

CA HSRA Program Progress Report Executive Summary– January 2010

This report covers work and expenditures from July 1, 2009 through January 2010 being performed by eight Regional Consultant teams (RCs) and the Program Management Team (PMT). The January monthly activity and progress period generally refers to the calendar month. However, several of the Regional Consultants and PMT sub-consultant's invoices are based on bi-weekly reporting of hours and costs. Thus, the "January" periods reported for expenditure and effort are not consistent across the program, however they allow a reasonable comparison of work achieved versus hours and costs expended.

1) *Highlights and Issues*

The program remains on target for the most critical segments for which ARRA funds have been applied. However, the overall program is overall about 11% behind the aggregate work that had been planned. An influx of public comments has expanded and extended the Alternative Analysis process in several sections has been the primary reasons for the slippage. In most of the affected areas there are sufficient resources and time in which to recover the schedule. However, in the Palmdale to Los Angeles section and the San Jose to Merced section, it is possible that revised plans will result in some work extending into the next fiscal year.

In January, the eight RCs covering ten segments and the PMT billed a total of \$11.5 million, 98% of the \$11.7 million planned. Cumulatively the \$56.5 million billed in the first seven months remains 18% below planned amounts.

Issues and impacts worked by the PMT are shown below:

Issue/Impact	Line Section	Discussion/ Actions Taken and Planned
Board actions/directions to staff on Route Alternatives could affect each of the Environmental Document completion dates.	Systemwide	The requirement to brief the Board on Alternatives before the AA reports are released has added a step to the environmental document preparation process that was not originally planned or scheduled. The EIR schedules will need to be adjusted to accommodate these Board reviews and comments.
Bay Area to Central Valley Revised Program EIR / Could delay project-level EIR/EIS and ROD/NOD dates	SF-SJ and SJ-Merced	Revised environmental documents are being prepared by the Regional Team and the PMT. Targeting release to public by early March with a 45 day review period. The HST Preferred Route (Pacheco vs. Altamont Pass) decision will require Board approval, hopefully at the June 3 meeting.
TJPA's Transbay Terminal design does not provide sufficient platform capacity, tangent platform length, or curve radii in the approach tracks to meet the CHSTP requirements / Lack of resolution of this issue may delay completing the AA report and could impact the target Sept 2011 ROD/NOD date	SF-SJ	SF-SJ Regional Team has been investigating alternative HST station configurations and combinations of Transbay and 4 th & King stations and a Beale Street alternative and has prepared a draft AA Report that is available for Authority and FRA review. Plan to meet with TJPA staff to identify how the Authority's requirements might be accommodated at least for a reduced number of

		tracks/platforms at Transbay, with the spillover served by 4 th & King. Likewise, the Team is attempting to determine if a Beale St. station location would be feasible.
South of Diridon to Tamien alignment alternatives / Need agreement on alignment alternatives to be advanced before releasing the draft AA report	SJ- Merced	Regional Team is working with Greater Gardner Community and the City of San Jose to resolve their concerns. Need to document the feasibility (or infeasibility) of the downtown tunnel option. Still evaluating the SR 87/I-280 alternative and the refined programmatic alignment
Board requested study/report of economic impacts of alignment alternatives A2, A3 and A4 / Cannot issue draft AA report until Board endorses which alternatives to carry forward. May impact ROD/ROD date.	Merced-Fresno	Regional Team completed this economic study in January. Authority and PMT are discussing recommendations on which alternatives to carry forward (and which not to carry forward) with FRA and the federal resource agencies before reporting back to the Board, hopefully in April.
LA Union Station platform location and north approach to miss the San Antonio winery, the Glendale LRT issue, crossing of the Santa Susanna Fault, and tunnel alignment under the Disney Golden Oaks Ranch are significant issues requiring resolution before finalizing the AA reports for all three P-LA sections.	Palmdale-LA	PMT and Regional Teams are working with the City of LA and LA Metro to identify two feasible / practicable station configurations / approach track alignments and profiles both north and south of LAUS that will minimize impacts to existing and planned buildings and rail lines.
LA Union Station platform location and south approach track alternatives, La Mirada Yard track realignment, and other track alignment issues need to be resolved prior to finalizing the Admin Draft EIR/EIS for LA-Anaheim. May impact target Sept 2011 ROD/NOD date.	LA-Anaheim and LA-San Diego	South approach to LAUS must also accommodate a possible future connection to the LA-SD I-10 alignment option. Meetings with BNSF are scheduled to resolve the La Mirada Yard track configuration. Completed a track rationalization study in January that reinforced the need for two dedicated HST tracks between LA-Anaheim.
Anaheim tunnel versus at-grade alignment, ARTIC station configuration and connections to the proposed West Anaheim Layover Facility. / These are several other issues requiring resolution before finalizing the AA report and Admin Draft EIR/EIS for LA-Anaheim. May impact target Sept 2011 ROD/NOD date.	LA-Anaheim	PMT and Regional Teams are working with the City of Anaheim to resolve their concerns with these issues. A series of meetings were held in January in Anaheim to discuss / resolve these issues. Will continue to work them until they are finally resolved.

A number of issues have been identified in the Regional Consultant reports as needing attention in order to achieve the planned advancement of the project. Several of the significant issues noted by the respective Regional Consultants are:

- HNTB (San Francisco – San Jose)
 - **1.** The HNTB Team prepared a list of items that are anticipated from the PMT needed to complete work. Key items are the PA with SHPO and the revised ridership numbers and trip distribution. A number of other items have been raised with the PMT regarding

- methodology and assessment assumptions that are still outstanding. Environmental Management will follow up to resolve the concerns.
- 2. Team is continuing to ramp up resources now that general track configuration and potential vertical options better identified.
 - 3. Out of original Scope of Work: Additional studies for Caltrain 4th & King, Additional SF Terminal alignments being developed and additional payments to Caltrain for ROW access and other support.
- AECOM (Sac to Fresno)
- 1. AECOM field survey crews' access to private property without written permission by the land owner was suspended in late January. The circumstances leading to this situation were as follows: An Authority letter dated November 2, 2009 was mailed to property owners requesting permission to perform field surveys in support of the discovery phase of the environmental analysis. The question then arose that if no response were to be received from a property owner, what action, if any, would the field survey team follow. The AECOM Team initially formulated an approach based upon the latest Caltrans right-of-entry guidance memos from 2002 and 2003, which provided for property walks in unfenced, easily accessible, remote areas with an immediate termination if requested by present property ownership.
 - Subsequently, in December, the Authority released a second clarifying letter to property owners that stated, "... the Authority's employees and any independent contractors working on behalf of the Authority will **not** enter onto your property without your advance written permission." Unfortunately, the dissemination of this clarifying information was not fully relayed to all AECOM personnel involved in the field surveys, resulting in some property walks based upon the Caltrans guidelines. In January a few property-owner letters of protest were received. AECOM immediately suspended all field surveys where written permission had not been provided.
 - Letters of apology have been drafted by AECOM, approved by the Authority, and are being mailed under AECOM letterhead with AECOM Project Manager's signature. The apology affirms that revisions to the right-of-entry process have been instituted and that no property will be entered without written permission having already been provided by the property owner. The letter invites communications from the property owner if desired.
 - A lesson learned is that AECOM needs to, and since has, significantly improved its communications in the area of right-of-entry. Additionally, the right-of-entry process is now fully defined, a clear benefit for all future surveys.
 - Finally, the project schedule will not experience any delays from the survey-team-activity suspension; since all surveys have been completed through at least the 95% stage, with many fully accomplished. This level of completion falls well within requirements to provide sufficient support data for the environmental process for those areas initially identified as requiring surveys.
 - 2. Initially, AECOM expressed concern that schedule delays may occur in its environmental process by having teams, rather than one team, conduct individual alternatives analysis for the heavy maintenance facility in the Central Valley. Subsequent discussions with the Authority have clarified that the AECOM EIS/EIR, as well as the other teams'

environmental assessments, will proceed forward as scheduled with environmental clearance to be achieved for each team's selected, optional heavy maintenance facility.

