



CA HSRA Program Management Team Progress Report – January 2010

1) Highlights and Issues

Overview

The PMT has completed an estimated 53% of the fiscal year's planned work, with hours billed at a 55% of the fiscal year's budget. While the progress is 4% lower than originally planned, largely because of lower than anticipated activity early in the fiscal year, resources and time are available to complete the fiscal year's work as planned.

January's billed work of 15,128 hours brought the total for the fiscal year to 102% of the plan. Actual costs invoiced of \$2.7 million brought the cumulative billings to \$13.2 million, 93% of the plan.

Issues needing resolution to allow progress include PMT staffing levels, finalization of working arrangements with Caltrain, Authority and Attorney General staff reviews of environmental and other documents and Authority decisions affecting the engineering task regarding utilities and seismic design technical panel. More details are provided under Task 5, Regional Consultant Oversight.

PMT Schedule/Scope/Budget

This report covers work and expenditures from July 1, 2009 through January 2010, a period covered by three Notices to Proceed (NTPs), the first received in June 2009 for \$3 million, the second in August 2009 for \$11.75 million and the third in January 2010 for \$11 million, including the \$108,022 for Cambridge Systematics. Actual expenditures and hours for the period are measured against the sum of the three NTPs, i.e. \$25.855 million, and against a monthly plan of spending and hours developed for the full fiscal year.

The PMT is running at 93% of originally planned spending through January having spent \$13.2 million.

Estimated progress on planned work is 53% of the original plan.

2) Costs, Hours and Progress

The January actual costs and hours are for the six-week billing period from December 18, 2009 through January 29, 2010 with the cumulative costs and hours for the current fiscal year through January. Since the planned hours, expenditures, and progress were estimated on the basis of calendar months from July 1, 2009 through January 31, 2010, the actuals from the accounting system represent two additional weeks for January than the plan.

a. Dollars spent

In January, \$2.7 million was billed, 119% of the monthly plan. The January invoice covers a 6 week reporting cycle which spikes the number reported. Cumulative spending was \$14.1 million, 93% of the plan for July through January within budget guidelines and the overall plan.

Figure 1: Billings Planned and Actual through January 2010

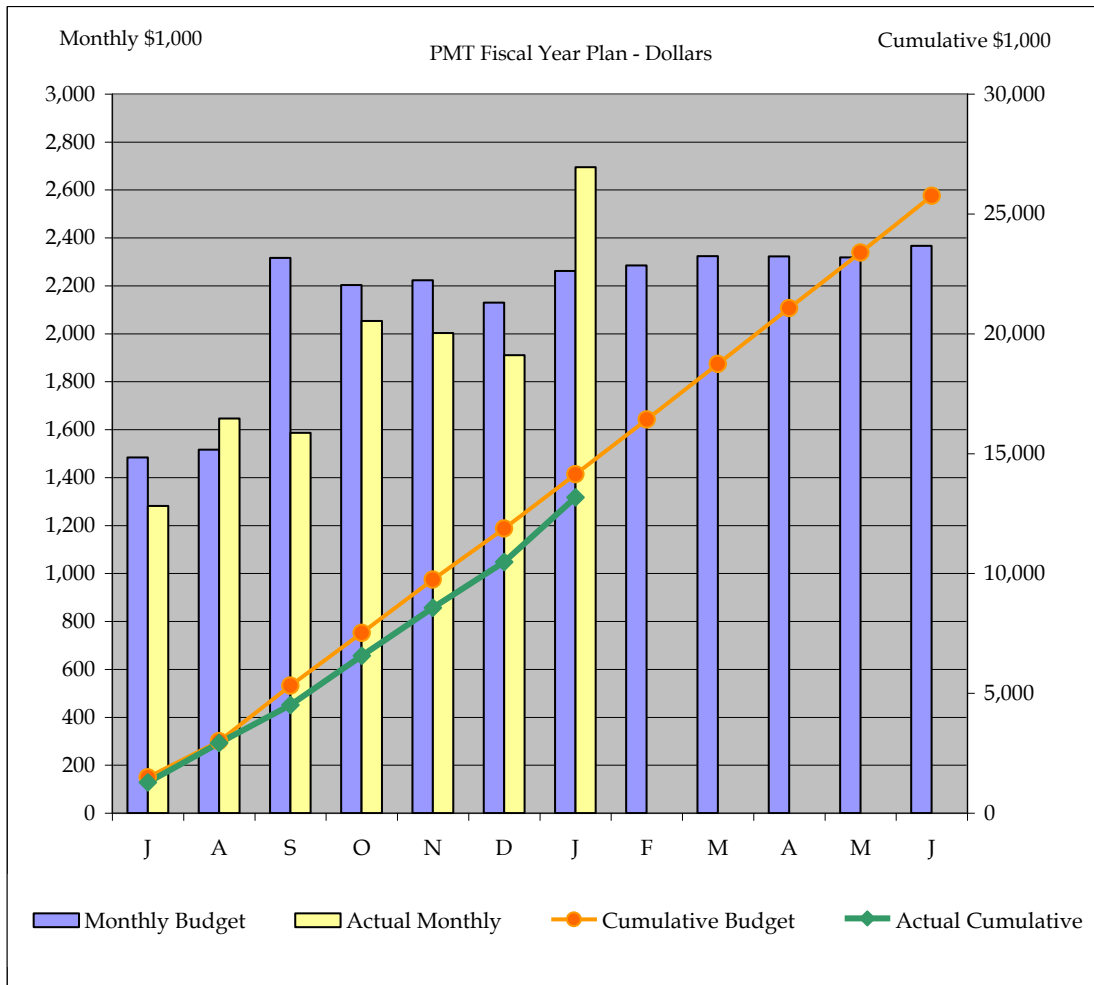


Table 1 on the next page shows the budgeted and actual billings by task.

Table 1: Billings by Task through January 2010

Program Management Team						
FY 2009 / 2010 Dollars Spent		Month (\$1,000)		Cumulative (\$1,000)		% Over / Under
Task		Planned	Actual	Planned	Actual	
1	Program Management	\$230.1	\$245.0	\$1,441.3	\$1,565.7	9
2	Public Outreach & Comm	\$0.0	\$75.0	\$210.0	\$578.2	175
3	Engineering & Design Mgmt	\$1,026.8	\$1,216.8	\$6,466.4	\$6,000.1	-7
	3.1 Team Management	\$88.8	\$84.1	\$553.2	\$528.8	-4
	3.2 Infrastructure	\$287.3	\$364.9	\$1,902.2	\$1,789.4	-6
	3.3 Systems	\$202.2	\$370.9	\$1,277.5	\$1,556.0	22
	3.4 Operations	\$0.0	\$0.0	\$0.0	\$85.6	0
	3.5 Maintenance	\$69.0	\$50.6	\$409.7	\$432.5	6
	3.6 Rolling Stock	\$103.0	\$137.3	\$609.5	\$517.2	-15
	3.7 Regulatory Approvals	\$110.6	\$82.0	\$620.5	\$536.1	-14
	3.8 Standard Drawings	\$61.6	\$36.0	\$421.5	\$284.9	-32
	3.9 Standard Specifications	\$6.4	\$2.9	\$40.5	\$2.9	-93
	3.10 Cost Estimating	\$36.5	\$55.2	\$253.3	\$158.9	-37
	3.11 Design Manual	\$11.9	\$16.8	\$75.8	\$63.8	-16
	3.12 Design Submittal Reviews	\$49.5	\$15.8	\$302.7	\$44.0	-85
4	Environmental	\$126.4	\$166.1	\$826.9	\$812.2	-2
5	Regional Managers	\$512.2	\$510.2	\$3,118.8	\$2,376.6	-24
	5A Palmdale to Los Angeles	\$88.9	\$75.1	\$476.1	\$327.4	-31
	5B Los Angeles to Anaheim	\$69.4	\$73.9	\$450.0	\$395.4	-12
	5C Los Angeles to San Diego	\$74.2	\$86.0	\$482.4	\$419.0	-13
	5D Fresno to Palmdale	\$62.2	\$65.1	\$379.4	\$261.5	-31
	5E Sacramento to Fresno	\$59.5	\$63.1	\$368.4	\$246.7	-33
	5F Altamont Pass	\$13.1	\$2.4	\$84.5	\$21.9	-74
	5G San Jose to Central Valley Wye	\$66.6	\$72.2	\$413.1	\$370.3	-10
	5H San Francisco to San Jose	\$78.3	\$72.4	\$464.9	\$334.5	-28
6	Right of Way Acquisition	\$62.5	\$0.0	\$241.6	\$51.4	-79
7	RR Operations & Ridership	\$256.6	\$307.9	\$1,573.0	\$979.0	-38
8	Construction & Procurement	\$47.3	\$0.0	\$255.4	\$0.0	-100
	*OCTA	\$0.0	\$174.1	\$0.0	\$812.0	0
TOTAL		\$2,262	\$2,695.1	\$14,133	\$13,175.2	-7

