



CAHSR Program Monthly Progress Report

October 2010

Program Management Team Progress Report

Highlights

PMT Financials

Cost Performance Report (PMT)

Earned Value Analysis

Progress and Accomplishments

Summary Schedule (PMT)

Introduction

This report for the Program Management Team (PMT) covers the period from October 1 through October 31, 2010. It is intended to provide a summary of the work accomplished this period and PMT status to date.

This report has been modified for October to include a discussion of the PMT deliverables status, as well as the status of Risk and Quality Management activities.

Highlights

Overview

- The PMT has completed 26% of its planned work for FY 10/11 as shown on the attached Summary Schedule, with 29% of the hours billed and 29% of the budget expended for the fiscal year.
- One (1) Technical Memorandum was released and two are in progress.
- Submitted comments on two (2) 15% Design submittal packages with an additional eight (8) under engineering review.
- The environmental deliverables and communications process is ensuring expeditious review of, and comments on, the submitted environmental documents.
- Earned Value Methodology is now being used by the PMT and six Regional Consultants teams to report progress.
- Probability-Impact matrices have been developed with six Regional Consultant teams and risks are being tracked and reported with them.

PMT Financials

Cost, Hours and Progress

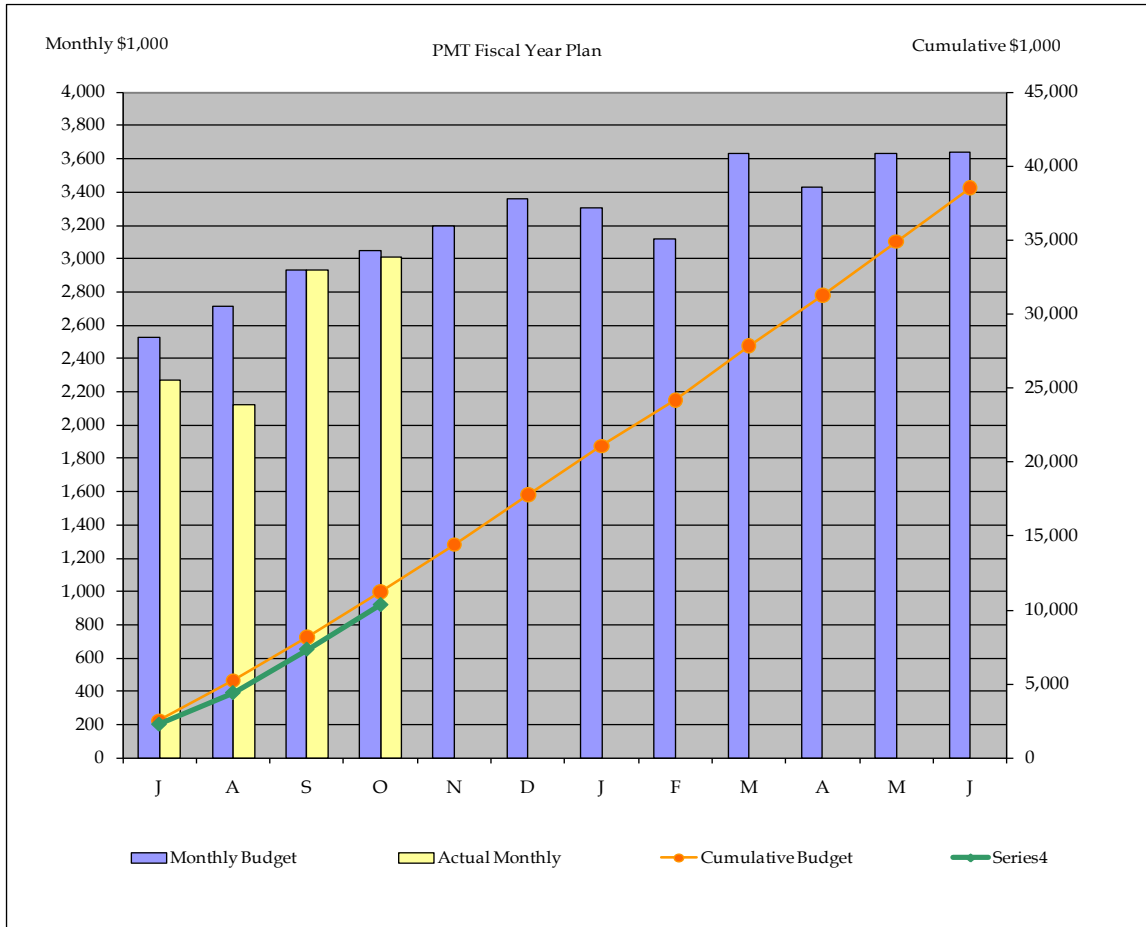
The October actual costs and hours for the PMT are for a four-week billing period from October 1, 2010 through October 31, 2010 with the cumulative costs and hours for the current fiscal year through October 31.

a. Dollars spent

In October, \$3.01 million was billed, 99% of the monthly plan. This level of spending is in alignment with the organizational chart included in the AWP. Cumulative spending for FY 10/11 through October is \$10.34 million, which is within budget guidelines and 8% below plan.

The PMT staffing increased again in October to provide the resources necessary to review the environmental information developed by the Regional Consultants and to work with the various agencies in their approval process and to prepare documentation for the first potential ARRA funded sections.

Figure 1: Billings Planned and Actual through October 2010



**CAHSR Program Management Team
Progress Report**

October 2010

Table 1 below shows the PMT budgeted (as extracted from the FY10/11 AWP) and actual billings by task.

Program Management Team							
FY 2010 / 2011 Dollars Spent	Month (\$1,000)		Cumulative (\$1,000)				Total FY Budget
Task	Planned	Actual	Planned	Actual	Variance	% Over / -Under	
Program Management	\$280.5	\$390.1	\$1,125.9	\$1,187.5	62	5	\$ 3,772.9
Public Outreach & Comm	\$9.7	\$0.0	\$40.0	\$20.0	-20	-50	\$ 120.0
Engineering & Design Mgmt	\$1,401.0	\$1,252.6	\$4,828.0	\$4,375.2	-453	-9	\$ 18,007.4
3.1 Team Management	\$76.0	\$88.1	\$314.9	\$316.0	1	0	\$ 944.7
3.2 Infrastructure	\$148.2	\$209.2	\$557.8	\$881.6	324	58	\$ 1,785.8
3.3 Systems	\$206.6	\$274.9	\$603.6	\$1,009.8	406	67	\$ 2,483.2
3.4 Operations	\$0.0	\$0.0	\$0.0	\$0.0	0	0	\$ -
3.5 Maintenance	\$70.4	\$84.0	\$161.0	\$194.2	33	21	\$ 744.0
3.6 Rolling Stock	\$92.6	\$92.0	\$383.7	\$433.9	50	13	\$ 1,151.1
3.7 Regulatory Approvals	\$57.8	\$38.7	\$239.3	\$241.9	3	1	\$ 718.0
3.8 Standard Drawings	\$79.5	\$102.1	\$472.4	\$335.1	-137	-29	\$ 2,000.6
3.9 Standard Specifications	\$125.5	\$54.5	\$370.4	\$115.7	-255	-69	\$ 1,433.8
3.10 Cost Estimating	\$28.7	\$46.6	\$58.7	\$109.5	51	87	\$ 833.4
3.11 Design Manual	\$183.8	\$79.7	\$617.0	\$110.9	-506	-82	\$ 1,685.8
3.12 Design Submittal Reviews	\$168.2	\$74.8	\$696.7	\$394.4	-302	-43	\$ 2,090.1
3.13 Risk Management	\$40.7	\$0.0	\$40.7	\$5.1	-36	-88	\$ 378.3
3.14 Staging and Procurement Support	\$14.2	\$0.0	\$58.9	\$0.0	-59	-100	\$ 176.7
3.15 Survey Control	\$94.6	\$94.6	\$193.6	\$134.6	-59	-30	\$ 1,300.0
3.16 System integration	\$14.3	\$13.4	\$59.1	\$92.5	33	57	\$ 281.9
Environmental	\$200.7	\$274.7	\$793.8	\$866.7	73	9	\$ 2,488.5
Regional Managers	\$677.8	\$722.6	\$2,808.0	\$2,710.5	-97	-3	\$ 8,423.9
5A Palmdale to Los Angeles	\$108.8	\$94.8	\$450.6	\$304.3	-146	-32	\$ 1,351.8
5B Los Angeles to Anaheim	\$99.9	\$161.8	\$413.8	\$597.5	184	44	\$ 1,241.3
5C Los Angeles to San Diego	\$85.7	\$129.4	\$355.2	\$557.7	202	57	\$ 1,065.6
5D Fresno to Palmdale	\$78.0	\$78.0	\$323.3	\$314.9	-8	-3	\$ 970.0
5E Sacramento to Fresno	\$74.5	\$83.3	\$308.7	\$271.9	-37	-12	\$ 926.1
5F Altamont Pass	\$52.2	\$19.2	\$216.4	\$91.8	-125	-58	\$ 649.2
5G San Jose to Central Valley Wye	\$88.0	\$76.0	\$364.6	\$283.7	-81	-22	\$ 1,093.8
5H San Francisco to San Jose	\$90.6	\$80.0	\$375.3	\$288.6	-87	-23	\$ 1,126.0
Right of Way Acquisition	\$0.0	\$0.0	\$0.0	\$0.0	0	0	\$ 491.7
RR Operations & Ridership	\$334.9	\$229.3	\$1,085.9	\$769.7	-316	-29	\$ 3,522.6
Construction & Procurement	\$69.8	\$72.5	\$271.9	\$287.2	15	6	\$ 789.7
ODCs	\$72.0	\$68.6	\$263.7	\$124.6	-139	-53	\$ 920.8
TOTAL	\$3,046	\$3,010.5	\$11,217	\$10,341.5	-876	-8	\$ 38,537.5

**Review of significant departures from planned task spending as extracted from the AWP
(In addition to the reasons listed above)**

Task 1, Program Management indicates that it is 5% (\$62 thousand) above the cost budget to date. Primarily due to additional hours and costs related to the PMT organizational change and Authority requested special projects.

Task 2, Public Outreach and Communications has been removed from the PMT scope, and billings will be adjusted accordingly.

Task 3, Engineering and Design Management shows 9% (\$453 thousand) under spending which is reflective of a reduced spending as compared to plan due to the delay in approval of the State Budget.

The following variances should be noted:

Team Management – (Task 3.1) is (\$1 thousand) over its allocated dollars

Infrastructure – (Task 3.2) is 58% (\$324 thousand) over its allocated dollars. There is some mischarging that should be billed against submittal reviews, design manual and standard drawings. Transfers will be made to correct this mischarging.

Systems – (Task 3.3) is 67% (\$406 thousand) over its allocated dollars. There is some mischarging that should be billed against submittal reviews, and design manual. However, actual progress is also well ahead of plan and accounts for a substantial part of the overspending. Transfers will be made to correct this mischarging.

Maintenance – (Task 3.5) is 21% (\$33 thousand) over spending. There is some mischarging that should be billed against submittal reviews

Rolling Stock – (Task 3.6) is 13% (\$50 thousand) over its allocated dollars.

Regulatory Approvals (Task 3.7) is 1% (\$3 thousand) over its allocated dollars.

Standard Drawings (Task 3.8) is 29% (\$137 thousand) under spending.

Standard Specifications (Task 3.9) initiated its work in August and is 69% (\$255 thousand) under spending. This work effort was deferred to focus effort on design submittal reviews for Merced-Fresno, and Fresno-Bakersfield sections. The Lead Specification writer was also used to assist on final processing of Technical Memoranda for Infrastructure and Systems. Effort is expected to increase in the coming months.

Cost Estimating (Task 3.10) is 51% (\$87 thousand over its allocated dollars) as a result of ARRA packaging submittal needs.

Design Manual (Task 3.11) is 82% (\$506 thousand) under its budget as a result of some mischarging to other tasks, primarily Infrastructure and Systems, as discussed above.

Design Submittal Reviews (Task 3.12) is under budget by 43% (\$302 thousand) principally due to mischarging by the team. This has been reviewed with the team and transfers will be made to correct this.

Risk Management (Task 3.13) – is shown as being 88% (\$36 thousand) under its allocated spending with the work having been transferred to task 1, Program Management. This work effort has started slowly but is expected to pick up before the end of the year. An Engineering Team Risk Management meeting is scheduled for December

Staging and Procurement Support (Task 3.14) – is 100% (\$59 thousand) under its allocated dollars. The majority of the work in this area is being performed under Task 8, Construction and Procurement. The

work effort to date has been mischarged to tasks 3.2 and 3.3. The team has been alerted to the appropriate charge numbers for this activity and directed to charge accordingly.

Survey Control (Task 3.15) – is shown as 30% (\$59 thousand) under its allocated dollars.

System Integration (Task 3.16) – is 57% (\$33 thousand) over its allocated spending due to increased effort for review of the System Requirements following FRA reviews. There is a push to resolve the already identified system integration comments across the System Requirement to prepare them for use in the Petition for Rule of Particular Applicability.

Task 4, Environmental Management is over budget by 9% (\$73 thousand) reflecting the additional staff to review the RC submittals now arriving.

Task 5, Regional Team Management is 3% (\$97 thousand) under budget to date.

Task 6, Right of Way Acquisition completed its initial task in November 2009. The remainder of the planned work is on hold pending the Authority's decision on the approach to be taken, and no spending has occurred. A budget placeholder is in place anticipating a policy decision to be forthcoming.