- 3. The issue of how to present data to meet Caltrans' needs in the EIR/EIS. – PMT will sort out the protocols.
 - 4. Data needs from the PMT to complete some environmental write-ups (currently working with PMT's environmental leads to resolve these concerns).
 - 5. Require that PMT finalize regulatory listings for resources sections and a number of information needs such as: safety and security plan, substations placement, decision on sidings, standards for profile across agricultural lands, etc. (PMT has in hand and is forthcoming)
 - 6. Request an update of Authority approved talking points, outreach messaging and approved presentations (PowerPoint) for public outreach events.
- HUA (LA to Palmdale)
 - 1. Coordination with Metro is back on track, however, the hold on public outreach has caused delay in concluding the Alternatives Analysis for the section. In order to keep with the schedule for the completion of the 15% engineering and the drafting of the EIR/EIS, it has become necessary to decouple the Alternatives Analysis process from the 15% engineering and EIR/EIS. The decoupling of the Alternatives Analysis and advancement of the engineering and environmental work ahead of establishing a project definition will require the PMT and the Authority's agreement and acceptance of the risk that the presumed alignment selection may get changed as a result of the public review process, thus requiring some rework. Further discussion is required with the PMT and Authority to consider those options to be advanced through 15% Preliminary Engineering design for the Palmdale – Sylmar section, in parallel with AA process.
 - 2. Various alternative alignment options in the vicinity of Disney property are currently being reviewed. Palmdale-LA is awaiting direction from the PMT about the alternatives that need to be pursued for the Draft AA.
 - 3. Alternatives between Sylmar and Los Angeles Union Station were discussed with MTA/Metrolink. Metrolink who is the owner of the ROW and UPRR who has the operating rights have not committed to terms governing shared use. The Authority will be requested to work directly with Metro and UPRR to get a commitment.
 - 4. Station parking needs remains a significant issue for local municipalities attempting to best understand how to integrate parking into existing urban fabric within the community (PMT to review).
 - Parsons (San Jose to Merced)
 - The development of and revision to the “Revised Draft Program Environmental Impact Report” Material for Bay Area to Central Valley Program EIR has involved more staff time and budget than was originally envisioned, and this work is not included in the FY 09-10 work scope or budget. At this point, the Parsons Team anticipates that the FY 09-10 budget may be sufficient to cover the ultimate costs for this document – including its distribution

and the development of responses to comments for the Final document – depending on the complexity of the public comments.

- However, the staff time expended thus far has led to delays in the preparation of other FY 09-10 work scope materials. In particular, extensive time has been expended by Dave Mansen (the Team's Project Manager), David Freytag (the Team's environmental manager), and David Wemmer (the Team's alignment manager) on the development and revision to this document. Additionally, the public input and controversy surrounding the Downtown San Jose AA alternatives (e.g., opposition to aerial alignments/stations and desire for continued study of the AA tunnel alignment[s]) along with the Authority Board and the City of Gilroy Council input (i.e., the continued review of the downtown Gilroy trench) and the public opposition to the East of Gilroy alignments and station has required substantial additional engineering and planning time and effort, which was not anticipated in the FY 09-10 scope, schedule, and budget.
- Specifically, the FY 09-10 scope, schedule, and budget anticipated two alignments and station options in the Downtown San Jose Subsection and two alignments and station options in the Morgan Hill-Gilroy Subsection. It also anticipated completion of the AA in late 2009 or early 2010. In response to public and City of San Jose input, at least three alignments are still under study in Downtown San Jose, including the Refined Program Alignment, the 280/87 Alignment, and a tunnel alignment(s).
- The actual alignment and footprint for the Program Alignment in Downtown San Jose is also subject to revision based on ongoing communications with the Union Pacific Railroad. These ongoing issues in Downtown San Jose have led to the need for additional public AA meetings and a workshop for this subsection, which will extend the time and increase the staffing and budget needs for the AA. Continued review of the trench alignment in downtown Gilroy and multiple design option for the East of Gilroy alignments and station have led the need to review nine alignments in the Morgan Hill-Gilroy subsection, with two vertical options for the Program Alignment – aerial and trench.
- The FY 09-10 scope, schedule, and budget anticipated only two alignments. Moreover, these nine alignments now need to be evaluated in a revised AA report. In the interest of maintaining the San Jose to Merced Section schedule to the extent possible, the Parsons Team is advancing the environmental review and 15% engineering for those alignments that appear to be reasonably certain – subject to the issuance of the Final AA report following public input.
- These include two alignments in the San Joaquin Valley Subsection, two alignments in the Pacheco Pass Subsection, one alignment (with two design options) in the Monterey Highway Subsection, and one alignment in the Downtown San Jose Subsection – the I-280/SR 87 alignment. But the remaining alignments in Downtown San Jose and in the Morgan Hill-Gilroy subsections are now requiring additional review in the AA, which will result in an extension in time and an additional commitment of resources to complete the AA. It will also delay the initiation of the 15% engineering and the environmental review given the sheer number of alignments remaining.
- The Parsons Team will make a concerted effort to reduce the number of remaining alternatives as the AA progresses, so that the engineering and environmental work can be focused on a reasonable number of alignments. Given these circumstances, Parsons

anticipates some schedule slippage for the engineering and environmental work described in the FY 09-10 work scope, particularly for the Morgan Hill – Gilroy subsection, and potentially for the downtown San Jose subsection. Parsons will work diligently to keep the other more certain alignments moving forward into the environmental and engineering phases.

- Please note that these circumstances have led to costs in the Task 3 – Project Definition – greater than originally anticipated in the budget. Likewise, actual costs for project management exceed the anticipated budget. The Parsons Team is setting up front-end management tools and making efforts to prepare a resource loaded baseline schedule. These activities will be substantially reduced once they are completed.
- AECOM (Altamont)
 - 1. With the additional budget allocation received in January, AECOM’s current budget should be sufficient to complete all activities scheduled for FY 09/10. However, the proposed budget restrictions for Phase 2 projects in FY2010-11 will likely require a reduced Regional Consultant scope and level-of-effort over the next fiscal year.
- HNTB (LA –SD)
 - 1. So Cal ICG: Coordination with the partnering agencies, So Cal ICG, in the LA-SD Section has resulted in additional scope of services that was not originally included in the 2009/10 Annual Work Program (AWP). Categories include increased support for the SoCal ICG staff meetings, continuation of the Technical Working Groups, and creation and staffing of the So Cal ICG Public Relations and Policy group. Although support for the So Cal ICG was identified and budgeted in the 2009/10 AWP, the level of support through June 30, 2010 exceeds what was identified in the 2009/10 AWP.
 - 2. Caltrans PID: The LA-SD Team has been requested to coordinate closely with Caltrans, including development and implementation of the Project Implementation Plan in each Caltrans District. The level of effort has not been identified.
 - 3. Baseline schedule identified the final Alternatives Analysis report to be issued by June 30, 2010. The team has continued to update the Alternatives Analysis workflow in coordination with the Regional Manager, Authority, and So Cal ICG. The revised Alternatives Analysis workflow as reviewed in the last So Cal ICG identifies the draft Alternatives Analysis report to be issued by end of June 2010. The final Alternatives Analysis report will be part of the Annual Work Program (AWP) 2010/2011.
 - 4. Tribal Coordination Plan - The resources to include the additional tribes in the Coordination Plan and also to meet with the tribal groups may require resources beyond the budgeted amount for agency coordination. Previous review identified up to 160 additional tribes.
 - 5. CEQA Initial Study: The LA-SD team has received direction to prepare CEQA Initial Study as part of EIR/EIS task, which was not included in the forecasted activities for FY 2010/11.

- 6. Native American Coordination: The PMT has directed each regional team to develop letter of invitation on behalf of FRA.
- 7. Managing the Issues and Concerns by the cities and agencies: Issues and concerns by local stakeholder may conflict between agencies in the same region and may require more resources to address.
- UHA (Fresno to Palmdale)
 - 1. Funding requirements for the accelerated Fresno to Bakersfield section most likely will require that some budget be shifted from this section (Bakersfield to Palmdale) during the second half of FY09/10, with the result that the level of effort on this section will be temporarily reduced. The overall delivery schedule for the Bakersfield to Palmdale section can still be met. All work necessary to undertake time-sensitive fields surveys this season will continue. We will submit a proposed adjusted schedule and budget after resolution of Fresno–Bakersfield budget and schedule issues.
 - 2. We estimate there may be insufficient budget authorized (and, potentially, time remaining) to complete all work on this section by requested delivery dates: Final EIR/EIS in June 2011, 30% Design in August 2011, and ROD in September 2011. This concern applies to both the remainder of this fiscal year (FY09/10) and to next fiscal year (FY10/11). We have begun a review of the entire scope, schedule, and budget (SSB) and will deliver this review to the PMT the week of February 8, 2010. We have scheduled a meeting with senior PMT staff on February 16, 2010.
 - 3. Submittals for this section will not reflect the new delivery dates until a revised SSB has been accepted by all parties.
 - 4. Financial data for this section will start showing individual task budget overruns next month, which are the result of increased activity aimed at meeting requested 2011 delivery dates. Budgets will be adjusted after the revised SSB has been accepted by all parties.
 - 5. Contact with UPRR regarding alignment and ROW issues in the City of Fresno will become urgent in the next 2-3 months.
 - 6. Several task teams are waiting for information to be provided by the PMT including: state and federal regulatory settings, significance criteria, and the summary of Greenhouse Gases (GHG)/Global Warming effects. This information must be provided very soon to enable teams to complete their draft impact studies by June 2010.
- STV (Anaheim to LA)
 - 1. Through much of January, clear direction concerning what options to carry forward into the Final AA and Administrative Draft was not received. STV moved forward with options at risk to continue to meet the overall project schedule. Clear definition of what options to carry forward into the environmental process is expected on February 9 in a meeting with the Authority Staff.
 - 2. Supplemental Work Order Requests were submitted to the PMT RM on January 15th for the alignment options identified for inclusion into the Final AA Draft. (This request has

been returned to STV as it was premature – work scope to be further defined) The request amounted to \$3.5 million and another \$2.6 million is soon to be requested for geotechnical exploration and survey work for 30% design. With the levels of effort being expended to complete the ADEIR/S and the 15% Design, the initial authorization for STV for July 1 through December 31 for FY 2010 has been used up. A notice to proceed on the supplemental 15% design work has been requested. It is currently anticipated that unless additional funds and authorization are made available to STV in the months of April, May and June, progress on the project may suffer due to lack of funds.