*OCTA does not have a separate plan, but is a part of all tasks relating to Orange County.

Review of significant departures from planned task spending

Task 1, Program Management remains over the cost budget (9%) and hours (8%) cumulatively due in large measure to the unanticipated September / October work on the ARRA applications preparation.

Task 2, Public Outreach and Communications continued to exceed the plan because the Authority's directly-hired consultant was not on board and the PMT was directed to continue the outreach work through January. This work is now being contracted by the Authority as of January 31, 2010.

Task 3, Engineering and Design Management is currently 7% under planned spending for the fiscal year, despite the billing of work to operations engineering (Task 3.4) that was planned to be in Tasks 7.1 and 7.2.

Infrastructure, Rolling Stock, Standard Drawings, Cost Estimating and Design Submittal Reviews are all proceeding more slowly than planned; each sub-task billed more than \$80,000 less than planned in the first seven months of the fiscal year. Work has been focused on the higher priority *Systems* work, having incurred \$280,000 more than planned in the fiscal year.

Task 4, Environmental Management 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 and established a ProjectSolve website for state and federal environmental resource agencies and a separate site for only USACOE and USEPA.

Task 5, Regional Team Management is 24% below planned spending for the fiscal year. The planned addition of PMT staff did not occur in July as originally planned, due to budget uncertainties and the need to identify staff. Work is now at 99% of planned level during January.

Task 6, Right of Way Acquisition completed its initial task early in November. The remainder of the work has not been started, pending the completion of an Authority review of the approach to be taken.

Task 7, Railroad Operations and Ridership is 62% of plan due to:

- Billing to the Engineering operations task of \$86,000.
- Unrealized billing of an estimated \$112,000 by the ridership sub-consultant in December.
- Delayed start on Task 7.1 Rail Operations Management and 7.2 Operations Planning.
- Late start on full effort in Task 7.3 Ridership Forecasting, in part because of diversion of effort to work on the ARRA applications.

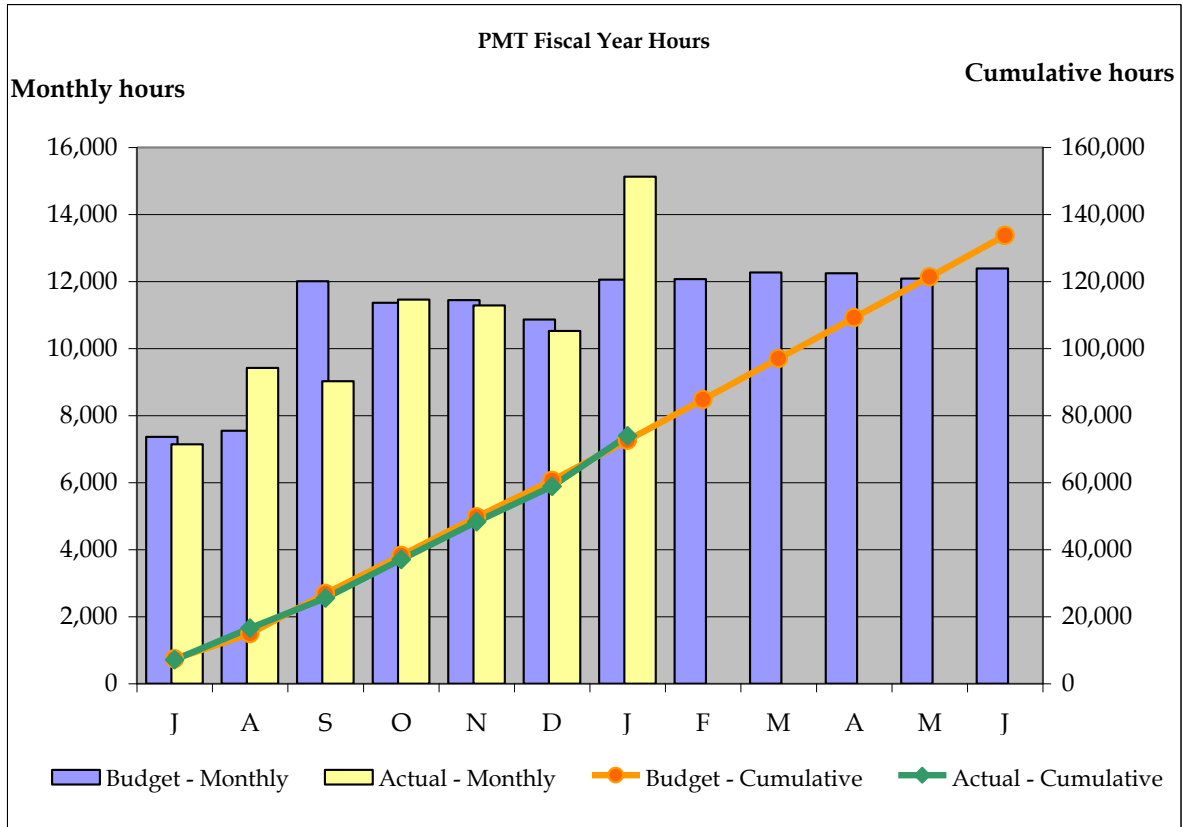
Task 8, Construction and Procurement was staffed in October. However, the engineer was assigned full time to regional team management for the LOSSAN corridor, until regional staff could be added there. Work is will begin on this task in February.

The **OCTA task** budget costs are embedded in task 1, 3, 4, 5 and 7.

b. Hours Worked

In January, 15,128 hours were billed, bringing the cumulative billing to 98% of the plan. Figure 2 shows the hours planned and billed by month.

Figure 2: Hours planned and actual - January 2010



Currently, the PMT is under budget for cost (93%) and is slightly over for hours (102%). This event explains this phenomenon:

- Use of less expensive design staff in Engineering Systems to handle the San Francisco to San Jose Caltrain corridor work per the Authority’s agreement with the Peninsula Joint Powers Board.