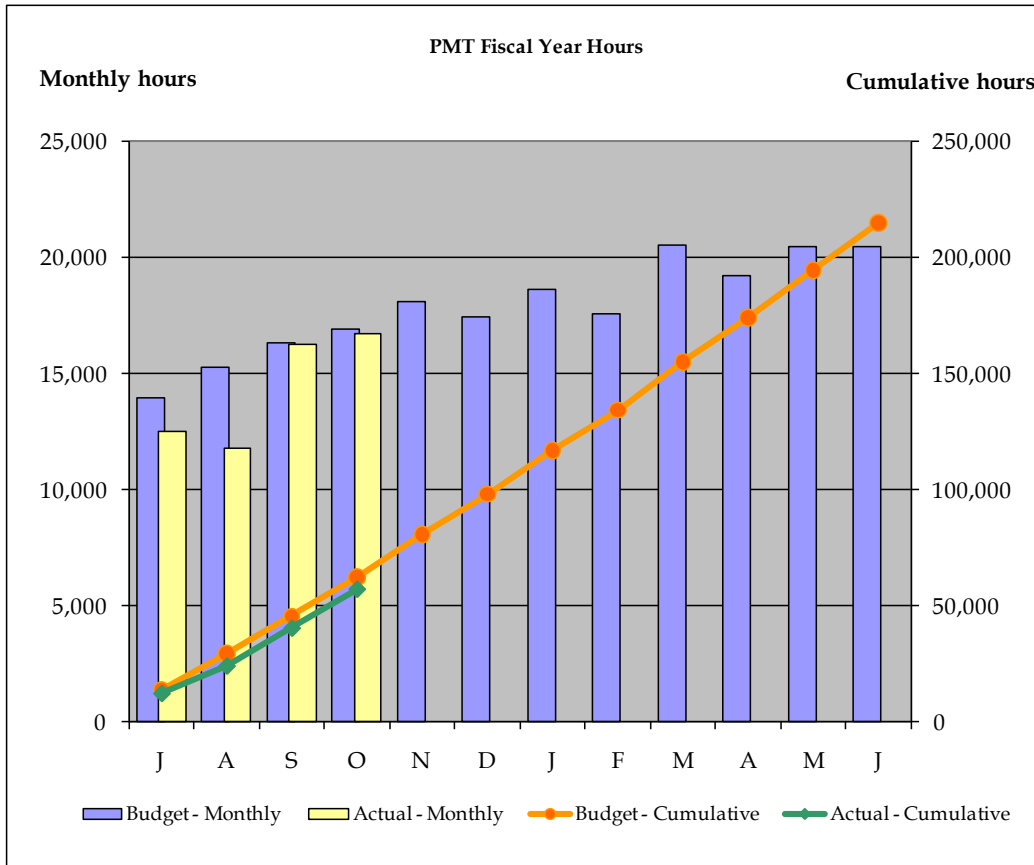
Task 7, Railroad Operations and Ridership is 29% (\$316 thousand) under its planned spending.

Task 8, Construction and Procurement is 6% (\$15 thousand) over budget. Work was accelerated during October on procurement and construction planning and staging for the two potential ARRA funded sections.

b. Hours Worked

In October, 16,740 hours were billed, compared to the 16,952 hours planned, while the cumulative under-spend for FY10/11 is 8%. Figure 2 shows the hours planned and billed by month.

Figure 2: Hours planned and actual - October 2010



**CAHSR Program Management Team
Progress Report**

October 2010

Table 1: Hours by Task - October 2010

Program Management Team								
FY 2010 / 2011 Hours		October		Cumulative				Total FY Hours
Task		Planned	Actual	Planned	Actual	Variance	% Over/ -Under	
1	Program Management	2,092	2,568	8,331	7,760	-571	-7%	27,171
2	Public Outreach & Communications	45	0	186	88	-98	-53%	557
3	Engineering & Design Management	7,708	8,987	26,513	31,116	4,602	17%	98,287
	<i>3.1 Team Management</i>	<i>436</i>	<i>538</i>	<i>1,807</i>	<i>1,964</i>	<i>157</i>	<i>9%</i>	<i>5,260</i>
	<i>3.2 Infrastructure</i>	<i>805</i>	<i>1,315</i>	<i>2,993</i>	<i>6,126</i>	<i>3,133</i>	<i>105%</i>	<i>9,525</i>
	<i>3.3 Systems</i>	<i>1,076</i>	<i>1,374</i>	<i>3,072</i>	<i>5,325</i>	<i>2,253</i>	<i>73%</i>	<i>12,890</i>
	<i>3.4 Operations</i>	<i>0</i>	<i>0</i>	<i>0</i>	<i>0</i>	<i>0</i>	<i>0%</i>	<i>0</i>
	<i>3.5 Maintenance</i>	<i>363</i>	<i>383</i>	<i>834</i>	<i>901</i>	<i>67</i>	<i>8%</i>	<i>3,840</i>
	<i>3.6 Rolling Stock</i>	<i>489</i>	<i>483</i>	<i>2,027</i>	<i>2,252</i>	<i>225</i>	<i>11%</i>	<i>6,080</i>
	<i>3.7 Regulatory Approvals</i>	<i>354</i>	<i>258</i>	<i>1,467</i>	<i>1,576</i>	<i>109</i>	<i>7%</i>	<i>4,400</i>
	<i>3.8 Standard Drawings</i>	<i>453</i>	<i>874</i>	<i>2,695</i>	<i>2,737</i>	<i>42</i>	<i>2%</i>	<i>11,184</i>
	<i>3.9 Standard Specifications</i>	<i>635</i>	<i>263</i>	<i>1,844</i>	<i>556</i>	<i>-1,288</i>	<i>-70%</i>	<i>7,225</i>
	<i>3.10 Cost Estimating</i>	<i>165</i>	<i>285</i>	<i>337</i>	<i>650</i>	<i>313</i>	<i>93%</i>	<i>4,735</i>
	<i>3.11 Design Manual</i>	<i>1,049</i>	<i>513</i>	<i>3,601</i>	<i>691</i>	<i>-2,910</i>	<i>-81%</i>	<i>9,185</i>
	<i>3.12 Design Submittal Reviews</i>	<i>909</i>	<i>351</i>	<i>3,767</i>	<i>1,892</i>	<i>-1,874</i>	<i>-50%</i>	<i>11,230</i>
	<i>3.13 Risk Management</i>	<i>233</i>	<i>0</i>	<i>233</i>	<i>46</i>	<i>-187</i>	<i>-80%</i>	<i>2,164</i>
	<i>3.14 Staging and Procurement Support</i>	<i>74</i>	<i>0</i>	<i>307</i>	<i>0</i>	<i>-307</i>	<i>-100%</i>	<i>920</i>
	<i>3.15 Survey Control</i>	<i>586</i>	<i>694</i>	<i>1,199</i>	<i>941</i>	<i>-258</i>	<i>-22%</i>	<i>8,051</i>
	<i>3.16 System integration</i>	<i>80</i>	<i>67</i>	<i>333</i>	<i>464</i>	<i>131</i>	<i>39%</i>	<i>1,600</i>
4	Environmental	1,100	1,590	4,364	4,996	632	14%	13,916
5	Regional Managers	3,741	3,671	15,500	13,291	-2,209	-14%	46,078
	<i>5A Palmdale to Los Angeles</i>	<i>586</i>	<i>479</i>	<i>2,429</i>	<i>1,454</i>	<i>-975</i>	<i>-40%</i>	<i>7,288</i>
	<i>5B Los Angeles to Anaheim</i>	<i>458</i>	<i>793</i>	<i>1,896</i>	<i>2,741</i>	<i>845</i>	<i>45%</i>	<i>5,688</i>
	<i>5C Los Angeles to San Diego</i>	<i>400</i>	<i>502</i>	<i>1,657</i>	<i>2,067</i>	<i>410</i>	<i>25%</i>	<i>4,550</i>
	<i>5D Fresno to Palmdale</i>	<i>451</i>	<i>471</i>	<i>1,867</i>	<i>2,001</i>	<i>134</i>	<i>7%</i>	<i>5,600</i>
	<i>5E Sacramento to Fresno</i>	<i>454</i>	<i>512</i>	<i>1,880</i>	<i>1,626</i>	<i>-254</i>	<i>-14%</i>	<i>5,640</i>
	<i>5F Altamont Pass</i>	<i>335</i>	<i>100</i>	<i>1,388</i>	<i>467</i>	<i>-921</i>	<i>-66%</i>	<i>4,164</i>
	<i>5G San Jose to Central Valley Wye</i>	<i>531</i>	<i>399</i>	<i>2,199</i>	<i>1,442</i>	<i>-757</i>	<i>-34%</i>	<i>6,598</i>
	<i>5H San Francisco to San Jose</i>	<i>527</i>	<i>415</i>	<i>2,183</i>	<i>1,493</i>	<i>-690</i>	<i>-32%</i>	<i>6,550</i>
6	Right of Way Acquisition	0	0	0	0	0	0%	5,226
7	RR Operations & Ridership	1,806	1,263	5,845	4,103	-1,742	-30%	18,921
8	Construction & Procurement	461	253	1,820	999	-821	-45%	5,005
	TOTAL	16,952	16,740	62,558	57,355	-5,203	-8%	215,161

Cost Performance Report

The S-curves present the planned, actual and earned value progress for the identified work through the NOD/ROD and completion of the 30% Design packages for bidding. However, there are other elements to be considered as the program prepares for staging, procurement, ROW, permitting and eventual construction, and these will be incorporated later. This issue of the Cost Performance Report includes a more detailed view of the S-curve to provide better visibility of the current Fiscal Year data (showing nine months of history and three months of planned and forecast progress).

During the month of October, the PMT continued to refine the methods used to measure physical progress and better capture changes in scope. The PMT uses a deliverables-based approach to measuring the earned value of its work. Task Managers provided status on each deliverable regarding percent complete and expected completion dates. This information is available in the PMT Deliverables Status Report. The deliverables were weighted using their budgeted value as provided in the Annual Work Program FY 10/11. Further refinement will continue as specific measurement techniques are developed for each deliverable to objectively measure its progress. This method of deliverable based measurement and weighting will be applied to the Regional Consultants over the next few months and will become the basis for measurement of all future work.

For the PMT, the Total Labor Budget remains unchanged at \$184,510,231. Through October, the PMT has a Planned Value of \$59,406,935, which represents 32.2% of the total budget. The PMT has earned \$58,195,645 of that budget, which is 31.5% complete. The PMT has spent \$56,122,386 to accomplish that work. These numbers result in a Cost Performance Index (CPI) of 1.04, and a Schedule Performance Index (SPI) of 0.98, both of which are slight improvement from last month. The trend lines over the past 12 months indicate a slight reduction in CPI, resulting primarily from adjustments to the percentage completes. The trend lines for the SPI is slightly upward, but below 0, indicating that the PMT is progressing slightly slower than expected. According to the data, the PMT is on budget and minimally behind schedule.

Areas of concern as identified by the CPI and SPI performance factor include Task 3 – Engineering. The deliverable based measurement of progress indicates a CPI of 1.03 and an SPI of 1.02. These are significant increases from last month, using a basic percent complete by subtask approach. Detailed earning rules will be implemented for each deliverable to improve the accuracy of the data. The primary issue in the measurement of percent complete is that the underlying assumptions used in the development of the deliverable costs are not thoroughly documented. Therefore, the scope is difficult to measure accurately.

Task 4 – Environmental indicates a decrease in the CPI from 1.10 to 0.99 this month. This CPI decrease results from the addition of 17 FTEs to handle additional review requirements, beyond that originally anticipated.

Task 6 – Right-of-Way Acquisitions is still on hold, awaiting direction from the Authority. The task is significantly behind schedule and will likely impact overall completion of the Program as indicated on the ARRA section master schedule.

Task 8 – Construction and Procurement has an SPI of 0.75, which is an improvement from last month's SPI of 0.64. This task started late and is improving as expected. It is not currently on the critical path. The staging and procurement planning can be expedited so that the schedule will be recovered prior to any potential impacts.

CAHSR Program Management Team Progress Report

October 2010



California High Speed Rail Authority

Cost Performance Report
October 2010



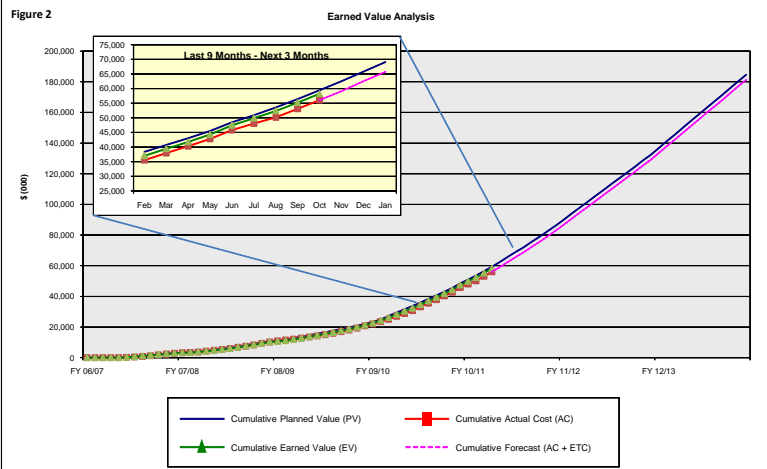
Planned Progress: **32.2%**

Actual Progress: **31.5%**

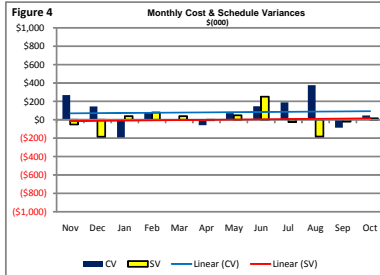
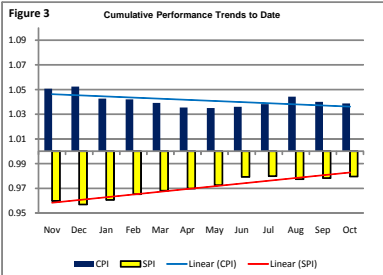
Figure 1 Program Management Team

Dollar amounts in thousands

WBS Task	Total Labor Budget* (BAC)	Planned (PV)	Actual Cost (AC)	Earned (EV)	Forecast (ETC)	Total Cost (EAC)	CPI	SPI
1 Program Management	\$23,328	\$7,281	\$7,076	\$7,170	\$16,328	\$23,404	1.01	0.98
2 Public Outreach & Comm	\$3,393	\$3,073	\$2,816	\$3,042	\$330	\$3,146	1.08	0.99
3 Engineering & Design Mgmt	\$72,950	\$27,771	\$27,352	\$28,269	\$46,665	\$74,017	1.03	1.02
4 Environmental	\$10,749	\$3,255	\$3,015	\$2,988	\$7,695	\$10,711	0.99	0.92
5 Regional Managers	\$45,673	\$12,058	\$11,582	\$11,759	\$34,294	\$45,875	1.02	0.98
6 Right of Way Acquisition	\$5,198	\$506	\$93	\$194	\$4,692	\$4,784	2.09	0.38
					\$9,372	\$12,950	1.17	0.89
					\$8,796	\$0	1.14	0.75
					\$128,171	\$174,888	1.04	0.98



3.9% Percent under (+) or over (-) budget
-2.0% Percent ahead (+) or behind (-) schedule



Progress and Accomplishments by Task

Task 1. Program Management and Controls

- Prepared time-chainage diagrams and schedules to support the analysis and presentations being carried out for the first ARRA Section.
- Held weekly Teleconference status calls with key Authority and PMT staff
- Continued Risk Register review meetings with Regional Consultants.
- Continued direct contact with the Regional Managers and Consultants staff to implement Earned Value Methodology concepts for progress reporting with seven Cost Performance Reports now available (PMT and six RCs). Work also continues to refine the data and analyze results.
- Continued to implement Risk Management and Quality Management as discussed below:

Task 1.4 Quality Management

Since the beginning of November, the PMT has renewed its focus on Quality Assurance by conducting a series of audits on the Regional Consultants. This is a continuous work stream and entails evaluating the RCs quality plan to ensure that it is complying with the plan and recommend Quality Control measures were appropriate. The outputs will be documented in a series of project binders.