- 3. These Supplemental efforts will consume the entire \$5.125 million in appropriated funds. This funding was intended to begin the 30% design effort.
- 4. Agreement was reached with the PMT to upload an Administrative Draft on 12/29/09 identifying that the engineering design was frozen as of September 30, 2009, except for West Anaheim Yard, for which the design was dated October 29th. It was previously reported that the LAUS station design had been submitted in this package. This was in error. This station design was withdrawn due to a desire to confirm design assumptions for diesel fume ventilation and structural viability. This station will be resubmitted on March 19.
- 5. The current updated schedule shows a delay in the start of the 30% design effort. This effort must be begun to allow the design to be completed on time. Agreement on 30% scope requirements has not been reached with the PMT. As mentioned previously, concern about funding for this effort will also contribute to further delay unless addressed.

2) Hours, Cost and Progress

Planned expenditures and hours were calculated for calendar months from July 1, 2009 through January 2010. Actual hours and cost are based on the PMT, RC and sub-consultant billing periods that vary by team, spanning the period from December 26, 2009 to January 31, 2010.

a. Dollars spent

In January, the PMT and Regional Consultants billed a total of \$11.5 million, 98% of the plan for the month. Cumulatively, the \$56.5 million billed in the first seven months is 18% below planned amounts with the following exceptions with further explanations on subsequent pages.

PB (PMT) is currently 7% below planned spending for the year.

HNTB (San Francisco – San Jose) is 39% below planned spending for the year.

Parsons (San Jose – Merced) is 24% below planned spending for the year.

AECOM (Merced – Fresno) is focusing efforts in this area and is currently 16% over plan at this time with Sacramento – Merced section being 6% under budget at this time.

URS (Fresno - Bakersfield) is 5% below planned spending for the year.

URS (Bakersfield –Palmdale) is currently 29% below planned spending for the year.

HMM (Palmdale - LA) is currently 37% below planned spending for the year.

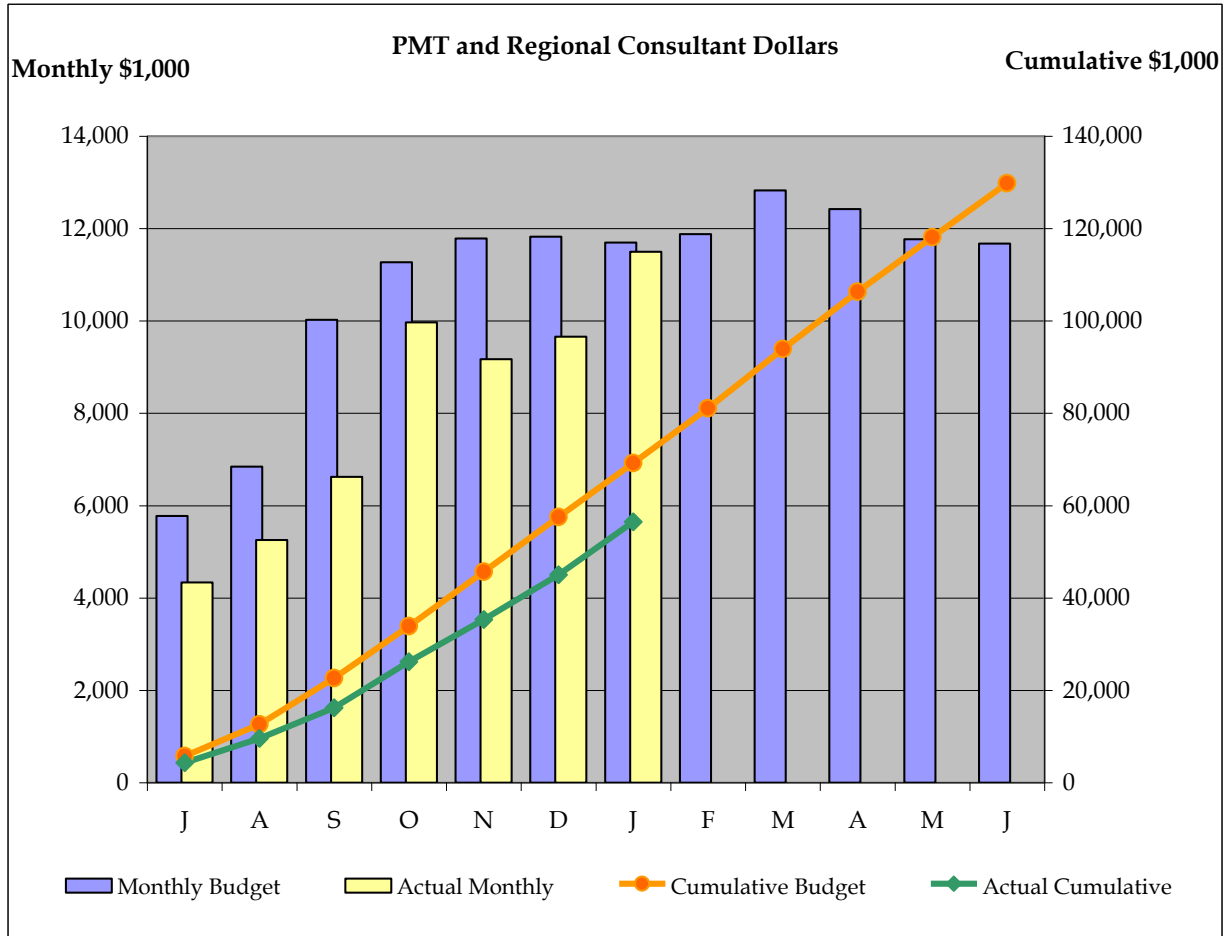
STV (LA-Anaheim) work scope has resulted in their expenditures exceeding their plan to date currently being 2% over planned amounts.

HNTB (Los Angeles – San Diego) is 5% below planned spending for the year.

AECOM (Merced – Sacramento) is 5% below planned spending for the year.

AECOM (Altamont) is currently 42% below planned spending for the year.

Figure 1: Billings for the PMT and Regional Consultant – January 2010



As is shown in Table 1, the primary sources of the lower-than-planned activity are the following: Palmdale to Los Angeles section, \$4.1 million under spending, Bakersfield to Palmdale section, \$1.2 million under spending, San Jose to Merced, \$1.8 million under spending and meeting schedule milestones and San Francisco to San Jose, \$4.1 million for a cumulative total of \$12.7 under spent at the end of January 2010.

The Palmdale to Los Angeles Regional Consultant (H-U-A) has been progressing, but not at the originally planned pace. H-U-A is revising its work plan to reflect a more realistic work plan, rather than the equal monthly allocation of effort made originally. The PMT anticipates that this will result in a portion of the spending and work planned for this fiscal year will be carried into the next fiscal year.

The San Francisco to San Jose Regional Consultant (HNTB) has been making significant progress despite being under its planned spending. HNTB has focused on delivering draft deliverables scheduled for the first six months and are largely on schedule. By and large they have been able to complete work with less cost than budgeted. However, the alternatives analysis has fallen a month behind, partly as a result of unexpected levels of local controversy and there will be significant work to accomplish in the second half of the year in order to complete the year’s scheduled work.

Table 1: Billings for PMT and Regional Consultants – January 2010

CHSRA Program Components		Month (\$1,000)		Cumulative (\$1,000)		
		Planned	Actual	Planned	Actual	% Variance
PMT	Program Management (PB)	2,262	2,695	14,133	13,178	-7
A	Palmdale - Los Angeles (H-U-A)	1,842	1,446	10,939	6,839	-37
B	Los Angeles - Anaheim (STV)	851	1,040	7,789	7,934	2
C	Los Angeles - San Diego (HNTB)	298	250	1,971	1,865	-5
D1	Bakersfield - Palmdale (U-H-A)	802	610	4,227	3,021	-29
D2	Fresno - Bakersfield (U-H-A)	1,038	1,378	6,495	6,192	-5
E1	Merced - Fresno (AECOM)	541	1,110	3,248	3,769	16
E2	Sacramento - Merced (AECOM)	100	125	409	383	-6
F	Altamont (AECOM)	214	105	1,571	911	-42
G	San Jose - Central Valley Wye (Parsons)	1,822	1,369	7,670	5,809	-24
H	San Francisco - San Jose (HNTB)	1,924	1,366	10,766	6,608	-39
TOTAL		11,694	11,494	69,219	56,509	-18

The Program Management Team: \$1.0 million (9%) below plan for the fiscal year, although January spending was \$0.4 greater than planned. Activities in the Public Outreach and Communication area has been taken over by the Authority and are no longer in our contract scope effective January 31, 2009. Engineering and Design Management staffing and costs increased by 20% in January. This result is from understaffing earlier in the fiscal year with less activity than planned for engineering, operations and ridership. As a result progress is similarly less than planned, but sufficient resources and time remain to allow recovery of the schedule.