Table 2: Hours by Task - January 2010

Program Management Team						
FY 2009 / 2010 Hours		January		Cumulative		
Task		Planned	Actual	Planned	Actual	% Over / Under
1	Program Management	1,568	1,707	9,624	10,119	5%
2	Public Outreach & Communications	88	344	616	2,595	321%
3	Engineering & Design Management	4,602	6,582	28,937	33,970	17%
	<i>3.1 Team Management</i>	<i>418</i>	<i>345</i>	<i>2,596</i>	<i>2,571</i>	<i>-1%</i>
	<i>3.2 Infrastructure</i>	<i>1,353</i>	<i>1,936</i>	<i>8,927</i>	<i>9,506</i>	<i>6%</i>
	<i>3.3 Systems</i>	<i>952</i>	<i>2,137</i>	<i>5,998</i>	<i>9,529</i>	<i>59%</i>
	<i>3.4 Operations</i>	<i>0</i>	<i>0</i>	<i>0</i>	<i>453</i>	<i>0%</i>
	<i>3.5 Maintenance</i>	<i>325</i>	<i>246</i>	<i>1,925</i>	<i>2,192</i>	<i>14%</i>
	<i>3.6 Rolling Stock</i>	<i>485</i>	<i>723</i>	<i>2,863</i>	<i>3,067</i>	<i>7%</i>
	<i>3.7 Regulatory Approvals</i>	<i>521</i>	<i>573</i>	<i>2,917</i>	<i>3,943</i>	<i>35%</i>
	<i>3.8 Standard Drawings</i>	<i>290</i>	<i>223</i>	<i>1,977</i>	<i>1,812</i>	<i>-8%</i>
	<i>3.9 Standard Specifications</i>	<i>30</i>	<i>15</i>	<i>190</i>	<i>15</i>	<i>-92%</i>
	<i>3.10 Cost Estimating</i>	<i>172</i>	<i>314</i>	<i>1,188</i>	<i>962</i>	<i>-19%</i>
	<i>3.11 Design Manual</i>	<i>56</i>	<i>72</i>	<i>356</i>	<i>311</i>	<i>-13%</i>
	<i>3.12 Design Submittal Reviews</i>	<i>233</i>	<i>80</i>	<i>1,421</i>	<i>210</i>	<i>-85%</i>
4	Environmental	686	1,081	4,366	4,752	9%
5	Regional Managers	2,700	2,627	16,283	11,673	-28%
	<i>5A Palmdale to Los Angeles</i>	<i>490</i>	<i>341</i>	<i>2,603</i>	<i>1,515</i>	<i>-42%</i>
	<i>5B Los Angeles to Anaheim</i>	<i>329</i>	<i>373</i>	<i>2,123</i>	<i>1,721</i>	<i>-19%</i>
	<i>5C Los Angeles to San Diego</i>	<i>367</i>	<i>315</i>	<i>2,385</i>	<i>1,606</i>	<i>-33%</i>
	<i>5D Fresno to Palmdale</i>	<i>329</i>	<i>396</i>	<i>1,981</i>	<i>1,524</i>	<i>-23%</i>
	<i>5E Sacramento to Fresno</i>	<i>329</i>	<i>409</i>	<i>2,021</i>	<i>1,711</i>	<i>-15%</i>
	<i>5F Altamont Pass</i>	<i>46</i>	<i>9</i>	<i>294</i>	<i>113</i>	<i>-62%</i>
	<i>5G San Jose to Central Valley Wye</i>	<i>324</i>	<i>385</i>	<i>2,007</i>	<i>1,924</i>	<i>-4%</i>
	<i>5H San Francisco to San Jose</i>	<i>486</i>	<i>400</i>	<i>2,869</i>	<i>1,630</i>	<i>-43%</i>
6	Right of Way Acquisition	673	0	2,555	537	-79%
7	RR Operations & Ridership	1,269	1,912	7,548	5,746	-24%
8	Construction & Procurement	239	0	1,305	0	-100%
	*OCTA	0	796	0	3,931	0%
	TOTAL	12,058	15,128	72,655	73,988	2%

*OCTA does not have a separate plan, but is a part of all tasks relating to Orange County.

c. Progress of work and comparison to hours billed

The PMT achieved an estimated 53% of its planned work through January, compared to a planned 55%.

Public Outreach and Communications was planned to transfer from the PMT to the Authority effective July 1, 2009. This transfer did not take place until January 1, 2010. The Authority requested that Public Outreach and Communications continue under the PMT contract which accounts for the unbudgeted amounts.

The PMT has billed 73,988 of the total 133,722 budgeted hours, which is 2% over the fiscal year plan through January.

3) Progress and Accomplishments by Task**Task 1. Program 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 regular 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.
- Attended Alternatives Analysis meeting with Bakersfield to Palmdale segment.

Task 2. Public Education and Outreach

Completed final month of responsibility for assisting in outreach; the Authority will manage separate contract beginning in January.

- Coordinated inquiries from and scheduled meetings and interviews with reporters and members of the public.
- Held weekly and bi-weekly calls to update regional consultant teams on activities and coordinate outreach.
- Advised on segment-specific outreach plans and activities, as well as on media coverage, city managers' meetings, and other interagency meetings.
- Prepared and coordinated Authority board members for media interviews and provided them with weekly stakeholder meeting reports.
- Assisted in meetings and presentations on HST program.
- Prepared program update material and ongoing communications, as appropriate.

Task 3. Engineering and Design Management**Key developments and accomplishments**

- 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 less. 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 Tehachipi 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:
 - a. SR Package 30 – Train controls, Cab, General Functionality, Fire safety
- Conducted FRA review for the following CHSTP SR Packages
 - a. SR Package 15 – Platforms, Electric shock, Layout
 - b. CHSTP SR Package 41 -- Public Address, Signs, Alarms
 - c. SR Package -- 46 Rolling Stock ADA Requirements

Key meetings (technical /outreach)

- 04 Jan – LA- Palmdale – Alignment alternatives review
- 04 Jan – FRA - Bi Weekly Telecon to review status of the RPA development
- 05 Jan - CHSTP SR Package 15 Review with FRA
- 05 Jan – Fresno-Bakersfield – Review of CADD standards for 15% Design Submittal
- 05 Jan – LA-Ana - Review of cost estimating requirements for 15% Design
- 07 Jan – Presentation to combined meeting of AREMA Committees 11 (Intercity Passenger Rail) and 17 (High Speed Rail)
- 08 Jan – Presentation by JRRTT to the CHSTP EMT on Operations and Train Controls
- 12 Jan – Power supply coordination with PG&E

- 13 and 29 Jan – PRP/CHSTP Coordination Meeting
- 14 Jan – LA-Ana – Operational review of proposed alignments
- 14 Jan – SF-SJ – Alignment Alternatives review and design workshop
- 15 Jan - CHSTP SR Package 41 Public Address, Signs, Alarms and SR Package 46 Rolling Stock ADA Requirements review with FRA
- 20 Jan – Transbay review of proposed station facilities for CHSTP and Caltrain
- 21 Jan – LA-Palmdale – Review of tunnels and approaches
- 26 Jan – EMT Managers Monthly Progress Meeting in San Francisco
- 27 Jan – Presentation by Schwihag to the CHSTP EMT on fasteners and track components

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

- Need to confirm approach for So Cal Edison (SCE) retainer and fee requirement for a Method of Service Study. Awaiting 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*)

Action items and planned work in next month (*length of time on list*)

