



CHSR Program Monthly Progress Report

March 2011

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 March 1 2011 through March 31, 2011. It provides a summary of the work accomplished this period and PMT status to date.

Highlights

Overview

- The PMT has completed 60% of its planned work for FY 10/11 as shown on the attached Summary Schedule.
- Completed three (3) Technical Memoranda.
- Reviewed and collated over 1000 Expressions of Interest (EOI) as well as providing responses to questions raised.
- Provided training sessions to Regional Consultant's staff on the Program-wide Change Control Procedure in preparation for its formal issue by the Authority.
- Probability-Impact matrices have been updated with six Regional Consultant teams and risks are being tracked and reported with them.

PMT Financials

Cost, Hours and Progress

The actual costs and hours for the PMT are for the calendar month from March 1, 2011 through March 31, 2011 with the cumulative costs and hours for the current fiscal year through March 31.

Dollars spent

In March, \$3.94 million was billed which is 108% of plan for the month. The over-spend in March is due to additional:

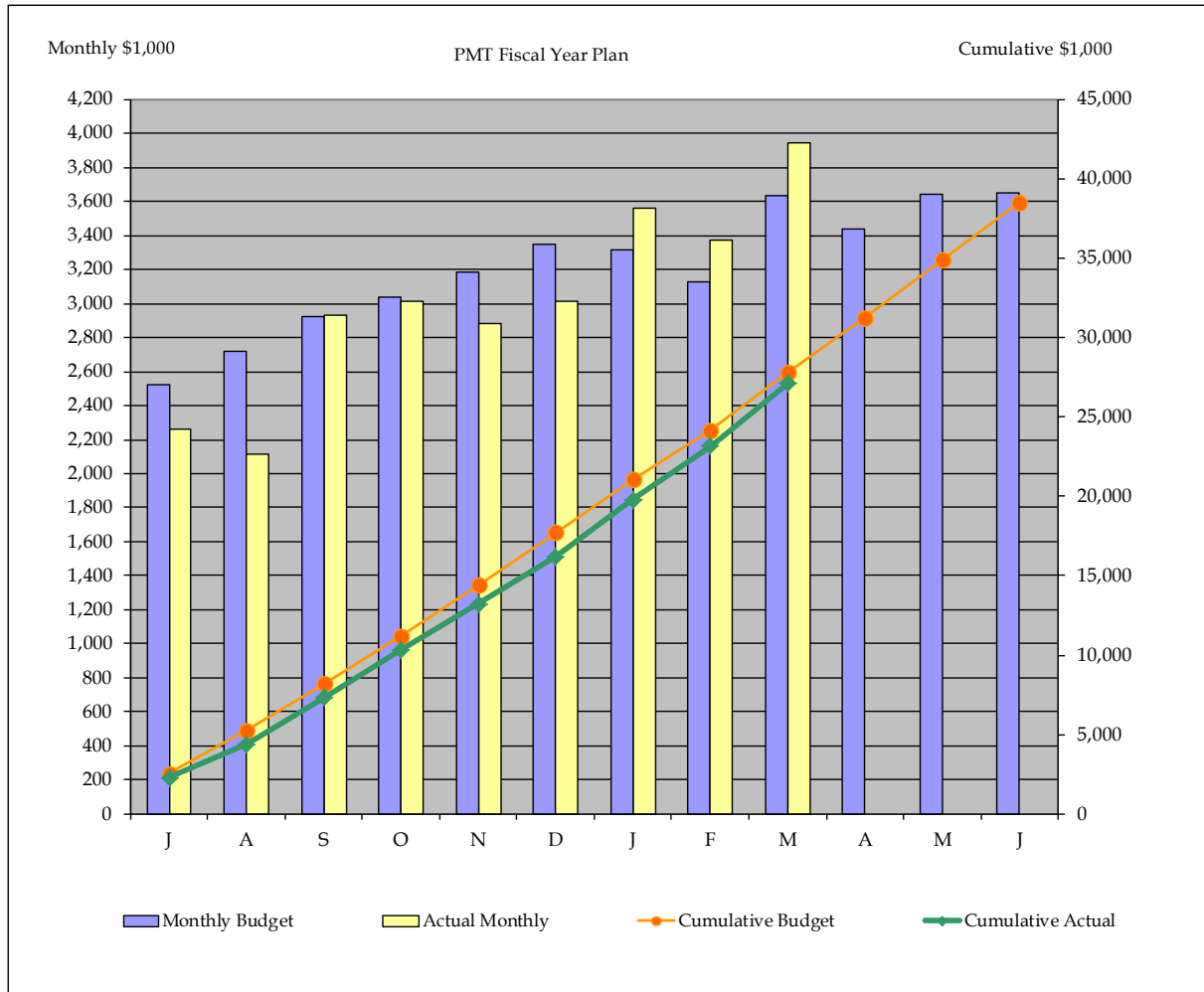
- Special Projects work, including Grants Administration, Station Area Planning and Agreements (Memorandum of Understanding, Memorandum of Agreement and Permits).
- Staff supporting the Program Management activities.
- Staff supporting the RFEI effort.

Special Projects (Task 1.6) was not funded in the FY10/11 AWP. The \$0.23 million budget shown was a transfer of Public Outreach funds to this account (via the Budget Redistribution Request Form (BRRF) process. The negative \$0.15m remaining budget for Special Projects (as well as the funding needs for the remainder of FY10/11 will be addressed by BRRF over the next few weeks.

It should be noted that the PMT has accepted the addition of Special Projects into its work, without increasing the overall FY 10/11 AWP budget. This will be documented by BRRF over the next few weeks.

Cumulative spending for FY 10/11 through March is \$27.1 million, which is 3% under the plan.

Figure 1: Billings Planned and Actual through March 2011



CHSR Program Management Team Progress Report

March 2011

Table 1 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	Remaining Budget
Task	Planned	Actual	Planned	Actual	Variance	% Over / -Under			
1 Program Management	\$320.0	\$417.7	\$2,591.0	\$3,029.8	439	17	\$ 3,733.8	703.96	
1.6 Special Projects	\$20.6	\$175.0	\$175.9	\$558.8	383	218	\$ 234.3	(324.55)	
2 Public Outreach & Comm	\$0.0	\$0.0	\$0.0	\$0.0	0	0	\$ -	-	
3 Engineering & Design Mgmt	\$1,797.9	\$1,891.2	\$12,670.8	\$12,120.8	-550	-4	\$ 17,864.3	5,743.45	
3.1 Team Management	\$84.3	\$111.6	\$718.0	\$753.7	36	5	\$ 956.2	202.46	
3.2 Infrastructure	\$155.5	\$285.6	\$1,269.1	\$1,959.7	691	54	\$ 1,708.6	(251.18)	
3.3 Systems	\$231.7	\$189.5	\$1,656.7	\$2,064.2	407	25	\$ 2,311.6	247.48	
3.4 Operations	\$0.0	\$0.0	\$0.0	\$0.0	0	0	\$ -	-	
3.5 Maintenance	\$76.0	\$92.7	\$525.1	\$637.8	113	21	\$ 742.4	104.64	
3.6 Rolling Stock	\$110.0	\$88.0	\$937.0	\$888.7	-48	-5	\$ 1,247.7	359.03	
3.7 Regulatory Approvals	\$71.0	\$83.9	\$605.2	\$589.3	-16	-3	\$ 805.9	216.64	
3.8 Standard Drawings	\$243.6	\$253.1	\$1,326.5	\$1,289.3	-37	-3	\$ 1,990.2	700.84	
3.9 Standard Specifications	\$140.2	\$173.6	\$1,017.4	\$540.2	-477	-47	\$ 1,405.2	865.00	
3.10 Cost Estimating	\$139.6	\$159.2	\$516.5	\$705.2	189	37	\$ 910.9	205.70	
3.11 Design Manual	\$94.5	\$367.9	\$1,276.9	\$1,131.2	-146	-11	\$ 1,690.1	558.87	
3.12 Design Submittal Reviews	\$180.8	\$38.3	\$1,540.9	\$940.9	-600	-39	\$ 2,052.0	1,111.07	
3.13 Risk Management	\$43.5	\$0.0	\$245.8	\$11.5	-234	-95	\$ 368.7	357.22	
3.14 Staging and Procurement Support	\$15.1	\$8.6	\$128.4	\$16.7	-112	-87	\$ 170.9	154.27	
3.15 Survey Control	\$178.1	\$9.0	\$728.5	\$369.1	-359	-49	\$ 1,231.8	862.75	
3.16 System integration	\$33.1	\$30.1	\$178.7	\$223.5	45	25	\$ 272.2	48.66	
4 Environmental	\$240.8	\$188.0	\$1,858.6	\$1,885.4	27	1	\$ 2,539.0	653.65	
5 Regional Managers	\$746.3	\$762.4	\$6,359.7	\$6,037.5	-322	-5	\$ 8,468.9	2,431.32	
5A Palmdale to Los Angeles	\$118.0	\$104.1	\$1,005.7	\$760.2	-246	-24	\$ 1,339.2	579.01	
5B Los Angeles to Anaheim	\$108.4	\$80.0	\$923.9	\$1,131.8	208	22	\$ 1,230.4	98.55	
5C Los Angeles to San Diego	\$94.0	\$131.2	\$801.2	\$1,134.1	333	42	\$ 1,067.0	(67.17)	
5D Fresno to Palmdale	\$86.1	\$104.1	\$733.5	\$725.3	-8	-1	\$ 976.7	251.38	
5E Sacramento to Fresno	\$82.9	\$106.9	\$706.2	\$715.6	9	1	\$ 940.5	224.85	
5F Altamont Pass	\$63.0	\$30.3	\$537.0	\$206.0	-331	-62	\$ 715.0	509.00	
5G San Jose to Central Valley Wye	\$95.6	\$120.5	\$814.3	\$714.6	-100	-12	\$ 1,084.4	369.80	
5H San Francisco to San Jose	\$98.3	\$85.4	\$837.9	\$649.9	-188	-22	\$ 1,115.8	465.89	
6 Right-of-Way Acquisition	\$63.1	\$18.9	\$299.1	\$18.9	-280	-94	\$ 491.7	472.74	
7 RR Operations & Ridership	\$302.0	\$270.4	\$2,626.2	\$2,224.3	-402	-15	\$ 3,492.3	1,268.00	
8 Construction & Procurement	\$58.6	\$141.9	\$581.6	\$739.8	158	27	\$ 810.9	71.16	
ODCs	\$85.3	\$77.8	\$650.4	\$485.1	-165	-25	\$ 902.4	417.27	
TOTAL	\$3,635	\$3,943.3	\$27,813	\$27,100.5	-713	-3	\$ 38,537.5	11,436.99	

Review of significant departures from planned task spending as extracted from the AWP

Task 1, Program Management indicates that it is 17% (\$439 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.

Task 3, Engineering and Design Management shows 4% (\$550 thousand) under spending.

The following current variances should be noted:

The PMT is improving time charge allocations to the appropriate charge codes. However, time spent on development work continues to be charged to Task 3.2 with production work charged to the other subtasks, such as 3.8 (Standard Drawings), 3.9 (Standard Specifications), (3.11) Design Manual and 3.12 (Design Submittal Review) as production hours are clearly defined. Since development efforts are difficult to isolate and distribute to the production tasks, BRRFs will be submitted over the next few weeks to redistribute budget to better reflect the work effort. No cost increase is expected as a result of this budget restructuring request.

Team Management – (Task 3.1) is 5% (\$36 thousand) over its allocated dollars

Infrastructure – (Task 3.2) is 54% (\$691 thousand) over its allocated dollars.

Additional work:

- Coordinate with Caltrans on interfaces between HST and state highway system. Includes development of design guidance for HST alignments in proximity of state highway facilities.
- Additional work: Develop Utility Strategy, Prepare Listing of Statewide Permits and Approvals and Support Station Area Planning efforts.
- Additional work: Develop scope and workplan for standard 30% structure design. Initiated development of standard 30% design for HST structures.

Systems – (Task 3.3) is 25% (\$407 thousand) over its allocated dollars.

Additional Work:

- Caltrain PTC interface support
- Utility agreement management
- COMs frequency research and management

Maintenance – (Task 3.5) is 21% (\$113 thousand) over spending.

Rolling Stock – (Task 3.6) is 5% (\$48 thousand) under its allocated dollars.

Regulatory Approvals (Task 3.7) is 3% (\$16 thousand) under its allocated dollars.

Standard Drawings (Task 3.8) is 3% (\$37 thousand) under spending.

Standard Specifications (Task 3.9) initiated its work in August and is 47% (\$477 thousand) under spending in order 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 37% (\$189 thousand over its allocated dollars) as a result of greater than anticipated estimating needs to support the ARRA-funding package submittal.