San Jose to Merced is about \$1.8 million (24%) below planned spending for the fiscal year. However, the Regional Consultant (Parsons) is progressing according to schedule, by concentrating on critical path items, although a number of deliverables and activities have been postponed. An unexpected number of additional alternatives have delayed delivery of a draft alternatives analysis.

Bakersfield to Palmdale is \$0.8 million (19%) below plan for the fiscal year. This resulted initially from the Regional Consultant (UHA) deferring resource-intensive environmental work until the more complex than expected alignment and tunneling in the Tehachapi range was completed.

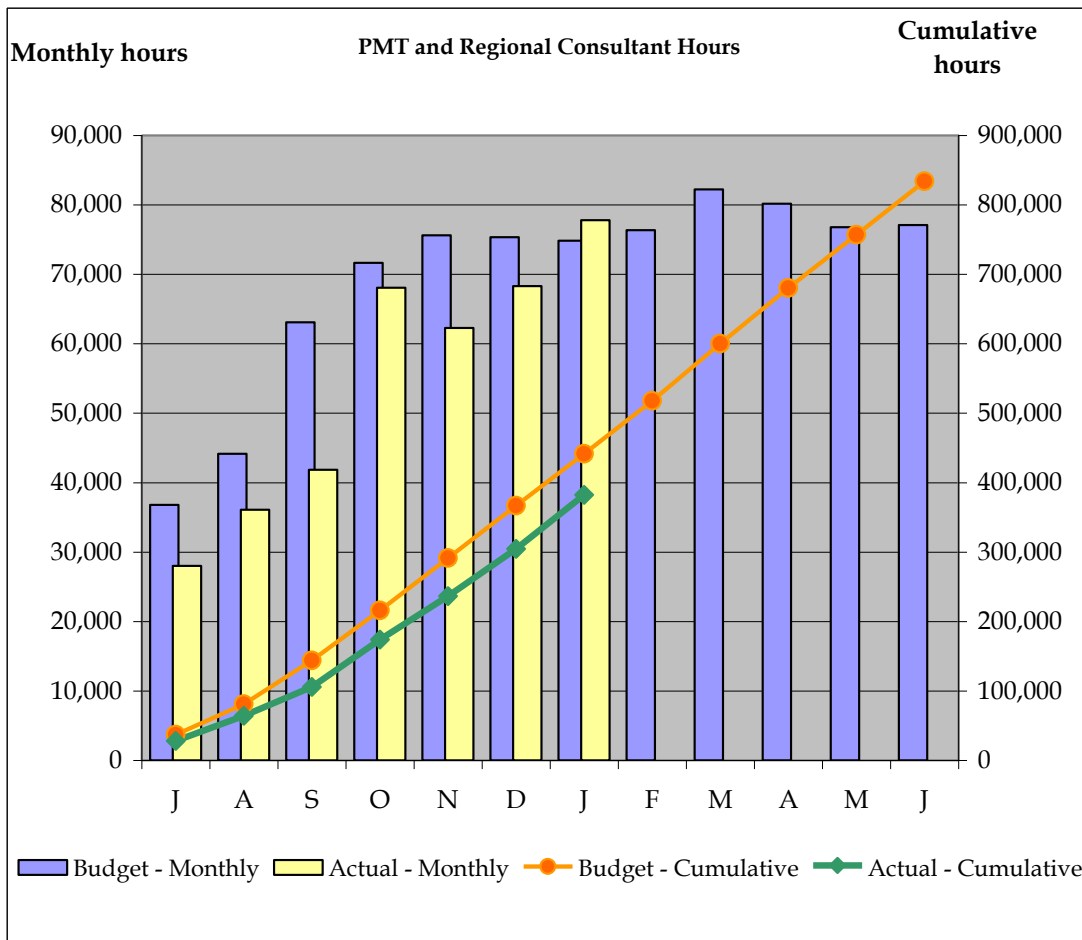
The Merced to Fresno and LOSSAN segments for which ARRA funds have been applied are close to their schedule and budget.

The three smallest budgets continue as reported on the December report. The LA to SD team is spending at the level expected, while the Altamont Corridor and the Sacramento to Merced segment are spending considerably less than planned, but could accelerate work to recover if necessary, any schedule originally planned.

b. Hours Worked

In January 2010, 77,800 hours were billed, bringing the cumulative billing to 87% of the planned activity for the first seven months of the fiscal year. Figure 2 shows the hours planned and billed by month.

Figure 2: Hours worked by the PMT and Regional Consultants – January 2010



The variances of actual to budget hours are similar to those of the billings; both cumulative hours and cost remains below budget. Table 2 shows the planned and actual hours worked on the program for the current month and cumulatively.

Table 2: Hours Worked by PMT and Regional Consultants – January 2010

CAHSRA Team Components		Month		Cumulative		
		Planned	Actual	Planned	Actual	Over / Under
PMT	Program Management (PB)	12,058	15,128	72,655	73,988	-1,333
A	Palmdale - Los Angeles (H-U-A)	12,733	10,543	78,219	51,109	27,110
B	Los Angeles - Anaheim (STV)	5,463	6,221	51,981	56,813	-4,832
C	Los Angeles - San Diego (HNTB)	1,623	1,384	11,272	11,247	25
D1	Bakersfield - Palmdale (U-H-A)	5,635	4,711	29,074	21,324	7,750
D2	Fresno - Bakersfield (U-H-A)	8,574	11,801	52,171	51,933	238
E1	Merced - Fresno (AECOM)	3,713	7,127	22,679	26,791	-4,112
E2	Sacramento - Merced (AECOM)	527	697	2,634	2,626	8
F	Altamont (AECOM)	1,199	516	8,774	5,349	3,425
G	San Jose - Merced (Parsons)	11,542	10,000	46,707	37,147	9,560
H	San Francisco - San Jose (HNTB)	11,752	9,659	65,275	44,050	21,225
Program TOTAL Hours		74,819	77,787	441,441	382,377	59,064

c. Percent Hours, Dollars and Fiscal Year (FY) progress

Each of the Regional Consultants have provided as estimate of its percent completion progress as part of the schedule update process for the current year as shown in Table 3. The planned progress for each Regional Consultant is based on its planned activities and related staff hours and costs for the fiscal year. The estimated PMT progress is based on a combination of:

- Level of effort hours and costs for general program management and Regional Consultant oversight activities.
- Production of deliverables identified in the PMT annual work plan where applicable.

Table 3. Hours, Dollars and Progress – January 2010

CAHSRA Team Components	Hours billed as % of Total FY Budget		Dollars billed as % of Total FY Budget		% Progress of FY Work
	Planned	Actual	Planned	Actual	Physical
Program Management (PB)	54%	55%	55%	51%	53%
Palmdale - Los Angeles (H-U-A)	56%	36%	55%	34%	39%
Los Angeles - Anaheim (STV)	66%	72%	65%	66%	39%
Los Angeles - San Diego (HNTB)	64%	64%	62%	59%	36%
Bakersfield - Palmdale (U-H-A)	52%	38%	53%	38%	58%
Fresno - Bakersfield (U-H-A)	50%	50%	51%	49%	58%
Merced - Fresno (AECOM)	37%	44%	36%	42%	49%
Sacramento - Merced (AECOM)	34%	34%	41%	38%	23%
Altamont (AECOM)	51%	31%	52%	30%	35%
San Jose - Merced (Parsons)	49%	39%	51%	38%	44%
San Francisco - San Jose (HNTB)	54%	36%	54%	33%	48%
Program TOTAL*	53%	47%	53%	44%	47%

*Program Total is a weighted average based on contract value.

The program progress reporting process is being refined in order to better establish and validate project status. This update will be completed for inclusion in the February 2010 monthly report.

3) Progress and Accomplishments by Task

Task 1. Project Management and Controls

- Held weekly teleconference status calls with key Authority and PMT staff and attended January Board meeting, and the Board's Operations Committee meeting.
- Attended the Transportation Committee Information Hearings on the CHSRA Business Plan at the State Capitol on the 11th and the 19th.
- Held Issues Resolution meetings with senior Authority staff to address and track top priority issues.
- Began working with Ken Hartley, as the full time Operations Manager in mid-January.
- Attended the ACEC meeting in Sacramento, where Tom Tracy was a panelist.
- Held a PMT meeting in Sacramento with the Regional Managers and Authority Staff.
- Attended Alternatives Analysis meeting with Bakersfield to Palmdale segment.

Task 2. Public Outreach and Communications

- January was the last month that Public Outreach and Communications functioned under the PMT. Effective February 1, 2010 Olgivy Communications takes over the Public Outreach and Communications effort contracting directly with the Authority and under Deputy Director Jeff Barker. Consequently this is no longer in the PMT work scope.
- Advised on and helped coordinate outreach strategy of regional consultants.
- Handled legislative, press and public inquiries.
- Distributed ARRA funding and other press releases to local media.