- CHSTP System Requirement development in support of FRA Rule of Particular Applicability in accordance with plan (*2nd Month*)
- Implement and train Regional Consultants on Review Manager for tracking design submittal reviews and comments. (*1st Month*)
- Continue development of CHSTP Design Manual Outline (*3rd Month*)
- Tech Memo - TM 0.1.1 30% Design Scope Tech Memo (*3rd Month*)
- Tech Memo - TM 2.8.2 Access Control (*3rd Month*)
- Systemwide Environmental Documentation for
 - a. Safety and Security (*3rd Month*)
 - b. EMI and EMF (*3rd Month*)

Task 4. Environmental Guidance and Review

Key developments and accomplishments

- 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

Key meetings (technical /outreach)

- 04 Jan - Attended Los Angeles to San Diego coordination meeting
- 04 Jan - Provided program briefing for Department of Conservation staff
- 05 Jan - Participated in conference call coordination meeting Los Angeles to Anaheim
- 05 Jan - Provided program briefing for National Marine Fisheries Service staff Team briefings were provided for Merced to Fresno, Fresno to Bakersfield and San Jose to Merced
- 06 Jan - Convened Regional Team Environmental call to discuss Section 106 work
- 07 Jan - Participated in discussion of draft Section 106 programmatic agreement (PA) with Authority, FRA, and AG staff
- 07 Jan - Conducted conference call with San Francisco to San Jose regional team to discuss Draft AA Report
- 08 Jan - Participated in conference call to discuss comments on Fresno to Bakersfield AA Report
- 11 Jan - Convened Central Valley Environmental call with Carrie Bowen to discuss issues common to central valley work
- 11 Jan - Participated in discussion of scope and schedule with Los Angeles to Anaheim regional team
- 12 Jan - Participated in San Francisco to San Jose Section 404 and Section 408 briefings with Corps of Engineers, EPA, and USFWS
- 19 Jan - Participated in follow-up discussion of draft Section 106 PA with Authority, FRA, and AG staff
- 19 Jan - Participated in meeting with Eric Fredericks and John Harrison on Authority Sustainability Program
- 21 Jan - Attended meeting with the State Historic Preservation Officer (SHPO) to discuss Section 106 PA
- 28 Jan - Attended Bakersfield to Palmdale Authority/FRA/AG workshop, January 26
- Attended Department of Conservation follow-up meeting to discuss Authority farmland mitigation strategy
- 20 Jan - Attended open house presentation and community meeting for LA-A section in Anaheim
- Participated in Southern California conference call with PMT Regional and Outreach Managers

Issues and areas of concern

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

Action items and planned work in next month *(length of time on list)*

- Continue work to develop staff funding interagency agreements with the SHPO, DFG, EPA, Corps, and USFWS.
- Coordination with USEPA on Air Quality conformity
- Continue coordination with Authority/FRA/AG on on-going environmental tasks.
- Conduct bi-weekly conference calls with regional team environmental leads
- Continue coordination with all Regional teams

- Continue close coordination with A-LA team on ongoing EIR/EIS work and the coordination process with USACE, including weekly team meetings
- Initiate Section 404 briefings with the USEPA and the Corps of Engineers
- Continue to hold Section 408 meetings with the Corps of Engineers
- Provide additional review of revised draft of Merced to Fresno AA Report
- Provide additional review of revised draft of San Francisco to San Jose AA Report
- Provide additional review of revised draft of Fresno to Bakersfield AA Report
- Prepare transmittal letter to the Advisory Council on Historic Preservation with Section 106 draft PA.
- Provide regional environmental teams with guidance on conducting Section 106 work based on revised PA
- Issue station parking requirements memo
- Final review Purpose and Need statements for all sections
- Continue to review technical reports and EIR/EIS sections for LA-Palmdale as they are completed
- Provide ongoing reviews of EIR/EIS sections for LA-A as they are completed
- Schedule follow up USACE Section 404 and Section 408 meetings for LA-A section
- Schedule coordination meeting with Caltrans for LA-A Review and finalize Agency Coordination Plans, Tribal Plans, and EJ Plans for all sections (*3rd Month*)
- Initialize update of EIR/EIS chapter/sections templates
- Revise HST Noise Fact Sheet
- Assess noise measurements conducted in Taiwan and Spain of high-speed trains

Task 5. Regional Consultant (RC) Oversight

Key developments and accomplishments

Continued coordination meetings and calls with Regional environmental teams, and staff from Authority, C Atty. General (AG), and Federal Railroad Administration (FRA).

San Francisco to San Jose

- Continued work on the Draft Alternatives Analysis for the SF to SJ section.
- Developed approach for the submittal of the 15% design for the HNTB team this spring.
- Reviewed in progress engineering and other outreach deliverables.
 - Attended Senator Simitian's Senate hearing in Palo Alto in 1/21/10
 - Attended briefing with TJPA on the phasing of their project. 1/20/10. Also met with TJPA about design issues related to platform length on 1/19/10.
- Continued review of the draft Alternatives Analysis.
- Project Quality Review Plan also under review by the engineering and quality team (Aileen Read).

San Jose to Merced

- Held public information meetings (PIM) in Gilroy and San Jose with over eighty attendees at each meeting. A major issue of concern at the Gilroy meeting was the impacts of HST to the rural communities east of US101. In San Jose the decision to continue to study the tunnel alternatives was well received. Many residents of the

Gardner neighborhood felt the 280/87 alignment was preferable to the program alignment along the Caltrain corridor.

- The decision to delay the circulation of the draft Alternatives Analysis report to perform additional studies of the downtown San Jose tunnel alignments and the trench option in Gilroy has been well received by the public. The team is progressing the preliminary engineering and initiating baseline environmental studies as parallel tasks but the delay in the AA report will require an even more concentrated effort to complete the FY09-10 AWP deliverables and some are expected to move to the beginning of FY10-11.
- The Parsons team has now increased the resources on the project to an appropriate level while the alternative analysis process is completed. There will need to be an additional increase in resources once the range of alternatives to be studied in the EIR/S is defined in order to achieve the agreed milestone dates for the 15% engineering and draft EIR/S.

Merced to Fresno

The month of January was marked by continuous refinement of draft AA report and preparation of the economic analysis requested by the Authority Board. Utility investigations on A2, A3 and A4 continued. Preparation of alignment drawings for meeting with Caltrans regarding highway crossings and design options for the alignment north of Clinton Avenue, Fresno continues.

Fresno to Palmdale

- Permission to Enter letters mailed out during the first week in January. The letters were preceded by an outreach effort to local elected officials and agricultural and water interests.
- Held first public information meeting (PIM) in Fresno. The meeting was very well attended. A second PIM being planned for Fresno.
- Completed review of Draft AA Report.
- Completed review of Draft Amended Scoping Report.
- Received revised Fresno Freight Realignment Study, began review.

- Presented revised Quantm results for the Tehachapi alignment to (BAKE-PALM) PMT and Authority on January 5. Average grade for the RC “recommended” alignment continues to be greater than 2.5% average.
- Convened Initial Alternatives Review meeting between RC and PMT/Authority/FRA on January 26.
- Completed review of Draft Scoping Report.

