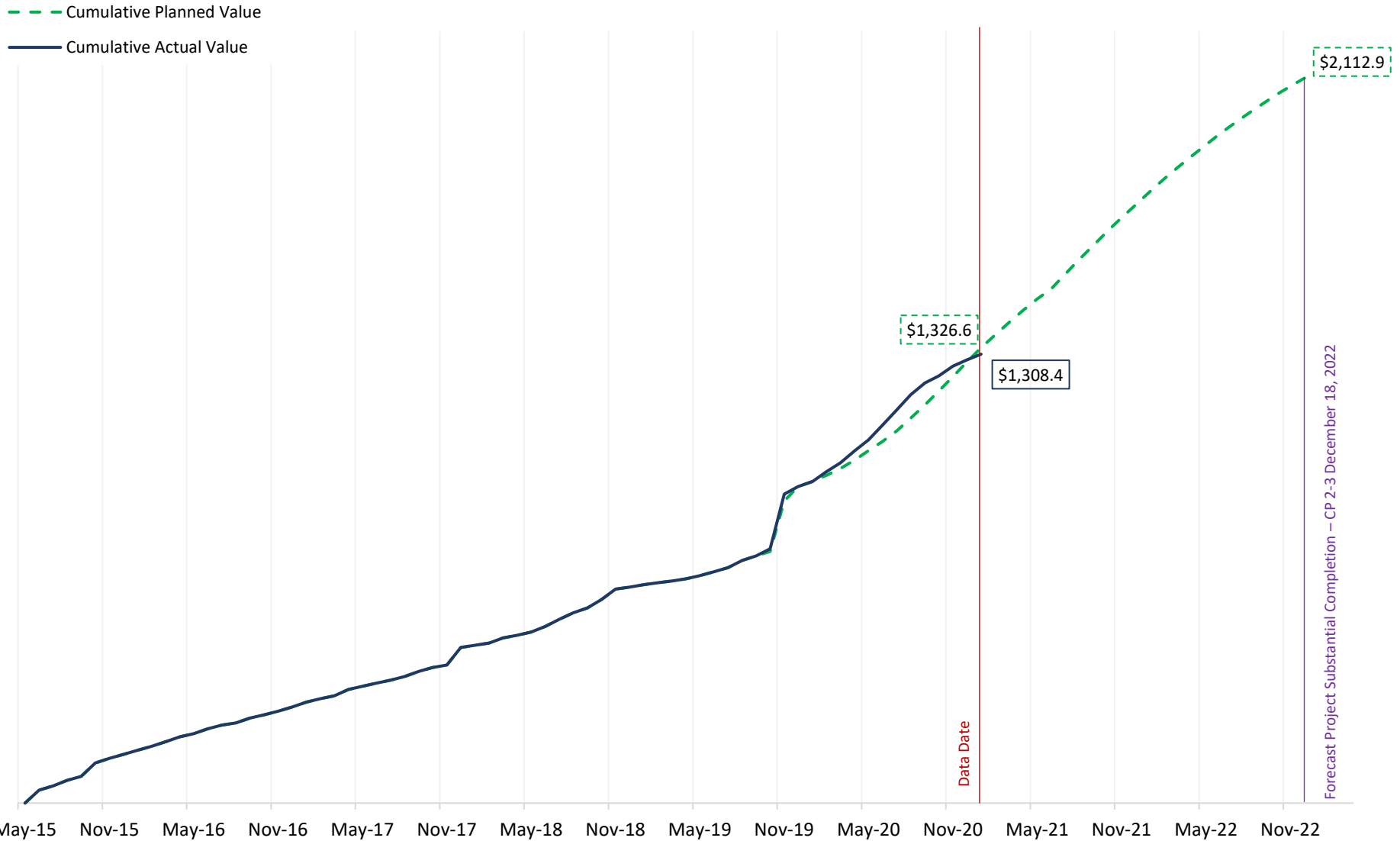
Description	Percentage
Time:	65.5%
Dollars:	54.8%

#### Notes:

1. Current RBS Substantial Completion Forecast Date (Pending executed change order letter issuance) – December 18, 2022.
2. Calendar Days.

## CP 2-3 – Earned Value

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

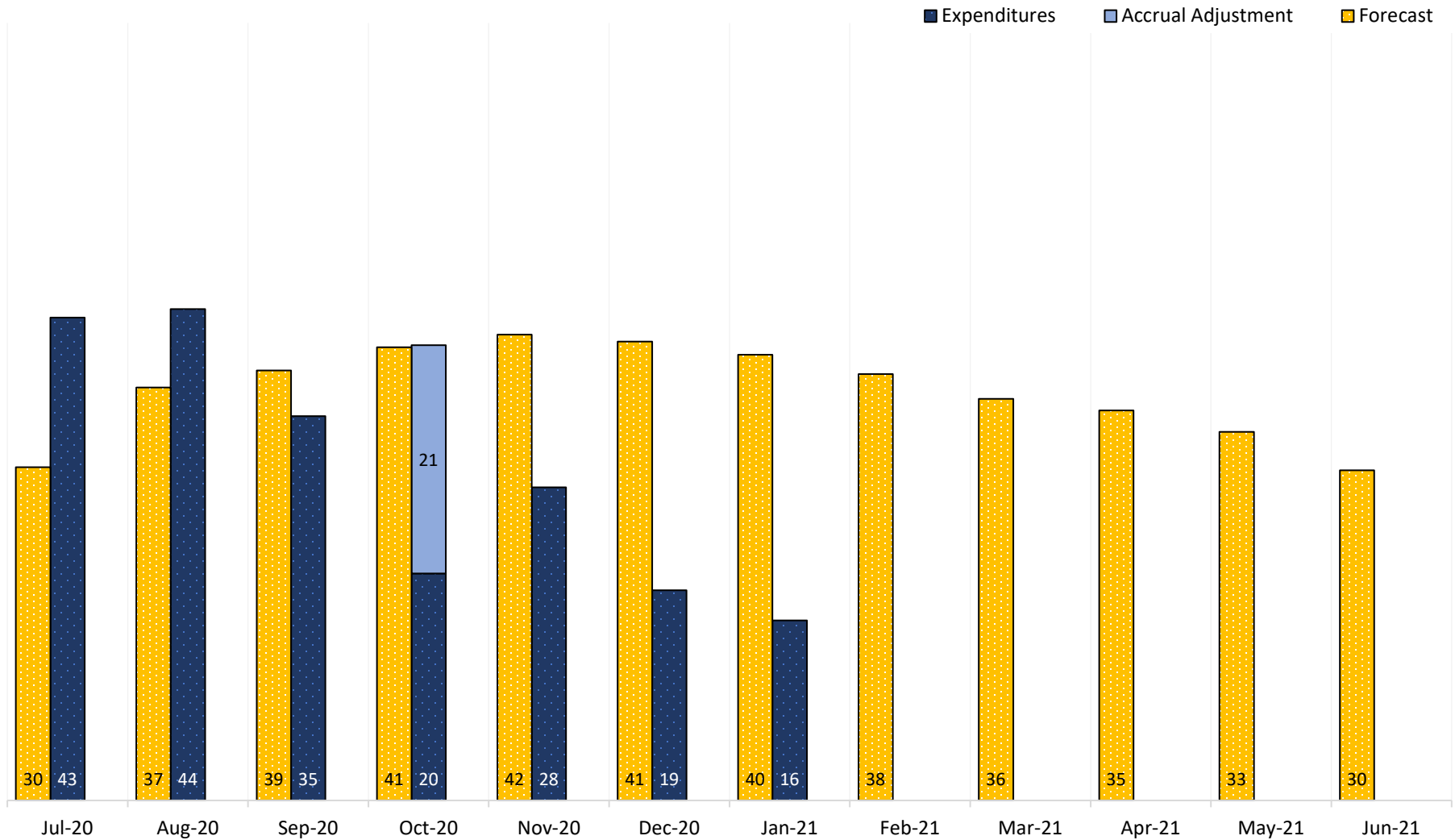


**Notes:**

1. The Planned Value and Contract Substantial Completion Date (December 2022) are based on the Authority’s conditional acceptance of CP 2-3’s Revised Baseline Schedule (RBS). This is expected to be refined as future change orders are issued and finalized.
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 January 2021.
2. ROW resolution at Tule River opens the entire Tule River Viaduct area for construction, which facilitates an increase in production. Hanford Viaduct Directive letter issued to Design-Builder (DB) to construct superstructure. Delayed ROW acquisitions at various locations like Nebraska Avenue, Excelsior, Hanford-Armona, Houston Avenue, Avenue 120, Deer Creek, Avenue 136 are impacting the start of construction activities as planned.

## CP 2-3 – Executed Change Order Status

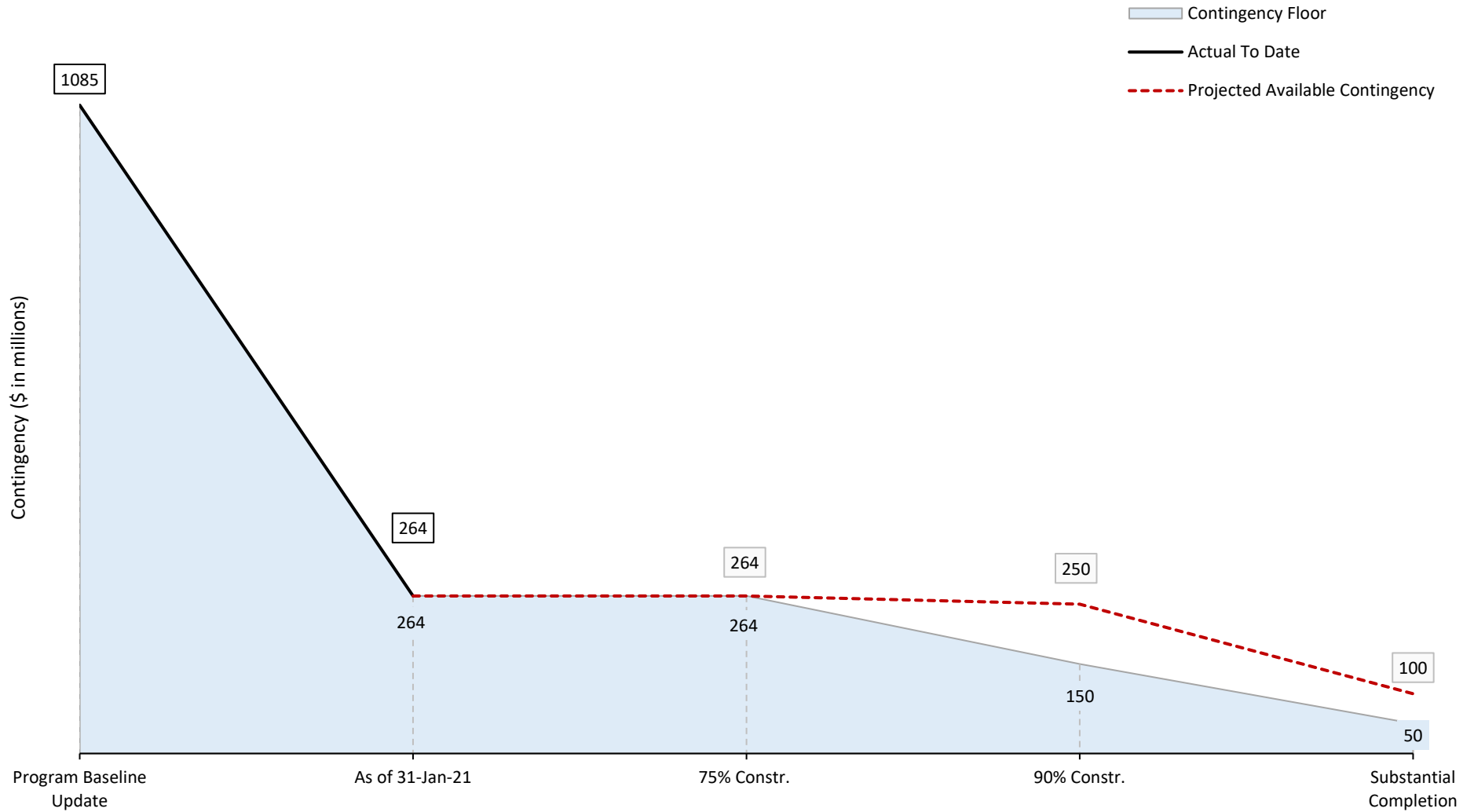
### CP 2-3 – Executed Change Order Status