Initially significant effort has been made co-coordinating with the Regional Consultants to plan different audits. Quality Surveillance audits have been initiated for the San Francisco – San Jose, Fresno-Bakersfield and Merced to Fresno sections. The PMT team has also been carrying out preparatory work for the remaining sections, through review of QA/QC Plans and progress reports.

Task 1.5 Risk Management

The PMT has been working with the Regional Consultants to facilitate and develop the risk management capability across the Program. This is an evolving process that will be further refined and developed, with the output recorded within the programs Risk Register document, (as referenced TM 0.6 Risk Register and Development Protocol). A summary of the progress and output will also be included in the Monthly Progress Reports.

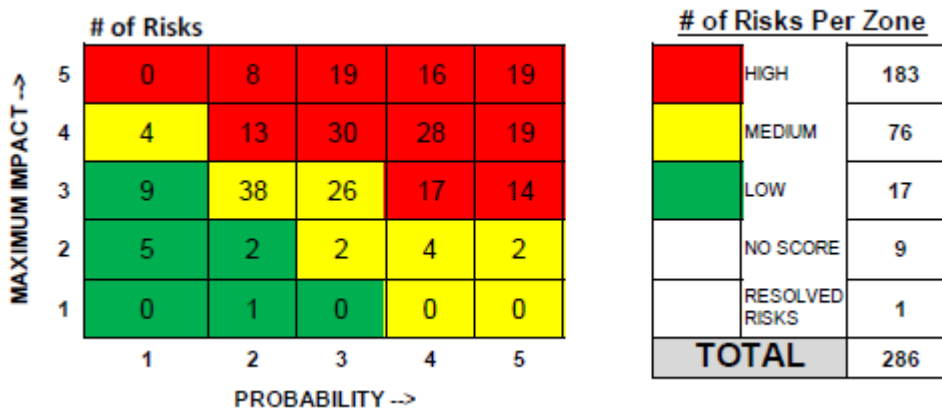
Since September, risk management workshops have been carried out with six of the ten Regional Consultants, including all four ARRA sections. This is a continuous process that has been designed to align with the key project milestones. To that extent, initial workshops are planned to take place up to three months prior to the 15% Design submittal, where there is an appropriate level of project information to maximize the output.

In addition, the PMT has carried out a separate “top down” identification of the program-wide (“Programmatic”) risks.

A standard Risk Identification and Qualification approach has been adopted to ensure consistency, while allowing analysis at a program-wide level. The technique is an industry standard, endorsed by the Project Management Institute (PMI) and the American Association of Cost Engineering International (AACEI).

The PMTs current assessment of the work carried out with the Regional Consultants so far is as follows:

- Level of engagement from each Regional Consultant has been varied. For instance;
 - While some Regional Consultants facilitated formal 1-day workshops, others either did not or only took 2 to 3hrs to review their efforts with the PMT Risk Manager.
 - Some RCs identified in excess of 20 risks per their section while others identified as few as 8
 - Although some sections raised multiple risks, on review it was seen that they were in some cases duplicates or risks that did not necessarily pertain to that section.
- The PMT’s general area of concern in the Risk Register development was the level of effort that each Region took in developing their Risk Registers, which is evident in the quality of the document.
- In some Sections the appointment of a dedicated Risk Manager is still in flux with some Regional Consultants using a Risk Manager who is geographically distant from the project, and has limited knowledge on the Sections daily developments, thus leading to missed identification and classification of risks.
- Within some Sections it is the contention of the Regional Consultant that the current requirement for Risk Management is not within their current scope and budgets and due to this there has been some reluctance to comply with the PMT’s request for the implementation of the Risk Management Procedures.
- Following submission of the Regional Consultant’s initial Risk Registers in September 2010, the PMT Risk Management Team has developed an Access database to capture all Regional Risk Registers. Subsequently, in October 2010, the PMT provided the Regional Consultants with specific guidelines and further development of their Risk Registers. The Regional Consultants have been tasked to incorporate these comments and issue an updated Risk Register for the November reporting cycle. The PMT plans to baseline the Regional Consultants’ Risk Registers and move from a development phase to a Risk Management Phase.
- **Summary Probability-Impact Matrix for six sections submitting risk registers in September 2010**





As expected at the current phase of the program, there is a predominance of medium and high level risks. Each individual risk is recorded in greater detail within the Risk Register (TM 0.6), by section. The PMT objective is to ensure that the process is applied continuously and consistently, while highlighting major risks to the Authority, as appropriate throughout the program. To that extent, this section of the Monthly Progress Report will evolve to reflect these requirements.

An area that has receiving specific attention is the RCs compliance with the Programs' Earned Value procedure. This procedure was implemented in August 2010 and has been adopted by the Regional Consultants. It is important to ensure that the methodology is being applied consistently by each of the Regional Consultants.

CAHSR Program Management Team Progress Report

October 2010

Deliverables

 California High Speed Rail Authority 		PMT AWP Deliverables Summary Report October-2010						
WBS	Task	FY Plan	Total (ytd)		Set Date Deliverables		Periodic Deliverables	
		10/11	Plan	Actual	Plan	Actual	Plan	Actual
1	Program Management	23	0	0	0	0	0	0
2	Public Outreach and Communications	2	0	0	0	0	0	0
3	Engineering and Design Management	54	9	0	9	0	0	0
4	Environment	66	13	2	13	2	0	0
5	Regional Management	200	4	26	4	26	0	0
6	Right of Way Acquisition	13	3	0	3	0	0	0
7	RR Operations and Ridership	31	2	0	2	0	0	0
8	Construction and Procurement	15	2	0	2	0	0	0
Total		404	33	28	33	28	0	0

The above table is a summary of the number of PMT FY10/11 AWP Deliverables. The FY Plan includes deliverables categorized as 'set date' or 'periodic'. 'Periodic' deliverables can only be complete at the end of the Fiscal Year and therefore will only be due for completion in June 2011. Set date deliverables are due throughout the fiscal year. The table below lists the planned 'set date' deliverables which are overdue, an estimate of percentage completion and forecast completion date.

Status of outstanding 'set date' Deliverables						
Task	Sub Task	Del. ID	Deliverable Description	AWP Plan	% Complete	Revised Forecast
3	3.2	3.2.3	Arch & Aesthetic Des Guide	10/31/2010	30%	3/31/2011
3	3.8	3.8.1	List of Standard Plans	9/30/2010	0%	6/30/2011
3	3.8	3.8.2a	Infrastructure Dwg's - Set 1	9/30/2010	87%	11/1/2010
3	3.8	3.8.3a	Overhead Contact System Dwg's Set 1	9/30/2010	44%	11/1/2010
3	3.8	3.8.3b	Overhead Contact System Dwg's Set 2	9/30/2010	0%	12/31/2010
3	3.8	3.8.4a	Traction Power System Dwg's - Set 1	9/30/2010	39%	11/1/2010
3	3.8	3.8.6a	Train Controls Dwg's - Set 1	9/30/2010	15%	11/1/2010
3	3.9	3.9.2a	Standard Specifications - Set 1	9/30/2010	35%	11/1/2010
3	3.11	3.11.1	Design Manual - Set 1	9/30/2010	25%	12/31/2010
4	4.2	4.2.1	Traffic Impact Criteria Memo	7/31/2010	90%	11/1/2010
4	4.2	4.2.2	Final Noise & Vibration Policy	8/30/2010	40%	11/1/2010
4	4.2	4.2.4	Draft Station Oriented Dev MOU	10/31/2010	0%	12/31/2010
4	4.2	4.2.5	Context Sens Sol for Auth Website	9/30/2010	0%	12/31/2010
4	4.2	4.2.6	Guide on Implmt Renew Enrg Policy	10/31/2010	75%	11/1/2010
4	4.2	4.2.7	Guide on Implmt Sustainability CAHSTP	10/31/2010	0%	11/1/2010
4	4.2	4.2.8	Rev Alt Anls meths - Proj Level EIR/ERS	7/31/2010	10%	11/1/2010
4	4.9	4.9.1	Identify State & Fed permits/approvals	8/30/2010	50%	11/1/2010
4	4.9	4.9.2	Coord & Sched of Permits/Prv-ARRA	10/31/2010	25%	11/1/2010
4	4.12	4.12.1	Comp. NEPA/Sec404 Integration MOU	7/31/2010	75%	6/30/2011
4	4.12	4.12.2	Comp. Sec106 Programmatic Agreement	7/31/2010	75%	6/30/2011
6	6.1	6.1.1	Right of Way Guidelines Manual, Final for PD release	8/30/2010	0%	6/30/2011
6	6.2	6.2.1	Standard Forms & Documents, Draft	9/30/2010	0%	6/30/2011
6	6.3	6.3.1	Memo on Strategy for Proactive Acquisition	8/31/2010	0%	6/30/2011
7	7.2	7.2.10a	General Sys Safety Req'm'ts Report	10/31/2010	8%	5/31/2011
7	7.2	7.2.10b	Fire, Life, Safety Criteria & Parameters	10/31/2010	0%	6/30/2011
8	8.1	8.1.3	Request for Qualification development (RFQ)	10/31/2010	37%	12/31/2010
8	8.4	8.4.1	Staffing plan and schedule of anticipated inspection support	9/30/2011	0%	9/30/2011

The complete list of PMT FY10/11 AWP Deliverables can be accessed via the link below. Additionally, the status of each deliverable is updated monthly (including the percentage completion), which is used as input to the PMT Earned Value Report.

[My ProjectSolve > CAHSR - Program Mgmt \(13259\) > 01. Program Management & Admin > 25. Contract Administration > 25. Program Management](#)

Task 2. Public Education and Outreach

The Authority now manages a separate contract for these functions.

Task 3. Engineering and Design Management

Key developments and accomplishments

- Task 3.2 - Technical Memorandum released this period
 - TM 2.8.2 Control of Access and Intrusion Protection for HSR ROW and Facilities
- Task 3.2 - Technical Memoranda In progress
 - TM 2.4.2 R1 Basic Tunnel Configuration
 - TM 2.2.2 R1 Station Program Design Guidelines (submitted to Authority for review)

These TMs are not critical and are targeted for completion by the end of the calendar year. The delay in completion does not have any effect on the 15% Design Submittals currently in development by the Regional Consultants since these TMs are developed to support 30% or further development of the Systems Procurement Specifications.
- Tasks 3.3 / 3.6 - Performance Specifications – Generally, effort for the performance specifications are planned to begin in the second half of the FY, except as noted below.
 - Traction Power Supply – Draft of performance specification development has begun.
 - Overhead Contact System – Draft of performance specification development has begun.
 - Train Control System –Development of performance specification commenced.
 - Communications –Three vendor conferences were held to discuss communication technology and frequency issues to help guide specification development.
 - Rolling Stock – The Draft RS Performance Specification is being prepared for internal review.
- Task 3.7 - FRA Petition for Rule of Particular Applicability
 - Introduction and Objectives – Completed internal review and preparing to submit as a working draft for FRA review and discussion
 - System Description – Completed internal review and preparing to submit as a working draft for FRA review and discussion
 - Substance of the Rule – Completed internal review and preparing to submit as a working draft for FRA review and discussion,
 - Information to Support Requested Action – Completed internal review and preparing to submit as a working draft for FRA review and discussion
 - Appendices – Began compilation of appendices
- Task 3.7 - CPUC Petition for Order Instituting Rulemaking (OIR)
 - Incorporated Authority comments on OIR petition and proposed general order and preparing to submit to FRA as information.
 - Developing outreach strategy for Utility Companies and RR Operators.
- Task 3.8 - Standard Drawings
 - Infrastructure
 - Set 3 – Progress on Track
 - Set 4 – Progress on Station and Facilities
 - Overhead Contact System – Progress on Set 1
 - Traction Power Supply – Progress on Sets 1-4
 - Communications – Progress on Sets 1 and 2
 - Train Control System – Progress on Sets 1-4

- Maintenance – No progress to report this period
- Task 3.0 - Standard Specifications
 - Continued development of Set 1 Division 01 General Requirements
 - Began Set 2 Division 26 Electrical
 - Continued development of Set 3 Specifications for Concrete
 - Issued memo instructing originators of Standard Specifications sections
- Task 3.10 - Cost Estimating
 - 15% Design Capital Cost Estimates – No progress to report this period
 - Support for ARRA sections provided to support the ARRA Section selection process
- Task 3.11 - Design Manual
 - Developed exhibits and Power Point Presentations to guide discussions on chapter development process
 - Assigned authors and checkers by Design Manual Chapter
 - Continued initial review sessions and development meetings to track and manage progress
 - Set 1 – General, Climatic Conditions, Design Survey and Mapping
 - Set 2 – Track Geometry, Trackwork Clearances, Utilities
 - Set 3 – Station Design
 - Set 4 – Trackwork, Tunnel Design
- Task 3.12 - Design Submittal Reviews. The following packages are in progress:
 - F-B – 15% IP Geotechnical Investigation Work Plan for 30% Engineering
 - M-F – 15% IP Track Alignment, Plan and Profile, Typical Sections
 - M-F – 15% IP Structure, Elevated Sections, Viaducts and Stream Crossings Plans, Vol 1 and 2, A1 and A2.
 - M-F – 15% IP Roadway Plans, Vol 1A and 1B Local Road Relocations
 - M-F – 15% IP Roadway Plans, Vol 2A and 2B, Grade Separations
 - M-F – 15% IP Roadway Plans, Vol 3A and 3B, Caltrans Facility Modification, Merced and Madera Counties
 - M-F – 15% IP Roadway Plans, Vol 4, Caltrans Facility Modification, Merced and Madera Counties
 - M-F – 15% IP Merced Station Plans
 - M-F – 15% IP Traction Power Facilities Plan
 - Separations

Comments have been submitted on the following Design Submittal Packages:

 - LA-Ana –15% In-Progress Vol5 Addenda w/Dedicated Track Alignment Errata, Consolidated Track Alternative
 - F-B – 15% IP Geotechnical Investigation Work Plan
- Task 3.14 - Procurement Support
 - Conducted informal review sessions to identify and confirm delivery activities and durations for major infrastructure and systems elements
- Task 3.15 - Survey Control
 - Completed survey control for the Merced-Fresno section every ten miles to support 30% Design level mapping.
- Task 3.16 - System Integration
 - Continued with resolving outstanding interface requirements within the CHSTP System Requirements. The majority of interface issues are principally related to cross referencing within the CHSTP System Requirements.
 - Continued review and coordination of boundary conditions following development of 15% In-Progress alignment submittals.