Palmdale to Los Angeles

- LAUS – Taylor yard alignment options: In response to Authority direction to look at alternative alignment options that do not impact the San Antonio Winery, and to address physical/environmental constraints, and the comments and desires of City/MTA/Mayor’s office staff through this section of the route, alternative options were assessed. All options to cross the LA river to the east bank elevated, and to avoid the winery, cause significant, unacceptable impact to properties, historic structures, the river itself, or existing operations. An alternative to route north from LAUS and cross beneath the LA river in a tunnel, exiting into a trench in the vicinity of Taylor

Yard, has been studied and discussed with the Technical Working Group (LA City, MTA, Metrolink, Mayor's office), and received strong support. Details of portal locations, street impacts and mitigations etc to be further defined, but solution is promoted as a strong alternative to move forwards, and will adapt to all current LAUS HST station proposed options. Resolution of station options will drive alignment option(s) for final AA through this section of the route.

- Metrolink: Positive discussions held to review technical and operational criteria in order to share the existing ROW, realign Metrolink/freight tracks, and ability to elevate Metrolink/freight tracks adjacent to HST tracks, where this is a proposed option as a solution to existing at-grade crossings. Metrolink willing to work with CHSTP (subject to instigation of services agreement with MTA), acknowledging possible benefits available to Metrolink service and station locations through CHSTP proposals. Similar relationship with UPRR is required to cohesively move forwards through the shared ROW corridor.
- Palmdale-Sylmar: Alignment options further refined to one option through narrow corridor north of Sylmar, then diverging to four options east of Santa Clarita, through to Palmdale, with two station location options at Palmdale.
- Disney (Golden Oak Ranch): Further studies completed to compare options available to avoid above ground alignment impacts to ranch. Tunneled option beneath ranch, with opportunity for extension beneath adjacent residential properties to east, offers greater benefit than predominantly tunneled alignment alternative to north of ranch, impacting SR14 where elevated (with Caltrans coordination implications), and being a longer, tighter alignment. Option beneath ranch to be taken through draft AA.
- AA documentation: Drafts completed by RC for Sylmar – SR134, and Palmdale - Sylmar sub-sections. PMT comments being incorporated prior to Authority/FRA review

Los Angeles to Anaheim

- Held the LA region outreach weekly conference call
- Attended the monthly Transportation Agency CEOs Coordination Meeting
- Reviewed the Regional Consultants monthly progress report and invoice. Commented the progress report (uploaded 1/21/10) incorrectly states 15% Station Design as complete. LAUS was not included in the upload on December 23, 2009 therefore this activity cannot be reported as complete. The RC and I discussed this, the quality of the submittal did not meet the RC's standards. Furthermore there was some questioning of the structural feasibility within the RC organization.
- Held a conference call with the operations group to discuss the existing diamond crossing just north of ARTIC station. Due to this portion of the line having an operating speed more in line with conventional speeds, there are solutions using special trackwork, signal protection and temporal separation. The UPRR would have to agree change their operation.
- Attended the Anaheim community open house. The feedback from the constituents was positive. The same presentation with minor adjustments will be given to Anaheim City Council on Tuesday 1/26/10.
- Attended meetings with the LA-SD team to discuss options for their connection just south of LAUS. There are significant challenges associated with connecting to the LA-A alignment just south of LAUS due to LA-A geometrics. On some options massive aerial structures will be required. None of the Vignes options or LAUS modified options can accommodate the LA-SD connection without significantly increasing the impacts to the residential community east of the LA river.

- Attended a meeting with METRO to review LAUS-Vignes options. There were discussions on the calculations related to reducing the platform width and METRO made recommendations on how we present to the City of LA. METRO was not enthusiastic about the option which impacts their headquarters. This was in preparation for Technical Working Group meeting.
- Attended the Technical Working Group meeting with METRO and the City of LA to review the Vignes options. The impacts of each were discussed, the group was unwilling to select an option to carry forward. Asked HSR to review at grade options within the LAUS station. They will take the Vignes information to decision makers, meet internally then get back to us. The Technical Working Group has since asked for another meeting to discuss the options and to include the at-grade options. This meeting is scheduled for February 25.
- Attended the CAHSR-Anaheim City Council workshop the Mayor of Anaheim led the discussion with a focus on the impacts of an at-grade option vs. a tunnel option.
- Attended a meeting with Metrolink they are negotiating agreements with METRO and OCTA to provide engineering review related to HSR. Until those are in place and reimbursement terms made clear no formal reviews will be performed by Metrolink.

Los Angeles to San Diego

- The PMT's Regional Engineer for LA-SD led the development of concepts for the Los Angeles connection. Although the LA-SD section understands that there are other alternatives for the LAUS being considered, the basis for the development of the Los Angeles connection concept was the STV design dated December 2009. As information is updated by the LA-Ana team on the development of LAUS approach options, it will be incorporated into the refinement of the LA-SD.
- Due to the importance of the Los Angeles connection, two sessions were held with the LA-Ana and LA-Palm sections to introduce the I-10 alignment (generally emulates the SCAG study alignment for high speed transport from heading east from Los Angeles to Ontario). A session was also conducted with PMT operations on the similar subject and to update on the timing of run time analysis for the section.
- The RM directed HNTB to initiate the development of the potential vertical alignments for the various alternatives (i.e. at grade, aerial, tunnel, etc.). This information, along with the horizontal conceptual design will be provided to PMT operations for run time analysis.
- The January 2010 meeting of the So Cal HST Inland Corridor Group included a summary of the scoping comments received to date, environmental update, preview of the in-progress alignment for the new Los Angeles and San Diego County alternatives, and a discussion on the AA work program.

Merced to Sacramento

- Completed Draft AA Report and loaded to PS2 for PMT review
- Agreed to complete the outreach plan as requested by C Bowen for the period up to the Draft EIR/EIS, coordinated with associated staff and Bryn Forhan on Friday 01/08/2010
- Agreed to complete the Draft Economic Analysis and Estimate update for A2, A3, A4 by 1/15/10 (prior to 01/19/10 Authority/FRA/AG call to review action proposed re A4 and whether it should be carried forward in the Draft AA report).

- Asked K. Sislak to look into reconciliation of Monthly Progress Report expenditure amounts with Monthly Invoices
- Reviewed Draft AA Report and sent comments to Aecom
- Sent email to C Bowen re proposed Madera By-pass alternatives with reasons for not considering them any further
- Sent additional Draft AA Report comments to Aecom by PMT (PV, B Porter and S Wolf). Better and more compelling summary of results is needed. Format changes are required to be consistent with AA Tech Memo
- Met with C Bowen and new Mayor of Madera, Gary Svanda and Madera Council Member, Steve Mindt to update on alignment alternatives. Good meeting, Gary appreciated information and said no alignment preference has been established yet by the City, need to receive input from broad range of citizens (not just farmers and developers) and better inform them and then make an evaluation. PV to forward copies of the proposed A2 alignment through Madera to the Mayor for his use/information.
- Met with C Bowen and Mayor of Chowchilla, Tom Kopshever, developer Kojima and Thomas Skinner, Valley Planning Consultants. Carrie had met with Kojima the day before and he wanted to present a new hybrid alignment idea to her and she wanted me to sit in. I gave my opinion that the proposed alignment was problematic because it added substantial miles to the system and said we would look at it with the RC. (Subsequently, Wai Siu calculated that it added approx. 15 miles to the alignment. PV advised C Bowen by email 01/15/10 and propose to do nothing more with it)
- Updated the outreach plan and submitted as requested by C Bowen for the period up to the Draft EIR/EIS, it is now much more comprehensive and is at last satisfactory to Carrie Bowen
- Asked if any high risk utilities (i.e. transmission towers) had been identified in the utility investigations to date, Ken Sislak responded not yet, because alignments are still being adjusted in the PE work
- Identified PE progress, technical report progress and availability of adequate resources as subjects to be addressed at the Monthly Progress meeting on Monday 01/18/10
- Reported that the archaeological field work is in progress and should be complete by 01/27/10, technical reports should start to be submitted early February
- Asked K Sislak to look into differences between Monthly Progress Report expenditure amounts and Monthly Invoices. There are always differences because the Monthly Report amounts are estimates prepared in advance of actual billings, but there needs to be a means of tying the 2 together. Wai Siu presented a comparison table which shows a significant discrepancy between Task 3 and Task 5 budgets and expenditures. This is due to CH2MHill performing some of Aecom's Task 3 work but it has all been invoiced as Task 5. K Sislak proposed he remedy this with the 2nd half FY budget. PV accepted this approach
- Submitted Draft Economic Analysis and Estimate update for A2, A3 and A4 for PMT review
- Forwarded PE sealing requirements to K Sislak for implementation
- Posted RFEI responses on PS2 by Kris, Aecom was notified for their information
- Attended URS PIM (Public Information Meeting) in Fresno to cover any interface issues at Clinton Ave
- Outlined the Outreach Calendar is now through the ROD/NOD.
- Noted that he had received Environmental & Engineering schedule updates from his Leads and schedule for submission of the Administrative Draft is the end of August 2010.
- Advised that 2nd half of FY 10 budget should be approved by beginning of February