CO Number	Title	Change Status	Amount	Executed Date
00193	Settlers Branch RCB Shoring- Hanford Armona	Executed	\$176,117.00	07-Jan-21
00228	Harlan Steven Winery	Executed	\$45,425.00	20-Jan-21
00226	Nebraska Avenue Multiple Span Addition	Executed	\$456,562.00	20-Jan-21
00225	Priority Irrigation Packages	Executed	\$143,760.00	20-Jan-21
00224	Demolition at Gray Property at Ponderosa	Executed	\$9,416.00	20-Jan-21
00202	BNSF CP Bowles Remobilization	Executed	\$700,568.00	20-Jan-21
00213	Pure Grow (DTSC) HazMat Stockpile/Disposal	Executed	\$666,678.00	20-Jan-21
00194	Provide Sand for Stuber Property FB-16-0243	Executed	\$13,441.00	20-Jan-21
00045.15	Escalation Costs - November 2020	Executed	\$908,783.00	20-Jan-21
00230	Caltrans Pavement 40 Year Design Life	Executed	\$6,693.00	20-Jan-21
00227	Kings County Utility Agreement	Executed	\$108,230.00	26-Jan-21
00168.1	Extended Environmental Scope	Executed	\$2,579,837.00	26-Jan-21
00233	Sweeper Civil Works	Executed	\$570,580.00	29-Jan-21
00137.1	Storage Issues at Pre-Cast Yard	Executed	\$4,943,442.00	29-Jan-21
<b>Total:</b>			<b>\$11,329,532.00</b>	



# CP 2-3 – Risk - Contingency Report

## CP 2-3 – Risk - Contingency Report

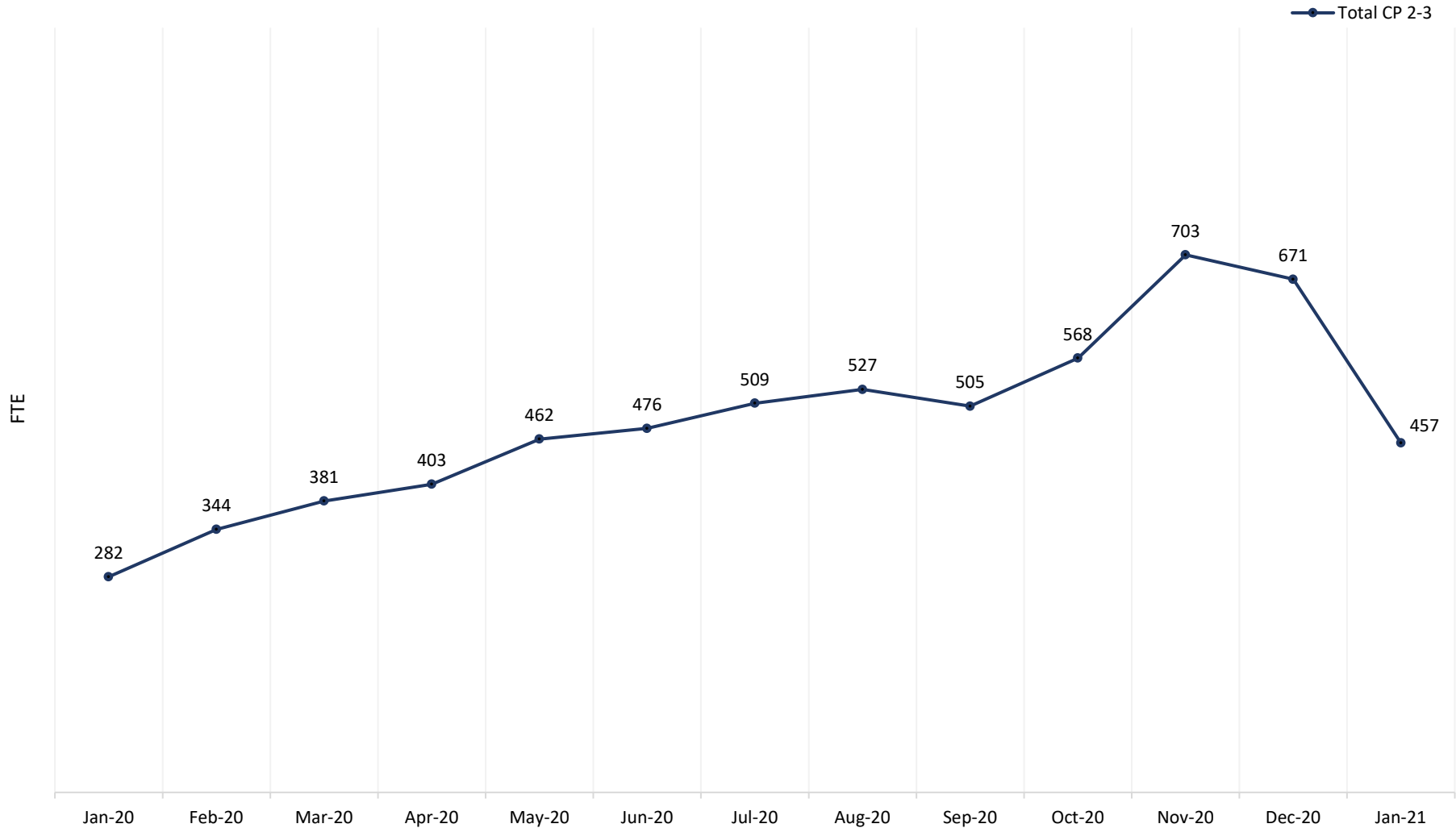


**Notes:**

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 January 31, 2021.
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

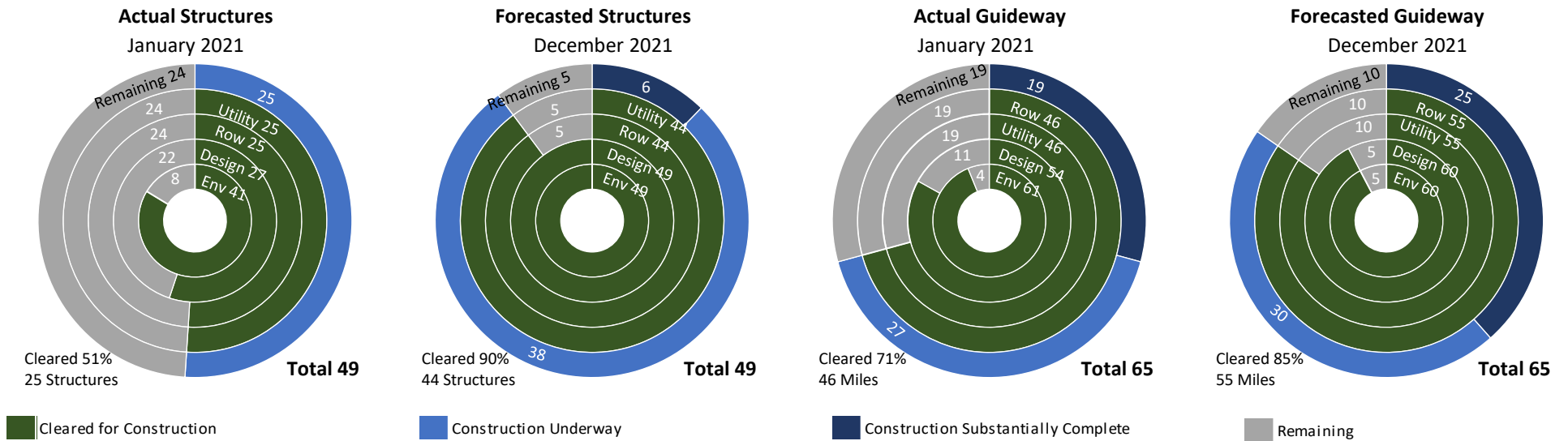


**Notes:**

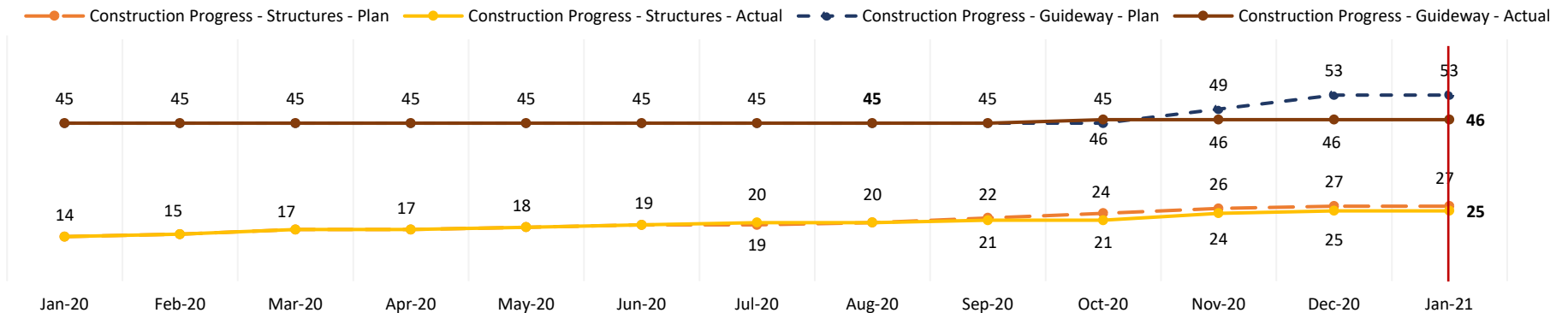
1. The Construction Labor numbers (Full-Time Employees) are based on the working calendar month.
2. The data from January 2020 to April 2020 was previously presented with data from each month's final week. The data has been updated to represent more accurately the overall total on a per working calendar month average status.
3. The labor numbers incurred a shortfall due mainly to an increased amount of precipitation of 9.32 inches in the final week of the reporting period.