- Continued the development of Typical Cross sections (at-grade, trenches, aerial structures) for confirmation of space proofing and to use for integration check of wayside equipment.
- Tasks 3.2/3.3/3.5
Attended the following technical review meetings in support of the Regional Managers and Regional Consultants, and other technical exchange:
 - EMT Integration Meeting – Turnout and Crossover Speeds
 - JM In-Progress Quality Audit
 - SF-SJ OTS Systems-OCS Meeting with HNTB
 - FRA Twice Monthly Coordination Teleconference
 - EMT/RC Eng Manager Coordination Teleconference
 - LA-Palmdale San Gabriel Fault Teleconference
 - SJ-M Comment Resolution to 15% IPS Package #1
 - P-LA In Progress Memo on TPS Paralleling and Switching Locations
 - F-B Geotechnical Investigation Plan Conference
 - F-B 15% IP Design Submittal - Roadway and Grade Separation Comments Resolution
 - LA-Anaheim 15% Consolidated Shared Track Submittal, In Progress Design-Comments Review
 - SF-SJ OTS Alignment and Maintenance Facility Review Meeting
 - P-LA Fault Analysis and Crossing Solutions Meeting
 - FRA Twice Monthly Coordination Teleconference
 - 15% Shared Track Design Review
 - P-LA Utility Coordination Meeting
 - SJ-M Survey/Mapping for 30% Design Meeting
 - P-LA Seismic Analysis and effects on Alignment Options Review
 - M-F 15% IP Design Review Alignment and Structures

Issues and areas of concern

- TM 0.3 Basis of Design has been reformatted as a CHSTP Policy Document and re-submitted to the Authority for action. The EMT requires confirmation of the Basis of Design Policy to ensure that the CHSTP Design Manual and guidance for Final Design efforts will provide for the required system performance level and safety standards. The TM has undergone review by the Authority and no major issues were identified that affect the design guidance issued to date.
- Review and processing time of the Utility Company Service and Non-Disclosure Agreements is adversely impacting progress. Traction Power design is behind plan due to lack of available confirming data and information from the Utility Companies. Execution of service agreements by the Authority is needed for the Utility Companies to perform the feasibility analysis and interconnection impacts assessments. The CHSTP EMT Systems Manager is coordinating closely with Authority Staff to resolve but it is not yet evident on the timelines in which these issues will be resolved. Additionally, RC requests for HV line relocations have begun and Utility Companies are indicating a need for agreements to support the RC requests regarding relocations.
- In recent meetings in October, Caltrans has requested a higher level of coordination with the CHSPT Engineering Team to support the Caltrans review of the submitted Project Reports. Much of the impending coordination looks to be in regards to agreements on access, maintenance, and right-of-way and requires Authority involvement.
- A strategy for managing utilities is under development. Early indications are that resources will be needed from both the Authority and PMT to implement. Authority resources will be

required to support development and execution of statewide agreements and MOUs with utility owners and companies. PMT resources will be required to for coordination and oversight of the strategy, and to support activities related to the HV services and relocations. PMT is in process of identifying suitable resources.

Action items and planned work next month

- Complete the following to support 30% Design
 - Technical Memoranda for 30% Design
 - Directive Drawings for 30% Design
- Continue development of Systems Design and performance specifications
 - Traction Power – design definition
 - OCS – design definition
 - Train Controls – design definition
 - Communications – RFI program
- Continue development of Performance Specification for Rolling Stock
- Continue development of RPA Petition
- Continue development of the petition and outreach strategy for CPUC OIR
- Continue development of the Standard Specifications
- Continue development of the Standard Drawings
- Continue development of the CHSTP Design Manual
- Continue risk management review and process for engineering
- Continue establishment of survey control for use in Mapping to support 30% design
- Provide general technical support including Design Submittal reviews and procurement strategy support.

Task 4. Environmental Guidance and Review

Key developments and accomplishments

Program-Wide

- Prepared a project background section for the EIR/S, Chapter 2
- Prepared a ROW maintenance activities technical memorandum for the EIR/S
- Prepared the Operations Service Plan for the EIR/S
- Prepared the Construction Scenario for the EIR/S
- Summarized the laws, regulations, and orders for the EIR/S Chapter 3 introduction.
- The mitigation measures for each section of the four ARRA EIRs/Ss were summarized for review by the Authority and AG.
- Initiated the ridership technical report for the EIR/S
- Prepared presentation for the October 26th meeting with the EPA Regional Administrator and attended the meeting
- Assisted the Authority staff with the USACE interagency funding agreements
- Distributed the Checkpoint B (Range of Alternatives guidance to the ARRA RCs)
- Initiated the Statewide HST approach for environmental approvals and permits
- Initiated the agenda, secured venue, and drafted letter for the December 13th statewide agency meeting

- Sent revised Authority logo to ENV team for distribution to the RCs.

San Francisco to San Jose - ARRA

- Reviewed Admin Draft EIR/S Chapter 1 (Purpose and Need), Chapter 2 (Alternatives), and the Wetlands Delineation Report
- Provided regional consultant and PMT teams the tentative schedule, process overview and comment matrix and template
- Edited and assisted in revising the Section 404 Checkpoint B presentation

Merced to Fresno - ARRA

- Conducted an initial review of the Admin Draft EIR/S sections with the Authority, FRA, and Attorney General staff.

Fresno to Bakersfield - ARRA

- Attended October 8th meeting with EPA, COE, Authority and RC regarding UP alignment being eliminated from further study and not being in EIR/S.
- Submitted the Purpose and Need to the EPA and Corps of Engineers for their approval in compliance with the MOU Checkpoint A.
- Worked with FB and MF RC's, Authority and FRA regarding Section 4f resources.
- Reviewed EIR/S, Section 3.6 Public Utilities/Energy
- Commented on preliminary EIR/S Section 3.8 Hydrology
- Commented on EIR/S Section 3.15 Parks
- Advised the RC about PS2 postings of client comments on the MF sections re air quality, agriculture, noise/vibration, EMI/EMF, and visual impacts.
- Advised the RC about PS2 postings of client comments on the MF sections re public utilities/energy, biology/wetlands, hydrology/wetlands
- Worked with RC to brief CDFG on the project and alternatives
- Advised the RC about PS2 postings of client comments on the MF sections re the EIS summary, cost, geology, hazmat, socioeconomics, and regional growth.
- Reviewed DEIS/R Ch1 Purpose and Need
- Reviewed EIR/S Biology/Wetlands section
- Worked with RC for Checkpoint B package.

Los Angeles to Anaheim - ARRA

- Worked with the Los Angeles to Anaheim, Palmdale to Los Angeles, and Los Angeles to San Diego sections on their October 6, 2010 presentations to the USACE, EPA, CDFG, RWQCB, City of Los Angeles, and other agencies about the HST Los Angeles River crossings. Attended the October 6, 2010 meeting.
- Revised Admin Draft EIR/S Chapter1 (Purpose and Need)
- Conducted over-the-shoulder reviews of the aesthetics, public services, station planning and development, and other preliminary DEIR/EIS sections
- Directed the RC regarding how to incorporate the Merced-Fresno DEIR/S comments and the issues that need to be addressed in the LA-A EIR/EIS.
- Directed RC with regards to Checkpoint B submittal, including contents, format, and schedule.

Merced to San Jose

- The Environmental Team has reviewed three EIR/EIS report sections planned for October.

Task 5. Regional Consultant (RC) Oversight

Key developments and accomplishments

San Francisco to San Jose

- HNTB submitted its Admin Draft EIR/EIS on schedule on September 28 and 29. They also submitted their “health warning” report on Friday 1 October. This is a major milestone in the environmental process.
- Although HNTB’s submittal of the Admin Draft EIR/EIS was made on time, the environmental review schedule is in question due to the change in review procedure by the Authority. This is reflected in the March deadline now shown in the Environmental Milestone Summary Schedule. HNTB is awaiting instruction from the PMT as to when it can review the Merced to Fresno document for relevant comments to be incorporated in their document. HNTB has been developing a list of items that could and should be fixed with concurrence from the Authority to make the EIR/EIS a better document.
- Documents reviewed (design/environmental)
 - Environmental reports received and reviewed included the following EIR/EIS sections:
 - Air Quality EIR/S section
 - Noise and Vibration EIR/S section
 - EMI/EMF EIR/S section
 - Public Utilities and Energy EIR/S section
 - Biological Resources and Wetlands EIR/S section
 - Hydrology and Water Resources EIR/S section
 - Geology, Soils and Seismicity EIR/S section
 - Hazardous Materials and Wastes EIR/S section
 - Safety and Security EIR/S section
 - Local Growth, Planning and Land Use EIR/S section
 - Agricultural Land EIR/S section
 - Parks, Recreation and Open Space EIR/S section
 - Aesthetics and Visual Quality EIR/S section
 - Cultural Resources EIR/S section
 - Cumulative Impacts EIR/S section
 - Section (4f) and Section (6f) Evaluation
 - Engineering submittals received and reviewed included:
 - CT-HST Section Report

San Jose to Merced

- Secured approved/signed AT&T Non-Disclosure Agreement (NDA) from Authority.
- Coordinated and hosted technical coordination meeting with Parsons and JPB/Caltrain and received formal comments from JPB/Caltrain.
- Reviewed updated UPRR exhibits that incorporated additional clearances. Coordinated with RC to identify additional design impacts due to revised UPRR separation criteria. Additional work request with PMT/Authority for review and approval.

- Coordinated with Parsons and EMT Systems and Operations to review traction power, MOW, crossovers, storage tracks, and other facilities.
- Survey Control and Aerial Mapping for 30% Design. Initiated coordination between PB Surveys and Parsons/Towill.
- Reviewed Draft SR87/I280 Bridge Concepts Report Proposal, and forwarded to PMT/Authority for review and approval.
- Received sample APS package from Parsons for informal RE and EMT review. Lack of progress on this task has been brought to the attention of the RC. RC has committed to additional resources to meet schedule.
- Status of Business Plan and D-B quantity updates (10/25/10 – 10/29/10):
 - Issued unit price peer review requests to Parsons, ultimately from Authority and as directed by PMT. RC to review Walls/trenches and Tunnel packages.
 - Final direction to regional teams on this and other issues is forthcoming.
 - Formal guidance/direction by PMT/EMT remains outstanding.
- Status of comment responses on 15% IPS packages:
 - 1st Package – Completed RE acceptance of all outstanding comment responses
 - 2nd Package and San Joaquin Valley Supplemental – Parsons has completed internal preparation of responses. Formal transmittal to PMT was due on October 7. Per D. Wemmer, formal responses will be submitted by October 29 (to be confirmed)
- EIR/EIS analysis:
 - Based on new direction to use Merced-Fresno FRA Legal Review version as the template, no technical reports or sections were due for submittal in October (Template sections are expected to be available November 15)
 - Continued preparation of APE maps for archaeological and historic resources based on revised footprints.
 - Continued biological and wetlands field work as possible based on PTE received.
 - Continued work on technical resource report and EIR/S sections.
 - Began installation of noise monitors following approval for door-to-door requests. PMT reviewed the benchmark test results for the San Jose to Merced HST section and advised the RC that the use of SoundPlan to conduct the detailed noise predictions for HST operations is not acceptable. The FRA calculation methodology should be used to predict the HST pass by noise levels at the selected noise receivers being studied.