- Set Scoping Meetings for 01/20/10 through 01/28/10, and advertisement approved for release
- Completed and approved all scoping materials by Authority and Working group
- Sent out Resource Agency letters (Dan's signature)
- Revised Agency Coordination Plan by Aecom to incorporate PMT (B Porter) comments. Entered on PS2
- Updated detailed Project Schedule with key milestone information provided by Aecom and passed to John Harrison.
- Sent out Tribal Agency letters

Altamont

- Initiated the NEPA/CEQA environmental process during October with the publication of the federal Notice of Intent and the state Notice of Preparation.
- Focused on the completion of draft documentation for the scoping meetings conducted in November
- Finalized the draft Opportunities and Constraints analysis
- Initiated 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.

ISSUES AND AREAS OF CONCERN

San Francisco to San Jose

While HNTB states in their monthly report that they are increasing their spend rate on a monthly basis, they are still falling behind their overall spend plan. In the January Progress report, HNTB is showing a re-forecast of their efforts through the remainder of the year. In a direct question regarding the performance in December and the corrective action that has been taken to improve performance Tim Cobb provided the following information (in blue):

“Looking at the project as a whole, since receiving the NTP for \$10.5M in August, the SF to SJ Corridor has been increasing hours devoted to the job at an average rate of 27.9% month over month. Increasing from 2,800 hours in August to 9,600 hours in January.

The HNTB has discussed forecast and more importantly deliverables with each subcontractor and continues to monitor progress via EVM and take corrective action as necessary.

With respect to prime contractor, HTNB has and continues to aggressively ramp up personnel and hours devoted to the project as quickly as qualified resources can be brought up to speed. HNTB has increased hours by an average of 7.9% per week (Excluding 3 holiday weeks, Thanksgiving, Christmas, and New Years) since the end of October through last week.

Monthly HNTB has increased hours 22.8% per month (excluding holidays) or 18.8% per month (Including holidays) since NTP was received.

Civil/Structural

HTNB continues to discuss weekly, strategies and personnel needed to meet deliverables for the project is make very good progress. We are now ready to add 3-4 FTE's in civil group to advance the 3D model (needed better definition of track configuration and vertical lts before proceeding with this), also adding more FTE's in the structural department for same reason. AECOM and Biggs Cardosa are also able to now ramp up their structural effort.

Environmental – PBS&J

They have brought on more staff from other offices to support data collection/research on cultural resources, visual, and land use.

They have spoken to potential subs that can advance the work on EMF/EMI. They have brought on GIS staff from other offices to support basic mapping and reporting. HNTB has engaged Patricia and Josh to QC the environmental documents.”

So in spite of these efforts by HNTB, they are still tracking behind plan in spending. That said, they are aggressively working on the design for the corridor and are beginning to get their environmental team on track.

At this time my biggest concern is the environmental side of the HNTB team. In a recent team meeting with the HNTB Team, it was made clear that many baseline reports for the environmental topics are falling behind schedule. Many were due in the December/January time frame and Rod Jeung stated that they were having issues with getting them done for a variety of reasons. One specific deliverable that was scheduled to be delivered was a draft Project Description, which is a key component of the environmental process. As Tim mentions above, he has Patricia Berryhill on-board to QA-QC the HNTB environmental work. Additionally I have asked Rob Malone to help with making sure that HNTB gets all that it needs from the PMT environmental team and to help develop “placeholder” solutions for environmental documents until either guidance from the PMT or HNTB's engineering team is made available. I believe that Rob and Patricia's involvement will help get the HNTB environmental team back on track.

Last month I reported that HNTB was going to start working on a risk management plan for the corridor. We received the risk register from Caltrain and HNTB will use that as a basis moving forward.

Upon review of the schedule dated 22 January, 2010 and posted on PS2 on February 5th, I have the following comments:

- Many of the engineering and environmental tasks show a slip in schedule from 2 weeks to 1 month, especially for tasks 3, 5 and 6. Task 4 also shows a slip of similar durations; however these only reflect the in-progress submittals. At this time I don't see this as a big concern, as many of the activities have not begun yet, and does not appear to impact the latter tasks such as the 15% & 30% design and draft/final EIR/EIS.
- The schedule is still holding at September 2011 for the NOD and ROD.
- February is a busy month with “pre-release” meetings with cities and agencies to get them primed for the release of the Alternatives Analysis.

We reviewed HNTB invoice#016-46037-PL-001 dated February 5th, 2010 and submitted on PS2 on February 12, 2010 and found that the charges seem reasonable for the work performed.

Last month I stated that this should be the last invoice under the previous authorization; however this invoice still reflects the previous amounts. Some of the sub-consultants on the outreach teams (APEX and D LaPointe) have exceeded their budgets but I assume that with the new authorization that their tasks will be increased to cover these overages. I have the following other observations:

PBS&J showing two rates for individuals. I am assuming that this invoice straddles the new year and their annual pay increase. This would explain this two rate scenario.

On the AECOM invoice there are ODC charges for Ann Jamison that are marked “various”, yet I don’t see any charges for her in the month of January. Are these charges from trips from months ago? What is the justification for these charges?

Other than the clarifications of the issues above, the charges look reasonable for the level of effort expended.

As mentioned that while HNTB is making progress in overall spending, they are still falling behind their plan. In their progress report they outline a revised spend plan for the remainder of the year. In addition they have included in the back an earned value analysis of their work. While this analysis is helpful and I encouraged HNTB to include this information in their progress report, they did not interpret the results of the analysis. In this analysis it looks like we are getting a good earned value on the deliverables, however, their own model is showing them having difficulty meeting their schedule. In future months I expect a detailed write up on how they interpret the results and what actions to recover the schedule.

This month’s report seem to have inconsistencies in the reporting, in that some tables are labeled December, when they should be January and some of the charts show data for January and some show December. This makes the data difficult to interpret. Overall their write-up on activities during this period is accurate.

Under the “Issues and Areas of Concern” Tim identifies several items that are currently out of scope work that will need to be addressed with possible modifications to the scope. At this time I do not know if they will require financial changes to the current HNTB annual work plan. Those items include:

1. Additional studies for Caltrain 4th and King Station
2. Additional SF terminal alignments under development
3. Additional payments to Caltrain for ROW access and other support.