# CP 2-3 – Construction Progress

## CP 2-3 – Construction Progress



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

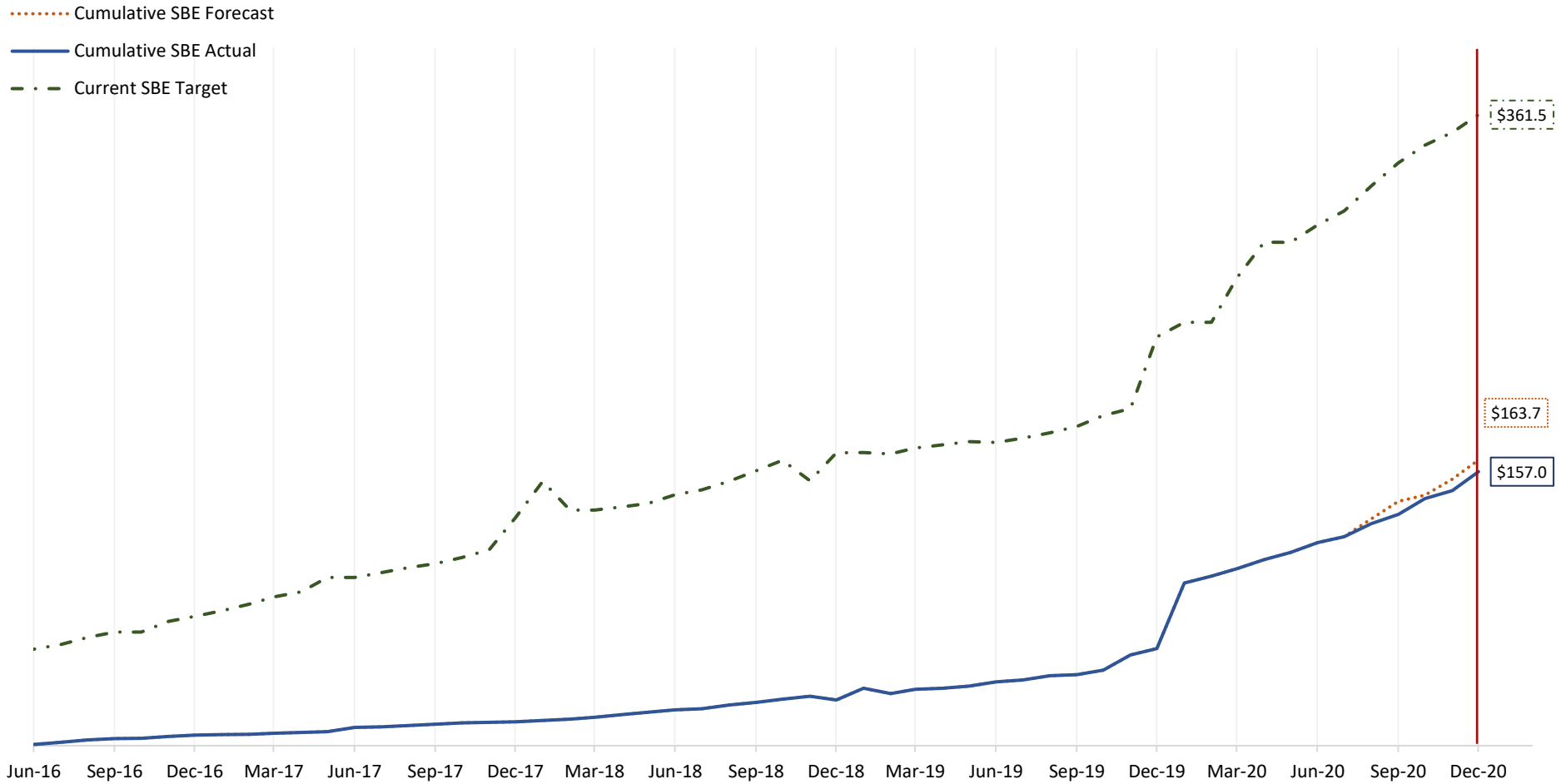


**Notes:**

- Total Structures: 49 each. This count has been reduced from 50 due to combining the structures resulting from Project 517.
- Total Guideway: 65 miles.
- CP 2-3 Guideway plan has been re-forecasted (pending re-baseline approval) in January 2021.
- The Forecasted Structures and Guideway are based on the Authority's conditional acceptance of CP 2-3's Revised Baseline Schedule (RBS) as of January 2021.
- Seven miles behind plan:
  - Segment 3 South four miles are cleared for embankment construction and will be ready for construction to proceed once weather conditions improve. Expected April 2021.
- Two structures behind plan:
  - Seven new structures are scheduled to start by April 2021, bringing actuals ahead of planned. Deer Creek Viaduct delayed due to ROW negotiations. Expected start is April 2021. Avenue 136 delayed due to ROW negotiations. Expected start is June 2021. Currently planning early start on two other structures to achieve target for total structures in progress. Dover Avenue expected to start in February 2021 and Avenue 156 expected to start in March 2021.

## CP 2-3 – Small Business Enterprise

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



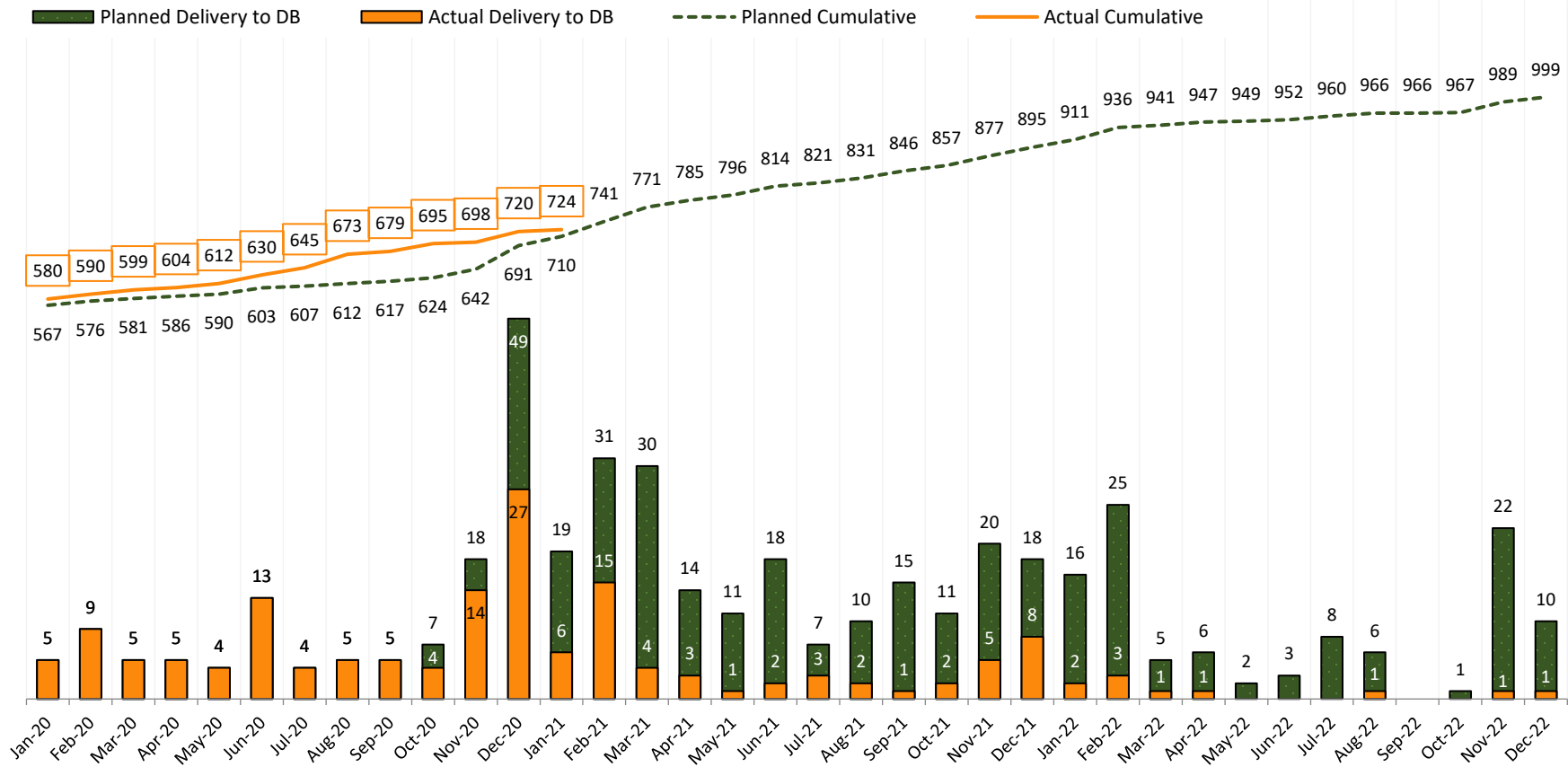
**Notes:**

1. Number of Small Business Enterprise Awarded Contracts: 209.
2. Value of overall SB Goal (30%): \$629.5M.
3. Value of Current Small Business Enterprise Awarded Contracts: \$398.9M (Increase of \$27.2M from November 2020).
4. Value of Small Business expended: \$157M (Increase of \$10.9M from November 2020).
5. 30% Goal Value for Small Business expended: \$361.5M.
6. Small Business Enterprise Utilization percentage based on Contractor Invoices Paid to Date: 13%.
7. Small Business Enterprise Utilization towards Value of overall Small Business Goal: 24.9%.
8. Due to processing and confirmation of Contractor submitted data, Small Business Enterprise Values are as of December 2020.