Design Manual (Task 3.11) is 11% (\$146 thousand) under budget.

Design Submittal Reviews (Task 3.12) is under budget by 39% (\$600 thousand)

Risk Management (Task 3.13) is 95% (\$234 thousand) under budget

Staging and Procurement Support (Task 3.14) is 87% (\$112 thousand) under its allocated dollars.

Survey Control (Task 3.15) is 49% (\$359 thousand) under its allocated dollars.

System Integration (Task 3.16) is 25% (\$45 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 1% (\$27 thousand) reflecting the additional staff required to review the submittals now arriving.

Task 5, Regional Team Management is 5% (\$322 thousand) under budget to date.

Task 6, Right-of-Way Acquisition Work has been on hold awaiting direction from the Authority. With the recent addition of the Authority newly-hired Real Properties Director, this work will be accelerated in the coming months.

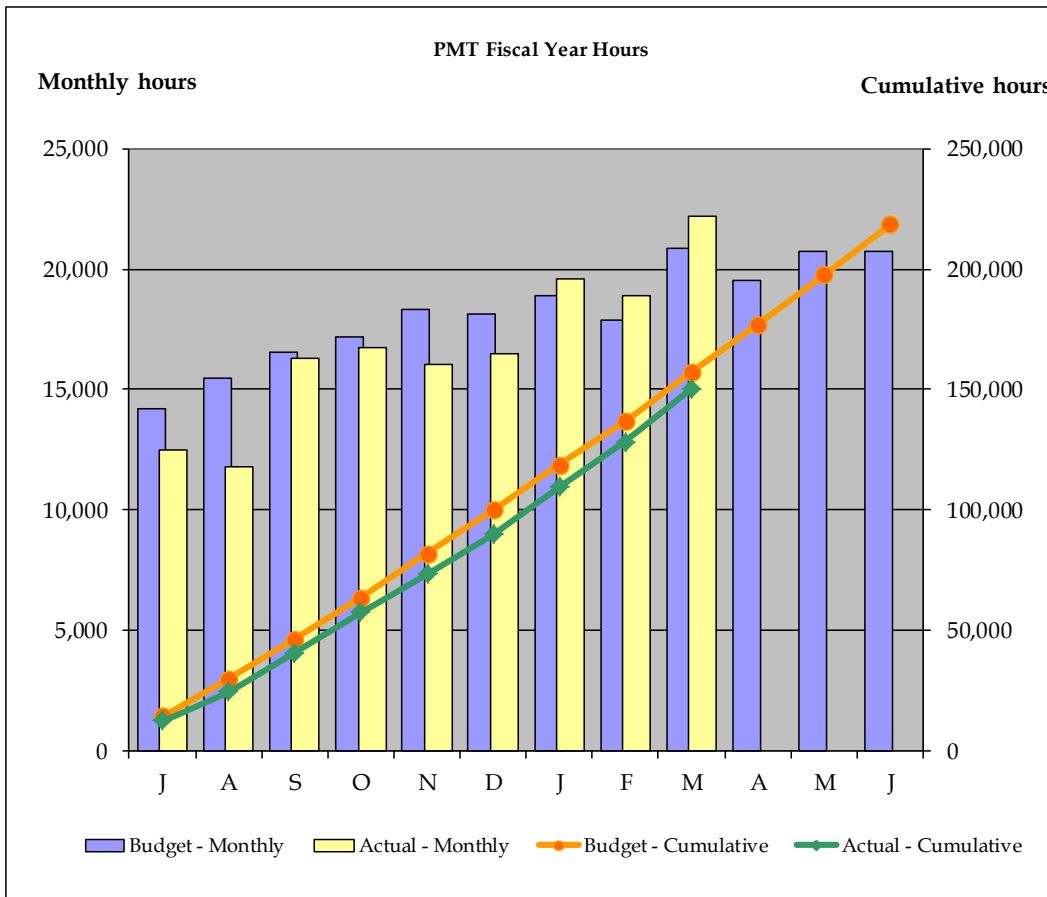
Task 7, Railroad Operations and Ridership is 15% (\$402 thousand) under its planned spending.

Task 8, Construction and Procurement is 27% (\$158 thousand) over budget reflecting the push to finalize and issue the Request for Expressions of Interest (RFEI).

a. Hours Worked

In March, 22,210 hours were billed, compared to the 20,833 hours planned, while the cumulative under-spend for FY10/11 is 4%. Figure 2 shows the hours planned and billed by month.

Figure 2: Hours planned and actual – March 2011



CHSR Program Management Team Progress Report

March 2011

Table 1: Hours by Task – March 2011

Program Management Team						
FY 2010 / 2011 Hours		March		Cumulative		
Task	Planned	Actual	Planned	Actual	Variance	% Over/ -Under
1 Program Management	2,462	2,902	20,315	20,515	200	1
1.6 Special Projects	156	811	1,327	2,581	1,254	94
2 Public Outreach & Communications	0	0	0	0	0	0
3 Engineering & Design Management	10,084	11,096	69,291	70,760	1,468	2
3.1 Team Management	478	673	3,910	4,683	773	20
3.2 Infrastructure	881	1,957	7,034	13,190	6,156	88
3.3 Systems	1,298	952	9,222	10,668	1,446	16
3.4 Operations	0	0	0	0	0	0
3.5 Maintenance	397	460	2,717	2,994	276	10
3.6 Rolling Stock	536	459	4,566	4,585	19	0
3.7 Regulatory Approvals	388	437	3,304	3,417	112	3
3.8 Standard Drawings	1,425	1,959	7,386	9,747	2,361	32
3.9 Standard Specifications	728	904	5,214	2,733	-2,481	-48
3.10 Cost Estimating	738	807	2,648	3,722	1,073	41
3.11 Design Manual	524	2,046	6,931	6,404	-527	-8
3.12 Design Submittal Reviews	996	194	8,415	4,733	-3,682	-44
3.13 Risk Management	255	0	1,443	82	-1,361	-94
3.14 Staging and Procurement Support	81	38	691	72	-619	-90
3.15 Survey Control	1,164	60	4,761	2,612	-2,150	-45
3.16 System integration	195	151	1,049	1,120	71	7
4 Environmental	1,373	1,126	10,446	10,831	385	4
5 Regional Managers	4,098	3,973	34,919	30,636	-4,283	-12
5A Palmdale to Los Angeles	642	501	5,473	3,702	-1,771	-32
5B Los Angeles to Anaheim	501	397	4,271	5,405	1,133	27
5C Los Angeles to San Diego	438	493	3,734	4,139	405	11
5D Fresno to Palmdale	493	632	4,205	4,543	338	8
5E Sacramento to Fresno	497	636	4,235	4,319	83	2
5F Altamont Pass	367	163	3,127	1,079	-2,048	-65
5G San Jose to Central Valley Wye	581	649	4,955	3,898	-1,057	-21
5H San Francisco to San Jose	577	502	4,919	3,552	-1,367	-28
6 Right-of-Way Acquisition	676	146	3,205	146	-3,060	-95
7 RR Operations & Ridership	1,632	1,516	14,239	12,262	-1,977	-14
8 Construction & Procurement	352	643	3,711	2,743	-969	-26
TOTAL	20,833	22,210	157,455	150,472	-6,982	-4

The major variances against the plan are due to:

- Special Projects work, including Grants Administration, Station Area Planning and Agreements (Memorandum of Understanding, Memorandum of Agreement and Permits).
- Staff supporting the Program Management activities.
- Staff supporting the RFEI effort.

Cost Performance Report

The PMT continues to use a deliverables-based approach to measure the earned value of its work. Task Managers provide status on each deliverable regarding percent complete and expected completion dates. This information is available in the PMT Deliverables Summary Report included in this report and details are posted on ProjectSolve2. The Deliverables are weighted using their budgeted value as provided in the FY10/11 Annual Work Program (AWP). Some adjustments to the budgeted value of deliverables are still to be made within the subtask level to better reflect the work expected to be completed, maintaining the overall subtask total. Adjustments requested to move money between subtasks have not been reflected yet; and will go through the change control process to document, review and approve the changes to deliverables and subtasks. Among these changes is identification of deliverables not expected to be completed this fiscal year, due to delays in the status of the Regional Consultants 15% design and environmental process. In some cases, such as Los Angeles to Anaheim, the 15% design is not expected to be completed until 2012, yet review of the 15% design was a deliverable in this fiscal year. Further refinement will continue in future months as specific measurement techniques are developed for each individual deliverable to measure its progress objectively.

Through March, the PMT has a Planned Value of \$75.6m which represents 41% of the total budget. The PMT has earned \$71.1m of that budget, which is 38.6% complete. The PMT spent \$72.4m to accomplish that work. These numbers result in a Cost Performance Index (CPI) of 0.98, and a Schedule Performance Index (SPI) of 0.94. The CPI reduced slightly from last month, while the SPI remained the same. Both these variances are not of the scale to be a concern and it is more insightful to monitor the trend lines. Over the previous six months, the trend lines indicate a declining CPI. According to the data, the PMT is minimally over budget and minimally behind schedule.

Areas of concern as identified by the CPI and SPI performance factor include subtask 1.6 – Special Projects. The total budget for this is \$234,271 and the actual costs are already \$558,823 with only 75% complete. The subtask is already over budget and indicates the added work captured by this subtask is greater than the budget allocated. Additional change request forms are being prepared to capture the increase in scope. Subtask 3.3 – Systems has had a CPI decrease from February (0.87), to 0.79 indicating a drop in performance. Subtask 3.13 – Risk Management is reflecting a CPI of 24.02, indicating the need for reallocation of budget, since the majority of this work is being covered under subtask 1.5. Also subtask 3.15 – Survey Control remains significantly under budget with an CPI of 7.70.

Task 4 – Environmental reflects an SPI of 0.84, which is an improvement from February's 0.82. Additional staff were previously added to meet review requirements, not originally anticipated. This indicates that the extra staff is performing additional work, which will be added to the PMT plan through the change control process to remedy the overrun. Task 6 – Right-of-Way Acquisitions is commencing and a contract is now in place with Paragon Partners to perform this task. It is currently showing to be significantly behind schedule, with an SPI of 0.63, which is 0.06 lower than February's 0.69. Task 7 – Ridership and Operations maintained its SPI of 0.91. The focus on ridership and operations tasks will continue. Task 8 – Construction and Procurement has an SPI of 0.71, which is an improvement from 0.59. While this task is currently showing to be behind, work is being managed to meet the current objectives for contracting the ARRA Sections.

CHSR Program Management Team Progress Report

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California High Speed Rail Authority