San Jose to Merced

- Recovery plan proposed by Parsons regains lost schedule but already the team are behind new targets. Additional alternatives analysis for downtown San Jose needs to be added to schedule. RM has requested Parsons PM to identify the impacts, if any, of the additional work in preparing the BA2CV EIR Supplement and the need to evaluate a greater number of alternatives than anticipated when preparing the AWP FY09-10 scope of work.
- The Parsons PM has identified the additional work as issue in the January progress report. However, there is no indication of a separate tracking of these hours and so the overall impact is difficult to assess, especially for the supplemental work for the program-level document.
- RE to continue follow up with G. Allen on status of delinquent and/or imminent engineering deliverables. Parsons has proposed a separate spreadsheet on status of engineering deliverables.
- Parsons plan indicates a doubling of staff resources in January compared to December. PM will work with Parsons to have planned budget reflect work plan and also develop a staffing plan that will achieve the proposed schedule.
- Parsons still need to update schedule to show baseline environmental studies as interim deliverables and reflect the planned engineering deliverable submittals per TM guidance.

Merced to Fresno

- Following reports of property entry without permission, Aecom was notified to stop and remove field survey team from the site in accordance with Authority direction. Note - C Bowen received complaints from property owners about Aecom field staff entering their property without being given permission. Aecom instructed to stop field work. Field work was 95% complete, so do not expect any impact to the work program.

Fresno to Palmdale

- The RC Outreach Coordination efforts, previously reported as being a problem, have improved markedly. We now have a regular meeting and calendar review strictly devoted to advance planning for outreach meetings.
- The previously reported concern about needing direction and materials from the Authority on ROW acquisition has been resolved with the posting of the ROW brochure *Your Property, Your Project* (both English and Spanish) on the Authority's website.
- The RC continues to report that there may be insufficient budget authorized (and, potentially, time remaining) to complete all work on this section by the requested 2011 delivery dates. This issue was raised directly with the Program Director. A meeting is scheduled with the RC on this subject for February 16.
- The RC believes that the accelerated schedule will require that field surveying and mapping for 30% design will need to commence during early 2010 rather than late 2010. They previously provided a detailed memo on this topic. The issue was reviewed within the EMT and PMT Management in January. Resolution of the issue is expected in early February.
- The RC continues to report that the 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. This issue was raised directly with the Program Director. A meeting is scheduled with the RC on this subject for February 16.

- Based on the direction received during the Initial Alternatives Review meeting between RC and PMT/Authority/FRA on January 26, the RC reports that they cannot commit to an April 2010 Board Briefing and Draft AA Report. They may be able to do the April Board Briefing, but the Draft AA will not be ready until the end of April at the earliest.
- Engineering for Tehachapi section continues to drive the RC schedule. However, with the general guidance provided at the Initial Alternatives Review meeting, the RC is able to schedule some of the necessary biological studies and affect scheduled NOD/ROD.

Palmdale to Los Angeles

- Glendale Light Rail: MTA insistence that capacity is maintained inside the existing ROW to facilitate GLR installation in the future. Implications to enable this are extensive – additional land take, enhanced grade separated crossing requirements, relocation of adjacent streets, impacts to freeway over bridges, utilities, possibility of two tier track construction etc. Discussions with MTA to be arranged to present a comparison of implications of maintaining capacity for GLR, GLR as a street side system, or a DMU alternative to GLR, running on existing tracks. Metro position over sharing ROW needs to be fully understood, to allow confidence in alignment options and engineering to be taken through EIR/EIS procedure. Is there a possibility of a provisional agreement between CHSRA/MTA?
- Santa Susanna fault: Ability to find an alignment solution that crosses the active fault at-grade is essential to meet project criteria, and provide confidence in ability to recover system to full operational capacity in the event of a seismic event, and to understand the impacts and mitigations required for such an alignment. RC currently developing options for RM/EMT review. Inability to cross at-grade with current alignment will lead to an alternative alignment requiring to be studied, impacting the current AA schedule.
- Schedule slippage: Due to ongoing AA process, consequent lack of Project Definition, and difficulty in thereby focusing 15% preliminary engineering and environmental impact study resources. Agreement with Authority required as to which alignment options it is proposed as applicable to commence study on for EIR/EIS process, based on technical and environmental/transit agency and stakeholder comment to date, to mitigate delay.
- Grade Separations: Understanding of cost, funding source, and freight acceptability of elevating existing tracks adjacent to HST tracks, should elevated rail solution to grade separations be pursued. An elevated HST system, with existing tracks remaining at grade and not separated, would provide no environmental benefit to community or road / rail operations, with inevitable agency, city, and community concern. Comparison of all options to be discussed with Authority, to assist in defining studies for EIR/EIS process.
- Discussion with UPRR urgently required as to sharing existing ROW between Taylor Yard and Sylmar. UP position must be understood to confirm alignment options currently being studied through 15% PE

Los Angeles to Anaheim

- Deliver of the LAUS 15% design forecast to be 75 days late primarily due to design feasibility. RM will request a recovery schedule from the RC.
- City of LA and METRO not willing to select a Vignes St. option to be carried forward as stated in the City council motion. They want to introduce additional options. TWG meetings ongoing in an attempt to narrow options.
- UPRR concurrence needed for an at-grade alignment with diamonds in Anaheim, the Anaheim west layover facility with diamonds crossing leads and, DT Junction over crossing. RM to provide a write up with drawings showing positive impacts to the UPRR.
- HSR crossings of waterways will be required to go through the Army Corp of Engineers 408 permitting process. This may have schedule impacts to the ROD/NOD. STV has been tasked to prepare a schedule complete with milestones for the process to occur within the current environmental process. RM to review schedule with environmental team to clearly identify impacts.

Los Angeles to San Diego

- The verification of the LA-SD connection to Los Angeles is a priority issue for the section. As such, concepts have been developed for this connection and as noted in this report based on the STV December 2009 plans, however additional work effort and coordination with the two adjoining sections is required. Additionally, there are other station alternatives being considered and this iterative process adds to the complexity and challenge of a connection to Los Angeles. The work conducted in January needs further investigation as new information is learned of the special trackwork requirements for both sections and the necessary horizontal tangent necessary. The steps necessary for this verification include:
 - Identify LA-SD tangent (for LA-SD special trackwork) that will be added to Ana-LA tangent
 - Apply tangent in item No. 1 above to corresponding Ana-LA elevated plan and profile to check feasibility
 - Once the conceptual design is developed, apply tangent in item No. 1 above to Ana-LA “at-grade LAUS” station option plan and profile to check feasibility
 - Investigate a 4-track approach to LAUS
- The range of alternatives to be presented to the HSRA Board during the first week of February 2010 appears to adequately depict the alternatives to study in AA. However due the large amount of alternatives in each of the four counties and screening required to short list these alternatives during AA, it appears that a tiered or two step process is appropriate. A two step screening process may help in efficient use of resources on the alternatives that do not appear to be practical and feasible and focus on those that are most feasible. To this end, during the month of February, the HNTB team will provide the necessary alignment information and other data for all the alternatives (including the new Los Angeles and San Diego alternatives) for run time analysis, as some of these alignment alternatives may not meet the mandated travel time. Furthermore, the Proposition 1A language specifies that the run time between Los Angeles and San Diego not exceed one hour and 20 minutes. To achieve an initial travel time analysis, the section will be divided into three subsections (LA - Ontario, Ontario - Murrieta, and Murrieta - San Diego) to calculate run time ranges. The cumulative run time for the specific alternatives will be done during the second screening process, as this initial analysis will begin to identify areas of necessary focus.