## CP 2-3 – ROW Summary

Construction Package	Total Needed Parcels January 31, 2021	Total Parcels Delivered to Date January 31, 2021	Remaining Parcels to be Delivered January 31, 2021
CP 2-3	999	724	275

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



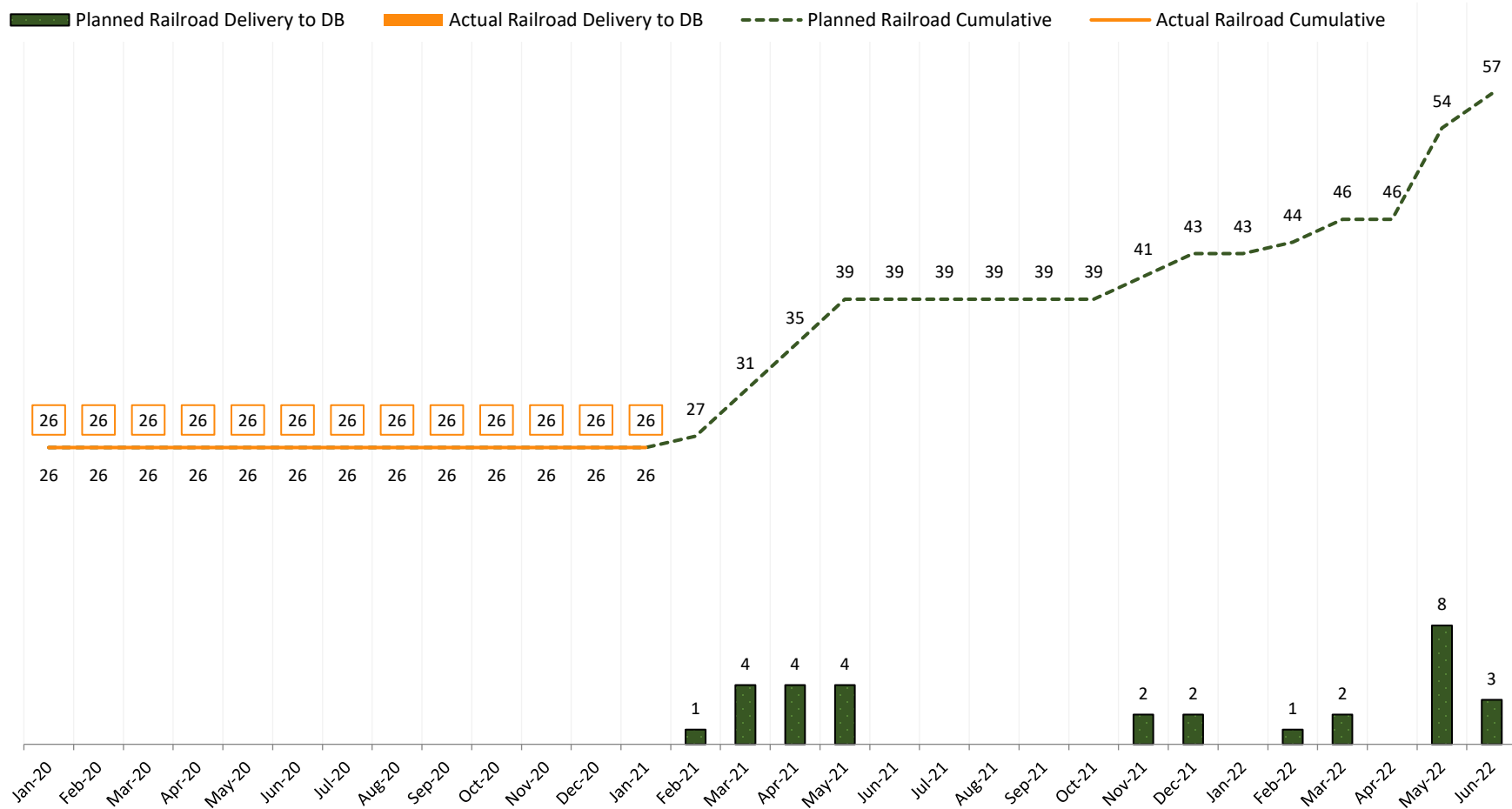
**Notes:**

1. This reflects the current Revised Baseline Schedules (RBSs) for CP 2-3.
2. The current conditionally accepted RBS dates will adjust upon finalization of the RBS.
3. Actual cumulative line for January 2021 reflects delivered parcels that are forecasted in future months.
4. 42 parcels delinquent - three in October 2020 (two at Nebraska and one at Tule River), four in November 2020 (one at Tule River and three at Avenue 56), 22 parcels in December 2020 (six at Orange and Avenue 120, four at Excelsior, two at Avenue 68, one at Avenue 56, Houston, Fowler, and Elkhorn), and 13 parcels missed in January 2021 (five at Hanford Armona, four at Houston, one at Avenue 96, Avenue 112, Avenue 136, and Dutch John Cut). 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. Transmission relocation expected next allowable window (Fall 2021).

## CP 2-3 – ROW Railroad Summary

Construction Package	Total Needed Railroad Parcels January 31, 2021	Total Railroad Parcels Delivered to Date January 31, 2021	Remaining Railroad Parcels to be Delivered January 31, 2021
CP 2-3	57	26	31

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



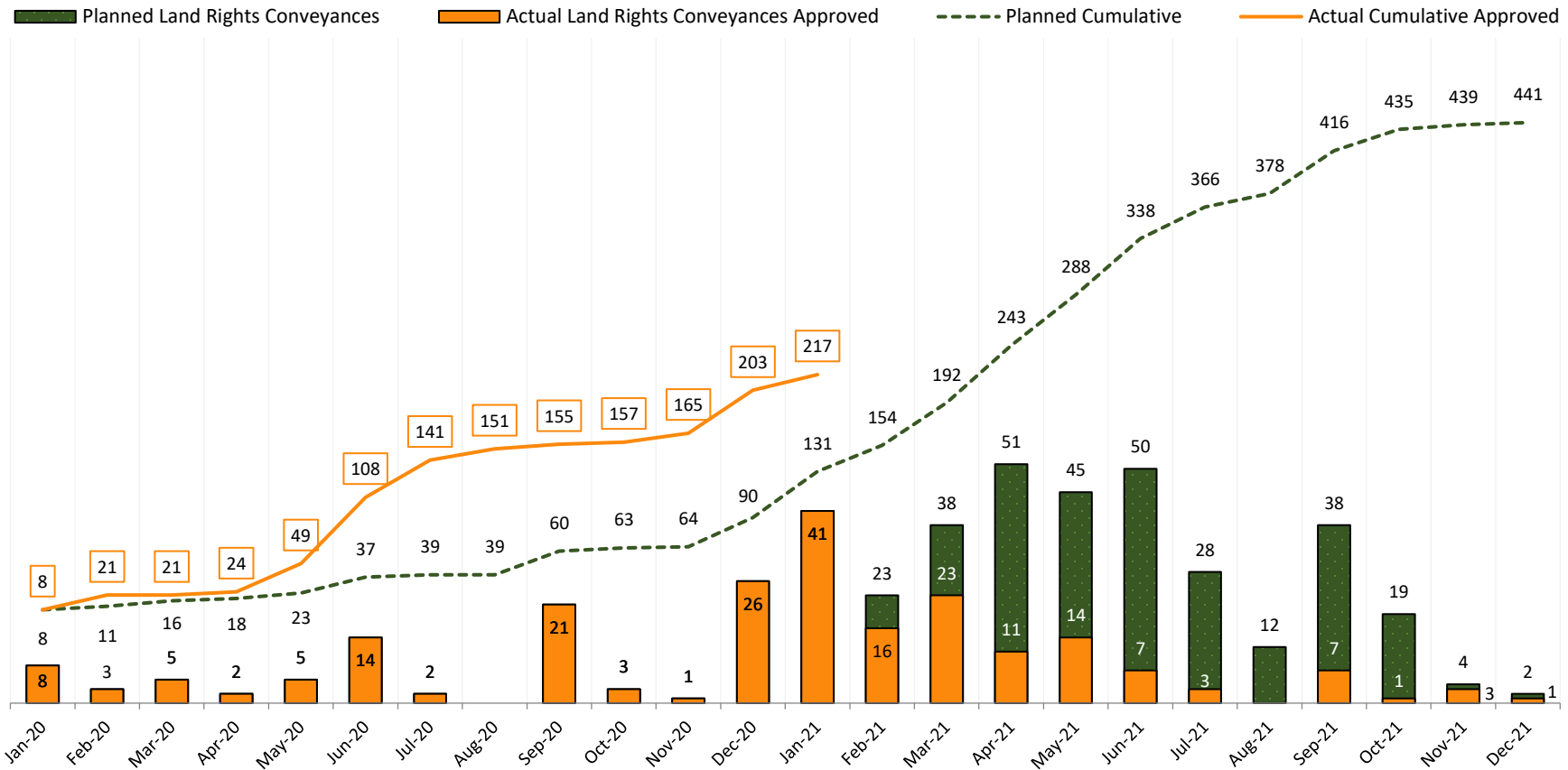
**Notes:**

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 January 31, 2021	Total Land Right Conveyances Approved <sup>(6)</sup> to Date January 31, 2021	Remaining Land Right Conveyances to be Approved January 31, 2021
CP 2-3	441	217	224

### 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 current RBS dates will adjust based on updated RBS.
3. Actual Cumulative for January 2021 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. Twenty-nine land rights conveyance removed from Tier 1 where construction has already been completed.
6. 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
<b>Current Forecast Substantial Completion Date<sup>(1)</sup>:</b>	<b>12/15/2021</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:	\$193,481,501.27
Current Contract Amount:	\$637,728,501.27
Approved Invoices to Date:	\$412,912,028.00
<b>Remaining Contract Balance:</b>	<b>\$224,816,473.27</b>

### Time Status

Description	Duration <sup>(2)</sup>
Original Contract Days:	1,144
Extension of Time Awarded:	990
Current Forecast Contract Days:	2,134
Work Days Spent (thru 01/31/2021):	1,752