Cost Performance Report
March 2011

Program Management Team

Planned Progress: 41.0%
Actual Progress: 38.6%



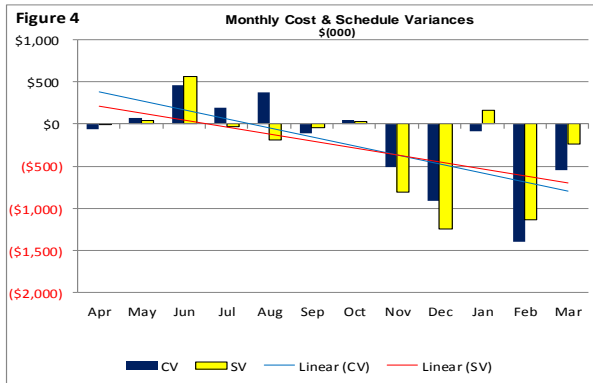
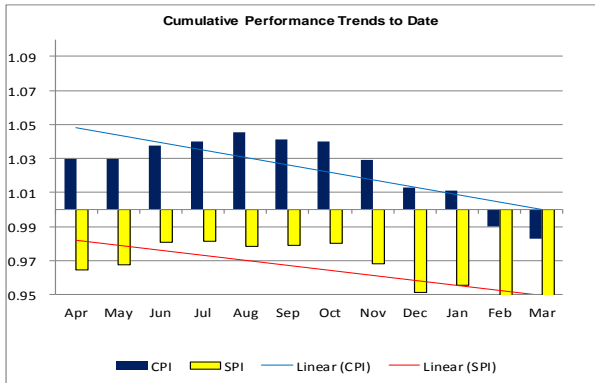
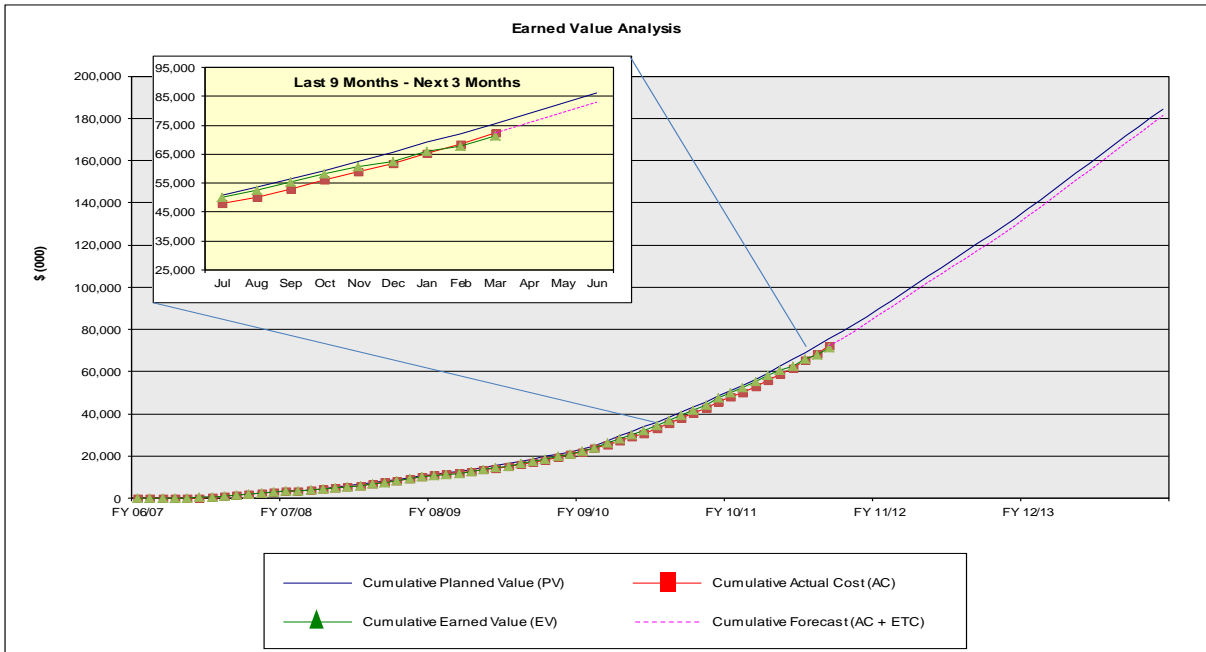
Dollar amounts in thousands

WBS	Task	Total Labor Budget* (BAC)	Planned (PV)	Actual Cost (AC)	Earned (EV)	Forecast (ETC)	Total Cost (EAC)	CPI	SPI
1	Program Management	\$23,763	\$8,922	\$9,478	\$9,039	\$14,841	\$24,319	0.95	1.01
2	Public Outreach & Comm	\$3,033	\$3,033	\$2,796	\$3,033	\$0	\$2,796	1.08	1.00
3	Engineering & Design Mgmt	\$72,807	\$35,614	\$35,098	\$34,599	\$37,156	\$72,254	0.99	0.97
4	Environmental	\$10,800	\$4,320	\$4,034	\$3,400	\$6,480	\$10,515	0.84	0.79
5	Regional Managers	\$45,718	\$15,609	\$14,909	\$14,160	\$30,098	\$45,007	0.95	0.91
6	Right of Way Acquisition	\$5,198	\$805	\$112	\$508	\$4,393	\$4,504	4.55	0.63
7	RR Operations & Ridership	\$13,695	\$6,229	\$5,033	\$5,675	\$7,466	\$12,499	1.13	0.91
8	Construction & Procurement	\$9,514	\$1,085	\$960	\$775	\$8,429	\$9,389	0.81	0.71
Total		\$184,529	\$75,616	\$72,419	\$71,188	\$108,863	\$181,282	0.98	0.94

* Total Labor Budget - is the planned cost of all work less Other Direct Costs (ODC's).

Current Cost Variance (CV) to Date (EV - AC): **(\$1,231)**
Current Schedule Variance (SV) to Date (EV - PV): **(\$4,428)**

OVER BUDGET	-1.7%	Percent under (+) or over (-) budget
BEHIND SCHEDULE	-5.9%	Percent ahead (+) or behind (-) schedule



Progress and Accomplishments by Task

Task 1. Program Management and Controls

- Initiated the Major Milestone Variance Report, which is updated weekly.
- Expanded PMT Schedule to reflect the detailed tasks for the Business Plan, Program-wide Engineering, Operations and Procurement.
- Continued to work with the RCs to improve the quality of their schedules.
- Developed a Program-wide Change Control Procedure and submitted to the Authority for issue. In addition, provided training sessions to RCs on the procedure.
- 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 Regional Consultants to implement Earned Value Methodology concepts for progress reporting with nine Cost Performance Reports now available (PMT and eight RCs). Work also continues to refine the data and analyze results.
- Continued to implement Risk Management and Quality Management as discussed below.
- Continued development of the FY 11/12 AWP.

Task 1.4 Quality Management

The PMT continues to conduct audits of the Regional Consultants in accordance with the PMT Quality Plan. This is a continuous process of evaluating each RC's quality plan for its work to ensure that it is compliant with the plan and recommend Quality Control measures where appropriate.

The following audits have been completed and reports are available on ProjectSolve2:

- Fresno to Bakersfield
- San Francisco to San Jose
- Merced to Fresno
- San Jose to Merced
- LA to Anaheim
- Palmdale to LA
- LA to San Diego (report in progress)

An Audit is planned in April for the Bakersfield to Palmdale Section.

Task 1.5 Risk Management

The PMT is 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 updated bi-monthly in the Regional Risk Report. In addition the programmatic risks are recorded in a programmatic risk register and both documents are available on ProjectSolve via the following link:

My ProjectSolve > CAHSR - Program Mgmt (13259) > 01. Program Management and Admin > 25. Contract Administration > 25. Program Management Progress Reports > 2010/11 Program Management Progress

Each Regional Risk Report provides an overview of the current risks for the individual section, as identified and assessed by the respective Regional Consultant team. Appendices to these reports are risks by section and category, top ten risks by section, newly identified red-zone risks, risks owned by PMT and Authority, risks with no ownership, past-due mitigations associated with red-zone risks and red-zone risks without mitigations.

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Deliverables

PMT AWP Deliverables Status					
March-2011					
WBS	Task	FY Plan 10/11	Total (Year to Date)		Deliverables Past Due
			Plan	Actual	
1	Program Management	73	44	44	0
2	Public Outreach and Communications (NIC)	2	0	0	0
3	Engineering and Design Management	58	23	1	17
4	Environmental Management	255	59	51	5
5	Regional Management	303	120	98	11
6	Right of Way Acquisition	13	3	0	3
7	RR Operations and Ridership	31	7	0	7
8	Construction and Procurement	51	15	9	6
Total		786	271	203	49

The table above is a summary of the number of PMT FY10/11 AWP Deliverables by WBS task. The Deliverables Past Due column reflects the number of planned deliverables not completed to date and the status of each deliverable is provided below. This report represents the most current information available, noting that some Deliverables that are pending Change Requests/BRRFs. As shown below, FY10/11 Deliverables are being re-planned for future fiscal years, as the priorities and requirements of the Program change.

Notes: 1) The FY Plan 10/11 Deliverables count reflects corrections to last months data.

Status of Past Due 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	68%	5/31/2011
3	3.8	3.8.2a	Infrastructure Dwg's - Set 1	9/30/2010	72%	4/30/2011
3	3.8	3.8.2b	Infrastructure Dwg's - Set 2	12/31/2010	25%	6/30/2011
3	3.8	3.8.3a	Overhead Contact System Dwg's Set 1	9/30/2010	75%	3/31/2011
3	3.8	3.8.3b	Overhead Contact System Dwg's Set 2	9/30/2010	70%	3/31/2011
3	3.8	3.8.3c	Overhead Contact System Dwg's Set 3	12/31/2010	0%	12/31/2011
3	3.8	3.8.4a	Traction Power System Dwg's - Set 1	9/30/2010	85%	3/31/2011
3	3.8	3.8.4b	Traction Power System Dwg's - Set 2	12/31/2010	85%	3/31/2011
3	3.8	3.8.5a	Communications Dwg's - Set 1	1/31/2011	85%	4/30/2011
3	3.8	3.8.6a	Train Controls Dwg's - Set 1	9/30/2010	68%	6/30/2011
3	3.8	3.8.6b	Train Controls Dwg's - Set 2	12/31/2010	75%	6/30/2011
3	3.9	3.9.2a	Standard Specifications - Set 1	9/30/2010	56%	6/30/2011
3	3.9	3.9.2b	Standard Specifications - Set 2	12/31/2010	41%	6/30/2011
3	3.1	3.10.2	Items & Unit Prices for 30% Des Sub (15% Cost Estim Compilation)	1/31/2011	75%	6/30/2011
3	3.11	3.11.1	Design Manual - Set 1	9/30/2010	85%	6/30/2011
3	3.11	3.11.2	Design Manual - Set 2	12/31/2010	84%	6/30/2011
3	3.15	3.15a	3.15.1a - Establish 250 Control Survey Monuments	1/31/2011	0%	04/31/2011
4	4.2	4.2.5	Context Sens Sol for Auth Website	9/30/2010	0%	6/30/2011
4	4.2	4.2.7	Guide on Implmt Sustainability CAHSTP	10/31/2010	15%	6/30/2012
4	4.9	4.9.2	Coord & Sched of Permits/Aprv-ARRA	10/31/2010	75%	4/31/2011
4	4.12	4.12.2	Comp. Sec106 Programmatic Agreement	7/31/2010	80%	6/30/2011
4	4.12	4.12.4	Prep Interagency Funding Agreements	1/31/2011	76%	6/30/2011
5	5D.3FB	5D.3.1c	Review & Comment-Envr Tech Studies	11/10/2010	95%	5/13/2011
5	5D.3FB	5D.3.1d	Review & Comment-15% Design	1/1/2011	90%	6/30/2011
5	5D.3FB	5D.3.3a	Comments on Regional Consultant Deliverables	1/1/2011	0%	1/27/2011
5	5D.3FB	5D.3.3c	Prep of 15 % Design	1/1/2011	0%	1/27/2011
5	5D.3BP	5D.3.1b	Comments on Prelim & Supp Alts Analysis Report	2/11/2011	85%	6/30/2011
5	5G.3	5G.3.1b	Comments on Prelim & Supp Alts Analysis Report	11/15/2010	70%	6/30/2011
5	5G.3	5G.3.1c	Review & Comment-Envr Tech Studies	3/24/2011	70%	6/30/2011
5	5G.3	5G.3.1d	Review & Comment-15% Design	2/28/2011	75%	6/30/2011
5	5G.3	5G.3.2d	Comment on AA Reports (Supplemental)	11/15/2010	0%	5/30/2011
5	5G.3	5G.3.2e	Comments on Envr Studies	3/24/2011	0%	3/29/2011
5	5G.3	5G.3.3c	Prep of 15 % Design	3/25/2011	0%	5/13/2011
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	9/30/2010	0%	6/30/2013
6	6.3	6.3.1	Memo on Strategy for Proactive Acquisition	8/31/2010	0%	6/30/2013
7	7.2	7.2.2a	Ops & Serv Plan Reports, Serv Des & Serv Plan	12/30/2010	76%	6/30/2011
7	7.2	7.2.3	Passenger Station Plans	1/31/2011	25%	4/1/2011
7	7.2	7.2.4	Operations Control Center (OCC)	1/31/2011	76%	6/30/2011
7	7.2	7.2.7	Concept of Operations	2/28/2011	80%	6/30/2011
7	7.2	7.2.8	Operations Preport & Train Sim Model	2/28/2011	76%	6/30/2011
7	7.2	7.2.10a	General Sys Safety Reqmts Report	10/31/2010	40%	5/31/2011
7	7.2	7.2.10b	Fire, Life, Safety Criteria & Parameters	10/31/2010	15%	6/30/2011
8	8.1	8.1.1	Construction Staging Plan (all phase I sections)	12/31/2010	90%	4/12/2011
8	8.1	8.1.2	Develop Staging Procurement Documents, SOW, RFP and Contractual document	12/31/2010	0%	11/25/2011
8	8.1	8.1.3	Request for Qualification development (RFQ) - Contract Requirements & Structures - Dra	10/31/2010	0%	8/25/2011
8	8.1	8.1.4	Request for Qualifications development (RFQ) - Contract Requirements & Structures - Fi	12/31/2010	0%	8/25/2011
8	8.1	8.1.7	Constructability Review Matrix	12/31/2010	0%	10/28/2011
8	8.4	8.4.1	Staffing plan and schedule of anticipated inspection support	9/30/2010	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 Progress Reports > 2010/11 Program Management Progress](#)