- Due to the large number of alternatives and the unforeseen intensity of the resources that have been required to support the Southern California Inland Corridor Group (with associated structure of technical working groups, Caltrans PDTs, public relations and policy group, and the environmental resource group) and a two-step screening process to use the HNTB team resources efficiently, the AA will not be completed prior to the end of fiscal year 09/10. As corrective action, the HNTB will be submitting a revised FY09/10 work plan for review on February 19th that achieves a draft AA by the end of the current fiscal year and a final prior to the end of calendar year 2010.
- As the project has evolved into more detail analysis, the HNTB design lead for Los Angeles County does not appear to have sufficient experience in the design of complex rail projects. To this end, the HNTB team was requested to provide additional rail design resources to specifically address the connection of the LA – SD section to other sections in the City of Los Angeles. On a related note, the newly assigned Engineering Lead for HNTB has not completely engaged with the localized challenges presented by this section and it has been expressed to HNTB management that the team’s engineering lead needs to learn more about the “on the ground” challenges presented along this section. Lastly, it has been stressed to the HNTB team that there is urgency in resolving the Los Angeles connection and that there is of responsiveness from the engineering discipline. To address the need for the checking of feasibility of the various Los Angeles station location options and the associate connections to the LA – SD section, the PMT has taken the lead in checking the feasibility of this crucial location and connection of the LA – SD section to the rest of the statewide system.

Merced to Sacramento

- Notified AECOM to invite S Pourvahidi and J Harrison to future monthly progress meetings
- 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.

Altamont

- 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.

Task 6. Right of Way Acquisition and Assessment

Key developments and accomplishments

- No further work planned pending Authority review of strategy

Task 7. Rail Road Operations Planning and Ridership/Revenue ForecastingKey developments and accomplishments

- 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.
- 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.
- Actual and budgeted billings; progress vs. plan
- In the six week period from December 19 to January 29, an estimated 756 hours were incurred on this sub-task compared to an estimated monthly budget of 550 hours. Cumulatively through January, 2,306 hours have been incurred, with 4,318 hours remaining in the budget.
- Billing for this period includes PB's 126 hours, plus 647 hours from Cambridge Systematics' (CS') December invoice. CS has not yet billed for 48 hours of subcontractor work in December, nor for January's estimated 650 hours.
- The PB level of work in January was lower than planned due to staff having been diverted to Task 1 for unplanned work on the December progress report and State auditor's inquiries related to the Program Management task. However, Cambridge Systematics' work is greater than budgeted, due to their increased effort to catch up with the work plan.
- For the fiscal year to date, the progress on this sub-task is estimated to be 35%, with 38% of the budget spent (although the amounts billed are only 25% of the budget because of unrealized CS billings). The plan was to have accomplished 48% of the work for the year, but due to the late budget authorization, work started only in September 2009 and ramped up instead of being straight-line as the plan indicated.
- Work is roughly a month behind the plan, with the MTC model rework having taken more time than expected, and definition of a sixth scenario to test awaiting operations input to complete. The detailed scope for investment grade ridership & revenue forecasts (added to the work in November 2009) was delivered this month, although 3 weeks behind plan. Work is expected to continue at a higher than average pace to the end of the year, to allow the completion of the plan.
- CS' initial partial NTPs will be fully drawn down by the middle to end of February, and a second NTP in the amount of \$326,448 has been issued to continue their work through June.

Action items and planned work in next month (*length of time on list*)

- Continue coordination with Peninsula and LOSSAN entities.
- Review and finalize operating pattern for ridership forecast splitting service between Transbay and 4th & King, and other services to single SF station. (2nd month on list)
- Respond to questions arising from public on ridership forecasts and modeling.
- Deliver GIS and spreadsheet files for the Peninsula stations to show the distribution of trips from each station.
- Test scenarios of Peninsula service changes including new Caltrain service pattern, split of HST service.

- Begin revisions to conceptual operating pattern for LA-SD.
- Negotiate detailed scope of work for investment grade forecast with Authority.

Task 8. Construction and Procurement

Key developments and accomplishments

- 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

Work & Deliverables Description	Start Date	Original Plan Finish Date	Forecast Finish Date	Total Project Planned To-Date %	Total Project Actual To-Date %	FY Plan % To-Date	FY Actual % To-Date	Jan. '10 Planned FY %	Jan. '10 Actual FY %											
										FY07	FY08	FY09	FY10	FY11	FY12	FY13	FY14			
CA HSRA Program Management Team																				
Task 1 Project Management & Controls																				
1 - Program Management & Controls																				
+ 1.1 - Program Management																				
	16NOV06A	30JUN13	30JUN13	48	48	59	59	9	9											
+ 1.2 - Schedule & Document Controls																				
	16NOV06A	01JUL13	01JUL13	48	48	59	59	9	9											
+ 1.3 - Admin, Contracts, Special Projects																				
	16NOV06A	30JUN13	30JUN13	48	48	59	59	9	9											
+ 1.4 - Quality Assurance & Quality Control																				
	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											

Work & Deliverables Description	Start Date	Original Plan Finish Date	Forecast Finish Date	Total Project Planned To-Date %	Total Project Actual To-Date %	FY Plan % To-Date	FY Actual % To-Date	Jan. '10 Planned FY %	Jan. '10 Actual FY %	FY								
										FY07	FY08	FY09	FY10	FY11	FY12	FY13	FY14	
+ 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									
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									

Work & Deliverables Description	Start Date	Original Plan Finish Date	Forecast Finish Date	Total Project Planned To-Date %	Total Project Actual To-Date %	FY Plan % To-Date	FY Actual % To-Date	Jan. '10 Planned FY %	Jan. '10 Actual FY %	FY										
										FY07	FY08	FY09	FY10	FY11	FY12	FY13	FY14			
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											
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											

Work & Deliverables Description	Start Date	Original Plan Finish Date	Forecast Finish Date	Total Project Planned To-Date %	Total Project Actual To-Date %	FY Plan % To-Date	FY Actual % To-Date	Jan. '10 Planned FY %	Jan. '10 Actual FY %	Schedule								
										FY07	FY08	FY09	FY10	FY11	FY12	FY13	FY14	
+ 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									
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									

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										FY07	FY08	FY09	FY10	FY11	FY12	FY13	FY14	
+ 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									
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									

Start Date 27AUG07
 Data Date 31JAN10
 Run Date 01MAR10 12:59

January 2010
 Project Name: 10JA

California High-Speed Train Project
 Program Summary Schedule
 for
 PE & EIR/EIS

Work to Go
 Baseline
 Progress Bar

Program Management Team (PMT)			
Date	Revision	Checked	Approved
01MAR10	December 2009 Final Release 4	bh	RF/KH

Work & Deliverables Description	Start Date	Original Plan Finish Date	Forecast Finish Date	Total Project Planned To-Date %	Total Project Actual To-Date %	FY Plan % To-Date	FY Actual % To-Date	Jan. '10 Planned FY %	Jan. '10 Actual FY %	FY07								FY08								FY09								FY10								FY11								FY12								FY13								FY14							

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										FY07	FY08	FY09	FY10	FY11	FY12	FY13	FY14			
+ 6.9 - Manage Acquisition-Negotiation Contractors																				
	15JUL10	30JUN13	30JUN13	0	0	0	0	0	0											
+ 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											