### Expended to Date

Description	Percentage
Time:	82.1%
Dollars:	64.7%

### Growth Percentage

Description	Percentage
Time:	86.5%
Dollars:	43.6%

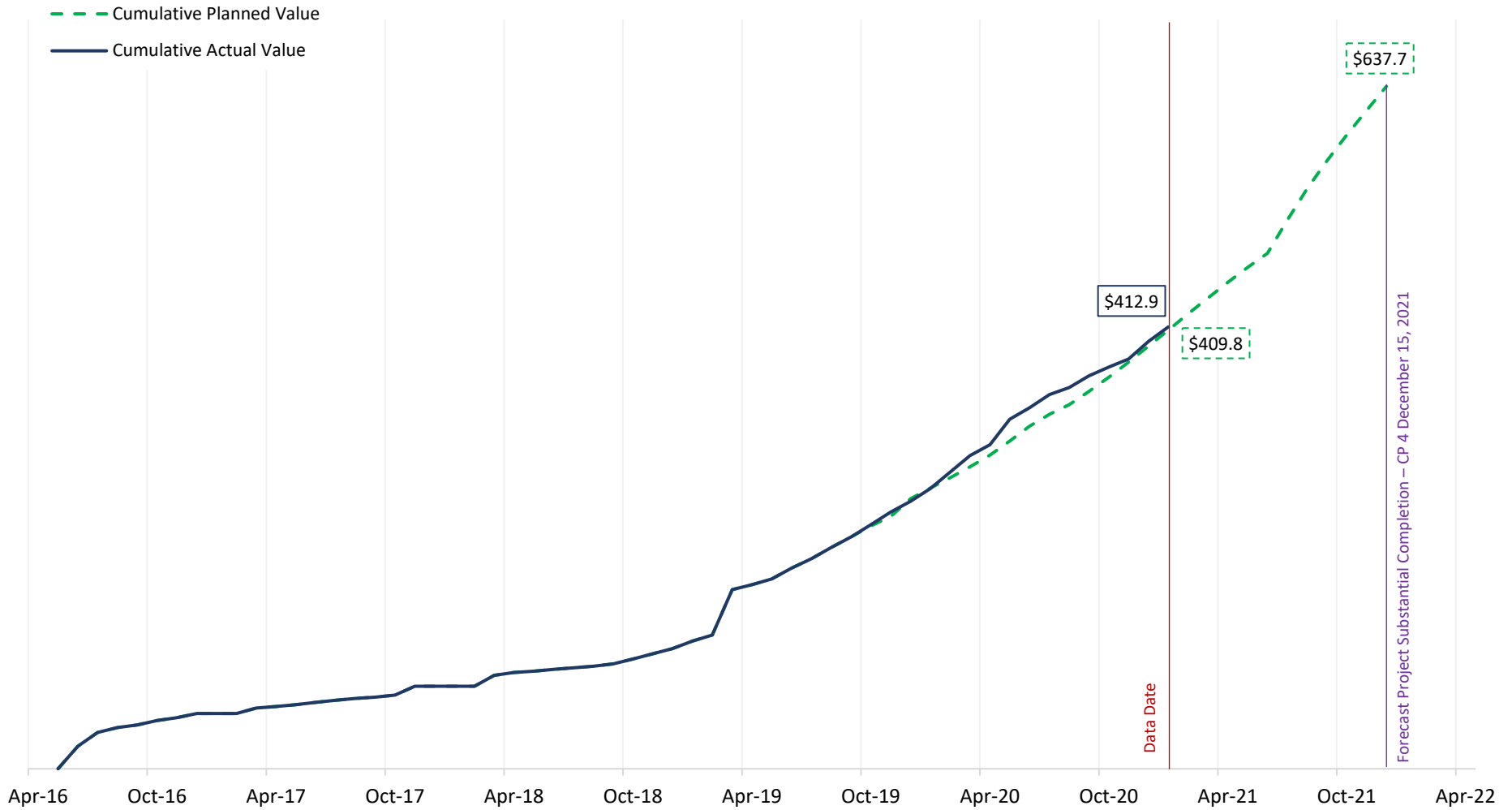
### Notes:

1. Current RBS Substantial Completion Forecast Date (Pending executed change order letter issuance) – December 15, 2021.
2. Calendar Days.



## CP 4 – Earned Value

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

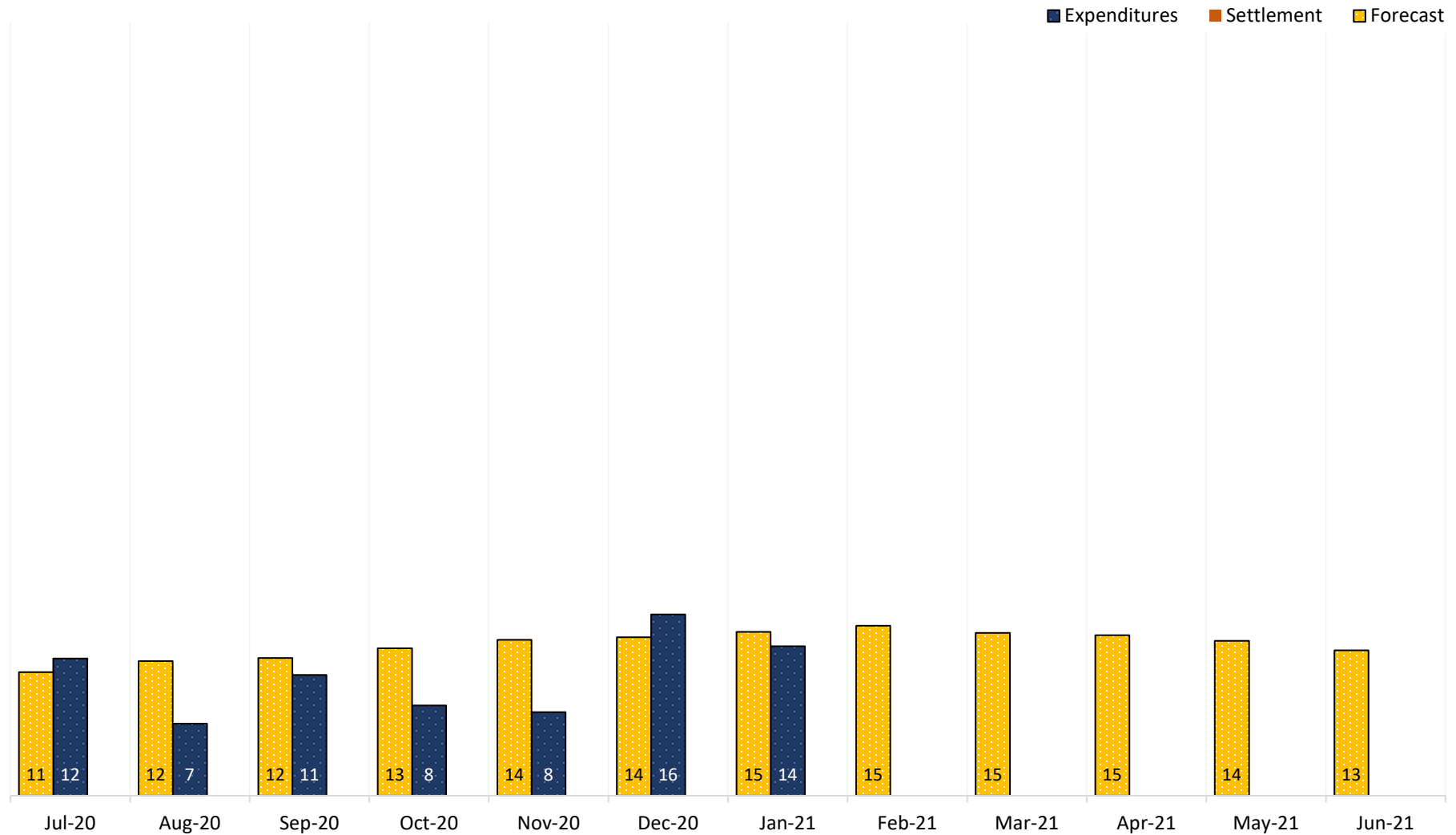


**Notes:**

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). 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 January 2021.
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.

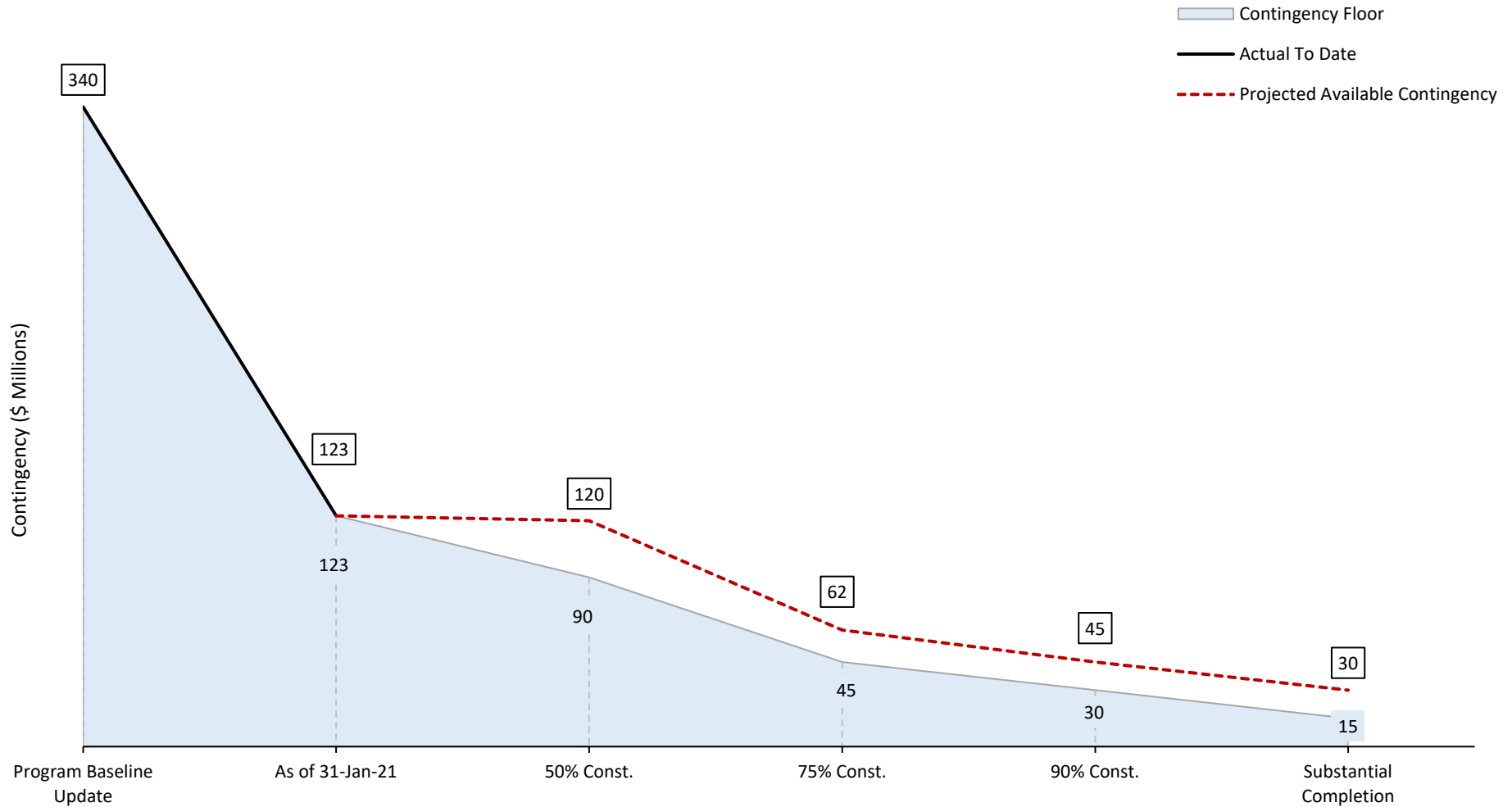
## CP 4 – Executed Change Order Status

### CP 4 – Executed Change Order Status

CO Number	Title	Change Status	Amount	Executed Date
39R3	IPB Last Mile	Executed	\$8,430,000.00	18-Jan-21
39R4	IPB Last Mile	Executed	\$5,819,801.00	26-Jan-21
<b>Total:</b>			<b>\$14,249,801.00</b>	