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 Infrastructure
 - Additional work:
 - Coordination with Caltrans on interfaces between HST and state highway system. Including development of design guidance for HST alignments in proximity of state highway facilities.
 - Develop Utility Strategy, prepare listing of Statewide Permits and Approvals and support Station Area Planning efforts.
 - Develop scope and workplan for standard 30% structure design. Initiated development of standard 30% design for HST structures.
- Task 3.2/3.3 Technical Memoranda
 - Released this period
 - TM 200.01 Ground Motion
 - TM 600.01 Vehicle Width
 - TM 0.2 R2 TM Protocol
 - Work during March
 - TM 0.1.1 30% Design Scope Guidelines R1
 - TM 2.1.5 Track Design
 - TM 2.2.2 R1 Station Program Design Guidelines (reviewing comments received from Authority)
 - TM 2.2.5 High-Speed Train Description
 - TM 2.4.2 R2 Basic Tunnel Configuration
 - TM 100.01 Peer Review of UPE
 - TM 1.1.22 30% Cost Estimating Methodology
- Task 3.2.3 Architectural and Aesthetic Guide
 - Continued development of architectural and aesthetical guide.
- Task 3.3.2 System Design
 - Additional work:
 - Caltrain PTC interface support
 - Utility agreement management
 - COMs frequency research and management
- Task 3.3.3 Performance Specifications
 - Draft of performance specification and development continues for:
 - Traction Power Supply
 - Overhead Contact System
 - Train Control System
 - Communications
- Task 3.5.2 Preliminary Maintenance Plan
 - Developing Maintenance Plan
- Task 3.5.3 Performance Specifications
 - Progressing Maintenance of Way performance specifications
- Task 3.6 Rolling Stock
 - Continued development of performance specifications

- Task 3.7.1 FRA Petition for Rule of Particular Applicability
 - Held review session with FRA staff regarding traction power and distribution system requirements.
 - Revised RPA petition document to follow RPA Guidance document table of contents provided by FRA.
- Task 3.7.2 CPUC Petition for Order Instituting Rulemaking
 - Formally distributed the Petition and proposed General Order (GO) documents to potentially affected railroads, and requested review and follow up meetings.
- Task 3.7.3 CHSTP Requirements Management Recommendations
 - Continued populating database as system requirements reach final state of completion.
- Task 3.7.4 Verification and Validation Development
 - Continued “decomposing” system requirements into requirement specifications and formulating functional interfaces.
 - Procured and installed Requirements Management Tool – DOORS Software, and began migration process of completed system requirements from the custom Access database into DOORS.
 - Held coordination meeting with Procurement team and provided description of self-certification process for inclusion in the RFQ documents.
- Task 3.8.2 CHSR Standard Drawings
Infrastructure: Progressing the following:
 - 3.8.2a Set 1 – Set 1 has been restructured as more drawings were added. Significant progress made on General drawings. Access Control drawings have been started.
 - 3.8.2b Set 2 – Significant progress made on Retaining walls drawings. Sound walls drawings have not been started.
 - 3.8.3c Set 3 – Significant progress made on Track drawings. Continued progress on Drainage and Utilities drawings.
- Task 3.8.3 Systems
 - 3.8.3d Set 4 -- Restructure Set 4. Significant progress on Bridges and Tunnels. Continued progress on Stations and Facilities.
 - 3.8.3 Overhead Contact System – No progress on Set 1. Significant Progress on Set 2. Set 3 and 4 are not scheduled to start until next fiscal year.
 - 3.8.4 Traction Power Supply – Continued progress on Sets 1-3. No progress on Set 4.
 - Communications – Significant progress on Set 1 and 2. Set 3 has been restructured.
 - 3.8.6 Train Control System – Significant progress on Set 2. No progress on Set 2. Continued progress on Set 3 and 4.
- Task 3.8.7 Maintenance
 - There are no standard drawings to support procurement this fiscal year.
- Task 3.9 CHSR Standard Specifications
 - Completed EMT Memo “Production Guidance for Special Provisions for CHSTP” for Regional Consultants use.
 - Discussed Standard Specifications for corrosion control.
 - Set 1: Continued development of Division 01 General Requirements. Division 20 Facilities Services and Division 22 Plumbing: All sections written and prepared for the checker.
 - Set 2: Division 21 Fire Suppression: Three sections were written and prepared for the checker. Division 31 Earthwork: Geotechnical team members drafted several sections and prepared for checker. Division 10 Specialties: Civil team members drafted several sections and prepared for the checker.

- Set 3: Divisions 2 Existing Conditions, Division 32 Exterior Improvements: Civil team drafted and checked several sections. Division 3 Concrete and Division 5 Metals. Structural engineer has drafted the sections required for initial construction segment.
- Set 4: Division 33 Utilities: Civil team has drafted all sections. Division 34 Trackwork: Initial work for sections has begun.
- Task 3.10 Cost Estimating
 - 15% Design Capital Cost Estimates – Completed updates to tunneling unit pricing in response to peer review comments. Continued evaluation of viaduct unit pricing in context of updated foundation design assumptions.
 - Continued supporting cost containment work in Merced to Fresno and Fresno to Bakersfield sections by developing comparative construction cost estimates.
 - Participated in review meetings with the PMO focusing on comparative analysis of Merced to Fresno and Fresno to Bakersfield construction costs against independent estimates developed by the PMO.
 - 30% Design Capital Cost Estimates – Performed System Level Review of the 30% Design Cost Estimating Methodology TM. Proceeded with developing custom library of crews, equipment lists and material prices to support 30% design unit cost library.
- Task 3.11 CHSR Design Manual
 - Meetings to coordinate and advance the content of chapters: 1, 3, 4, 5, 6, 7, 8, 16 and 17
 - Chapters ready for System Level Review: 1, 8, 3, 4, 7 and 16
 - Sets progressed this Period include:
 - Set 1 – Climatic Conditions, Civil Design
 - Set 2 – Track Geometry, Track Clearances, Design Survey and Mapping
 - Set 3 – General, Architecture, Facilities Power and Lighting Systems, Mechanical, OCS and Electrical
 - Set 4 – Trackwork, Tunnel Design, Signaling, Train Control, SCADA and RS Interface requirements.
- Task 3.12 Design Reviews in progress:
 - The following Design Submittal Packages are in progress for review:
 - TJPA Design Variance Request for Minimum Track Horizontal Radius
 - Fresno to Bakersfield 15% Record Set Alignment, Structural Roadway and Grade Separations, Stations Plans and Geologic and Seismic Hazard Report
 - San Jose to Merced 15% Design
 - IP Scroll Map with Typical Section for San Joaquin Valley Subsection
 - IP Scroll Map and Typical Section for East of UPRR to East Gilroy Aerial Alignment
 - IP Scroll Map and Typical Section for Morgan-Hill-Gilroy Subsection-East of UPRR to Downtown Gilroy At-Grade Alignment
- Task 3.13 Risk Management
 - Prepared initial identification of major engineering risks to cost and schedule.
- Task 3.14 Procurement Support
 - Developed “Start of Revenue Service” flowchart to identify testing and commissioning requirements and activities for the schedule.
 - Attended procurement strategies meeting regarding the Central Valley.
 - Initiated review of standard specs, standard drawings and draft criteria to confirm appropriate guidance to support Design/Build procurement.

- Task 3.15 Survey Control
 - Completed survey control for Bakersfield to Palmdale section every ten miles to support 30% design level mapping.
- Task 3.16 System Integration
 - Continued 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 based on TSI.
 - Continued development of the Integrated Track Sections (at-grade, trenches and aerial structures) for confirmation of space proofing and to use for integration check of wayside equipment.
 - Reviewing Design Manual and table of contents cross disciplinary interfaces.
 - Reviewing Standard Drawings cross disciplinary interfaces.
 - Commenced development of contract terms and conditions for System Integration and Interface Manager.
 - Commenced development of interface control data sheet, interface block diagram, and facility layouts.

Issues and areas of concern

- A strategy for managing utilities has been developed. Resources are needed from both the Authority and PMT to implement the strategy. Authority resources will be required to develop and execute statewide agreements and MOUs with utility owners and companies. Also, Authority resources will be needed to coordinate utility of associated right-of-way activities. PMT resources are required for coordination and oversight of the strategy, and to support activities related to the HV services and relocations. PMT has nearly completed a first draft of a Master Agreement Listing and has identified the initial set of agreements to execute to support the ARRA funded sections. PMT will start to assess agreements for priorities and start development of draft agreements for review and execution by the Authority to support procurement.
- Execution of service agreements by the Authority is needed for the Utility Companies to perform the feasibility analysis and interconnection impacts assessments. The PGandE Study Plan Agreement was sent to the Authority for execution (\$400K). 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. Authority has brought in an additional resource to support processing of agreements and EMT will assist and track progress. While additional resources have been brought in, there is no firm date for execution of these agreements. Traction power system feasibility cannot be confirmed without Utility Companies assessments of CHSTP loads on their network.
- Consistent with the recommendation by the PMT Structural and Seismic Design Technical Advisory Panel, the PMT has proposed an approach to develop ground motion data for use by the RC design teams during the project's 30% design phase. This approach proposes that a centralized team develop the seismic design spectra be comprised of staff from the regional design teams and led by the PMT. A request memo has been approved by the Authority on March 8 and work was initiated. Ground motion may not be completed in FY 10/11 as planned. Work will be prioritized to support ARRA funded sections.
- The EMT was requested to prepare a standard design for typical HST aerial structure for use during 30% design. This effort will be initiated in April, but will not be available at the anticipated start of the 30% design of the Merced to Fresno and Fresno to Bakersfield sections. EMT will coordinate with RM and confirm how best to support the ARRA-funded sections and maintain planned schedule for procurement.

Action items and planned work next month

- Continue to support 30% Design
 - Technical Memoranda for 30% Design
 - Directive Drawings for 30% Design
- Continue development of Systems Design and performance specifications
 - Traction Power
 - OCS
 - Train Controls
 - Communications
- Continue development
 - Performance Specification for Rolling Stock
 - 30% Design Cost Estimating Methodology
 - Standard Specifications
 - Standard Drawings
 - CHSTP Design Manual
 - Risk management review and process for engineering
- Begin implementing outreach to railroads and Utilities potentially affected by the proposed 25kV General Order
- Provide general technical support including Design Submittal reviews and procurement strategy support.
- System Integration to conduct integration workshops and review Standard Drawings on a monthly basis.
- Core system to Infrastructure interface definition
- Core system to Facility services interface definition
- Infrastructure to Infrastructure interface definition

Task 4. Environmental Guidance and Review

Key developments and accomplishments

Program Wide

- Prepared the environmental component of the FY 11/12 AWP and responded to the PMO's comments
- Agriculture
 - Prepared presentation and participated in the Assembly Agricultural Committee hearing in Madera.
 - Prepared draft write-up on HST effects on agriculture in other countries based on international responses received to date.
 - Worked with the Authority ROW staff and Central Valley teams to reconcile the agricultural numbers.
- Mitigation
 - Attended Department of Conservation meeting to discuss MOA for identifying and establishing agricultural conservation easements.
 - Attended Caltrans/DWR meeting to discuss RAMP and biological mitigation issues for the Central Valley.
 - Received and reviewed ICF proposal to provide the Authority with Section 106 technical support.
 - Continued review of the Merced to Fresno and Fresno to Bakersfield air quality analyses and energy analysis.

- CommentSense
 - Customized and implemented (i.e., status dashboard section partitions and approval process for comment management system (“CommentSense”).
 - Completed CommentSense User Manual for CAHST.
 - Completed and circulated draft comment categories and standard responses document for feedback by Merced to Fresno and Fresno to Bakersfield teams.
 - Created Individual accounts for all CommentSense users working on Merced-Fresno and Fresno to Bakersfield sections.
 - Conducted CommentSense training for Merced to Fresno and Fresno to Bakersfield.
- Noise and Vibration
 - Held and participated in conference calls/webinars on noise guidance, vehicle specifications, and contacting manufacturers.
 - Finalized and mailed the letter to manufacturers regarding noise levels and set-up a data base to capture responses.
 - Finalized and submitted the noise mitigation policy to the Authority.
 - Prepared response for Bart DeVries’ inquiry regarding noise.
- Participated in and/or facilitated the following meetings:
 - Weekly Authority, FRA, and PMT calls alternating between the north and south sections
 - Business plan, business model and initial operating segment meetings.
 - Early procurement packaging meetings.
 - Regarding the RCs AWP and reviewed the environmental components.
 - Prepared the agendas and minutes plus participated in the weekly Authority, FRA, AG, PMO, and PMT environmental coordination meetings.
 - Participated in teleconference preparing for a permitting agencies meeting in Sacramento.
- Permits and Approvals
 - Reviewed comments on March 2011 draft Environmental Approvals and Permitting Guide per Authority, FRA and AG review.
 - Continued to refine environmental permitting flow charts to illustrate the sequential steps and time required for obtaining needed permits.
- Agency Funding Agreements
 - Participated in meetings regarding the agency funding agreements and assisted with edits.
 - At the Authority’s request, reviewed Aquatic Science Center scope and budget request to provide Section 401 water quality analysis technical support.
 - Participated in the USFWS Section 7 deliverables discussions.