Merced to Fresno

- Submitted all four ARRA section Admin Drafts by September 30 with some final edits the first week of October
- Raised question for getting UPRR ROW information from UPRR to ensure we are using accurate ROW information.
- M-F environmental chapter review sessions with Authority/AG/FRA started and continued on a daily basis throughout the rest of the month.
- Accounting for time to incorporate Legal Review comments and a further three weeks for FRA clearance and signature, distribution of the Draft EIR/EIS will likely be in January 2011, not December 2010
- Confirmed Admin Draft chapters were submitted on schedule by September 30 with some finish-up work being completed today. PV concurred
- Update on QA/QC procedures and need to complete audit plan for review with PMT
- Noise Fact Sheet release is pending, tied-up within “speaking guidelines” with Authority
- Agricultural expert identified as Bill Lyons, PMT or RC to bring him onboard
- Provided map of HSR Phase 1 and Phase 2 for JK use in Chapters 1 and 2

- Completed review of August invoice
- Completed detailed schedule for PMT use
- Discussed proposed shift of alignment away from Road 12 on the West Chowchilla option towards Road 11 or Road 9, but too late to address without impact to schedule
- Confirmed that due date for both MPR and Invoice is the 10th of the month. PV gave copy of RC Invoice Review Process (prepared by PMT to Authority). R Wenzel provided MPR (immediately returned for correction of conflicting information).
- Earned Value information was provided this month but data entries are still not correct and issues need to be resolved before any reliance can be put on this information (correction requirements sent to Aecom)
- Caltrans provided extracts from its Highway design manual covering Roadside safety, ROW, Horizontal Clearance and side slopes, and Vertical Clearance
- PMT provided cross-sections of HSR adjacent to and crossing Caltrans facilities and a summary of Geometric and Performance Characteristics
- All documents were reviewed and discussed and both parties had a good understanding of progress to date, a follow-up meeting is scheduled for October 28
- PMT Quarterly Review deliverables
- Reviewed material for Ag meeting
- Provided proposed Agendas for Mitigation Meeting requested by C Bowen
- Reviewed schedule for 15% submittal reviews, first pre-submittal review by W Siu and C Cameron for alignment and structures scheduled for Wednesday afternoon October 21
- PV confirmed earned value submittal needed significant correction, Greg Jones has provided written direction
- Suggested Aecom editor be used to ensure CH2MHill editor was doing a good job to satisfy prior complaints of inadequate editing and polishing of environmental documents
- Reviewed material provided by Aecom, some changes were identified and noted by Aecom including picture selection and cross-sections
- Overview of project status given by J Popoff and PMT team, explanation of difference between original and supplemental ARRA applications was given
- General discussion re PMO requirements, protocol discussed and agreed, follow-on calls/meetings set up
- Provided hard copy of 15% design submittal schedule through December 30 to FRA's PMO
- Responded to question and agreed to provide PS2 links to various documents including 15% pre-submittal plans (submitted to FRA in August), Draft Hydraulic/Flood Plain report, Storm water Data plan and Storm water management plan
- Received call from D Phillips with a number of Program and technical questions. Provided some responses and advised other questions would be answered by others
- Requested review of PMT environmental Template through September 30 2011. If Draft EIR/EIS is one month late, will need to cut one month out of remaining durations to keep September 2011 viable. Expect Admin Draft submittal for Legal Review to by November 15
- Attended outreach meeting with Preserve our Heritage group (includes farmers) who strongly favor SR 152 alignment
- Updated schedule was distributed. PV noticed some key dates not correct. Asked if there is information about major wells in proximity to Hybrid alignment (question from R Van Ark). J Ketelsen to check Hydrology report for information
- Key maps were incomplete, Hybrid needs to be included as a complete alignment section
- Clearance dimensions from HSR to Caltrans Edge of Travel-way were discussed with Caltrans recommendation of 40ft
- Documents reviewed:
 - Review of AECOM invoice #6105413 dated 10/14 for September

- 15% In-progress review of Alignment, Structures, Stations and TPSS packages

Fresno to Bakersfield

- Completed coordination efforts between Fresno to Bakersfield and Merced to Fresno RCs, PMT, Authority staff, and Outreach staff in preparation for CEO's meeting with Agricultural Interests in Fresno on October 28.
- Submitted Purpose and Need to USACE and EPA on October 29. This document was submitted as the package for Checkpoint A: Purpose and Need, in accordance with the NEPA/Section 404/Section 408 Integration MOU for the California HST Program for their review and concurrence.
- Assisted in addressing concerns from Kern COG and City of Shafter relative to the Authority's FRA grant application. Explained the redefined Fresno to Bakersfield Design-Build Section ARRA Track 2 Scope.
- Planned over-the-shoulder review of revised 15% Alignment and Structure plans with RC for November 3. Intent is to conduct these reviews each week until the Draft 15% submittal in early December.
- Began planning for follow-up meeting with Bakersfield High School, Kern High School District, and California Department of Education. Meeting date is scheduled for November 5 in Bakersfield.
- RC submitted the following outreach deliverables and materials:
 - Display boards for CEO's meeting with Agricultural Interests in Fresno
 - Boards for EDC Meeting in Fresno
 - RC submitted the following environmental deliverables and materials:
 - Revised Purpose and Need
 - Wetland Delineation Technical Report
 - RC submitted the following design deliverables and materials:
 - Response to comments on In-progress 15% Roadway and Structures Plans , Draft 15% Hydrology and Hydraulics Report, Draft Geologic and Seismic Hazard Report and Draft 15% Utility Impact Report
 - In-progress Buildings (MOW) Summary Report
 - Draft Construction Assessment Memo
 - Draft Memo on Agriculture Land Calculations
 - Meeting Notes for Geotechnical Investigation Work Plan Comment Resolution Meeting
 - Revised Geotechnical Investigation Work Plan
 - Draft Caltrans Project Report/Environmental Document
 - RC submitted Monthly Schedule Update, Invoice and Progress Report
 - RC submitted Draft Risk Register
 - RC Submitted Draft Public Involvement Plan
 - Documents Reviewed (design/environmental)
 - PMT continued review of Admin Draft EIR/EIS.
- Began review of the following design documents:
 - Revised Geotechnical Investigation Work Plan
 - Draft Caltrans Project Report/Environmental Document
 - Response to Comments on Draft 15% Utility Impact Report
- Completed review of the following environmental documents:
 - Admin Draft EIR/EIS Chapter 1, Purpose and Need.
 - Completed review of the following design documents:
 - In-progress Buildings (MOW) Summary Report
 - Draft Construction Assessment Memo

- Draft Memo on Agriculture Land Calculations
- Meeting Notes for Geotechnical Investigation Work Plan Comment Resolution Meeting
- Draft ROW Requirements Report
- Draft Utility Impact Report
- Geotechnical Investigation Work Plan
- Response to Comments on in-progress 15% Local Roadway and Grade Separation Plans
- Response to Comments on Draft Geologic and Seismic Hazards Report.
- Response to Comments on Draft Utility Impact Report
- Completed review of the following Outreach documents:
- Completed review of display boards for CEO's meeting with Agricultural Interests in Fresno

Bakersfield to Palmdale

- RC submitted the following deliverables and materials:
 - Review of Cost Estimate elements, particularly for high bridges and tunnels.
 - Revised Work Plan and Budget for accelerating Bakersfield to Palmdale work.
- Documents reviewed (design/environmental)
 - Completed review of Draft UPRR Proximity Data
 - Completed review of Draft Work Plan and Budget for accelerating Bakersfield to Palmdale work.
 - Received and reviewed proposed alignment alternatives for addressing the interface with the Palmdale to Los Angeles section.

Palmdale to Los Angeles

- Fault seismic analysis: Further probabilistic analysis undertaken by Fugro (RC seismic sub-consultant of the Verdugo (San Fernando Valley) and San Gabriel (south east of Santa Clarita) faults has resulted in reductions in the likely movement expected in a major seismic event, from 6' to 2.3' for the Verdugo fault, and from 13' to 3.5' for the San Gabriel fault.
 - Verdugo fault – alignment proposed to be at-grade through fault zone to comply with CHSTP seismic design criteria, which now defines the grade separations as requiring to be road over / under. Following discussions with FAA, an at-grade alignment adjacent to the Whiteman airport runway will also be possible, negating the concern over the feasibility of the alignment otherwise being in trench for 2 miles. Alignment running parallel to Verdugo fault through San Fernando Valley now considered as technically feasible.
 - San Gabriel fault – current alignment proposes a perpendicular crossing of the primary fault zone in a tunnel 300' below the surface. A projected maximum movement of 3.5' in a major seismic event significantly reduces the diameter and length of any seismic chamber required to approx 32' diameter and 500' in length, and lowers construction cost, with time taken to recover operational service proposed as approx 2 months. Further analysis also undertaken of possible options to cross the primary fault zone at-grade, but with major impact to local communities, residential properties, or Disney Golden Oak Ranch and proposed sound stage development. High elevated structures (200') would also be required for significant distances through the secondary fault zone, with environmental impact, being technically challenging, and presenting a risk of extensive loss of service after a major event while remedial repairs and safety checks were undertaken to the structures.

- Presentation of studies and analysis given to Authority, with agreement to proceed in accordance with findings above. RC to incorporate discussion of fault analysis and developments into Supplemental AA for presentation to Authority board and agreement of proposed solutions, with acknowledgement of associated remaining risk.
- LA City planners: Productive discussions held with the City of LA planning department and LADOT, to further study alignment options north of LAUS, in the Main Street / Spring Street vicinity. City of LA proposes to redevelop the area to provide a mix of residential/retail property, with plazas, street cafes, bike/walking paths etc. Possibilities of maintaining these plans reviewed against the open trench, and cut/cover portions of trench that would be required through this area to take the HST alignment into a bored tunnel beneath the Cornfields state park. Agreement to coordinate and work together to obtain solutions for all parties in this area. City of LA again voiced their concerns over a HST alignment at-grade adjacent to the Rio de Los Angeles Park (Taylor Yard area), with perception that this would further prevent their desire to relocate UPRR/MetroLink from an adjacent alignment in the future. Ability to gain access over or under the alignment, and so join the RDLSP to the adjacent Los Angeles River acknowledged, however the long tunnel option for HST beneath this area remains a firm favorite for the City of LA and other local stakeholders and community/environmental groups, who have/intend to write to the Authority stating their positions.
- UPRR interface drawings: Drawings revised to show additional detail and provide further cross-sections at interface points, with coordination north of Palmdale between the B-P and P-LA sections now clearly detailed. Drawings discussed with UPRR and submitted for initial comment.
- Community Working Group established for the Acton/Agua Dulce area, a rural foothill community 10 miles south of Palmdale which is a sensitive area for the project at present as we are likely to impact a number of single family homes with our alignment options. Group includes local town council members, school district representatives and local Supervisor's staff, with a view to meeting bi-monthly and addressing community issues/concerns relating to CHSTP, and giving the local community the opportunity to be involved in the development of the project. First meeting was successful, with concerns discussed over the proximity of the east HST alignment option to the proposed Vasquez High School development plans, perceived impacts from this, and the CDE requirement to undertake a safety specific hazard analysis of the HST alignment/operations on the school. These have been addressed by refining the alignment to be as far away from school boundary as design criteria will allow, and Authority proposes to discuss the hazard analysis requirement as it relates to the entire project, at a state level with the California Department of Education. The town council has additionally proposed a couple of alternative alignments which we will review and discuss with them.
- Further engineering reviews undertaken of utility, alignment plan and profile, structures and tunnel developments and drawings. In-progress submission dates being confirmed with RC.
- Series of meetings and discussions held with city staff and stakeholders at all proposed station location options through section, to look at ideas for possible station footprints, layout, traffic requirements and access arrangements, parking locations etc.
- Report on future impact of CHSTP alignment options on the Caltrans I-5 widening scheme in the vicinity of Burbank issued to Authority. Caltrans scheme proposes widening of the I-5 and realignment/elevation of the existing MetroLink ROW, now fully designed with construction planned for summer/fall 2011, which would be subsequently impacted by current CHSTP alignment options, requiring significant modification and reconstruction of the MetroLink alignment, with associated disruption to operations. Authority liaising with

Caltrans at state level to determine appropriate way forward without huge future impact to operations and perceived waste of public monies.

- Documents reviewed (design/environmental)
 - Seismic analysis reports, updates, alternative at-grade alignment plans
 - Caltrans section report submission
 - Schedule updates and revisions
 - UPRR shared ROW alignment plan, profile and cross-section drawings, and interface details between B-P and P-LA
 - Revised Empire Avenue I-5 widening and associated HST impacts report
 - Systems reports and design development drawings
 - Plan and profile drawings and developments
 - Utility plans and major utility relocation proposals
 - Structures plans and elevations

Los Angeles to Anaheim

- Continued to push the Regional Consultant (RC) to meet the Section's critical Environmental Schedule to meet the final submission of the Administrative Draft EIR/EIS date of November 2010.
- Participated in the PMT Bi-Weekly section meetings, Weekly Environmental Meetings, and Engineering Manager Teleconference.
- Held various meetings with the RC throughout the month defining alignment options, resolving design options, writing of the Administrative Draft of the EIR/EIS, and the project schedule.
- Continued to work with the PMT Risk Manager and the RC to develop the first Risk Register.
- Reviewed the 15% Design Submittal (Volumes 1-5)
- Revised Shared Track ARTIC station concepts, and discussed same with the City of Anaheim, the ARTIC Design Team and Caltrans.
- Reviewed LAUS Platform Layouts, and the access to LAUS from the south.
- Reviewed Consolidated Shared Track Alignment Refinements and prepared for presentations to the individual corridor cities.
- Reviewed Vernon/Commerce alignment options. The shared track infrastructure concepts have significant challenges from Redondo Junction to LAUS, as the shared traffic needs to be segregated before the LA River is crossed from the east. The LA River and sensitive land uses make this area a challenge for a track alignment that accommodates the needs of an LA-SD connection and shared track.
- Reviewed Montebello VMF concepts.
- Documents Reviewed:
 - Continued to review the Revised Regional Consultant Annual Work Plan for FY 2010/2011
 - Alignment Options on the south side of LAUS - to try to improve the alignment and operational speed currently shown on the south approach to LAUS.
 - Impact of the Shared Track Alternative on existing grade separation structures and under-crossing roadway profiles.
 - 15% Design Submittal from STV (Volumes 1-5)
 - Presentations by Jerry Wood, consultant to the Gateway Cities COG to various City Councils within the corridor.
 - Alignment options in the Vernon/Commerce area to improve the operational characteristics of the LA-Anaheim section south of the approach to LA Union Station, and to add the additional storage capacity for the BNSF.

- Plans for the Montebello VMF.