# CP 4 – Risk - Contingency Report

## CP 4 – Risk - Contingency Report

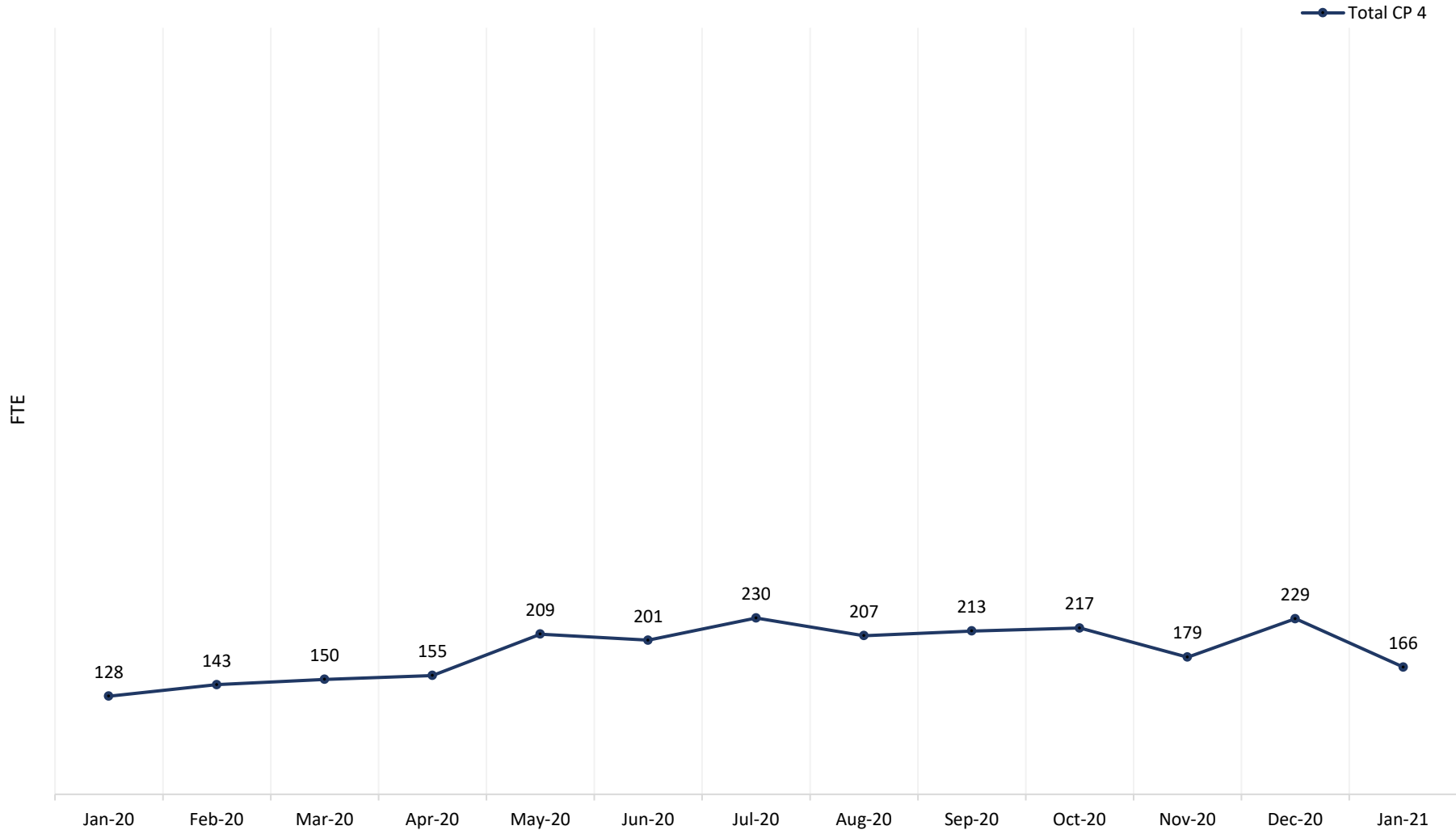


**Notes:**

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 January 31, 2021.
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

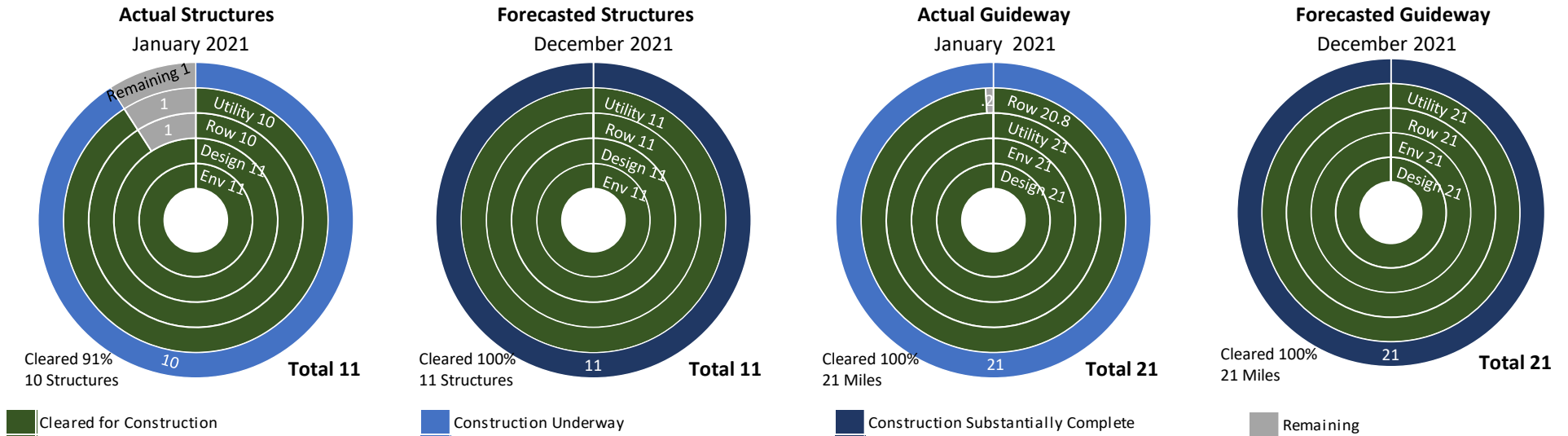


**Notes:**

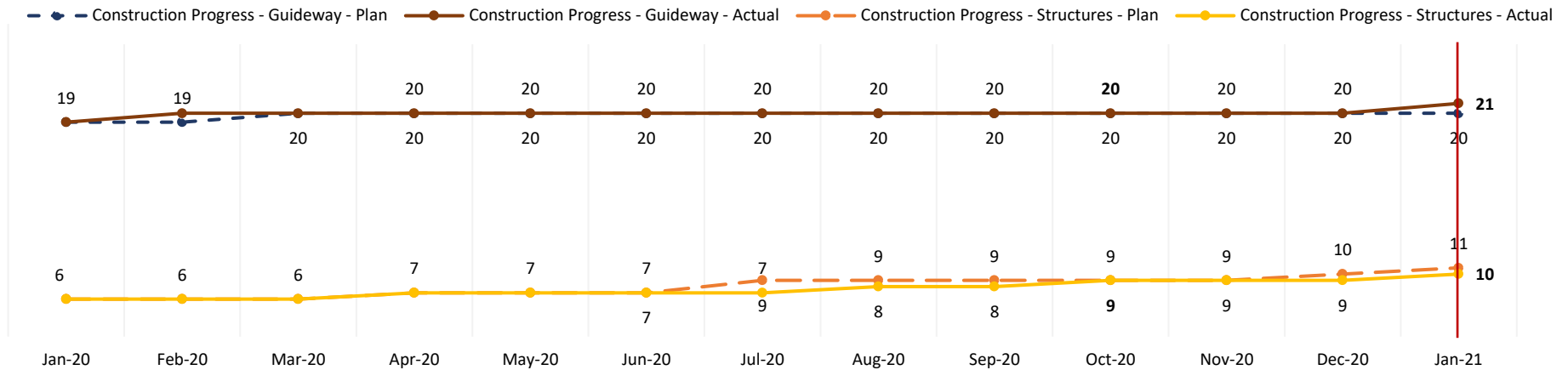
1. The Construction Labor numbers (Full-Time Employees) are based on the working calendar month.
2. June 2020's total was overstated (225) and has been corrected to 201.
3. The data from January 2020 to April 2020 was previously presented with data from each month's final week. The data has been updated to represent more accurately the overall total on a per working calendar month average status.
4. The labor numbers incurred a shortfall due mainly to an increased amount of precipitation of 9.32 inches in the final week of the reporting period.

# CP 4 – Construction Progress

## CP 4 – Construction Progress



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

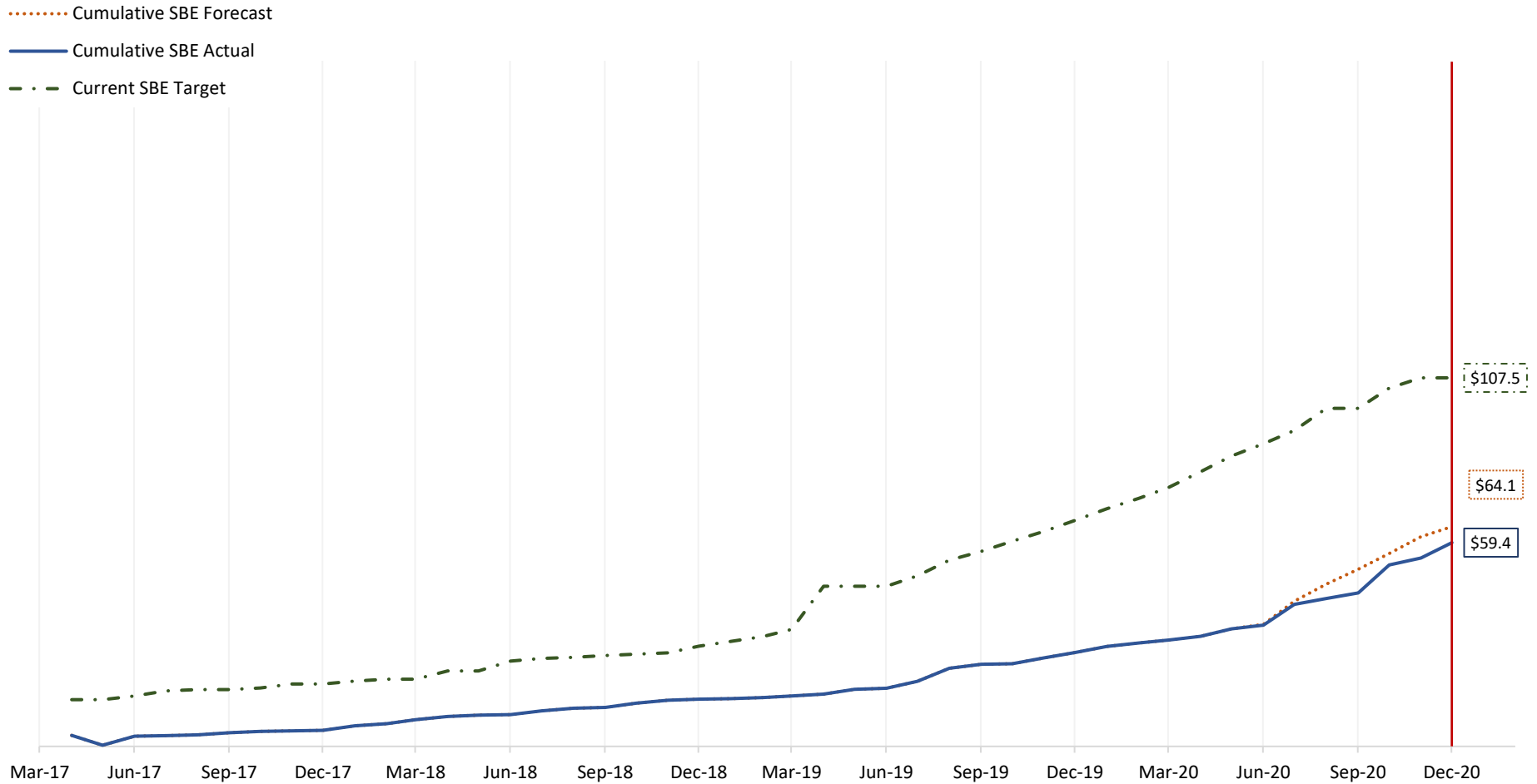


**Notes:**

- Total Structures: 11 structures.
- Total Guideway: 21 miles.
- Actual Guideway progress for January 2021 was 21 miles.
- The Forecasted Structures and Guideway are based on the Authority’s conditional acceptance of CP 4’s Revised Baseline Schedule (RBS) as of January 2021.
- One structure behind plan:
  - Amtrak Pedestrian UP - Construction is being held up by the utilities and approval of the Grade separation agreement with the City of Wasco. The agreement is currently being reviewed by the Authority.