San Francisco to San Jose

- Initiated the Archaeological Survey Report (ASR) and Historic Property Survey Report (HPSR) reviews.
- Participated in discussions regarding how to address both the interim condition at San Jose where HST trains may terminate and interim project phasing.

San Jose to Merced

- Completed initial review of Archaeological Survey Report (ASR) and Historic Property Survey Report (HPSR).
- Completed initial review of the following technical reports: Hydrology and Water Resources, Hazardous Materials/Wastes, Biological Resources, Aesthetics and Visual Quality, Transportation and Air Quality.

- Completed review of San Jose to Merced Section-Specific Test Plan for Baseline Electromagnetic Field Measurements.

Merced to Fresno - ARRA

- Continued discussions between MF and FB teams to reconcile technical issues (e.g., water needs assessment, noise mitigation, etc.) between the two environmental documents.
- Continued agency coordination activities with USEPA and USACE regarding Checkpoint B submittal. Attended/facilitated checkpoint meeting with USEPA and USACE and attended follow-on meeting to confirm basis for resubmittal of package materials.
- Reviewed revised EIR/S sections/chapters pertaining to Air Quality, EMI/EMF, Geology, Hazardous Materials/Wastes, Agricultural Lands, Cumulative Impacts, Public and Agency Involvement, List of Recipients, References, Glossary, Index, and Acronyms and Abbreviations.
- Reviewed and provided comments on draft Wetlands Delineation Report.
- Worked on finalizing the water usage analysis and coordinated with the Attorney General's office regarding this analysis.

Fresno to Bakersfield - ARRA

- Continued discussions with the FB team to reconcile technical issues (e.g., noise mitigation, water usage at HMF sites, etc.) to be addressed in the Administrative Draft EIR/EIS.
- Reviewed and commented on the revised Checkpoint B Summary Report and Appendices D and E and coordinated with the RC, PMT, (Authority, AG and FRA) regarding revisions to the Checkpoint B package prior to its re-submittal to the USACE and USEPA on March 4.
- Participated in the weekly Environmental Working Group meetings.
- Coordinated with the PMT and RC regarding environmental work associated with the proposed geotechnical investigations.
- Reviewed the revised Purpose and Need section of the FB Draft EIR/EIS.
- Participated in the monthly Fresno-Palmdale meeting via conference call.
- Participated in a conference call with the USACE and USEPA regarding their comments and requests for additional information on Checkpoint B.
- Participated in follow-up discussions among the RC, Authority, AG, and FRA on the content of the next Checkpoint B submittal.
- Reviewed and discussed weekly schedule updates with the PMT and RC. Completed reviews of the socioeconomics and safety/security sections of the Draft EIR/S.
- Coordinated with the RC, PMT, and client (Authority, AG, FRA) regarding the UPRR practicability discussion in Checkpoint B and alternatives in the Corcoran area.
- Coordinated with the RC to receive updated information on agricultural land acreages and impacts.
- Reviewed and provided comments to the RC regarding the Checkpoint B alternatives matrix.
- Participated in a PMT conference call regarding reporting requirements for the weekly schedule updates and setting milestones by which the RC should manage work.

Bakersfield to Los Angeles

- Participated in numerous conversations and meetings regarding the alternative alignments to be studied, the potential affect on the regional consultants and potential solutions.

Los Angeles to Anaheim

- Reviewed and commented on the RC's AWP. Prepared a presentation for the Los Angeles River Cooperation Committee's meeting.

Palmdale to Los Angeles

- Reviewed and commented on the RC's AWP.
- Participated in discussions about a follow-up approach to the February 23 meeting with the Supervisor Antonovich's office and regulatory agencies.

Los Angeles to San Diego

- Reviewed the AA and provided comments.

Merced to Sacramento

- No Environmental PMT activities during the reporting period.

Altamont

- No Environmental PMT activities during the reporting period.

Issues and Areas of Concern

- USACE and EPA approval of the Fresno to Bakersfield alternatives that are being analyzed in the DEIR/S, sans the UPRR (Checkpoint B).
- Review and completion of Section 106 Programmatic Agreement.
- Finalization of the funding agreements (FWS, NMFS, SHPO, CDPR, CDFG, SWRCB). The Department of General Services approval is taking longer than anticipated.
- Section 7 consultation completion and the FWS's 135 day review requirement.
- Caltrans reviewing the PR/EDs within 30 days.

Task 5. Regional Consultant (RC) Oversight

Key developments and accomplishments

San Francisco to San Jose

- Completed initial review of TJPA design variance requests for the Transbay Transit Center Project.
- Environmental reports received and reviewed:
 - Historical Architectural Survey Report (HASR) was received and is under review.
 - Archeological Survey Report (ASR) was received and is under review.
- Engineering submittals reviewed included:
 - Updated plan for SFO Maintenance Facility was received from HNTB for review.
 - Crossover configuration option for approach to Diridon Station was received and reviewed by PMT. A revised version on March 14th for review by PMT Alignment team.

San Jose to Merced

- Reviewed February monthly progress report, deliverables update, EV report, schedule and provided RM assessment/comments. Posted on ProjectSolve.
- Reviewed and signed BRRFs for San Jose Visual Design Guidelines
- The Quality Surveillance audit report was sent to the RC. Major items identified during the audit were:
 - Quality awareness and implementation in the form of checking deliverables appears somewhat evident but requires greater attention moving forward as documentation in accordance with QA/QC procedures needs improvement, specifically with regards to

- project files and document control. It should be noted that approximately only half of all documents requested during the audit were provided.
- The Design Quality Management Plan (DQMP) currently does not include a specific procedure for the preparation of specifications. A specific procedure for the preparation of specifications should be added to the DQMP.
 - One NCR was issued as project files that were made available did not appear to contain a record of verification of the comments, responses, disposition, and where appropriate reviewer concurrence.
- A second Quality Surveillance audit will be conducted following the 15% Design Draft Submittal in April.
 - Reviewed and commented on FY 11/12 AWP.
 - Continued to update Supplemental AA for presentation at the May 2011 Board meeting.
 - Need to obtain feedback on meeting regarding SR152 alignment held with Assmb. Galgiani
 - Received updated alignment for reconfigured San Jose station with island platforms to accommodate turn-back operation and coordinated new configuration with RC.
 - Provided guidance on utilities running to tunnel portals: only a footprint and conceptual layout is necessary for electrical, sewer, and water utilities. Guidance for detailed design will be provided at 30% design.
 - Attended EMT/RE coordination meeting to address the status of all Section teams so that EMT may readily prepare for future design reviews and ensure consistency and improved communications among all RE's and EMT.
 - EMT requested RC assistance to begin ground motions analysis effort immediately – i.e. FY10-11 – for Central Valley teams and San Jose-Merced. This signifies the beginning of an effort originally tasked as part of 30% design.
 - Received early submittal of Draft Utilities Report from Parsons. Report is sufficiently complete and can be formally accepted.
 - Met with EMT EM to review and discuss 15% design submittal schedule. 15% IPS Supplemental with Morgan Hill-San Martin-Gilroy at-grade version for UPRR coordination by COB 4/1/11.
 - Status of Draft 15% Design:
 - Parsons team remains on track to meet scheduled date due date.
 - SR152 Hybrid alignment will be carried through 15% design and EIR/EIS. At-grade alignment through Morgan Hill, San Martin (County of Santa Clara), and Gilroy will be included as well.
 - Received final concurrence from City of Gilroy on design approach for partial-raise at-grade alignment and related grade separations.
 - EMT may not be able to complete its review of Draft 15% submittal, as M-F and F-B submittals are due during same timeframe and they prioritize higher than J-M. RE review will proceed as scheduled. This will serve in better focusing EMT review once it occurs, inclusive of cost estimate, APS reports, constructability report, tunnel report addendum, and cost containment efforts.
 - Review kick-off meeting with JPB/Caltrain staff to occur around 4/20/11. It is expected that JPB/Caltrain will conduct a concurrent review of areas of interest within four weeks after submittal.
 - Status of Final CT-HSR Section Report:
 - Pre-final version was deemed unacceptable due to quality gaps and requested update.
 - Report received on March 25 for Districts 4 and 10. Report for Districts 5 and 6 still required.
 - Status of I280 Bridge Concepts Memorandum:

- Confirmed report's approach and recommendations remain valid despite alignment modification(s) due to new, permanent San Jose Station configuration.
- Meeting with EMT and Parsons to review structural design approach and requested variances for I280/87 aerial viaduct. EMT agreed for Parsons to use site-specific criteria, and other more refined assumptions, for baseline option.
- Status of Parsons' Final San Joaquin valley Aerial vs. At-Grade ROW Study Report:
 - Requested Parsons responses to comments, which remain outstanding.
 - Still one outstanding comment response from Parsons. Discussed and sent follow-up note to Parsons EM requesting final resolution.
 - Parsons failed to meet April 1 deadline. Submittal will occur by April 5.
- Status of Parsons' Draft GIP for 30% Design:
 - Resolved all outstanding comments.
 - Received update on status of revised summary table, workplans and other exhibits per EMT's NTD and RE's direction
 - Field reconnaissance still underway. Final, integrated report is due on April 15.
- PMT(Env) approved revised workplan for EMF/EMI data collection.
- Continued preparation of APE maps for archaeological and historic resources based on revised footprints.
- Submitted the following working draft technical reports for PMT(Env) review:
 - Working Draft (WD) Transportation Report.
 - WD Biological Resources and Wetlands Report.
 - WD Hazardous Materials and Wastes Report.
 - WD Aesthetics and Visual Quality Report.
- Coordinated revised communications tower spacing of 2.5 miles (previously 5 miles) with RC Environmental Team.
- The RC will revise Chapter 1, Purpose and Need once the updated template from the M-F section. The PMT(Env) has reviewed Chapter 2, Alternatives and has recommended that the RC wait for the revised template (available late April) from the M-F section before revising the chapter.

Merced to Fresno

- Sent revised Caltrans Project Report and Responses to Caltrans comments to Caltrans District 6 office in Fresno in advance of meeting
- Confirmed submittal of the revised P6 schedule by 03/03. Environmental input was incorporated so far and is being reviewed by lead engineers
- Confirmed progress of alignment footprints is sufficient to maintain environmental schedule requirements
- Merced G Street overcrossing was reviewed. Requested reduction of bridge depth to 3' (through girder) and HSR clearance to be 24' so the overcrossing bridge touches down at Main St to the east and under SR99 to the west (the SR 99 off-ramp will need to be closed)
- Requested at-grade alignment options for Madera and Chowchilla with identification of issues that would need to be resolved. Madera is very unlikely, Chowchilla could be possible with City co-operation
- Submitted Draft 15% PE Record Drawings and Reports.
- Received AECOM overcrossing detail for Merced, G St; will need City to accept gradients of up to 8% in order to fit existing roadway grid layout .
- Received AECOM P6 schedule update with NOD/ROD by Feb 2012.
- AECOM submitted FY11/12 AWP; will need to be redone since it is \$15.5m over budget. RM advised RC. RM staff started review of proposed Organization and 30% design estimates

