

<b>Construction Manager:</b>	Benjamin Camarena Design & Construction Manager	<b>Project Manager:</b>	Rick Stead Project Director
<b>PCM:</b>	Michael Barbour Design-Build Oversight Manager	<b>Regional Director:</b>	Diana Gomez Central Valley Regional Director
<b>Design-Builder:</b>	California Rail Builders (CRB)		

Milestones	
RFQ Date:	11/20/2014
SOQ Date:	1/30/2015
RFP Date:	5/27/2015
Proposal:	11/25/2015
Bid Open Date:	1/5/2016
Award Date:	2/29/2016
LNTD Date:	3/1/2016
NTP Date:	4/15/2016
Original Completion Date:	6/3/2019
Current Completion Date:	6/3/2019

Contract Status	
Fixed Bid Price:	\$337,247,000.00
Provisional Sums:	\$107,000,000.00
Original Contract Price:	\$444,247,000.00
Executed Change Orders:	\$3,467,988.04
Current Contract Amount:	\$447,714,988.04
<sup>1</sup> Approved Invoices to Date:	\$122,399,938.00
Remaining Contract Balance:	\$325,315,050.04

Contract Time Status	
Original Contract Days:	1,144
CO Days:	0
Calendar Days Spent (thru 2/28/2019):	1,048

Contingency Status	
Original Contingency Price:	\$62,000,000.00
CHSRA Adds/Deducts to Contingency:	\$0.00
<sup>2</sup> Executed Change Orders:	\$ 6,997,988.04
Current Contingency Balance:	\$55,002,011.96

Expended to Date (Contract %'s)	
Time:	91.7%
Dollars:	27.3%

Budget Status	
Original Contract Price:	\$444,247,000.00
Hazardous Waste Amount:	\$10,310,000.00
Original Contingency Amount:	\$62,000,000.00
Original Budget Allotment:	\$516,557,000.00
CHSRA Adds/Deducts to Contingency:	\$0.00
<sup>3</sup> Budget Transfers (Adds/Deducts):	- \$3,530,000.00
Current Budget Allotment:	\$513,027,000.00

Growth %	
% Time Growth:	0.0%
% Dollars Growth:	0.8%

<sup>1</sup> Includes actuals through December 2018 and estimate for January/February 2019

<sup>2</sup> Contingency funded change orders only; does not include IQA budget transfer as that budget has been transferred out of the contract

<sup>3</sup> Caltrans independent quality assurance (IQA) budget transfer

### Pending Change Orders (Estimated Total)

ID	Description	Amount
1	NIL	\$0
	<b>Total</b>	<b>\$0</b>

### Provisional Sums:

ID	Description	Original Amount	Add/Deduct	Current Amount	Committed (Task Orders)	Approved Invoices
1	AT&T	Included in the total	\$ 0	Included in the total	\$2,720,166	\$33,999
2	PG&E	Included in the total	\$ 0	Included in the total	\$30,686,182	\$2,439,946
3	Level 3 Communications	Included in the total	\$ 0	Included in the total	\$4,928,439	\$123,191
	<b>Total</b>	<b>\$ 107,000,000</b>	<b>\$ 0</b>	<b>\$ 107,000,000</b>	<b>\$38,334,787</b>	<b>\$2,597,136</b>

### Variable Price Elements

ID	Description	Original Amount	Add/Deduct	Current Amount	Committed (Task Orders)	Approved Invoices
1	Hazardous Material	\$ 10,310,000	\$ 0	\$ 10,310,000	\$ 0	\$ 0

### Key Topics

- As of 02/28/2019, approximately 11 miles of alignment was available for construction activity.
- Environmental Reexams, Incidental Take Permits and/or other environmental issues are preventing construction activities at various areas of the site. PCM is assisting CRB in addressing these issues. Many of the impacted areas will not be available until April 1, 2019, due to protected species trapping restrictions.
- CRB has submitted requests for additional time requests through TIA (Time Impact Analysis) 01 to 05. None of the alleged delays in CRB's TIAs have been resolved to date. The current contractual substantial completion milestone remains at March 29, 2019. The Authority and CRB are in active negotiations regarding the delay claims.
- Acquisition of remaining ROW parcels is critical or near critical.
- Intrusion Protection Barrier (IPB): A Change Order Proposal for the construction cost of IPB due to changes from the original requirements was submitted by CRB on 10/24/18 and is in negotiation with CRB.

### Key Work Activities Planned

- CRB is in active construction on approximately 11 miles of the alignment during the month of February 2019.
- Clearing and grubbing in the northern and southern available sections of the project continues and is nearing completion.
- CRB has started compaction testing activities as predecessor mainline embankment work at available locations.
- Excavation/Earthwork activities to proceed at available locations in February 2019, primarily in the southern available segments.
- BNSF granted approval for certain activities at the Wasco Viaduct prior to execution of the Relocation and Construction Agreement. CRB began drilled shaft work in this area during January 2019. The viaduct is the largest structure on the project and has potential to be on the critical path.

### Key Work Activities Ongoing

- 87% of the detailed design completed.
- Third Party Agreement negotiation and/or Design Reviews for Communications, AT&T, PG&E, Semitropic Water Storage District, North Kern Water Storage District, Level 3 Communications and Southern California Gas Company.
- Facilitation of Environmental Re-examination and ITP Amendment processes.
- BNSF Railroad access discussions, track relocation coordination and design work required to generate relocation and construction and/or grade separation agreements.
- Acquisition and transmittal of remaining property parcels to California Rail Builders.
- Preparation, delivery and review of Contract Submittals (Ongoing) - 60%, 90% and RFC Design Submittals are being reviewed by PCM/ICE/HSR. Additional 60%, 90% and RFC major structure design submittals are expected in November.
- Environmental clearance reports and CDFW review is ongoing for multiple areas of the alignment.
- Clearing and grubbing nearing completion in all available areas.
- Embankment earthwork activities ongoing in all available areas.
- [Drilled shaft work at Wasco Viaduct started.](#)
- [Abutment work at Pond and Garces structures ongoing.](#)

### Key Work Activities Completed

- Delivery of property parcels to California Rail Builders.
  - 82% of total required acreage delivered to date.
- Received [59](#) California Rail Builders submittals and returned [55](#) submittals.
- [4](#) RFI's were received this month. Returned [3](#) RFI's from Third Party, [1](#) RFI from Construction, [1](#) RFI from HSR and [1](#) RFI from R.O.W. [1](#) RFI remains open.