Merced to Sacramento

- Completed several field investigation trips to verify information/conflicts identified by Google Earth. Began the 2-to-4 percent design effort to coordinate possible station locations with alternative alignment configurations
- Met with San Joaquin Regional rail staff to discuss current alignment and station locations and level of work completed to-date
- Continued coordination efforts for upcoming outreach activities
- Continued to develop materials (e.g., maps, text and other exhibits) to support process to define initial range of alternatives
- Conducted Section 106 Programmatic Agreement Teleconference
- Continued coordination of integration of regional rail and high-speed rail alignment alternatives near Manteca and Lathrop (joint effort with Altamont Corridor team)

Los Angeles to San Diego

- The focus during October was refining and addressing the key areas of the San Diego approach/ITC and the San Gabriel Valley, and the new alternative in San Bernardino County through focused technical working group input. Other key activities included:
- A significant amount of time was invested in strategizing and developing information for the San Gabriel Valley Working Group that will be comprised of elected officials and city technical staff.
- There was also a significant effort to prepare for the San Diego approach and ITC working group on November 2 to address the complexities of the competing projects with varying timelines for the area of. There was good progress in relating to San Diego stakeholders the complexity of the approach, from I-5/SR-52 on the north ITC/San Diego Airport station site. To this end, the group will be meeting on a monthly basis to coordinate design issues with SANDAG, SD Airport, Coaster/NCTD, Amtrak, Caltrans, and City of San Diego.
- Metrolink has been briefed on the I-10 alternative and is aware of the possibility of a potential rerouting of their operation if the I-10 alternative were selected with a design option that impacts the median of I-10 where they currently run a single track operation between. ACE will be briefed in early November of this possibility. If SCRRRA would temporarily move to Alhambra Sub, they have noted the following would be required:
 - 2 tracks for capacity
 - PTC systems
 - Coverage for potential liabilities from operating adjacent to UPRR main
 - Sealed corridor improvements for grade crossings
 - Station to serve Cal State area along with necessary bus services to preserve service
 - Any necessary improvements to the El Monte Station from realignment
- Productive session with the three Caltrans Districts (11, 8, and 7) on the Draft CT-HSRA Section Report for their resourcing needs to support the HSRA in FY 11/12. The longitudinal interface of LA-SD with So Cal highways appears to be evolving into a general acceptance with focus on “how can we resolve” instead of “no way”. The three Caltrans Districts continue to be involved in the working groups such as San Gabriel Valley, San Diego and new I-10 alternative east of Ontario Airport.
- Refinements of the focused areas continue along the entire alignment to address community acceptance concerns in the conceptual designs prior to finalizing the Draft Preliminary AA Report.
- The Southern California Inland Corridor Group (So Cal ICG) is in concurrence with the March 2011 date for the Preliminary AA Report to the HSRA Board. It was noted to the So

Cal ICG that each county has a focused area that will require additional coordination in October and November (LA: I-10 along San Gabriel Valley / SB: new I-10 alternative east of Ontario Airport / RIV: – continued I-215 and I-15 refinement / SD: SR52 to ITC complexity with multiple projects and Rose Canyon).

- The Gateway Cities COG TWG on October 7 was provided with a preview of the draft recommendations within the COG’s area. This included the draft recommendation in the LA-SD Preliminary AA to remove the UPRR and UPRR Adjacent alternatives from further evaluation. A letter from the HSRA will be forwarded to the GCCOG recapping this matter.
- Continued briefings to City Councils and staffs in each of the four counties as requested.
- The following documents were reviewed during September:
 - Draft Caltrans-HST Section Report and material in preparation for October 18th three-district (7, 8, and 11) coordination meeting.
 - New San Jose Hills alternatives to avoid cemetery.
 - Revised 150 MPH “S-curve” east of Ontario to avoid/minimize impacts to County Jail and Auto Club Speedway’s drag-way strips.
 - Resubmitted/revised per PMT comments, the San Jose Hills Tunnel alternatives.
 - Resubmitted/revised per PMT comments, “S-curve” alternatives east of Ontario
 - Six-page exhibit maps for accuracy of line symbology per color template.
 - Presentation material/Plan and Profile for the I-10 meeting with SANBAG, Fontana, Colton and Rialto.
 - Reviewed concepts for San Diego’s November 2 meeting, including SR 52 area, Mission Bay section alternatives, approaches and ITC alternatives
 - Reviewed Eastside LRT Phase 2 drawings provided by Metro for HNTB to incorporate alignment into HST SR 60 Alternative exhibit for SGVCOG meeting
 - SGVCOG strategy development and began review of plans and exhibits.
 - Draft letter to the Gateway Cities COG from the Authority CEO recapping the results of the analysis in the AA of the UPRR and UPRR Adjacent alternatives as follow up to their October 7th TWG.
 - Meeting material for discussion with San Diego County Regional Airport Authority on potential HST station at ITC.
 - Meeting material for the SANDAG and City of San Diego staff coordination session on the ITC/San Diego station, including the approaches.
 - Material for San Dimas / Pomona / Cal Poly meeting
 - Presentation material for the USACE LA River meeting.
 - Updated LA-SD Stakeholder Presentation.
 - Presentation to Escondido City Council.
 - Presentation to San Gabriel City Council.
 - Initiated review of the in-progress Preliminary AA Appendix drawings.
 - Comment disposition for PMT comments on Draft Preliminary AA Report.
 - Monitored/Coordinated Coaster/Mid Coast LRT/I-5/HST (in San Diego) data sharing from Caltrans District 11.
 - RCTC Commissioners High Speed Rail Ad Hoc requested March ARB station location map
 - Coordination of the LAUS connection at First Street with the LA-Ana team.
 - Coordinated connections to LA-ANA per Draft 15 Pct Shared Track Volume 5.
 - Continued the coordination for Coaster/Mid Coast LRT/I-5/HST (in San Diego) data sharing from Caltrans District 11.
 - Reviewed material for I-10 Metrolink Corridor meeting (LAUS to El Monte)
 - Reviewed material for ACE Improvements and Alhambra Sub-Division meeting

- Reviewed preparation material for SGVCOG Working Group meeting, including Alhambra Sub exhibit, I-10 alternative exhibit, Metro/MetroLink alternative east of I-605 exhibit, and typical sections
- Exhibits for HST meeting with City of West Covina
- Material for City of Rosemead HST Community Open House
- Material for City of Alhambra HST Community Open House
- Investigated Tunnel Length limitation issues and guideway type cost comparison
- Sound material provided by statewide outreach team and provided input on what to present in section's San Gabriel Valley community meetings
- Coordinated latest LAUS Share Track files with LA-ANA
- Coordinated Mid-Coast LRT files with SANDAG
- Summarized LA-SD Section Guideway Type per EMT's request
- Deliverable Issues Tracking Log and AA schedule in preparation for progress meetings
- Updated Technical Memos compilation binders.

Altamont

- Coordinated agency AA meetings with the City of San José (Ben Tripousis) and the City of Santa Clara (Dennis Ng).
- Prepared AA report outreach summary
- Participated in October 21 Working Group Teleconference
- Coordinated with Ogilvy public relations staff
- Conducted cultural resources record searches at Northwest Information Center (NWIC) and Central California Information Center (CCIC)
- Refined preliminary horizontal and vertical profiles of initial alternatives suitable for screening in Preliminary AA Report
- Provided engineering input to AA evaluation matrix
- Analyzed potential vertical profiles through Altamont Pass in relation to the existing and proposed Hetch Hetchy water supply system alignment.
- Developed typical cross sections for use in the Preliminary AA Report
- Continued engineering review of alternatives, including profile studies at specific locations to support the AA
- Supported activities related to AA environmental criteria and analysis
- Began rudimentary station area planning in support of AA process
- Maintained a proactive outreach effort with local and resource agencies

Regional Consultant Issues and Concerns

San Francisco to San Jose

- The limited NTP was welcomed by HNTB, however, HNTB is reticent to proceed with some of its geotechnical testing work. The geotechnical testing represents about \$1 million in third party contracts that could greatly reduce HNTB's ability to continue other engineering and environmental work. The current \$8.9 million authorization will get HNTB through November on a current burn-rate. If they were to do this geotechnical work, it could reduce their ability to continue work or would force them to go at-risk again. HNTB needs to know what the status of future NTPs will be. This will help them schedule the work. The biggest problem is that if they don't start the geotechnical work this fall, it could delay the 30% design beyond the current January 2012 date.

- The second issue that they raised was concerning third party payments to Caltrain for access. This is related to the Geotech issue above. Last year HNTB spent \$200,000 of its budget to gain access to the Caltrain ROW for studies. In this year's negotiation, it was assumed that CHSRA and Caltrain would come to some agreement on funding the access for HNTB. To our knowledge this has not been done. This needs to be resolved so that HNTB can budget accordingly.
- Cities on the corridor are beginning to focus on specific design issues such as the possibility of a covered trench and further definition of the design options for the corridor (A, B and B1). This is good on the one hand that people are familiar with the design options and they are beginning to own the solutions, but the HNTB team also needs to communicate clearly that they need to "put its pencils down" now in order to complete the 15% design package. Some of the adjustments requested by the cities may not be addressed in the 15% design that informs the draft EIR/EIS, but those changes may be reflected in future engineering efforts. This will be a major communications challenge as we move forward. We need to be clear that the designs for the draft EIR/EIS will represent the first cut of the 15% design and that there can be an opportunity between draft and final to include other simple alignment changes.
- Schedule: The overall schedule is changing due to the review process for the environmental documents. The Authority decided to focus on the Merced to Fresno EIR/EIS and consequently the SF to SJ document was submitted on time, but given the limitations of staff time, it was not reviewed as planned. This will result in a change to the deadline for the release of the SF to SJ EIR/EIS by a few months. The current HNTB schedule reflects these changes showing a draft EIR/EIS out for public review at the end of March 2011. The positive side of this change in schedule is that the in-progress 15% design review period will be less compressed and allow the engineering team and HNTB team to review and meet on design issues in advance of the submittal of the draft 15% design package.

San Jose to Merced

- With the recertification of the Revised Program EIR/S completed, the RC has now refocused effort on advancing the technical reports, EIR/EIS section and the 15% preliminary engineering. With LNTP-02 issued on October 12, the RC began to accelerate activities to recover earlier delays. However, it is a concern that the forecast for November is at less than 70% of plan, even with funding issues resolved. The RM has discussed this with the RC PM and expects the actual hours expended in November to significantly increase as reflected in the plan.
- Public outreach was focused in two areas this period. One was the response to the San Jose Downtown Associates and the development of FAQs regarding the evaluation of the tunnel alternatives. The second area was to improve the Morgan Hill/Gilroy outreach strategy in response to the vote of no confidence by the City of Gilroy on October 18.
- Critical activities to advance the preliminary design are the initiation of the surveying and mapping for 30% design and property access to enable the geotechnical investigation to proceed. The mapping started on October 18 following the placement of 10-mile control points by the PMT. Preliminary inspection of soil investigation sites is planned for November but is unlikely to be completed due to the ongoing lack of access to private property. The RM directed the RC to develop an alternative plan with consideration to a state agency's right to enter property to conduct investigations or other consideration.
- Completion of the technical resource reports continues to lag and the RM will continue to work with the RC to accelerate the completion of the reports where possible. Once the Merced-Fresno DEIR/S template is available mid-November, the RC expects to make substantial progress towards completing the environmental sections for review.

Merced to Fresno

- Printing and Distribution of the Draft EIR/EIS cannot be completed until January 2011. It is still feasible to complete the Legal Review and revise the Draft EIR/EIS ready for FRA Clearance and Signature by 12/31 but with 3 weeks needed for FRA Clearance and Signature, distribution runs into January
- The schedule for the Administrative Draft being issued for the 6 week Legal Review is still 11/15/2010. The 6 week review period will therefore be complete by the end of December. The month of January will then be consumed by 2 weeks for RC incorporation of Legal Review comments and a further 3 weeks for FRA Clearance and Signature which will be complete in early February, 2011. This is the milestone that should have been completed by 12/31/2010 (approx. 5 weeks late). In order for the 9/30/2011 ROD/NOD milestone to be maintained, the remaining schedule from February 2011 through September 2011 must be revisited and some of the durations must be reduced or consecutive activities made more concurrent.
- Concerned about further options such as an SR 152 alternative to Ave 24 and Ave 21 being raised at this time. Such requirement will definitely impact overall schedule and add cost.
- Aecom submitted Monthly Report on time, but inconsistencies still remain between schedule, Monthly Report summary schedule, and high level Monthly Report Summary.

Fresno to Bakersfield

- Regional Consultant (RC) was working through Merced to Fresno EIR/EIS comments and incorporating them as applicable to Fresno to Bakersfield. Magnitude and content of comments will require a series of comment resolution meetings to confirm applicability and approach for resolution. RC has prepared a detailed response to comment matrices. Next Draft of EIR/EIS document is scheduled for submittal early November.
- RC submitted a revised Geotechnical Investigations plan. Some priority investigation areas may have environmentally sensitive issues. Plan will be reviewed by PMT. PMT will highlight areas of concern for discussion with and direction from the Authority.
- There is continuing effort to address the EPA and USACE's concerns about the Authority's decision to eliminate the UPRR alternative from further analysis. The RC will prepare and submit a package of information for Clean Water Act Section 404 Analysis of Practicability for the UPRR alignment alternative. The information can be include in the "Checkpoint B" package to be submitted to the agencies by the end of November.
- RC is preparing revised 15% plans for submittal in December. Recent alignment shifts near Corcoran and Shafter to address environmental issues may not be reflected in that set. RC will work with PMT to include the revisions in the Final 15% submittal scheduled for January.
- RC revised AWP for Bakersfield to Palmdale project will require approximately \$5 million to be moved from Fresno to Bakersfield project to Bakersfield to Palmdale project. Authority needs to agree with this concept before the revised AWP can be approved. PMT will facilitate between RC and Authority for action.
- The Administrative Draft EIR/EIS was submitted to the PMT and Authority on September 30. Prior to finalizing the document for FRA Legal Review, the document will need to be revised to reflect PMT and Authority comments. This revision is considered as part of the Draft EIR/EIS task in the RC's project schedule. The current approach by the PMT and Authority is to review the Merced to Fresno document first, and for it to be used as a template. This approach is causing a delay to the schedule for the Draft EIR/EIS task that is beyond the RC's control. The RC will develop a detailed schedule in November to address the work required and the impact to delivery of the Draft EIR/EIS.

Bakersfield to Palmdale

- Convened Inter-Agency Kick-off meeting for Bakersfield to Palmdale with EPA, USACE, USFWS, CDFG and RWQCB on October 5. Some resources agencies suggested the need to revisit the alignment from Bakersfield to Palmdale and include alternatives already dismissed in the Program EIR/EIS. Regional Consultant (RC) continues to engage the agencies and to pursue this issue.
- RC submitted several drafts of a revised AWP, budget and schedule for accelerating Bakersfield to Palmdale work. The revised AWP and budget needs to be elevated to and approved by the Authority in early December in order for the planned work to take place in early 2011. This requires approximately \$5 million to be moved from Fresno to Bakersfield project to Bakersfield to Palmdale project. PMT will facilitate between RC and Authority.
- The Supplemental Alternatives Analysis will not be complete until February 2011. Plans for a presentation to the Authority Board should be postponed until March 2011.