- Met with P Mosier and J Metzler re Merced Station layout at grade. Joe provided schematic of station layout and switches but noted that there is no difference from the track schematic developed for aerial station.
- Received AECOM further updated cost reduction quantity changes for incorporation in revised estimate costs by PMT.
- Recommended use of 24' vertical clearance for over-crossing rather than 27' as in TM 3.2.1. RM agreed and will proceed accordingly.
- AECOM presented mitigation material to City of Madera that was previously used with City of Chowchilla, plan will be to update and produce a similar package for meetings with Madera
- AECOM confirmed progress of alignment footprints is sufficient to maintain environmental schedule requirements. Concern raised about input for the Fresno area from URS
- AECOM confirmed cost estimate quantity review will be re-visited and re-submitted by 03/11
- RM confirmed that roadway modifications for the Hybrid alignment that were reviewed last week with PMT need not be incorporated into footprint for Environmental Work (must not impact schedule), they can be addressed as 30% plans developed
- RM reviewed progress with at-grade alignment options for Madera and Chowchilla with identification of issues that would need to be resolved
- Environmental Review Meeting with Authority/FRA/AG and AECOM/URS - Fresno Station location issues were discussed, Kern location misses 4f impact, but City prefers Mariposa which has 4f impact.
- The other major issue and potential fatal flaw is whether City will agree to closure of Golden State Blvd. adjacent to Roeding Park. R Van Ark may need to address with Mayor. If City does not agree, alignment will need to be aerial with Aerial station in Fresno
- FRA may be able to help with City if clear outline of what needs to be done is provided, URS is working to produce two options
- For Roeding Park it was requested that K Lilienbecker coordinate with URS on “proximity impacts”
- D Leavitt requested that the two schedules by URS and AECOM be similar in format and presentation (PV forwarded URS format to AECOM after meeting and requested similar output format)
- RM advised that M-F schedule for completion of the revised Admin Draft has moved out one week to May 04. This is due to the delay in finalizing the Fresno Station environmental footprint
- K Lilienbecker advised that M-F schedule for completion of the revised Admin Draft has improved two days to May 02. Water and Utilities sections posted on March 28 and Project Description to follow. All key chapters are underway. Confirmed that the second round Checkpoint B submittal was made on March 25.
- URS and AECOM need to provide schedule for delivery of the Technical Reports, B Porter advised that COE/EPA will want to see some key reports concurrent with their review of the Admin Draft documents. Also Caltrans PR/ED needs to be added to the schedule for delivery
- AECOM asked if Caltrans could receive the Draft PR/ED for preliminary review. Authority declined since document needs revision and could cause confusion. Revisit request when revisions are complete.
- All Authority/FRA/AG comments on schedule will be channeled via B Porter
- Submitted review of the RC AWP as scheduled by March 17, advised RC that AWP was not compliant with the budget upper limit of \$10. Advised RC that their drawing count was about double what it should be and engineering estimate was likewise double. Advised RC some of

- the non-ARRA 30% PE should be deferred to following FY if revised estimate still exceeds \$10M
- Progress of environmental schedule reviewed, re-submittal of the Admin Draft pushed out 1 week to 05/04 due to footprint issues at Fresno Station. It was confirmed to the RCs that only the at-grade alignment should be taken forward with TOW at-grade station options (at Kern and Mariposa)
 - For M-F all the engineering footprint information has been provided to the environmental group, cost reduction engineering changes are being incorporated into the 15% Record Set and should be complete by April 8.
 - Fresno Station location footprint information was provided to AECOM.
 - K Lilienbecker confirmed that no account is being taken of a SJ-M alternative with SR 152 connection to east of Road 8.
 - Straddle bent difference between M-F and F-B was discussed. AECOM to provide URS with numbers and lengths of proposed straddle bents over UPRR.
 - K Lilienbecker raised concern about need to submit 404 permit applications before Draft goes public. B Porter to set up call with COE to get their position on whether permit applications are needed for all alternatives, and if so, to what level of detail.
 - Dept of Conservation has requested Ag land information prior to public release. Authority needs to make policy decision.
 - Documents Reviewed:
 - Roadway modifications were reviewed and recommended changes/improvements were provided by PMT.
 - Merced Station and G St over-crossing was reviewed, changes recommended by PMT and incorporated by AECOM.
 - Reviewed project schedule and environmental progress relative to schedule.
 - Reviewed at-grade alignment issues plans for Chowchilla and suggested revisions.
 - RM staff completed review of AWP for FY11/12 and submitted to Program Manager.
 - Reviewed environmental progress relative to schedule.
 - Reviewed environmental progress relative to schedule.
 - Estimate quantities from AECOM reviewed and co-ordinated with EMT.
 - Caltrans comments on PR for Fresno County.

Fresno to Bakersfield

- RC submitted the following deliverables and materials for Fresno to Bakersfield project:
 - Revised FY 11/12 AWP.
 - Weekly Schedule Status.
 - Meeting notes for meetings with City of Fresno.
 - Meeting notes for Kings-Tulare Station Planning Meeting.
 - Meeting Notes for Outreach Meetings.
 - Draft noticing materials for planned Public Information Meetings in April.
 - Estimated Wildlands Impacts.
 - Revised materials for Checkpoint B.
 - Revised EIR/EIS Purpose and Need.
 - Revised EIR/EIS Chapter 2 Alternatives.
 - Revised EIR/EIS Chapter 3.1 Introduction.
 - Revised EIR/EIS Chapter 3.5 EMI and EMF.
 - Revised EIR/EIS Chapter 3.9 Geology, Soils and Seismicity.
 - Revised EIR/EIS Chapter 3.11 Safety and Security.

- Revised EIR/EIS Chapter 3.12 Socioeconomics, Communities and Environmental Justice.
- Revised EIR/EIS Chapter 3.13 Station Planning, Land Use and Development.
- Revised EIR/EIS Chapter 3.14 Agricultural Lands.
- Preliminary sketches and cross-sections for an at-grade alignment through Wasco on the east side of BNSF.
- Four additional potential alignments on the east side of Hanford for consideration by the PMT and Authority.
- Revised detailed schedule for delivery of EIR/EIS.
- Revised Geotechnical Investigation maps and logs.
- 15% Record Copy of Quantities Estimate Report.
- Draft of Revised 15% Construction Assessment Memo.
- Roll Plots for PMT review and rough quantity take-off.
- Roll plots of revised concepts in Corcoran for meeting with City officials.
- Roll Plots and Record Drawing excerpts for work in proximity of BNSF for BNSF meeting.
- Roll plots of revised design concepts for Fresno, Corcoran, Wasco/Shafter, and proposed slow speed station in Bakersfield utilizing the BNSF corridor.
- Completed review of the following design documents:
 - Roll plots of revised design concepts, including a proposed slow speed station in Bakersfield using the BNSF corridor.
 - Revised EIR/EIS schedule.
 - Draft of Revised 15% Construction Assessment Memo
 - Continuing review of submitted revised sections of the Draft EIR/EIS

Bakersfield to Palmdale

- Completed review of FY 11/12 AWP.
- Commenced environmental field work.
- Through the end of March, Permission to Enter (PTE) efforts resulted in 779 signed PTEs for 1,962 parcels (39.6%).
- RC submitted the following deliverables and materials for Bakersfield to Palmdale project:
 - Revised FY 11/12 AWP
 - Conference call meeting notes with USACE on wetlands delineation
 - Methods for Playa Delineations for Wetlands Delineation. Once approved by the PMT/Authority, these will be submitted to the USACE.
- Documents reviewed (design/environmental)
 - Alignment refinements in the Edison and Antelope subsections.

Palmdale to Los Angeles

- Supplemental Alternatives Analysis: Presentation made to Authority Board meeting, with recommendations for alignment options and station locations between Sylmar and LAUS approved by the Board, and with the proposal to further study options between Palmdale and Sylmar to address public comment and issues acknowledged by the Board.
- Grapevine (I-5) alignment alternative: At the Authority's request, a paper has been compiled which details the background and findings from the recent analysis of the original Program level Grapevine alternative between Bakersfield and Sylmar. The paper proposes that the Grapevine alignment be reintroduced for study through the environmental process since it:
 - May result savings over a Palmdale alignment.
 - Saves approximately 7 to 9 minutes in inter-regional travel time because it is 25 miles shorter.

- Allows an additional HST station location at Santa Clarita, resulting in direct access into the existing San Fernando Valley ROW corridor at the north.
- Allows opportunity for phased implementation, providing faster access to potential HSR users in the Los Angeles (LA) Basin.
- Summarizes the background to both the Program level EIR/EIS studies and Project level alternatives analysis, engineering comparisons between alignments via either the Grapevine, or via Palmdale, and recommends proposals as to how the existing JV contracts and EIR/EIS documentation may be reconfigured to accommodate reintroducing the Grapevine alignment.
- A final decision on reintroduction is awaited from the Authority prior to any direction or discussion with the RC teams as to implementation of studies.
- Sand Canyon: A number of meetings and discussions have been held with the local community and with Supervisor Antonovich's staff to discuss the current at-grade alignment which is proposed to run through the vicinity of Sand Canyon (south east edge of Santa Clarita), an area of large, single family dwellings where 19 No. properties are directly impacted. Meetings have been positive, with a proposal that an open house style charette be held, at which community members will be invited to propose their suggestions/ideas in working group sessions, in an attempt to fully involve the community and determine whether any other beneficial alignment solutions not currently studied may exist. The RC has also looked at the feasibility of extending the tunnel immediately to the west of this section of the alignment, in order to pass beneath this community, but the topography would require an additional 1.75 miles of tunnel, leading to a 9+ mile tunnel overall, at an additional cost of \$460 M.
- Level 3 Maintenance Facility: RC has undertaken further evaluation of possible sites for a Level 3 Maintenance and Stabling facility to the north of LAUS, looking at all potential sites through the San Fernando valley within 20 miles of LAUS. Sites allowing a double-ended access from the main line are limited, with significant impacts on either commercial or residential properties in certain locations. Discussions have been held with EMT to agree details, and plans now produced by RC are to be further discussed with EMT before a round of discussions is held with the local cities and stakeholders to present workable solutions regarding discussion over land availability, impacts, mitigations, station/yard co-location feasibility etc in working towards viable site options for study through EIR/EIS analysis.

Los Angeles to Anaheim

- Numerous discussions with the Regional Consultant (RC) on the Section's Environmental Schedule and new dates for the submission of the Draft and Final EIR/EIS dates, based on the amount of rework necessary as a result of revised engineering elements and the delay imposed on the Environmental Team.
- Held various meetings with the RC throughout the month defining alignment options, resolving engineering issues and the project schedule, and working on invoice payment problems.
- Prepared three March presentations to the CHSRA Board and managed the Southern California presentations to the Board.
- Reviewed and approved presentation materials for various public outreach meetings and presentations to City Councils and various community groups.
- Reviewed Consolidated Shared Track Station and Alignment alternatives in numerous areas.
- Assessed revised LA-San Diego connections into LA Union Station, from both the north and south.
- Refined the Shared Track ARTIC station concepts, and discussed same with the City of Anaheim, the ARTIC Design Team and OCTA.

- Reviewed and refined the LAUS Platform Layouts, and the access to LAUS from both the north and south.
- Refined additional alignment options for the Redondo Junction / Vernon / Commerce area.
- Continued to review STV's concepts for the possible replacement of BNSF storage capacity at Hobart Yard, La Mirada Yard and elsewhere.
- Documents reviewed (design/environmental/outreach):
 - Reviewed RC's FY 11/12 AWP, Version 1.
 - Continued to review the RC's responses to the 15% Design Submittal Comments.
 - Reviewed alignment options in the Redondo Junction / Vernon / Commerce area to improve the operational characteristics of the LA-Anaheim Section's south approach to LA Union Station, and to add the additional storage capacity for the BNSF (to replace that needed for the LA Union Station approach).

Merced to Sacramento

- Continued outreach coordination efforts with Ogilvy, the CHSRA and the project team, including database management
- Developed strategies and implementation plan for meetings with key stakeholders.
- Continued to develop the section Purpose and Need Statement
- Continued development of alignment sheet layouts in preparation of the new aerial photography bases
- Developed specific station area materials for discussions in Turlock and Modesto
- Continued coordination and integration of regional rail and high-speed rail alignment alternatives in the vicinity of Manteca and Lathrop (engineering performed as part of Altamont Corridor Alternatives Analysis), and specific station overlap with the Merced-to-Fresno section
- Documents reviewed:
 - RCs first and second draft FY 11/12 AWP and provided comments to AECOM.

Los Angeles to San Diego

- The focus during March was preparation for post Preliminary AA activities and review of planned FY 11/12 AWP.
- The Preliminary AA Report was presented to the HSRA Board; this major LA-SD milestone included the short listing of 500+ miles of alternatives to 290 miles to be carried forward for further analysis. Contingent on funding, a Supplemental AA is anticipated as the major deliverable in the FY 11/12 AWP.
- Initiated review of the AWP submittal (scope, budget, staffing, and schedule) in preparation for negotiations with the Authority in early April based on the February 2011 Department of Finance letter justifying a \$4.0 million 11/12 budget for the LA-SD Section.
- Developed LA-SD oversight needs for consideration as part of the PMT FY 11/12 AWP submittal.
- Began preparation for the Preliminary AA Report Open House series of meetings and necessary materials for these 28 meetings to cover the four LA-SD Section counties.
- Continued to coordinate the San Diego approach through the working group dealing with the approach (I-5/SR-52 to ITC) and the candidate terminus station at ITC/San Diego Airport at the March meeting.
- Reviewed and coordinated the review by Authority/FRA/AG of the San Gabriel Valley letters submitted regarding the alternatives in this area.