Central Valley (CV)

- Held a public information meeting in Fresno, public scoping meetings in Merced, Sacramento, Stockton, and Modesto, and an Alternatives Analysis public meeting in Gilroy.
- Organizes and assisted in running the Governor's press conference in Fresno to celebrate the announcement of CHSRA getting \$2.25 Billion in ARRA funds.
- Met with, briefed, contacted, or presented to two Officials, seven groups, five Chambers of Commerce/Rotaries, and six City Councils.

Bay Area

- Held an Alternatives Analysis public meeting/open house in San Jose and Legislative Staff briefings in San Francisco, San Mateo and Santa Clara counties.
- Participated in Alliance for Sustainable Transit and Jobs, Peninsula Cities Consortium,
- Held Context-Sensitive Solutions (CSS) training for all project outreach and technical team leads.
- Met with, briefed, contacted, or presented to two Officials, eight Groups, two Cities, one Chamber of Commerce, and one Newspaper.

Southern California

- Prepared for, publicized and held Anaheim Open House event.
- Scheduled, attended and/or prepared information for SoCal ICG, AREMA and ASCE Technical Committees, Metro, Palmdale Defense Contractors, TWG for Los Angeles, Coalition for Clean Air, SCRRA, Anaheim State of the City, Anaheim City Council Workshop,

Task 3. Engineering and Design Management

- Released TM 0.5 Coordination with Caltrans R1, and TM 0.2 Development, Review and Distribution Protocol R1.
- Met with Utility companies to continue coordination for traction power connections to the State Power Grid.
- EMT Memo outlining additional survey and mapping technologies that is available to support 30% Design submittals.
- Began review of long term operational and maintenance requirements for revenue lines with tight radius. Transbay Station approach has proposed 500-foot radius curves. Station approach for Cologne Station in Germany is reported to be 590-625 feet. The minimum radius curves recommended by existing HSR operators range from 820-1150 feet.
- Submitted recommendation for engineering submittal report covers of formal submittals for use by RCs, and to retain a cohesive presentation of the Program documents.
- EMT Memo outlining process for the CHSTP Petition for a Rule of Particular Applicability. EMT Memo is under review by FRA.
- EMT Memo outlining a proposal for verification and validation (V&V) approach. Approach is in discussion with FRA.
- EMT Memos for the CHSTP train control system definition and a survey of automatic train control (ATC) technologies currently in use and appropriate for the CHSTP performance targets.
- EMT Memos outlining the risk management approach, and for risk and hazard analysis. Risk Management approach includes both delivery risk and system safety. Approach for risk analysis will generally follow FTA guidelines until an FRA mandated program is available. Hazard analysis will generally follow MIL Std 882 per FRA requirements.
- Completed a white paper with an interim assessment for supply substation power transmission line requirements based on provided alignment options. This paper is used for initial review of environmental effects for required transmission lines.
- EMT Memo outlining the communication system concepts to support automatic train control (ATC) strategies and revenue service operations and maintenance.
- EMT Memo with recommendations for reviewing long sustained grades in excess of the current released design criteria. The design issue is related to the grade required between Bakersfield south to Palmdale and across the Tehachapi mountains.
- EMT Memo for the assessment of wireless communications requirements to support ATC and revenue operations.
- Submitted the following CHSTP System Requirement Packages to FRA for review:
 - SR Package 30 – Train controls, Cab, General Functionality, Fire safety
- Conducted FRA review for the following CHSTP SR Packages
 - SR Package 15 – Platforms, Electric shock, Layout
 - CHSTP SR Package 41 -- Public Address, Signs, Alarms
 - SR Package -- 46 Rolling Stock ADA Requirements

Issues and areas of concern (*length of time*)

- Need to confirm approach for So Cal Edison (SCE) retainer and fee requirement for a Method of Service Study. Waiting for input from SCE on scope and costs. (*3rd Month*)
- Confirm at-grade access feasibility of Anaheim West to LAUS and ARTIC, including operational issues for underground platforms at ARTIC. Assessment in progress by the LA-Ana RC. (*3rd Month*)

- Confirm feasibility of the LA-SD connection south of LAUS. Assessment is in-progress by the LA-SD RC. (*1st Month*)

Task 4. Environmental Guidance and Review

- Submitted draft funding agreements with SHPO, DFG, EPA, Corps and USFWS regarding agency staff funding. Agreements with the USFWS and SHPO should be signed in February, with the remaining agreements to be completed in March.
- Held conference calls with PMT, Authority and FRA staff to discuss compliance with Section 408 review requirements with Corps of Engineers.
- Continued coordination meetings with Regional environmental teams
- Conducted bi-weekly conference calls with regional team environmental leads
- Continued biweekly coordination and conference calls with Authority, AG, and FRA and on-going environment tasks
- Prepared a Tribal Coordination Letter template for FRA to distribute to federal tribes
- Established a ProjectSolve website for state and federal environmental resource agencies and a separate site for only USACOE and USEPA.
- Completed first Draft of Urban Design Guidelines
- Finalized update of environmental methodologies in response to agency and regional teams comments and new information
- Continued finalizing preparation of regulatory sections for regional team insertion into EIR/EIS

Issues and areas of concern

- Timely review of environmental documents and technical memos by the AG and FRA.

Task 5. Regional Consultant Environmental Review Work

5H San Francisco to San Jose

- Submitted draft Project QA manual, and developed draft Document Control manual.
- Developed an additional 4-track configuration plan (Caltrain –westside/HSR-eastside), as well as a transition section analysis for different Caltrain platform configurations.
- Finalized Purpose and Need and posted to ProjectSolve for review by Authority and FRA.
- Began development of three Millbrae station configurations.
- Reviewed preliminary version of APE based 4-track configuration (Caltrain-eastside/HST-westside), as other project components including stations, maintenance facilities, traction power, staging areas, and temporary construction easements – for assessment of Caltrain-westside/HST eastside.

5G San Jose – Merced

- Completed footprints for the alternatives analysis in San Joaquin Valley, Pacheco Pass, and the area from San Jose to Lick.
- Developed and revised, based on Authority and Attorney General staff comments, the Revised Draft Program EIR Material for Bay Area to Central Valley Program EIR.
- Prepared first draft of Downtown San Jose Tunnel Alternatives Comparison Report.

5E Sacramento – Fresno (AECOM)

- Continued the economics analysis requested by the Authority Board for alignment Alternatives A2, A3 and A4, and determined acquisition costs for agricultural parcels potentially impacted by the alignments at a planning level of detail.
- Stopped all field survey teams' work pending receipt of right to enter letters from all properties to be surveyed.
- Met with Caltrans regarding highway crossings and design options for the alignment north of Clinton Avenue in Fresno.
- Affected environment reports for a variety of environmental resources are in development.
- Refined alignments in accordance with Authority 15 percent design guidance and TM. Coordination between environmental and engineering teams was instituted to avoid and minimize potential impacts to sensitive areas along alignments A2 and A3.

5D Fresno – Palmdale (UHA)

- Completed evaluation of alternatives according to Authority criteria to be examined in the AA process.
- Completed work on development and refinement of two alignment alternatives through the Tehachapi Mountains using Quantm.
- Began reviewing the East Bakersfield and Antelope Valley alternative alignment options as suggest in the Jan 26 meeting with the PMT, Authority and FRA.
- Delivered draft Fresno Freight Rail Study to UPRR, BNSF, and Caltrans Division of Rail.
- Revised B1, B2, and B13 alignments to tie in to Merced section alignments, and updated viaduct profiles for B1, B2 and B13 to reflect new GPS survey information of side road levels.
- Finalized Zone 4/Zone 5 coordinate transitions.
- Prepared plans illustrating the relation between Bakersfield D1 and D2 alignments relative to Centennial Corridor roadway alternatives.
- Continued work on basic designs for HST structures, tunnel design concepts and geotechnical information.

5B Palmdale to Los Angeles (HUA)

- Prepared alternative alignments for LAUS to SR134 sub-section avoiding San Antonio Winery and prepared a TM comparing the options.
- Further assessed options through Disney's Golden Oak Ranch, compared cost, construction schedule impacts and environmental impacts. Drafted TM for alternative Sylmar to Palmdale alignments and profiles at Disney development at Golden Oak Ranch, Placerita Canyon.
- Issued Sylmar to LAUS draft basis of 15% design.
- Completed geotechnical field reconnaissance.
- Drafted a TM on options for crossing Santa Susana Fault.
- Continued work on the Environmental Impact Analysis.

5A Los Angeles to Orange County (STV)

- Completed Draft Alternatives Analysis Report is available for review.
- Completed the Station Design Report – Program assumptions for LAUS, Fullerton, and Norwalk/Santa Fe Springs.

- Coordinated with ARTIC to determine station needs for Phases 1 and 2 and full build.
- Continued work on the WBS Task 5.0 EIR/EIS Analysis.

5C San Diego – Los Angeles (HNTB)

- Initiated development of vertical alignments for all of the alternative alignments as presented at the FRA workshop.
- Received additional aerial and vertical (DTM) data that was ordered in response to the additional alignment alternatives resulting from scoping.
- Issued Purpose and Need, Draft tribal Coordination Plan, Draft Environmental Justice Plan, Draft Scoping Report and the Draft Concept Study.