Palmdale to Los Angeles

- Supplemental AA was originally due for presentation to Authority Board in September 2010 but has slipped month on month (principally due to project wide developments and priorities, but also necessitated by seismic analysis within P-LA section). Presentation to Board will not now be until 2011, with a suggestion that this be undertaken jointly with the LA-SD Preliminary AA presentation in March 2011. It will be important to keep Cities, stakeholder and community focus on the section, ongoing communication of further developments, updates etc through the interim period, to maintain support and involvement of community in the project, having originally presented developments to Preliminary AA comments (SAA proposals) back in August 2010, with a focus at that time of SAA to board in September 2010.
- Schedule: Slippage in SAA presentation date (possibly March11) and resulting delay to Authority Board approval of proposed alignment studies in EIR/EIS (Project Definition) has meant that current RC schedule is no longer realistic (Admin Draft EIR/EIS – January11, 15% Design – February11, Draft EIR/EIS public review – April 11). While the RC was looking to deliver the environmental chapters and technical reports through November/December 2010 based on a best judgment of what the project definition will be, PMT has requested that a formal submission not take place, but that an ‘over the shoulder’ review of documentation will be undertaken instead. However, It is recognized that with recent developments and the proposed selection in December 2010 of one ARRA section to go forward for initial funding and construction, and subsequent determination of project wide schedule imminently thereafter, that revision to the project wide environmental deliverable schedule will be required (also allowing for FRA/AG/Cooperating Agency review timescales) and that P-LA documentation will be rescheduled as necessary to accommodate.
- 30% design: A revised environmental schedule will lead to a later draft EIR/EIS public review, and definition of LEDPA for the P-LA section. At present significant portions of the section route have more than one alignment option and/or station location. The current schedule has 30% design commencing in January 2011, which it is felt is largely inappropriate given that a preferred option cannot yet be determined. While some work of value may be achievable toward 30% design in specific areas, it is suggested that the schedule for the majority of the 30% design be revisited and adjusted appropriately, to ensure that work undertaken does not require future revision/repetition and value for money is obtained.
- Pacoima station alternative: A resolution was passed through LA City council that the Pacoima station option should continue to be studied through the EIR/EIS process, and there

- is support for this from the City and LADOT. The current Supplemental AA proposes it to not be carried forward. Seismic analysis suggests that an at-grade station solution (which would require significant reconstruction/elevation of the adjacent 118 freeway and diversion of Pacoima wash) would not meet project seismic criteria, and an elevated or depressed solution would certainly not be compliant. Further discussions are required with the City and elected officials' staff to explain the seismic analysis, non-compliance of a Pacoima station location, and attempt to gain acceptance prior to SAA presentation that a Pacoima station location is not feasible, so as to prevent future demands for its continued study.
- **Metrolink:** Urgent resolution required between Authority, Metro and Metrolink as to an agreement for provision of services and resources by Metrolink, to allow provision of technical information and review of designs, safety training and provision of supporting safety staff for site investigations, and to support future design and planning for advance works and construction phases of utility and track relocation to allow construction of CHSTP while maintaining fully operational services for Metrolink, Amtrak and UPRR. Prior to agreement and funding arrangement, RC would be required to meet the necessary financial commitments required for provision of safety staff for access to ROW, with monies requiring to be found from within this FY 10/11 budget. RC had not budgeted for cost of safety staff, believing this to be funded directly by Authority as part of the MOU arrangements.
 - **Acton / Agua Dulce:** while Community Working Group has now been established to address local concerns and attempt to better involve community in CHSTP planning, impact cannot be avoided if HST operational objectives and associated design criteria are to be met. Careful handling of the community in this rural area will be required.

Los Angeles to Anaheim

- The Administrative Draft EIR/EIS for the Dedicated Track Alternative EIR/EIS sections was delivered on September 28, and additional technical sections for the Consolidated Shared Track Alternative were delivered in early October. The review of these Administrative Draft sections has been delayed, due to the work on the Central Valley environmental document.
- The 15% Design Review Meeting was held on October 19. Preliminary comments on Volumes 1-5 of the submittal were discussed at that time, and formal comments are being prepared through Review Manager.
- Further outreach activities occurred in October to brief the corridor cities and Gateway Cities COG (GCCOG) on the 15% Design Submittal of the Consolidated Shared Track alignment, and remaining design issues within the corridor.
- The GCCOG and its consultant, Jerry Wood, has developed findings which indicate that to accommodate the future BNSF, Metrolink, Amtrak and High Speed Rail trains forecasted, the Consolidated Shared Track alternative provides the maximum corridor capacity with minimal impacts to the surrounding communities. This message is being shared with the City Councils of the corridor cities.
- The PMT met with the ARTIC Design Team (STV/PB/HOK) on the ARTIC Skewed Station Platform Concept under SR 57. There are numerous difficulties with this concept, and if they cannot be resolved, it may not survive in the Draft EIR/EIS.
- The PMT and the Regional Consultant continue to prepare for subsequent meetings with the City of Montebello on a potential Vehicle Maintenance Facility in a Montebello redevelopment area. The PMT could be developing a recommendation for Authority consideration soon, after meetings with the Mayor and his City Council representatives.
- Alignment options are being continually identified. We have directed these options be conceptually designed and included into the Administrative Draft EIR/EIS. These new options are requiring new environmental baseline analysis to be performed and are having a negative impact on the ability to complete the environmental document on schedule in

January 2011. This will subsequently put into question whether the ROD/NOD can be achieved by September 2011.

Merced to Sacramento

- AECOM and its sub-consultants were issued an additional LTNP in October, but the LNTP amount may not be sufficient to maintain the target dates set in the Environmental Milestone Schedule for delivery of the Administrative Draft EIS. Current authorized funding for special assignments (Calthorpe Associates' Task 20) is 100 percent, but for the environmental and engineering work (Tasks 1 through 9), current funding is only 23 percent. Additional NTPs will be necessary to avoid future work slowdowns or at-risk work for the team. The project team is prioritizing work and putting its highest effort into clarifying the regional station footprint options to allow the team to continue engaging the communities and responding to requests for project description information.

Los Angeles to San Diego

- The north approach alternative remains at the request of the FRA and HSRA. The operational constraints with the north approach for the I-10 design option from PMT operations will be documented in the Prelim AA, along with the technical concepts developed. The PMT Operations group has provided the opinion of the operational infeasibility of this alternative based on based on current service, operations and power system assumptions. The specifics of the PMT operations reasons will be documented in the Preliminary AA Report. A review session is scheduled with the FRA/AG/HSRA in January at which time, if desired (or considered necessary) a detailed operational analysis could be performed, accompanied by a simulation exercise to present additional information.
- More undergrounding: led by the City of Alhambra, there have been several letters from San Gabriel Valley cities and the COG that indicate a strong opposition to certain types of vertical configurations, including aerial structures and requests to look at underground solutions on the I-10 corridor east of I-70. The next round of the SGV COG working group is scheduled for December 6. The team has begun to strategize and brainstorm on meeting material to address potential vertical configurations for I-10. A pre-meeting will be scheduled soon after the Thanksgiving Holiday. Although, not yet officially requested, it is anticipated that the request for undergrounding through Alhambra will come. The Preliminary AA will document the input from the various SGV cities.
- Brainstorming discussions have been initiated with Metrolink and ACE on the possibilities of temporary rerouting of trains to the UPRR Alhambra Subdivision as part of the development of the I-10 alternative that uses the median per the Authority's direction and letter to the San Gabriel Valley COG to stay within Caltrans ROW. Metrolink runs in the media of I-10 and diverts off the freeway in the City of El Monte. If SCRRA would temporarily move to Alhambra Sub, they have noted the following would be required: 2 tracks for capacity, PTC systems, coverage for potential liabilities from operating adjacent to UPRR main, sealed corridor improvements for grade crossings, station to serve Cal State area along with necessary bus services to preserve service, any necessary improvements to the El Monte Station from realignment. Continue to discuss with SGV at the COG's working group on December 6. Continue to develop the I-10 alternative and document in the Prelim AA the information obtained to date. Continue to coordinate with Metrolink and ACE as necessary.
- LOSSAN corridor approach in San Diego with planned LRT, and expansion plans for Coaster/Amtrak, Caltrans I-5 expansion plans, and City of San Diego planned arterial improvements (the section from west to east includes Mission Bay / I-5 / LOSSAN / Morena Boulevard). Also, San Diego Airport/ITC plans and similarity to ARTIC complexity with multiple design teams. There will a continued engagement and coordination sessions held to

- continue to define this terminus approach and ITC itself on a Monthly basis beginning November 2.
- The date for the Supp AA in the Environmental Milestone Schedule (to NOD/ROD) for the LA-SD Section is currently shown as January 2011. Now with a Prelim AA date in March 2011, the Supp AA needs to be moved to an appropriate date. The Authority's regional director has noted that they have yet to set a plan for LA-SD FY11/12 activities. In the meantime, a major assumption of the HNTB team's re-baselined AWP is that the Supp AA is shifted to an AWP 11/12 as a deliverable. Direction is needed from the Authority on what date to present for the LA-SD Supplemental AA now that the Prelim AA date has been set for March 2011. Upon the ARRA Section(s) selection, the reprogramming of the remaining sections should take into account the plan forward for the LA-SD Section.
 - LA-SD Oversight Resources: due to the 170-mile length of the section and the many alternatives currently being considered (approximately 500 miles of alternatives/800 miles of design options), additional technical resources continue to be necessary to support the LA-SD RM (in addition to the assigned Regional Engineer). Additionally, the amount of meetings required along the Section in each of the four counties has become a very intense effort (city councils, corridor city meetings with staff, stakeholder sessions, etc.) and is taking more effort on the meetings subtask for the LA-SD Regional Consultant Oversight task than anticipated. A similar level of effort is needed through the month of February 2011 (completion of Preliminary AA). Once, the Preliminary AA goes to Board, the plan is to reduce the level of effort from March through June 2010. This scenario is based on the current Preliminary AA schedule and a Supplemental AA in AWP 11/12.

Altamont

- AECOM and its sub-consultants were issued an additional LTNP in October, but the LNTP amount is insufficient to complete all tasks scheduled for the current fiscal year. Additional NTPs will be necessary to avoid future work slowdowns or at-risk work for the team. The alternatives analysis process has been delayed, in part, by the Board's preoccupation with other matters and consequent unavailability for the scheduled December AA presentation. The project team will use the additional time to promote consensus among stakeholders and agencies regarding the alignments.

Task 6. Right of Way Acquisition and Assessment

Key developments and accomplishments

- Pending Authority strategy decision, no work is currently planned.

Task 7. Railroad Operations Planning and Ridership/Revenue Forecasting

Key developments and accomplishments

- PB received LNTP on October 12 and continued work at close to the planned rate. Cambridge Systematics was given its LNTP October 15 and began work. Operations Management Team staff working on sub-task 7.2 continue to respond to issues not included in the original work scope as a necessary part of supporting the Alternatives Analyses required by the EIR/EIS process. The items for October include:

- Prepared Operations and Maintenance Documentation for CHST to transmit to International High Speed Train Operating Community for the purposes of a Peer Review.
- Updated Technical Memorandum describing the computer modeling and analysis of the shared use LA-Anaheim operation with fewer HST trains per hour based on comments from railroads, agencies and stakeholders.
- Continued coordination with BNSF Railway staff to study and resolve temporal separation issues associated with the operation of local freight trains serving shippers between Fullerton and Anaheim.

Sub-Task 7.1 Operations Management Requirements

Work accomplished

- Continued coordination and design reviews with the EMT as required.
- Managed continued coordination, alignment reviews and trip time/speed analysis with Regional Teams as required.
- Managed process to collaborate and coordinate with BNSF Railway staff to study and resolve temporal separation issues associated with the operation of local freight trains serving shippers between Fullerton and Anaheim.
- Conducted conference call with the BNSF to discuss Temporal Separation.
- Held meetings with the BNSF to discuss temporal separation operations, and outreach to shippers.
- Provided language and direction for Environmental Team documents in the areas of Operations practices. Additionally, provided content for Environmental technical data for Maintenance of Equipment and Maintenance of Way activities.

Sub-Task 7.2 Operations Planning

Work accomplished

- Continued ongoing update of system-wide computer dispatch simulation model to reflect current changes made to the alignment by the RC's and to code the details and refinements to the Full System timetable/schedules.
- Continued working on assessment of Shared Track alternative between Anaheim and LA and compiled Comments Matrix from interested stakeholders. Staff addressed comments from railroads, agencies and stakeholders on the Technical Memorandum describing the computer modeling and analysis of the shared use LA-Anaheim operation with fewer HST trains per hour.
- Continued review of the alignment characteristics from SF-SJ team for the corresponding section. Produced new travel times, TPC speed profiles for the Regional Team.
- Reviewed initial submission of Caltrains 10 Trains Per Hour operating schedule and met with Peninsula Rail Program group to discuss same.
- Participated in meetings with the EMT to define system integration elements for Facilities and Structures
- Developed criteria for the population of a Utilities Matrix with EMT based on projected number of operating employees.
- Held multiple follow up meetings to review and provide operating parameters for the HNTB SF-SJ Submittal for proposed Level 3 Maintenance Facility in Brisbane and the "interchange" alignments at Bayshore on the Caltrain Corridor.
- Worked with Regional SJ to San Francisco team and PRP to determine locations for universal crossovers on the Caltrain Corridor
- Reviewed 15% alternative alignment for systems and facilities from PTG for the San Jose to Merced regional team

- Conducted a series of meetings with OCTA regarding proposed LAUS to Anaheim 15% alignment
- Conducted an operations assessment of the LAUS northern approach alternatives; provided suggested revisions to the configuration.
- Continued coordination and collaboration with the EMT signaling group to provide input to design criteria and develop train control parameters for input to the CHSTP operations computer simulation model.
- Continued to refine development criteria for turnout speed and track length on approaches to Maintenance and MOW Yards in both High Speed and Shared Use Corridors. Work with EMT Track Design to issue new guidance for regional teams
- Continue to develop Operations Central Control (OCC) Concepts for Technical Memo
- Draft Submittal of Right of Way Maintenance Activities submitted for review
- Continued development of Training Requirements for CHST Operating personnel
- Conducted reviews of various Technical Memoranda for EMT; assembled Operations Team comments for review and submittal to EMT.
- Concept of Operations- Draft document has been prepared and is 99% complete. Document Submitted for review and comment
- Attended meeting with Metrolink consultant to discuss at-grade and elevated LAUS station.
- Conducted meetings to discuss operations assumptions related to the terminal analysis for the at-grade (or same level) LAUS option.
- Staff attended statewide coordination meeting with the UPRR to discuss interfaces between CHST alignments and UPRR ROW.
- Attended a coordination meeting with Metrolink to discuss the LA-SD alignment occupying their ROW just east of LAUS within the median of the I-10 freeway
- The Safety and Security Team accomplished the following activities:
 - Developed criteria for the content of a System Safety Program Plan.
 - Continued on –going work on the Preliminary Hazard Analysis Document
 - Continued work on draft of Hazard Identification and Resolution Procedure.
 - The Intrusion Hazard List for Merced to Fresno EIR/EIS Chapter 3. was reviewed and comments furnished.
- Continued (ongoing) to identify sections of NFPA 130 that need revision, enhancements or additions for the CHSTP, and initiated coordination with the NFPA 130 committee for procedural guidance regarding potential changes as applicable to CHSTP. Internal memo sent to PB NFPA representative for review of existing code in light of “on board fire suppression systems” mitigations.
- Staff continued to review and comment on System Requirements FRA Review Packages as distributed by EMT.