- The monthly So Cal ICG meeting included a recap of the March 3 Board meeting, discussion on preliminary Open House dates, and initiated a discussion on questions regarding the LA-SD ridership forecasting assumptions from the various So Cal ICG.
- Coordinated ridership assumption inquiries from the So Cal ICG agencies, summarized and submitted to PMT operations for discussion at the April meeting.
- Supported the Authority at briefing meetings with key station cities to discuss the Section's budget status and the potential for a section-wide commuter rail overlay service.
- Continued briefings to elected officials, stakeholders and communities along the LA-SD corridor as requested.
- Documents reviewed (design/environmental/outreach):
 - Reviewed and coordinated Preliminary AA presentation and report file posting on Authority's website.
 - Reviewed and coordinated information to be presented at the March TAC meeting for Phase 2 of the Advance Planning for the Intermodal Transportation Center at Lindbergh Field.
 - Reviewed Quality Surveillance Audit Report and Nonconformance Report for LA-SD section.
 - Reviewed, researched and coordinated with RC project requirements for Caltrans Extralegal Load Network.
 - Coordinated and reviewed Google Earth section files for statewide alignment.
 - Reviewed LA-SD Section Summary of City/Agency positions log.
 - Reviewed update sound outreach material.
 - Reviewed CAHSTP PMT Memo AWP Review Template.
 - Reviewed RC FY 11/12 AWP submittal.
 - Reviewed response to request for "height of the aerial structure would be in the San Gabriel Valley area.
 - Reviewed open house schedule and Open House Meeting Notice.
 - Reviewed proposed Open House Format and Staffing plan.
 - Reviewed and prepared local travel time analysis requested by Dan Leavitt.
 - Reviewed and coordinated request for SANDAG's Commuter Overlay operation parameters
 - Reviewed Caltrans comments on Caltrans-HSR Section Report in preparation for coordination meeting.
 - Reviewed and coordinated information to be presented at the Caltrans three-district coordination meeting (D7, D8 and D11).
 - Reviewed material to be presented at the March 7 So Cal ICG meeting.

Altamont

- Continued implementation of quality management recommendations identified during in-house audit.
- Reviewed RC's draft FY 11/12 AWP, addressed comments received, and prepared a second draft.
- Coordinated and facilitated AA public meeting in Livermore.
- Coordinated and facilitated AA public meeting in Santa Clara.
- Hosted on-line webinar.
- Sent media advisories
- Sent E-blasts to resource agency Technical Working Group for AA meetings
- Updated Facebook page
- Updated Altamont Corridor website page with maps and materials from AA public meetings
- Coordinated production of preliminary station concept drawings

- Compiled public comments for summary report of AA meetings.
- Updated stakeholder database.
- Coordinated outreach activities of Intern Patrick Gannon with University of the Pacific faculty and students, including the New Energy “GreenIT” Academy and Theta Tau, an engineering fraternity at the university.
- Completed work on visual simulations for March public meetings, including identification of aerial and ground photography viewpoints, aerial photography shoots, and development of station concepts.
- Reviewed materials developed for the public meetings and provided input on alignment and station planning.
- Produced display graphics, posters, and presentation materials for public meetings.
- Prepared Spanish translations of public information materials.
- Initiated potential “interim phase” strategies in the East Bay, Sunol, Tri-Valley and Tracy areas.
- Initiated engineering input for Supplemental AA.
- Continued study of tunnel alternatives between the East Bay and Sunol.
- Continued study of critical alignment sections (including “hard spot” locations).
- Initiated study of at-grade/below-grade alignment alternatives in downtown Tracy.
- Support activities related to alternatives analysis environmental criteria and analysis.
- Documents reviewed (design/environmental/outreach):
 - Boards and displays prepared for the public AA Report meetings. Regional Manager Reviewed the RCs consultant’s first and second draft FY 11/12 AWP and provided comments to AECOM

Issues and Concerns

San Francisco to San Jose

- In March the focus was on planning for FY11/12. As the outreach team planned to re-engage the cities in the discussion about the phased implementation concept, HNTB worked on what this new direction would mean for their FY 11/12 AWP. With the changes to the design options for the corridor and the associated schedule changes dictated by the PMT, HNTB has adjusted and modified its scopes and budgets considerably (see schedule discussion below). In the end of March and into early April, the HNTB has set up a series of meetings outlining how the phased approach can help with getting service to the Bay Area sooner than if the Authority were to pursue just a full build scenario.
- The HNTB engineering team has continued to refine and develop the design options for the SF to SJ section based on feedback from the cities and also continued investigations from the HNTB engineering team. Specifically, the engineering team has been working on the tools to work with the cities, where applicable, to work on partially covered areas of trench sections.
- As reported last month, the cities on the Peninsula are beginning to re-emerge with thoughts and opinions on the HST project. It is clear that with the ARRA deadline pressure off; that the HST project took a hiatus from many cities agendas, but now the cities are ready to enter the discussion again.
- Schedule
 - HNTB and the PMT continue to have difficulties rectifying the schedule for the SF to SJ section. Although the NOD/ROD dates have been rectified, it has lead to complications as far as scheduling the interim deliverables. The PMT and HNTB will continue to refine and adjust the schedule to reflect the changing timelines for the interim deliverables.
 - Draft 15% - September 2011

- Final 15% - January 2012
- Admin Draft 2 – May 2012
- Draft EIR/EIS – September 2012
- Final EIR/EIS – May 2013
- NOD/ROD - June 2013
- Permits – December 2013
- Draft 30% - June 2014
- Final 30% - November 2014
- HNTB has adopted the schedule for the work required for the San Jose area and is coordinating closely with the San Jose to Merced team. The engineering and environmental work associated for those sections is accelerated in comparison to the rest of the SF to SJ corridor.
 - Draft 15% - April 2011
 - Final 15% - June 2011
 - Admin Draft 2 – September 2011
 - Draft EIR/EIS – December 2011
 - Final EIR/EIS – August 2012
 - Draft 30% - April 2013
 - Final 30% - June 2013

San Jose to Merced

- The RC has made an initial estimate for the revised annual budget following the LNTP 3 that reduced the overall FY 10/11 budget by \$6 million. Although the Actual/Forecast tables for March 2011 reflect a preliminary reduction of \$6 million, the total budget for the 15% Preliminary Engineering in FY10/11 is forecast at \$9.6 million. In January 2011 the RC indicated a forecast of \$5.7 million that reflected the planned budget for FY10/11 of \$2.3 million plus the \$3.3 million agreed through the BRRF process. The March forecast is approximately \$4 million greater than the budget increase documented through the BRRF process to date. The RM has requested the RC to provide an explanation of the large variance indicated in the EV table.
- There will be a second Quality Surveillance audit conducted following the 15% Design Draft Submittal in April.
- The first series of Community Working Groups (CWG) were held in collaboration with the City of San Jose. The workshops focused on the committee members identifying area boundaries and important features.
- PMT/Authority needs to provide direction to RC on when to begin geotechnical investigation, and whether drilling will be permitted in potentially environmentally sensitive sites.

Merced to Fresno

- New Issues:
 - RM received email from AECOM identifying impacts to EIR schedule that are dependent on URS input in Fresno. RM told RC's Project Manager to work with URS and submit recommended mitigation to schedule impacts
 - AECOM is having difficulty submitting an acceptable logic driven P6 schedule. RM with G van der Merwe to meet with R Wenzel to explain specific deficiencies and address whether more qualified resources are needed
 - Issues at Fresno Station re footprint needed by AECOM from URS will impact AECOM schedule

- Checkpoint B meeting, EPA/COE want much more information than expected. Need to provide justification for dropping A3 was discussed at length. Getting sign-off looks like a risk to meeting the schedule.
- Environmental schedule update shows a 1 week slippage of submittal of the Admin Draft EIR/EIS to 05/04. Delay attributed to resolution of Fresno Station footprint issues being addressed by URS
- Issues at Fresno Station re footprint and introduction of 2 locations is now impacting AECOM schedule. This AECOM/URS interdependence suggests that the two RC schedules should be aligned. AECOM cannot complete before URS if their completion depends on URS work predecessors
- City of Fresno proposed HSR pay for Veteran's Boulevard preliminary work (est. \$35m) in order for them to agree to close Carnegie. City to reimburse HSR when funds available in FY 19/20 timeframe.
- Coordination of AECOM and URS narratives re practicability/impracticability of straddle bents outside of UPRR ROW. URS to amend their Checkpoint B narrative
- AECOM submitted FY11/12 AWP in the amount of \$25.5m (\$15.5m over budget). RM advised RC to revise scope and cost to be compliant with upper budget limit of \$10m from Authority. Significant areas of different were reviewed; AECOM will submit and updated estimate for further review
- Continuing or Resolved (✓) Issues:
 - Need to clarify AECOM scope of work associated with Merced Station planning. PV to follow up with Gregg Albright
 - Need to clarify AECOM scope of work associated with ROW acquisition. PV to follow up with Patricia Jones
 - UPRR ROW encroachments need to be addressed with UPRR to determine whether alignment change is necessary.
 - UPRR response to HSR adjacency of at-grade alignment is also needed to determine if proposed at-grade alignment is viable (north of Fresno and Merced Station traveling south)
 - Waiting for direction re further changes to Environmental Schedule with respect to start of Public Review period. AECOM schedule shows Public Review from August 3 thru September 16. Understand Authority wants to start Public Review period on June 29 (35 calendar days difference)

Fresno to Bakersfield

- Overcrossings (or undercrossings) now required in Fresno are significantly larger than the sizes currently catalogued in the PMT's unit prices. The cost containment design "savings" may be less than originally estimated. A more accurate estimate will follow in April as the design is better defined and quantities are estimated.
- Following clarification from the PMT on the environmental documentation required for Geotechnical Investigations (GI), the RC has stated that they will not proceed with any GI for Fresno to Bakersfield. They believe that they cannot clearly define the areas that are environmentally "in the clear" without the right people putting boots on the ground. The RC refuses to make the determination simply from photographs. RC submitted another memorandum on April 1, offering a method to move this issue forward. RM will continue to facilitate to resolve these issues or else we will not have a GI to inform the 30% design. Internal PMT meeting on this issue is scheduled for April 21.
- Many "good ideas" continue to be raised at meetings with stakeholders. The RC reports that it cannot meet the May 13 draft EIR/EIS for FRA review schedule if it continues to pursue the alignment design changes. The EIR/EIS will be based on the current footprint (as of

March 16), and include any revisions to the 15% design with the Public Draft EIR/EIS. This assumes that the overall footprint does not change.

Bakersfield to Palmdale

- The Authority asked the PMT to direct the RC to stop work on Engineering Tasks for Bakersfield to Palmdale because of a funding issue that needs resolution at the Authority level. The Authority issued \$4 Million in additional funds to the RC with NTP #3 dated December 17, 2010. The NTP did not mention any restrictions due to the Authority's budget. The RC explains that they have essentially stopped all work on the project because of this (except for the Environmental field work) and will now not be able to complete the Supplemental AA work for a June Board Meeting.
- Due to issues in bringing traction power to the isolated mountain areas of this project section, there is a high likelihood that additional environmental field surveys will be needed in the spring of 2012 to cover currently unknown alternative alignments for a high voltage transmission line. This may delay in delivering the NOD/ROD.

Palmdale to Los Angeles

- Acton / Agua Dulce: Community opposition continues to be a concern. Further meetings with Supervisor Antonovich's staff have led again to calls that the position of the Environmental Agencies is challenged and that the Soledad Canyon alignment be reintroduced for study (which the environmental agencies have advised will not provide the least environmentally damaging practicable alternative), that speed is reduced to 150 mph or below to allow greater variance in alignment (against which we have explained that this does not allow alignments to be found that have no impact to the communities, and does not support the current legislative requirement of 2 hrs 40 mins between SF and LA) or that the HST follow the existing Metrolink alignment, straightening it and running on designated tracks alongside (which in effect would then become the Soledad Canyon alignment). Further meetings are planned with the community and Supervisor's staff through April in which to demonstrate the extent of previous studies, the alignment alternatives considered and the range of options investigated through the Quantm computer alignment tool, and to attempt to get community members to provide additional input to ideas. Photo simulations are also being produced which will better demonstrate the visual impacts that the proposed East and West alignment viaducts would have on the community, how these may be mitigated and how these will be far less than the community currently perceives. Background ambient noise data is also being compiled to show current levels of noise at locations through the vicinity, and combined with latest Authority issued guidance will be used to demonstrate how the HST-produced sound levels will again have minimal or no impact to the communities.
- FY 11/12 AWP submissions: RC has submitted an initial and a revised AWP, both of which have been reviewed and comments provided. Principal concerns relate to:
 - Budget for FY 11/12 is now proposed at \$18M (from \$38.7 M in Rev.01), but the RC is now proposing a reduced scope of work for FY 11/12 which does not meet the Environmental Master Schedule dates and has instead extended the deliverable dates further out. Deliverables are now forecast between three and five months later than the Master Schedule, with 30% PE completion in May 2014, eight months behind the Master Schedule. PMT opinion remains that a budget of \$18 M as proposed by the Authority is sufficient to allow completion of the Environmental Technical Studies, Admin Draft EIR/EIS, supporting 15% Preliminary Engineering and to issue a Draft EIR/EIS for public review in FY 11/12. Note that PMT calculations actually suggest that \$16 M would achieve this requirement.