## CP 4 – Small Business Enterprise

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



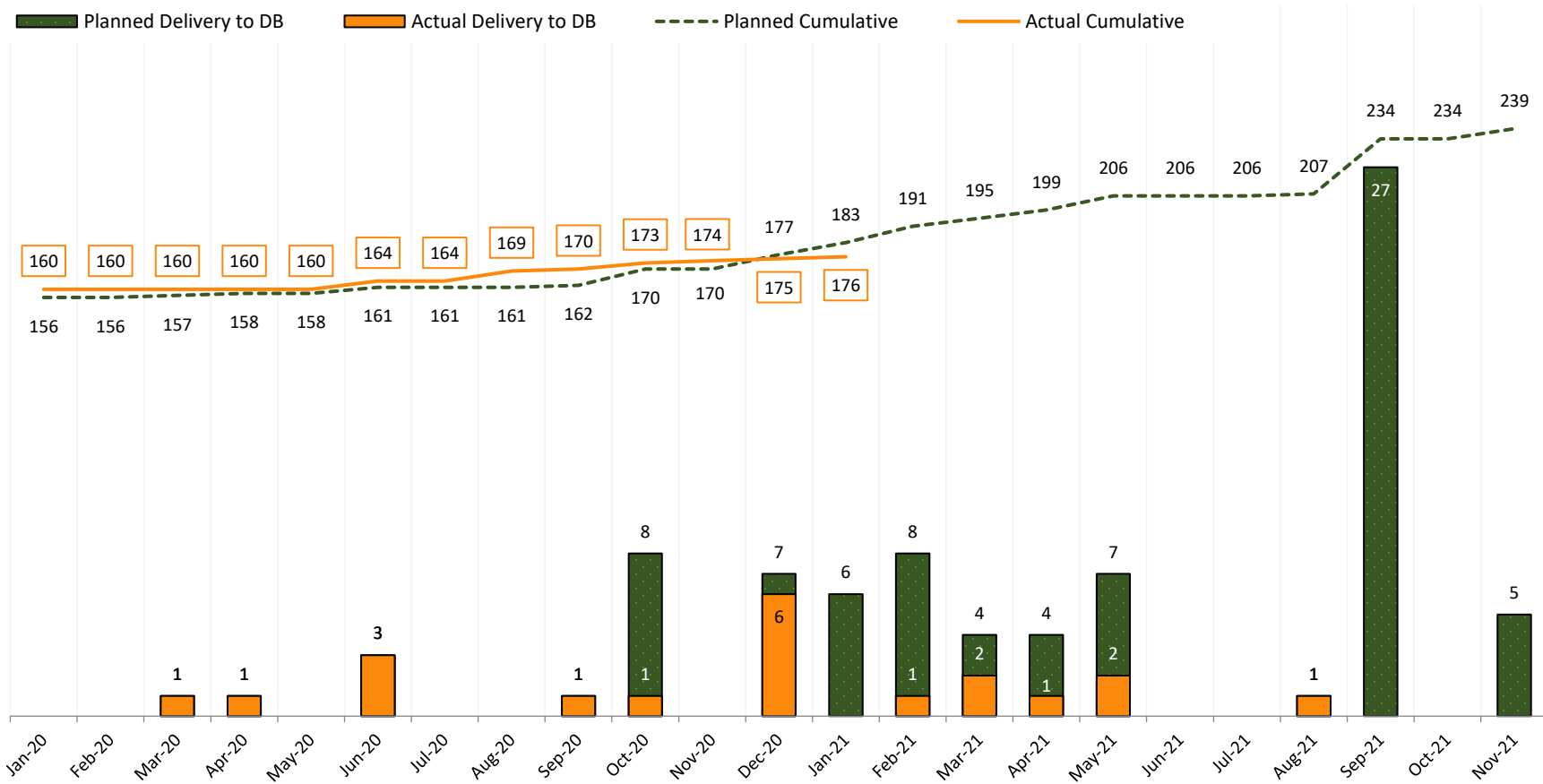
**Notes:**

1. Number of Small Business Enterprise Awarded Contracts: 102.
2. Value of overall Small Business Goal (30%): \$186.5M.
3. Value of Current Small Business Enterprise Awarded Contracts: \$94.5M (up by \$7.5M from November 2020).
4. Value of Small Business expended: \$59.4M.
5. 30% Goal Value for Small Business expended: \$107.5M.
6. Small Business Enterprise Utilization percentage based on Contractor Invoices Paid to Date: 16.5%.
7. Small Business Enterprise Utilization towards Value of overall Small Business Goal: 31.8%.
8. Due to processing and confirmation of Contractor submitted data, Small Business Enterprise Values are as of December 2020.

## CP 4 – ROW Summary

Construction Package	Total Needed Parcels January 31, 2021	Total Parcels Delivered to Date January 31, 2021	Remaining Parcels to be Delivered January 31, 2021
CP 4	239	176	63

### CP 4 – Parcel Delivery to DB Summary



**Notes:**

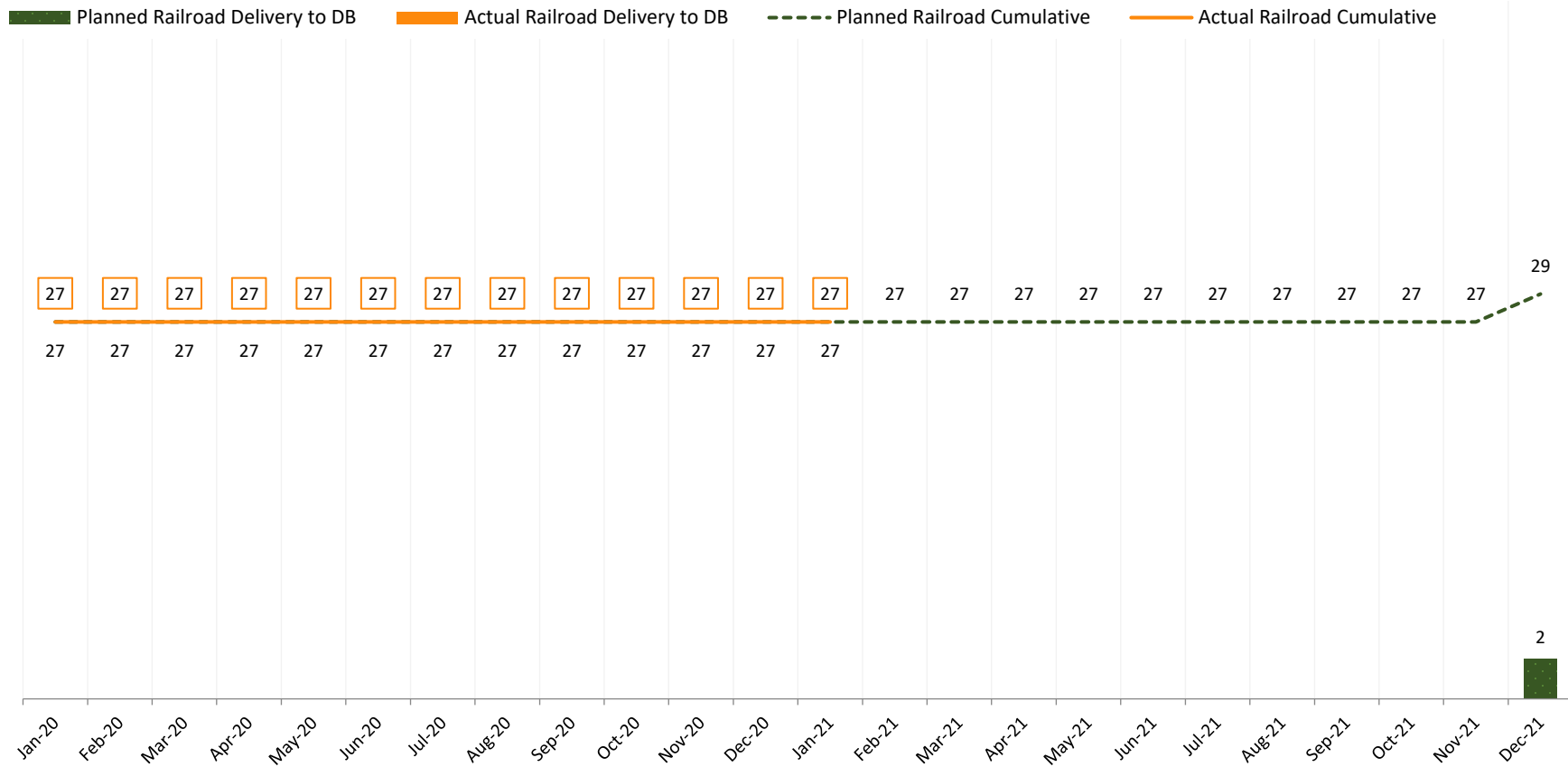
1. This reflects the current Revised Baseline Schedules (RBSs) for CP 4.
2. The current conditionally accepted RBS dates will adjust upon finalization of the RBS.
3. Actual cumulative line for January 2021 reflects delivered parcels that are forecasted in future months.
4. Fourteen delinquent parcels - Seven in October 2020 at Garces Highway; executed permission-to-enter agreements allow Environmental work to progress while concluding acquisition negotiations. One parcel in December 2020 at Poso Avenue. Six parcels missed in January 2021 (two at McCombs and four at Peterson). The DB is performing out of sequence work to mitigate the construction.