5F Altamont Corridor

- Initiated the NEPA/CEQA environmental process during October with the publication of the federal Notice of Intent and the state Notice of Preparation.
- Finalized the draft Opportunities and Constraints analysis.
- Initiated the draft Tribal Coordination and Environmental Justice Coordination plans.
- Developed a set of initial alternative alignments to be screened in the Alternatives Analysis process.
- Refined the detailed program schedule utilizing Primavera.

Task 6. Right of Way Acquisition

- No further work planned pending Authority review of ROW strategy

Task 7. Rail Road Operations Planning, Ridership and Revenue Forecasting

- Coordinated with Orange County Transportation Authority and other Southern California agencies on the feasibility and ridership consequences of various LA-Anaheim passenger service, track configuration, and upgrade scenarios being studied in Task 7.2.
- Coordinated with Caltrain and other Peninsula agencies on the feasibility of various SF-San Jose passenger service, track configuration, and upgrade scenarios being studied in Task 7.2.
- Held conference call to coordinate with FRA on system requirements and language for the operations' aspects of the Rule of Particular Applicability.
- Prepared operations & safety input to the system requirements for March circulation.
- Drafted outline of Operations & Maintenance Rules and Procedures; report to be started after system requirements are complete.
- Reviewed and commented on operations issues with LA- Anaheim Regional Consultant (RC) 15% design package.
- Commented on and answered questions on alignment run times LA-Anaheim, various approaches to and configurations of LA Union Station including I-10 alternative.
- Participated in calls with RC teams re San Jose station configuration and Peninsula Corridor alignment.
- Managed the operations team work.
- Prepared capacity simulation operations analyses of feasibility of joint Caltrain & HST service for multiple scenarios of station use with peak hour service of 12/10 trains per hour for both entities, including:
 - HST to Transbay only, Caltrain to both Transbay and 4th&King, (insufficient capacity for HST)

- HST to 4th&King only, Caltrain to both, (insufficient distance before platforms to handle track-work needed for HST)
- HST and Caltrain split between Transbay and 4th&King (feasible)
- HST and Caltrain split between Beale St. and 4th&King (feasible)
- Continued to update system-wide dispatch simulation model to reflect changes made to the alignment and to code the Full System operational schedule.
- Revised memo on turnaround times for trains in stations and activities required.
- Reviewed Transportation Cooperative Research Program report on headway and provided synopsis and comments to PMT and Attorney General staff.
- Provided analysis of additional scenario for rationalized service between LAUS and Anaheim and submitted revised & final report on feasibility.
- Prepared first draft report on ridership of rationalized Metrolink and Amtrak service between LAUS and Anaheim.
- Prepared table of contents and outline for Concept of Operations report - drafted two of ten sections: document description, purpose, and scope, as well as CA rail system background. Draft report rescheduled for completion from January 29 to June 30.
- Completed an extensive revision /expansion of draft station area parking guidance to reflect the results of a higher-cost HST station parking run delivered by CS in January, and submitted to the Authority.
- Prepared responses to LA Metro and State legislative staff questions, and helped prepare responses to various interest group and regional manager questions.
- Researched amount of parking available within 3 blocks of Sacramento CAHSRA office (8,000) to compare to HST station parking needs (up to 13,000).
- Managed and reviewed Cambridge Systematics (CS) work.
- Completed revisions to the MTC model.
- Started a test of coding of split HST and Caltrain service to San Francisco terminals.
- Answered a variety of off-model questions, notably about parking patterns around airports, transmittal of the data from traveler surveys conducted in 2005, and final coefficients for the models.
- Delivered GIS and spreadsheet files for Gilroy station for the San Jose-Merced team to show the distribution of trips from each station, and started preparation of same material for San Jose, Redwood City, Millbrae, and SF Transbay stations.
- Continued to develop information on vehicle miles travelled to support PB environmental greenhouse gas and energy consumption work. Expected completion slipped a few weeks to early February.
- Submitted a draft work plan for investment grade forecasting.

Task 8. Construction and Procurement Documents

- Working with EMT in development of a template requisite procurement package deliverables document that includes: specification, drawing, exhibits, etc., has started.
- Procurement package development has started in progress document development include:
 - RFQ package development
 - RFP package development
 - RFP evaluators guide development

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										FY07	FY08	FY09	FY10	FY11	FY12	FY13	FY14			
CA HSRA Program Management Team																				
Task 1 Project Management & Controls																				
+ 1 - Program Management & Controls																				
	16NOV06A	30JUN13	30JUN13	48	48	59	59	9	9											
Task 2 Public Education & Communications																				
2 - Public Education & Communications																				
+ 2.3 - State, Federal and Regional Interest Coord																				
	16NOV06A	31DEC09	31DEC09A	100	100	100	100	12	12											
Task 3 Engineering Criteria & Design Management																				
+ 3.1 - Team Management																				
	16NOV06A	30JUN13	30JUN13	58	57	58	61	8	16											
3.2 - Infrastructure																				
+ 3.2.1 - Develop CHSTP System Requirements																				
	02JUL07A	30JUN10	30JUN10	75	80	58	80	8	33											
+ 3.2.2 - Technical Memo, Standard Plans & Specs																				
	02JUL07A	31DEC10	31DEC10	75	55	58	10	8	7											
+ 3.2.3 - Engineering Support																				
	02JUL07A	30JUN13	30JUN13	40	40	58	41	8	0											
3.3 - Systems																				
+ 3.3.1 - Develop CHSTP System Requirements																				
	02JUL07A	30JUN10	30JUN10	30	33	58	33	8	0											
+ 3.3.2 - Technical Memo, Standard Plans & Specs																				
	02JUL07A	30JUN10	30JUN10	75	55	58	10	8	0											
+ 3.3.3 - Engineering Support																				
	02JUL07A	30JUN13	30JUN13	40	40	58	41	8	8											
3.5 - Maintenance																				
+ 3.5.1 - Technical Memoranda																				
	02JUL07A	30JUN10	30JUN10	34	20	58	100	8	98											
+ 3.5.2 - Technical Support																				
	02JUL07A	30JUN10	30JUN10	40	40	58	41	8	8											

Start Date 27AUG07
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 Run Date 01MAR10 13:03

January 2010
 Project Name: 10JA

California High-Speed Train Project
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 Progress Bar

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										FY07	FY08	FY09	FY10	FY11	FY12	FY13	FY14			
3.6 - Rolling Stock																				
+ 3.6.1 - Develop CHSTP System Requirements																				
	02JUL07A	30JUN10	30JUN10	75	85	58	80	8	32											
+ 3.6.2 - Prepare Draft Performance Specification																				
	02JUL08A	28JUN11	28JUN11	50	25	58	25	8	25											
+ 3.6.3 - Technical Memo, Standard Plans & Specs																				
	02JUL07A	30JUN10	29JAN10A	90	100	58	100	8	50											
+ 3.6.4 - CHSTP - Rail Rolling Stock Procurement																				
	02JUL09A	25JUN13	25JUN13	10	7	58	0	8	0											
3.7 - Regulatory Approvals																				
+ 3.7.1 - Federal Railroad Administration (FRA)																				
	02JUL07A	29JUN12	29JUN12	31	24	58	47	8	0											
+ 3.7.2 - Calif Public Utilities Commission (CPUC)																				
	02JUL07A	30JUN10	30JUN10	13	12	58	0	8	0											
+ 3.7.3 - Risk Management																				
	02JUL07A	30JUN13	30JUN13	20	18	58	88	8	38											
+ 3.7.4 - Technical Memo, Standard Plans & Specs																				
	02JUL07A	30JUN11	29JAN10A	85	100	58	100	8	50											
3.8 - CHSTP Standard Drawings																				
+ 3.8.1 - CHSTP Standard Plans																				
	02JUL07A	30JUN11	30JUN11	21	21	58	50	8	0											
3.9 - CHSTP Standard Specifications																				
+ 3.9.1 - List of CHSTP Standard Specifications																				
	02JUL07A	30JUN11	30JUN11	5	5	58	50	8	0											
3.10 - Cost Estimating																				
+ 3.10.1 - 15% Design Level Capital Cost Estimate																				
	02JUL07A	30OCT10	30OCT10	90	94	58	90	5	40											
+ 3.10.2 - 30% Design Level Capital Cost Estimate																				
	01FEB10	30JAN12	30JAN12	11	0	9	0	9	0											
+ 3.10.3 - Annual Operations and Maintenance Costs																				
	02JUL09A	30JUN13	30JUN13	10	0	58	0	8	0											