Sub-Task 7.3 Ridership and Revenue Forecasting

Work accomplished

- Worked with Authority to prepare acceptable work program for forecast sensitivity testing over several years; met in Sacramento with Authority CEO and staff.
- Began preparing presentation materials for November 4 Senate Transportation Committee hearing on ridership, including next steps; comparisons of other HS corridors to forecast California population, levels of train service, and ridership: and potential composition of a peer review panel to guide the work.
- Prepared for and made presentation on HST model to San Joaquin Valley Modelers meeting in Fresno.
- Made presentation to Legislative/Gubernatorial peer review panel on ridership and operations cost.

- Defined and began three model runs for business plan and alternatives analysis:
 - Phase 1, 2030, 50% and 83% with higher fares peak than off peak
 - Full system, 50% without Redwood City stop
 - Bakersfield – Bay Area with limited service north of San Jose at speeds foreseen for electrified two-track Caltrain line – 83% fares
- Cambridge Systems began review of PB estimate of airport access at Millbrae, discussed specifics of data requested by SCAG with SCAG’s consultant, and provided SANDAG aviation consultants with station pairs for 2035 LA-San Diego inclusive.
- Answered Authority and Central Valley consultant questions about jobs from planned construction and operation.
- Prepared answers to LA MTA and LA City DOT questions on the access assumptions and parking requirements, and coordinated with STV team answers to subset of traffic issues.
- Completed a draft technical appendix on ridership projection methodology and results for use in project level EIR/EIS documents.
- Continued to hold on website update pending review of need.

Action items and planned work in next month

- **Task 7.1 Operations Management Requirements**
 - Continue realigning operations tasks 7.1 and 7.2 to respond to current requests and priorities as directed by the Authority.
 - Continue coordination with railroads, agencies and stakeholders as required.
 - Follow up with BNSF Railway on LOSSAN Corridor temporal separation issues between Fullerton and Anaheim. Initiate study of local freights and shippers potentially affected by the proposed temporal separation.
 - Manage operations planning, safety and security tasks.
 - Determine resources needed to provide business plan operating cost estimates.
 - Continue to support Environmental Team effort by supplying Operations and Operations planning criteria along with manpower forecasts for Operations, and Maintenance functions.
- **Task 7.2 Operations Planning**
 - Continue to respond to comments on the Shared Track alternative between Anaheim and LA. Continue coordinating with the Authority, PMT, railroads, agencies and stakeholders.
 - Conduct service and operational reviews of the current ARTIC station concept option. Participate in review and coordination meetings with the Authority, PMT, railroads, agencies and stakeholders.
 - Conduct coordination meetings with operations, System Coordination groups and RCs.
 - Continue coordination with Bill Kennedy regarding NFPA issues on fire, life safety.
 - Conduct operations review and provide comments on outstanding system level review of Technical Memorandums as requested by EMT.
 - Continue reviewing the alignment characteristic RC teams for respective sections as required and update travel times.
 - Develop strategy to initiate study of LOSSAN Corridor shippers and BNSF Railway local freights affected by proposed temporal separation.
 - Continue work on System Requirements FRA Review Package(s)
 - Continue work/review/ assessment on refinements of HSR/SCRRA/LAUS Alignment options including “shared use”.
 - Continue to define system requirements for Operations on CHST

- Continue to refine Concept of Operations Document with input from EMT and other stakeholders
- Continue to work with Caltrain to develop rationalized operations concept for full build out of the CHSTP.
- Coordinate with the Regional Team Managers on the selection of preferred alternative, collect the alignment characteristics and input the alignments information into the simulation model to produce LA-SF travel time
- Anticipate an agreement on the alignment and a beginning of the full dynamic simulation of SF-SJ segment
- Work with the RTC developer to prepare simulation model for phase break simulation
- Continue development of Concept Report for Operations Control Center
- Continue to develop Training Requirements for Operating Personnel.
- Continue work on refining Maintenance of Way Activities reports
- Begin work on formulating new stopping patterns and overtake scenarios for updating 2011 Business Plan Timetables
- **Sub-task 7.3 Ridership and Revenue Forecasting**
 - Continue to respond to legal, board, and legislative questions.
 - Complete hearing presentation materials and participate in testimony to State Senate Transportation Committee Nov. 4th.
 - Finalize with the Authority the scope of work budget and schedule for risk analysis forecast upgrades. (3rd month on list)
 - Complete runs to support business plan and alternatives analysis started in October and define and run additional scenarios.
 - Determine Authority's need for website support.
 - Finalize ridership technical appendix for project level EIR/EIS work.

Task 8. Construction and Procurement

Key developments and accomplishments

- Procurement Package development
 - Continued to work with EMT in the development of procurement package deliverables document that includes: specification, drawing, exhibits, etc.
 - Continued to work with the EMT to update material quantity, unit price and contingency models which will be used in planning and development of the overall design-build strategy.
 - Draft procurement packages are currently undergoing internal PMT review. Packages being developed and reviewed include:
 - RFQ package
 - RFP package
 - RFP evaluators guide
 - Power Point training presentation
 - Development of a draft Request For Expression of Interest (RFEI) Document is well under way with the draft boiler plate portion of the document complete and ready for internal review.
- Planning and Cost Estimate update Development Efforts
 - Working with the EMT team to update material quantity, unit price and contingency models which will be used in planning and development of the overall design-build strategy.

-
- Working with all the Regional Managers and Section Engineers in updating the current cost and material quantity estimates.
 - Working with the PMT Scheduling group in the development of a Primavera based master schedule.
 - Conceptual schedules for procurement through construction and testing were developed as were procurement and construction schedules for potential ARRA funded development segments (procurement through construction). Additionally, a second conceptual schedule has been developed for a minimal operating section.

Planned Work Next Month

- Continue work on refining of the unit price cost estimate data base and contingency models.
- Continue working with the Regional Managers and Section Design Teams in the development of a comprehensive construction cost estimate and schedule for all Segments.
- Present the procurement strategy to senior Management and the Authority for adoption.
- Continue to support Program Controls in development of a Program master schedule.

PMT Summary Schedule

See attached

CAHSR Program Management Summary Schedule

Program Management Team (PMT)

Task Description	Planned Start Date	Planned Finish Date	Actual/Forecast Start Date	Actual/Forecast Finish Date	Total Planned To Date	Total Physical %	FY Planned %	FY Actual % Complete	2007 2008 2009 2010 2011 2012 2013																
									Q	Q	Q	Q	Q	Q	Q	Q	Q	Q	Q	Q					
Task 1 - Project Management and Controls																									
1 - Program Management and Controls	16-Nov-06	30-Jun-13	16-Nov-06 A	30-Jun-13	31	31	30	27																	
Task 2 - Public Communications and Education																									
2 - Public Communications and Education - Summary	16-Nov-06	30-Jun-13	16-Nov-06 A	30-Jun-13	91	90	33	10																	
Task 3 - Engineering Management																									
3 - Engineering Criteria and Design Management	16-Nov-06	30-Jun-13	16-Nov-06 A	30-Jun-13	38	39	27	29																	
3.1 - Team Management	16-Nov-06	30-Jun-13	01-Jul-07 A	30-Jun-13	58	59	33	34																	
3.2 - Infrastructure	02-Jul-07	30-Jun-13	16-Nov-06 A	30-Jun-13	64	64	31	32																	
3.3 - Systems	01-Jan-08	30-Jun-13	01-Jan-08 A	30-Jun-13	40	44	24	41																	
3.4 - Operations (See Task 7)	01-Jul-08	30-Jun-10	01-Jul-08 A	30-Jun-10 A	100	100	0	0																	
3.5 - Maintenance	01-Jul-09	30-Jun-13	01-Jul-09 A	30-Jun-13	42	41	22	18																	
3.6 - Rolling Stock	01-Jul-08	30-Jun-13	01-Jul-08 A	28-Jun-13	44	45	33	38																	
3.7 - Regulatory Approvals	01-Jan-08	01-Oct-11	01-Jan-08 A	30-Dec-11	51	55	33	55																	
3.8 - CHSTP Standard Drawings	01-Jul-08	30-Jun-11	01-Jul-08 A	30-Jun-11	38	37	24	20																	
3.9 - CHSTP Standard Specifications	01-Jan-09	01-Oct-11	01-Jan-09 A	01-Oct-11	12	9	26	17																	
3.10 - Cost Estimating	01-Jan-09	30-Jun-13	01-Jan-09 A	30-Jun-13	22	25	7	18																	
3.11 - CHSTP Design Manual	01-Jan-09	30-Jun-11	01-Jan-09 A	30-Jun-11	24	17	37	22																	
3.12 - Design Submittal Reviews	01-Jun-09	30-Jun-13	01-Jul-09 A	30-Jun-13	16	16	33	34																	
3.13 - Risk Management	01-Sep-10	30-Jun-13	16-Mar-10 A	30-Jun-13	3	8	11	34																	
3.14 - Procurement Support	01-Jul-09	30-Jun-13	01-Jul-09 A	30-Jun-13	2	2	33	34																	
3.15 - Survey Control	01-Jul-10	30-Jun-13	01-Sep-10 A	30-Jun-13	13	7	15	8																	
3.16 - Systems Integration	01-Jul-10	30-Jun-13	01-Jul-10 A	30-Jun-13	5	8	21	34																	
Task 4 - Environmental Review																									

CAHSR Program Management Summary Schedule

Program Management Team (PMT)

Task Description	Planned Start Date	Planned Finish Date	Actual/Forecast Start Date	Actual/Forecast Finish Date	Total Planned To Date	Total Physical %	FY Planned %	FY Actual % Complete	2007 2008 2009 2010 2011 2012 2013											
									Q	Q	Q	Q	Q	Q	Q	Q	Q	Q	Q	Q
4 - Environmental Review	16-Nov-06	30-Jun-13	16-Nov-06 A	30-Jun-13	30	28	32	21												
4.1 - Project Task Management	16-Nov-06	30-Jun-13	16-Nov-06 A	30-Jun-13	59	61	33	34												
4.2 - Program Management Coordination FY	16-Nov-06	30-Jun-13	16-Nov-06 A	30-Jun-13	59	60	33	36												
4.3 - Environmental Scoping	02-Jul-07	30-Dec-10	02-Jul-07 A	31-Mar-10 A	95	100	0	0												
4.4 - Alternative Analysis (AA) Process	02-Jul-07	30-Dec-11	02-Jul-07 A	30-Jun-11	71	77	33	51												
4.5 - Environmental Methods	02-Jul-07	30-Jun-10	02-Jul-07 A	28-Jun-13	100	51	33	51												
4.6 - Public Agency Involvement and Coordination	02-Jul-07	30-Jun-13	01-Jul-09 A	28-Jun-13	60	61	33	28												
4.7 - Review of Enviro, Social, Econ & Community Issues	02-Jul-07	30-Dec-11	02-Jul-07 A	30-Dec-11	77	79	33	34												
4.8 - Review of Technical Reports and DEIS/R	02-Jul-07	30-Jun-13	02-Jul-07 A	30-Jun-13	62	62	33	7												
4.9 - Permits and Approvals	02-Jul-07	30-Jun-13	02-Jul-07 A	28-Jun-13	58	59	33	31												
4.10 - Statewide Technical Tasks	02-Jul-07	31-Aug-10	02-Jul-07 A	31-Aug-10 A	96	100	100	100												
4.11 - GIS Support Services	02-Jul-07	30-Jun-13	02-Jul-07 A	30-Jun-13	61	62	33	34												
4.12 - Agency Agreements for Coord. & Funding	01-Jul-10	30-Jun-13	01-Jul-10 A	30-Jun-13	6	21	33	75												
4.13 - Section 404 and 408 Coordination	01-Jul-10	30-Jun-13	01-Jul-10 A	30-Jun-13	5	4	33	14												
Task 5 - Regional Consultants Oversight																				
Task 5 - Regional Consultant Oversight	29-Dec-06	30-Jun-13	29-Dec-06 A	30-Jun-13	33	26	33	30												
5.A1 - Palmdale to Los Angeles	12-Jan-07	30-Jun-13	12-Jan-07 A	30-Jun-13	31	33	33	44												
5.B1 - Los Angeles to Anaheim	29-Dec-06	30-Jun-13	29-Dec-06 A	30-Jun-13	30	30	33	29												
5.C1 - Los Angeles to San Diego	06-Feb-07	30-Jun-13	06-Feb-07 A	30-Jun-13	27	25	33	24												
5.D1 - Bakersfield to Palmdale	12-Feb-07	30-Jun-13	12-Feb-07 A	30-Jun-13	24	23	33	25												
5.D2 - Fresno to Bakersfield	12-Feb-07	30-Jun-13	12-Feb-07 A	30-Jun-13	24	22	33	27												
5.E1 - Merced to Fresno	12-Feb-07	30-Jun-13	12-Feb-07 A	30-Jun-13	23	22	33	26												
5.E2 - Merced to Sacramento	12-Feb-07	30-Jun-13	12-Feb-07 A	30-Jun-13	23	22	33	26												