## CP 4 – ROW Railroad Summary

Construction Package	Total Needed Railroad Parcels January 31, 2021	Total Railroad Parcels Delivered to Date January 31, 2021	Remaining Railroad Parcels to be Delivered January 31, 2021
CP 4	29	27	2

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



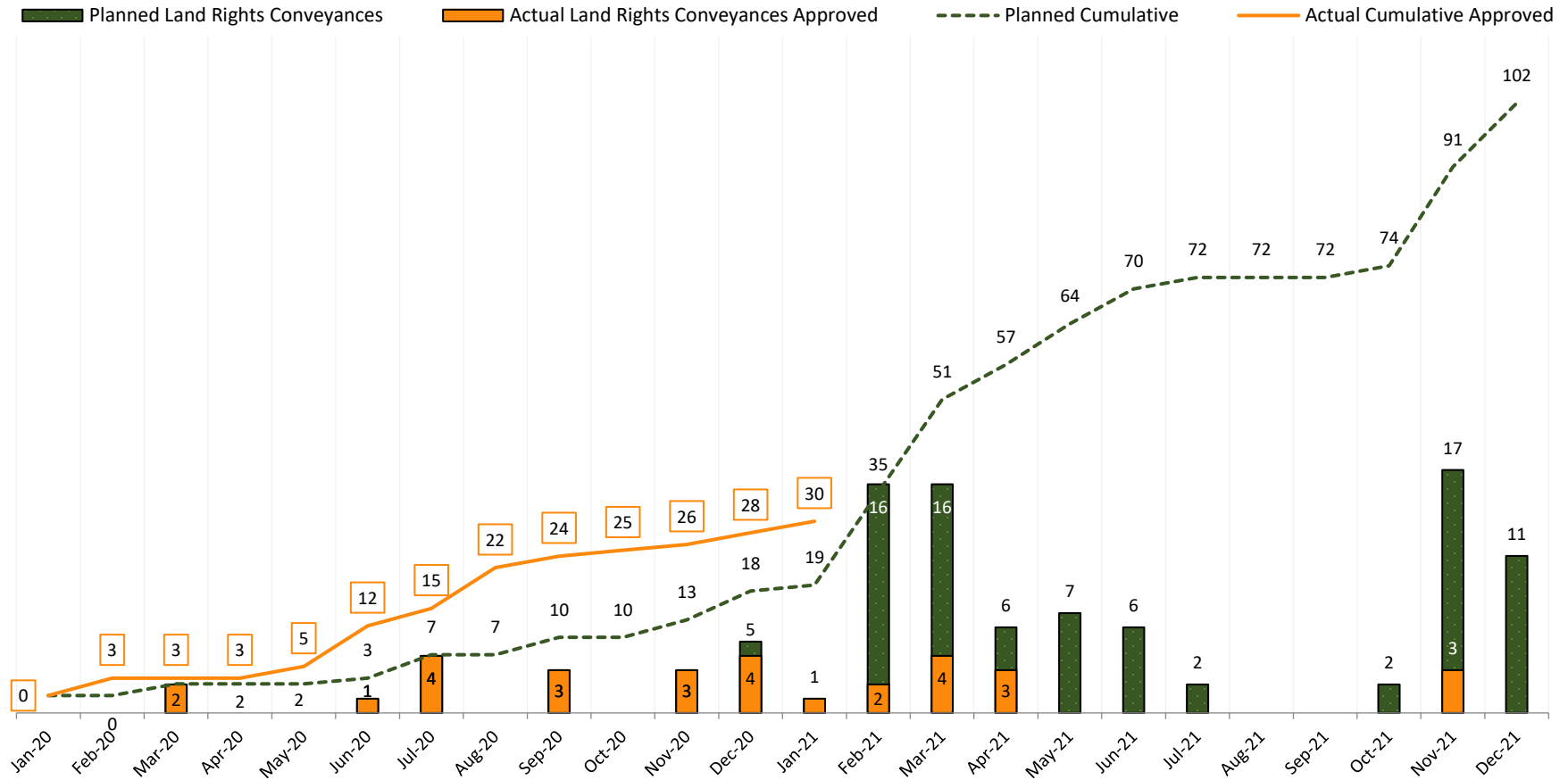
**Notes:**

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.

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

Construction Package	Total Needed Land Right Conveyances January 31, 2021	Total Land Right Conveyances Approved <sup>(6)</sup> to Date January 31, 2021	Remaining Land Right Conveyances to be Approved January 31, 2021
CP 4	102	30	72

### 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 current conditionally accepted RBS dates will adjust upon finalization of the RBS.
3. Actual Cumulative for January 2021 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. Database reconciliation removed one approval previously reported in October 2020.
6. The term "Approved" is defined as land right conveyances with Director of Real Property for signature, PG&E for signature, or recorded.
7. One delinquent land conveyance (December) at Scofield Avenue.

# 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
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%
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%
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 Mar-22 27%	Jun-21 Mar-22 <sup>1</sup> 34%	Mar-22	Mar-22
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 Dec-21 42%	Apr-21 Jan-22 <sup>2</sup> 44%	Dec-21	Jan-22
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 Sep-21 90%	Nov-20 Oct-21 <sup>3</sup> 92%	Dec-21 Oct-22 0%	Dec-21 Nov-22 <sup>3</sup> 0%	Oct-22	Nov-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 35%	Jan-21 Aug-21 <sup>4</sup> 42%	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 Jul-21 78%	Feb-20 Jul-21 65%	Aug-21 Aug-22 0%	Aug-21 Jul-22 <sup>5</sup> 0%	Aug-22	Jul-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 Jun-21 50%	Feb-21 Jun-21 <sup>6</sup> 79%	Jun-21	Jun-21
7	HMF	Plan Forecast % Complete	Complete Complete 100%	Complete Complete 100%	Complete Complete 100%	Complete Complete 100%	Apr-16 TBD 0%	Apr-16 TBD 0%	Sep-16 TBD 0%	Sep-16 TBD 0%	Feb-21 TBD 0%	Feb-21 TBD 0%	TBD	TBD

**Notes:**

- Nine-month delay due to changes in document requirements and environmental process, receipt of substantial comments on Draft EIR/EIS, preparation of Revised Draft EIR/Supplemental Draft EIS, and program-wide resolution of resource constraints.
- Nine-month delay due to changes in document requirements and environmental process, receipt of substantial comments on Draft EIR/EIS, preparation of expanded Revised Draft EIR/Supplemental Draft EIS, and program-wide resolution of resource constraints.
- Eleven-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). 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. (Mitigations for minimizing delays are being evaluated.) The Draft EIR/EIS publication will need to follow the B-P ROD and schedule has been revised to accommodate B-P ROD approval.
- 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. Additional two-month delay to produce a focused recirculation of the Draft EIR/EIS to incorporate the change in species status for the monarch butterfly and mountain lion.

## Project Development – Key Actions

In January 2021, the Authority reviewed agency comments received on the San Jose to Merced Revised Draft EIR/Supplemental Draft EIS; continued responding to comments and preparing San Francisco to San Jose and San Jose to Merced Administrative Final EIR/EIS; responded to comments from cooperating and responsible agencies following review of the Bakersfield to Palmdale Administrative Final EIR/EIS; continued a Step 5, agency review for the Palmdale to Burbank Administrative Draft EIR/EIS; submitted the Burbank to Los Angeles assembled Administrative Final EIR/EIS for Step 10 Program review; and proceeded towards starting the Los Angeles to Anaheim Step 3 Program review of the assembled Administrative Draft EIR/EIS in February 2021.

### Project Development – Key Actions Summary

Project Section	Key Actions
San Francisco to San Jose	<ul style="list-style-type: none"> <li>• Team has received comments on the standard responses and is preparing specific response to public comments on Draft EIR/EIS.</li> <li>• Team is preparing the environmental analysis for the Millbrae Site Reduced Plan, Monarch Butterfly, and other content for inclusion in a Revised Draft EIR/Supplemental Draft EIS (RDEIR/SDEIS), to be released for 45-day public circulation in June 2021.</li> <li>• Team is preparing Draft MOU for coordination with the City of Millbrae.</li> </ul>
San Jose to Merced	<ul style="list-style-type: none"> <li>• Received approximately 100 comments from cooperating and responsible agencies on Revised Draft EIR/Supplemental Draft EIS circulation. Team is working to incorporate responses into the RDEIR/SDEIS for a 45-day public review in April 2021.</li> <li>• Response to comments and Admin Final EIR/EIS under review by ES, NAT and Legal.</li> <li>• EEC, SD, and ES are finalizing guidance on OCS bird electrocution avoidance configuration. Briefing to regulatory agencies scheduled for February 2, 2021.</li> </ul>
Central Valley Wye	<ul style="list-style-type: none"> <li>• Continue to advance agreements 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 February 19, 2021.</li> <li>• Permitting for the Central Valley Wye will progress following Board action on the Merced and Bakersfield extensions.</li> </ul>
Locally Generated Alternative	<ul style="list-style-type: none"> <li>• Permitting for the Locally Generated Alternative will progress following Board action on the Merced and Bakersfield extensions.</li> </ul>
Bakersfield to Palmdale	<ul style="list-style-type: none"> <li>• The Cooperating Agency review on the Administrative Final EIR/EIS was concluded on December 2020, and work progressed on responding to comments. The schedule currently reflects a one month slip due to the incorporation of the P-B Palmdale Blvd Grade Separation into the B-P document. Progress on the Revised Draft EIR/Supplemental Draft EIS documenting updated monarch butterfly and mountain lion analysis for recirculation continued. The full delay for proceeding with a limited recirculation will be quantified in next month's schedule update.</li> <li>• Continued to advance Section 106, Section 7 and other permitting activities related to ROD.</li> <li>• Record Set was submitted/uploaded to SharePoint.</li> <li>• Concluded the 2<sup>nd</sup> Round of Environmental Justice Listening Sessions (Palmdale, Lancaster, &amp; Edison).</li> </ul>
Palmdale to Burbank	<ul style="list-style-type: none"> <li>• The Palmdale to Burbank Administrative Draft EIR/EIS continued through the Step 5 review process, Cooperating Agency review. Draft EIR/EIS will follow B-P ROD due to moving Palmdale Boulevard undercrossing design into B-P Final EIR/EIS from P-B Draft EIR/EIS. P-B Draft EIR/EIS publication is anticipated for July 2021 following B-P ROD in July 2021.</li> <li>• HSR and RC working on Checkpoint C.</li> </ul>

<b>Burbank to Los Angeles</b>	<ul style="list-style-type: none"> <li>• The team has prepared comment responses in coordination with ES, Legal, and NAT, and submitted the assembled Administrative Final EIR/EIS for Step 10 Program review on January 11, 2021.</li> <li>• The team is continuing with Section 4(f) and Section 7 consultations and is continuing work on design refinements including for the Main Street grade separation.</li> </ul>
<b>Los Angeles to Anaheim</b>	<ul style="list-style-type: none"> <li>• Continued integrating revised environmental deliverables received from BNSF into the LA-A environmental document.</li> <li>• The assembled Administrative Draft EIR/EIS will be submitted to ES and NAT for Step 3 review starting in February 2021, and to Legal following ES/NAT review.</li> <li>• Continued development of Biological Assessment.</li> <li>• Continuing PEPD reviews with Caltrans Districts 7, 8, and 12 and other stakeholders.</li> </ul>