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										FY07	FY08	FY09	FY10	FY11	FY12	FY13	FY14			
3.11 - Design Manual																				
+ 3.11.1 - CHSTP Design Manual																				
	02JUL07A	30JUN11	30JUN11	18	14	58	38	8	0											
3.12 - Design Submittal Review																				
+ 3.12.1 - Submittal Reviews & Compliance Reviews																				
	02JUL09A	30JUN13	30JUN13	5	4	59	33	9	0											
Task 4 Environmental Review																				
+ 4.1- Project Task Management																				
	16NOV06A	30JUN13	30JUN13	48	48	59	59	9	9											
+ 4.2 - Program Management Coordination																				
	16NOV06A	30JUN13	30JUN13	48	48	59	59	9	9											
+ 4.3 - Environmental Scoping																				
	02JUL07A	30DEC11	30DEC11	60	60	59	59	9	9											
+ 4.4 - Alternative Analysis (AA) Process																				
	02JUL07A	30DEC11	30DEC11	60	60	59	59	9	9											
+ 4.5 - Environmental Methods																				
	02JUL07A	30JUN10	30JUN10	90	90	59	59	9	9											
+ 4.6 - Public/Agency Involvement and Coordination																				
	02JUL07A	30JUN13	30JUN13	43	43	59	59	9	9											
+ 4.7 - Review of Enviro, Social, Econ & Comm Issu																				
	02JUL07A	30DEC11	30DEC11	57	57	59	59	9	9											
+ 4.8 - Review of Technical Reports and DIES/R																				
	02JUL07A	30JUN13	30JUN13	43	43	59	59	9	9											
+ 4.9 - Permits and Approval																				
	02JUL07A	30JUN13	30JUN13	43	43	59	59	9	9											
+ 4.10 - Statewide Technical Tasks																				
	02JUL07A	30JUN13	30JUN13	43	43	59	59	9	9											
+ 4.11 - GIS Support Services																				
	02JUL07A	30JUN13	30JUN13	43	43	59	59	9	9											

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										FY07	FY08	FY09	FY10	FY11	FY12	FY13	FY14			
Task 5 Regional Consultants Oversight																				
H1 - San Francisco to San Jose [FJ] -- HNTB																				
+ 5.1 - Project Management																				
	16OCT08A	30MAR12	30MAR12	37	37	59	59	9	9											
+ 5.2 - Meetings																				
	16OCT08A	30MAR12	30MAR12	37	37	59	59	9	9											
+ 5.3 - Engineering and Environmental Review																				
	16OCT08A	30MAR12	30MAR12	37	37	59	59	9	9											
G1 - San Jose to Merced [JM] -- PARSONS																				
+ 5.1 - Project Management																				
	10DEC08A	30MAR12	30MAR12	34	34	59	59	9	9											
+ 5.2 - Meetings																				
	10DEC08A	30MAR12	30MAR12	34	34	59	59	9	9											
+ 5.3 - Engineering and Environmental Review																				
	10DEC08A	30MAR12	30MAR12	34	34	59	59	9	9											
E1 - Merced to Fresno [MF] -- AECOM																				
+ 5.1 - Project Management																				
	12FEB07A	05DEC12	03SEP12	53	53	52	52	2	2											
+ 5.2 - Meetings																				
	12FEB07A	05DEC12	03SEP12	53	53	52	52	2	2											
+ 5.3 - Engineering and Environmental Review																				
	12FEB07A	17AUG12	30SEP11	54	54	52	52	2	2											
D2 - Fresno to Bakersfield [FB] -- URS																				
+ 5.1 - Project Management																				
	12FEB07A	30JUN13	29JUN12	55	55	58	58	8	8											
+ 5.2 - Meetings																				
	12FEB07A	29JUN12	29JUN12	55	55	58	58	8	8											
+ 5.3 - Engineering and Environmental Review																				
	12FEB07A	29JUN12	29JUN12	55	55	58	58	8	8											

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										FY07	FY08	FY09	FY10	FY11	FY12	FY13	FY14			
D1 - Bakersfield to Palmdale [BP] -- URS																				
+ 5.1 - Project Management																				
	12FEB07A	30JUN13	30JUN13	46	46	58	58	8	8											
+ 5.2 - Meetings																				
	12FEB07A	30JUN13	30JUN13	46	46	58	58	8	8											
+ 5.3 - Engineering and Environmental Review																				
	12FEB07A	30JUN13	30JUN13	46	46	58	58	8	8											
A1 - Palmdale to Los Angeles [PL] -- HMM																				
+ 5.1 - Project Management																				
	12JAN07A	30MAR13	30MAR13	49	49	59	59	9	9											
+ 5.2 - Meetings																				
	12JAN07A	30MAR12	30MAR12	59	59	59	59	9	9											
+ 5.3 - Engineering and Environmental Review																				
	12JAN07A	30MAR12	30MAR12	59	59	59	59	9	9											
B1 - Los Angeles to Anaheim [LO] -- STV																				
+ 5.1 - Project Management																				
	29DEC06A	30JUN13	30JUN13	47	47	59	59	9	9											
+ 5.2 - Meetings																				
	29DEC06A	31AUG11	31AUG11	66	66	59	59	9	9											
+ 5.3 - Engineering and Environmental Review																				
	29DEC06A	11NOV11	11NOV11	63	63	59	59	9	9											
C1 - Los Angeles to San Diego [LD] -- HNTB																				
+ 5.1 - Project Management																				
	06FEB07A	30JUN13	30JUN13	46	46	59	59	9	9											
+ 5.2 - Meetings																				
	06FEB07A	30JUN13	30JUN13	46	46	59	59	9	9											
+ 5.3 - Engineering and Environmental Review																				
	06FEB07A	30JUN13	30JUN13	46	46	59	59	9	9											
E2 - Merced to Sacramento [MS] -- AECOM																				
+ 5.1 - Project Management																				
	12FEB07A	30JUN13	30JUN13	46	46	51	51	1	1											

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										FY07	FY08	FY09	FY10	FY11	FY12	FY13	FY14	
+ 5.2 - Meetings																		
	12FEB07A	30JUN13	30JUN13	46	46	51	51	1	1									
+ 5.3 - Engineering and Environmental Review																		
	12FEB07A	03AUG13	03AUG13	45	45	50	50	0	0									
F1 - Altamont Pass [AJ] -- AECOM																		
+ 5.1 - Project Management																		
	21NOV08A	30JUN13	30JUN13	25	26	59	59	9	9									
+ 5.2 - Meetings																		
	21NOV08A	30JUN13	30JUN13	26	26	59	59	9	9									
+ 5.3 - Engineering and Environmental Review																		
	21NOV08A	30JUN13	30JUN13	26	26	59	59	9	9									
Task 6 Right of Way Assessment & Acquisition																		
+ 6.1 - Right of Way Guideline Manual																		
	18SEP09A	29APR11	29APR11	25	7	40	9	9	0									
+ 6.2 - Standard Forms & Documents																		
	18SEP09A	29APR11	29APR11	25	0	40	0	9	0									
+ 6.3 - Acquisition Strategy & Protocols																		
	21SEP09A	01JUL10	01JUL10	25	7	25	7	8	0									
+ 6.4 - Identify Priority Acquisition																		
	28SEP09A	30JUN10	30JUN10	25	0	25	0	8	0									
+ 6.5 - GIS database for Real Estate																		
	28SEP09A	30JUN10	30JUN10	25	0	25	0	9	0									
+ 6.6 - Pre-qualify Vendors																		
	30NOV09A	30JUN10	30JUN10	5	0	5	0	5	0									
+ 6.7 - Relocation Plan																		
	30NOV09A	30JUN13	30JUN13	2	0	5	0	5	0									
+ 6.8 - Select ROW Contractors																		
	30SEP10	19NOV12	19NOV12	0	0	0	0	0	0									
+ 6.9 - Manage Acquisition-Negotiation Contractors																		
	15JUL10	30JUN13	30JUN13	0	0	0	0	0	0									

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										FY07	FY08	FY09	FY10	FY11	FY12	FY13	FY14				
+ 6.10 - Manage Condemnation Contractors																					
	15JAN11	30JUN13	30JUN13	0	0	0	0	0	0												
Task 7 Railroad Sys Operation & Revenue Mgmt																					
+ 7.1 - Definition of Rail Sys Op Mgt Requirements																					
	03AUG09A	30JUN13	30JUN13	15	3	60	15	10	2												
+ 7.2 - Operation Planning																					
	03AUG09A	30JUN13	30JUN13	15	13	60	50	10	10												
+ 7.3 - Ridership and Revenue Forecast Updates																					
	01SEP08A	15AUG13	15AUG13	28	20	52	35	9	11												
Task 8 Construction / Procurement Documents																					
8.1 - Construction																					
+ 8.1.1 - Staging / Procurement Report																					
	01OCT09A	30JUN13	30JUN13	16	8	50	6	9	0												
8.2 - Delivery																					
+ 8.2.1 - Staging / Procurement Monthly Assessment																					
	01OCT09A	30JUN13	30JUN13	16	8	50	6	9	0												
8.3 - Procurement Documents																					
+ 8.3.1 - Procurement Documents																					
	30NOV09A	30APR13	30APR13	4	0	50	0	9	0												

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										FY07	FY08	FY09	FY10	FY11	FY12	FY13	FY14			
Preliminary Engineering and EIR / EIS Teams																				
Regional Design Consultants																				
H1 - San Francisco to San Jose [FJ] -- HNTB																				
+ Alternatives Development																				
	17NOV08A	30JUN10	30JUN10	63	60	55	55	5	5											
+ EIS Technical Reports																				
	13FEB09A	04JUL11	04JUL11	44	39	55	48	5	5											
+ Engineering 15% Design Submittal																				
	31DEC08A	26NOV10	26NOV10	31	28	55	45	5	5											
+ Engineering 30% Design Submittal																				
	29NOV10	06JAN12	06JAN12	0	0	0	0	0	0											
+ Environmental Impact Report / Statement																				
	31JUL09A	23NOV11	23NOV11	23	21	55	48	5	5											
+ ROD / NOD																				
	27OCT11	30DEC11	30DEC11	0	0	0	0	0	0											
+ H1 - Total Section Percent Complete																				
	16OCT08A	06JAN12	06JAN12	30	27	55	48	8	3											
G1 - San Jose to Merced [JM] -- PARSONS																				
+ Alternatives Development																				
	07JAN09A	31DEC09	08FEB10	100	83	57	58	27	12											
+ EIS Technical Reports																				
	30SEP09A	03DEC10	03DEC10	15	13	60	11	10	6											
+ Engineering 15% Design Submittal																				
	01MAY09A	29OCT10	29OCT10	40	34	62	18	12	10											
+ Engineering 30% Design Submittal																				
	12OCT10	14FEB12	14FEB12	0	0	0	0	0	0											
+ Environmental Impact Report / Statement																				
	01FEB10	30DEC11	30DEC11	10	0	35	0	9	0											
+ ROD / NOD																				
	05DEC11	07FEB12	07FEB12	0	0	0	0	0	0											
+ G1 - Total Section Percent Complete																				
	10DEC08A	07FEB12	07FEB12	15	10	62	44	9	3											

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										FY07	FY08	FY09	FY10	FY11	FY12	FY13	FY14			
E1 - Merced to Fresno [MF] -- AECOM																				
+ Alternatives Development																				
	05NOV08A	30DEC09	15MAR10	100	98	56	54	6	6											
+ EIS Technical Reports																				
	03DEC08A	05MAY10	13DEC10	57	46	54	50	4	3											
+ Engineering 15% Design Submittal																				
	10AUG09A	04JUN10	04JUN10	49	41	53	33	3	1											
+ Engineering 30% Design Submittal																				
	25MAR10	28DEC11	30SEP11	0	0	0	0	0	0											
+ Environmental Impact Report / Statement																				
	09MAR10	25JAN12	29JUL11	0	0	0	0	0	0											
+ ROD / NOD																				
	01AUG11	20MAR12	30SEP11	0	0	0	0	0	0											
+ E1 - Total Section Percent Complete																				
	12FEB07A	20MAR12	03SEP12	32	28	53	49	3	2											
D2 - Fresno to Bakersfield [FB] -- URS																				
+ Alternatives Development																				
	24SEP08A	22FEB10	30MAR10	85	79	58	58	8	8											
+ EIS Technical Reports																				
	03AUG09A	24MAR11	31JAN11	36	30	58	58	8	8											
+ Engineering 15% Design Submittal																				
	13APR09A	10JAN11	29NOV10	45	50	58	58	8	8											
+ Engineering 30% Design Submittal																				
	02MAR10	27FEB12	24AUG11	0	0	0	0	0	0											
+ Environmental Impact Report / Statement																				
	29JAN10A	29AUG11	29AUG11	2	2	2	2	2	2											
+ ROD / NOD																				
	30AUG11	30SEP11	30SEP11	0	0	0	0	0	0											
+ D2 - Total Section Percent Complete																				
	12FEB07A	12MAY12	24MAY12	37	35	58	58	8	8											

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										Gantt Chart Area							
D1 - Bakersfield to Palmdale [BP] -- URS																	
+ Alternatives Development																	
	10JUN09A	23APR10	21JUN10	53	35	58	58	8	8								
+ EIS Technical Reports																	
	20JUL09A	22NOV11	21JUN10	23	10	58	58	8	8								
+ Engineering 15% Design Submittal																	
	16JUL09A	08SEP11	21JUN10	31	19	58	58	8	8								
+ Engineering 30% Design Submittal																	
	01JUL10	20JUN12	17JUL12	0	0	0	0	0	0								
+ Environmental Impact Report / Statement																	
	07JUN10	11JUL12	16JUL12	0	0	0	0	0	0								
+ ROD / NOD																	
	12JUL12	22AUG12	13AUG12	0	0	0	0	0	0								
+ D1 - Total Section Percent Complete																	
	12FEB07A	22AUG12	28JAN13	20	15	58	58	8	8								
A1 - Palmdale to Los Angeles [PL] -- HMM																	
+ Alternatives Development																	
	24OCT08A	31DEC09	27JUL10	100	83	100	57	1	10								
+ EIS Technical Reports																	
	30APR09A	06APR10	11NOV10	58	49	58	49	11	7								
+ Engineering 15% Design Submittal																	
	01JUL09A	21JUN10	09NOV10	47	23	53	28	9	7								
+ Engineering 30% Design Submittal																	
	13MAY10	19OCT11	23NOV11	0	0	0	0	0	0								
+ Environmental Impact Report / Statement																	
	02NOV09A	23AUG11	07DEC11	7	1	14	2	2	0								
+ ROD / NOD																	
	26DEC11	25NOV11	21FEB12	0	0	0	0	0	0								
+ A1 - Total Section Percent Complete																	
	12JAN07A	25NOV11	21FEB12	33	21	45	39	9	6								

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										FY07	FY08	FY09	FY10	FY11	FY12	FY13	FY14		
B1 - Los Angeles to Anaheim [LO] -- STV																			
+ Alternatives Development																			
	02SEP08A	31DEC09	23APR10	100	92	55	30	5	10										
+ EIS Technical Reports																			
	06APR09A	30DEC09	19FEB10	95	50	60	47	10	7										
+ Engineering 15% Design Submittal																			
	18FEB08A	31DEC09	25MAY10	90	80	60	50	10	7										
+ Engineering 30% Design Submittal																			
	01FEB10	26APR11	26APR11	0	0	0	0	0	0										
+ Environmental Impact Report / Statement																			
	08APR09A	10NOV10	09FEB11	25	12	58	38	8	8										
+ ROD / NOD																			
	13DEC10	24JAN11	24JAN11	0	0	0	0	0	0										
+ B1 - Total Section Percent Complete																			
	29DEC06A	26APR11	26APR11	85	45	59	39	9	9										
C1 - Los Angeles to San Diego [LD] -- HNTB																			
+ Alternatives Development																			
	01SEP08A	30JUN10	30JUN10	80	58	57	36	7	3										
+ EIS Technical Reports																			
	01JUL10	11JUL13	11JUL13	0	0	0	0	0	0										
+ Engineering 15% Design Submittal																			
	15JUL10	15OCT11	15OCT11	0	0	0	0	0	0										
+ Engineering 30% Design Submittal																			
	15FEB12	15MAY13	15MAY13	0	0	0	0	0	0										
+ Environmental Impact Report / Statement																			
	15OCT11	01OCT13	01OCT13	0	0	0	0	0	0										
+ ROD / NOD																			
	01OCT13	30NOV13	30NOV13	0	0	0	0	0	0										
+ C1 - Total Section Percent Complete																			
	06FEB07A	30NOV13	30NOV13	11	9	57	36	7	3										

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										FY07	FY08	FY09	FY10	FY11	FY12	FY13	FY14			
E2 - Merced to Sacramento [MS] -- AECOM																				
+ Alternatives Development																				
	28JUL09A	08SEP10	08NOV10	40	26	53	23	3	1											
+ EIS Technical Reports																				
	31AUG09A	16MAR11	10JUN11	6	6	50	22	0	0											
+ Engineering 15% Design Submittal																				
	21SEP09A	26APR11	26MAR12	3	3	50	21	0	0											
+ Engineering 30% Design Submittal																				
	12FEB12	08MAR13	01FEB13	0	0	0	0	0	0											
+ Environmental Impact Report / Statement																				
	14OCT10	06DEC12	06DEC12	0	0	0	0	0	0											
+ ROD / NOD																				
	06DEC12	06FEB13	06FEB13	0	0	0	0	0	0											
+ E2 - Total Section Percent Complete																				
	12FEB07A	06FEB13	03JUN13	15	8	52	23	2	1											
F1 - Altamont Pass [AJ] -- AECOM																				
+ Alternatives Development																				
	14NOV08A	01JUL10	01DEC10	20	20	35	35	7	7											
+ EIS Technical Reports																				
	01JUL10	24NOV11	24NOV11	0	0	0	0	0	0											
+ Engineering 15% Design Submittal																				
	01JUN09A	07JUL11	07JUL11	25	12	35	35	7	7											
+ Engineering 30% Design Submittal																				
	16DEC11	02JAN13	02JAN13	0	0	0	0	0	0											
+ Environmental Impact Report / Statement																				
	18FEB11	21FEB13	21FEB13	0	0	0	0	0	0											
+ ROD / NOD																				
	22FEB13	22APR13	22APR13	0	0	0	0	0	0											
+ F1 - Total Section Percent Complete																				
	14NOV08A	22APR13	22APR13	30	17	35	35	7	7											

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