- Total budget proposed by RC for FY 11/12 to RTL remains at \$65 M, having only reduced by \$117 K from Rev.01, with a total contract cost estimated at \$100 M (against current contract value of \$74.288 M). The recommendations from the PMT against the first AWP submission figures as to where proposed costs should be reduced do not appear to have been considered.
- PMT calculations suggest that a total budget of \$44.3 M would be sufficient to complete remaining Contract scope, resulting in a total Contract value of approx \$79.7 M. The over spend of \$5.4 M may be attributed to additional work items, though this will need further assessment / clarification
- A resolution to the difference in budget forecast and schedule requires to be reached with the Authority at the AWP discussions on April 11, 2011
- Agreements with Metrolink and Metro:
 - Agreement required with Metrolink to allow recompense for provision of services to review and assist RC with design, Metrolink realignment and phasing plans, safety, PUC coordination, outreach etc. Regular coordination meetings with Metrolink are now needed to discuss track realignment, station redevelopment and relocation, co-location of the HST station in the San Fernando valley and a Metrolink station, future Metrolink service plans, safety and operational requirements etc. The absence of an agreement through which to directly engage Metrolink staff is causing coordination problems.
 - Some form of provisional agreement is required with Metro to agree to CHSTP sharing (purchase or lease) their ROW through the San Fernando Valley. This otherwise remains a significant risk to the project, with only one viable alignment alternative identified through this 20 mile section. While it is acknowledged that a formal agreement cannot be reached between the two boards until the route is environmentally certified, some provisional agreement would support the current direction and studies.

Los Angeles to Anaheim

- The Authority still needs to develop and circulate a consistent statewide policy on the early release of the Administrative DEIR/DEIS to interested cities and elected officials.
- The City of Orange has requested a 20-acre sports park in exchange for parking at ARTIC. The PMT needs to meet further with the City to continue these discussions in conjunction with the ARTIC Station design development.
- Metrolink is reviewing a Memorandum of Understanding with the CHSRA that PMT provided to them. A MOU with Metro and Metrolink is necessary to keep these issues moving forward, as soon as possible.
- LA Metro, OCTA, Southern California Area Governments (SCAG) and other agencies continue to press for the CHSRA's plan to bring HSR to Southern California. These agencies have been assured that a revised plan is being developed now, in coordination with the Board decision to start first in the Central Valley. Roelof Van Ark is planning to meet with the LA Metro and SCAG Boards in the near future (postponed from February), after having met with the OCTA Board in March.

Merced to Sacramento

- The tentative date for the presentation of the Preliminary Alternatives Analysis report to the Board has been moved to August 2011. The RC has included changes to the financial reporting to reflect the reduction in budget for its FY 10/11 AWP.
- A major concern is that the project is not funded in the next fiscal year's budget. With no funding the work performed to-date on the section would be seriously jeopardized and any efforts to revive work in future years would be severely hampered by any work hiatus.

Los Angeles to San Diego

- FY 10/11 AWP "Acquisition vs. Design" Funding Allocation: The LA-SD current allocation of Acquisition vs. Design costs is incorrect as determined by the application of the pre-determined AWP 10/11 formulas to the current HNTB WBS. The Authority has submitted a variance to the Governor's Department of Finance to correct this breakdown. Furthermore, HNTB payment of invoices is several months in the rear and has started impacting smaller subs, such as the Outreach Consultants. The Open House sessions (28 in four counties) have been delayed from their early April anticipated start to early May.
- FY 11/12 AWP Funding for HNTB and Expectation for RM effort: The Authority submitted a justification letter to the Dept. of Finance for a FY11/12 budget request of \$4.0M, seeking a work effort next year that performs a focused 5-10% Preliminary Engineering at numerous locations to assist in the potential further reduction of corridor alternative miles. This effort is anticipated to be a continuation of the current screening as part of the Prelim AA that reduced the corridor alternative miles from 500+ miles to 290 miles with accompanying outreach and environmental assessment efforts. The AWP FY 11/12 AWP is seen as a means of saving future funds by the Authority if further short listing of alternatives can take place. It appears the Authority's expectation is to continue a similar pace of engineering and outreach as outlined in the letter to the Finance Department and that may be a different budget than currently anticipated for the oversight of the LA-SD Section in 11/12. Confirmation is needed from the Authority on expectations to continue a similar pace of engineering and outreach as outlined in this letter for both the RC and PMT/oversight regional teams. The LA-SD RC negotiation session is scheduled for April 11.
- Environmental Schedule Milestone (EMS) dates: 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 current thinking at the Authority appears to be for the Supplemental AA to be the key milestone for FY11/12 AWP and the subsequent stages of engineering and environmental needed to be revised in the EMS. The HNTB team is building off the letter to the Department of Finance to develop the FY 11/12 AWP scope of work and associated budget. Direction is needed from the Authority on revising the EMS to coincide with anticipated/available funding. This will be discussed at the April 11 negotiation session.
- Questioning of NEPA/CEQA process by San Gabriel Valley Cities (Alhambra and Rosemead): Alhambra's legal counsel has submitted a letter questioning the Authority's process, specifically the scoping of the I-10 alternative. As previously reported in monthly and weekly reports, this area feels that the I-10 alternative is a surprise since it was added in February 2010 (as a result of scoping comments for scoping held in Oct./Nov. 2009). The City of Rosemead holds a similar view. A request to the Authority for the AG's input has been made and includes a request for a conference call with the AG's office with the Authority, PMT, HNTB team and AG's office. The team has submitted draft letters for Authority/FRA/AG review. The team will finalize the response letters upon approval from the Authority.

- Push for Underground Alternative I-10 (I-710 to El Monte): Alhambra has stated that they do not support an aerial alignment through their portion of the I-10 and is influencing its neighboring cities (San Gabriel and Rosemead). These three cities have serious concerns re: impacts to adjacent properties, which are mostly all long-time residents and are now saying they want it underground if it is going to be going through their city. A special transportation working group has been started in the San Gabriel Valley by Assemblymember Eng and the inaugural meeting will be on April 8. This working group will include elected officials and staff from San Gabriel Valley cities in the 49th District.

Altamont

- A major concern is that the project is not funded in the next fiscal year's budget. With no funding the work performed to-date on the section would be seriously jeopardized and any efforts to revive work in future years would be severely hampered by any work hiatus.

Task 6. Right-of-Way Acquisition and Assessment

Key developments and accomplishments

- The PMT has entered into a contract with Paragon Partners for the provision of property acquisition services including formalization of processes and procedures to assist the Authority. Work commenced in March.

Task 7. Railroad Operations Planning and Ridership/Revenue Forecasting

Key developments and accomplishments

- Operations Management Team staff working on sub-task 7.1 and 7.2 continues to respond to issues not included in the original work scope. In March these issues included:
 - Continued to review responses from the International High Speed Train Community on the CHST submitted documents for the Peer Review.
 - Developed configuration descriptions, service plans, conceptual operating plans, fleet estimates, rolling stock maintenance plans and infrastructure maintenance strategies for four Initial Operating Segment (IOS) Alternatives.
 - Developed specifications and metric for the Annual Work Plan and began refinement process.
- Agreement was reached with Authority to add \$400,000 to Cambridge Systematics sub-contract to respond to the peer review panel and conduct additional runs and sensitivity tests to support business plan development in the remainder of FY10/11.

Sub-Task 7.1 Operations Management Requirements

Work accomplished

- Completed the FY 11/12 proposed annual budget and draft scope of work
- Attended meetings with Caltrain staff to determine parameters' for and Initial operating Projects, including infrastructure necessary to support UPRR operations
- Identified tasks and refined associated scope to be performed for Sub-Task 7.5 (Maintenance)
- Managed continued coordination and design reviews with the Engineering Management Team (EMT) as required.

- Directed development of configuration descriptions, service plans, conceptual operating plans, fleet estimates, rolling stock maintenance plans and infrastructure maintenance strategies for four Initial Operations Segment (IOS) Alternatives
- Managed continued coordination, alignment reviews and trip time/speed analysis with RCs as required.
- Attended series of meetings with the LOSSAN Regional team to determine locations requirements for Rolling Stock Maintenance and Storage Facility north of LAUS station.
- Discussed preliminary plans for implementation RAMS methodology with the EMT and Systems Integrations groups

Sub-Task 7.2 Operations Planning

Work accomplished

- Completed review of four Set 1 and three Set 2 Technical Design documents from EMT
- Completed design review of San Jose Diridon Station track and platform layout for the San Jose to Merced and the San Jose to San Francisco regional teams
- Initiated review of FRA Comments on Emergency Power Specifications
- Continued to develop Training and Qualifications Technical Manual
- Prepare Draft WBS for Maintenance of Way (MOW) Equipment and usage, inclusive of track occupancy protection requirements
- Continue meetings with Technical Disciplines regarding MOW infrastructure performance expectations
- Continue research on HS MOW technology for both equipment and practices
- Continue review for clarification of MOW procurement specifications
- Developed MOW equipment spreadsheet with estimate of cost
- Chapter outline for MOW Infrastructure Requirements
- Began process to outline chapters for technical Infrastructure memo
- Research and development of HSR technical information for track inspection
- Continued MOW Infrastructure Equipment development listing
- Continued Infrastructure MOW resource requirements for Phase I
- Met with Design Team leads to discuss Special Track Work and other Track Structure requirements.
- Attended meeting with System and Communications group to establish definitions and composition of CHST radio groups.
- Reviewed Communications Radio Talk Group document
- Completed draft copy of Book of Rules definitions and distributed for internal review.
- Initiated review of RAMS materials and process
- Continued development of on-board operation and service document
- Continued review of documents regarding on-board and station operations of other HSR carriers
- Completed final draft of Concept of Operations report and posted to PS2 for comment
- Continued Preparation of Training Document for Operating Employees
- Completed Quality Assurance (QA) review of Con Ops document
- Completed QA review of CandC document
- Completed final draft of CandC document and posted to PS2 for comment
- Initiated Outline of Position Paper for yard operations and specifications for Regional Teams
- Prepared response letter to SCRRA comments on LAUS Terminal Analysis
- Participated in discussions on Level 3 Facility layouts and locations for Los Angeles area
- Provided guidance to LOSSAN Regional Team on configuration of Redondo Junction and tie-in of conventional and HST

- Completed and received comments on Catenary hazards and stations for Preliminary Hazard Analysis (PHA)
- Identified safety work to be prioritized to June 1, 2011 and distributed workload for Safety and Security Management Plan and FLS requirements for the system
- Participated in a system integration meeting to initiate collaborations between the Operations and Maintenance Planning Team and the system integration team

Sub-Task 7.3 Ridership and Revenue Forecasting

Work accomplished

- Developed and submitted written responses to documentation issues raised by ridership peer review panel draft.
- Began work on alternate model specifications in response to peer review panel comments; revised work plan for longer-term work for panel review.
- Completed model runs for base scenario for sensitivity tests in Business Plan work:
 - 10-020 – Fresno – Palmdale 1 train per hour (TPH) as previously, but with 15 minutes added to Fresno connections for separate Amtrak and HST station locations.
 - 10-021 – Fresno – San Fernando Valley, with 2 TPH instead of 1, and with 15 minutes added for Fresno connections.
 - 10-022 – San Jose - Merced – Bakersfield, 2 TPH at peak to San Jose and 1 to Merced from Bakersfield
 - 10-023 – Merced - Palmdale, with 2 TPH instead of 1
 - 10-024 – Merced – San Fernando Valley, with 2 TPH instead of 1
 - Began specification of two further scenarios:
 - 10-013 – Phase 1 as in 10-008 with updated 2030 households and employment forecasts
 - 10-014 – Phase 1 as in 10-008 with 2020 households and employment forecasts and adjusted highway congestion
- Continued write-up of first dozen scenario results.
- Completed first draft of paper re: likely airline competitive responses for sensitivity tests and estimated changes in air market fares.
- At Authority request, drafted scope and budget for Peer Review Panel members.
- Continued work with business plan development team to summarize in a variety of scenarios and ranges of market penetration.
- Improved O&M cost model to tie more closely with operating requirements to handle forecast ridership.
- Continued review of supporting EIR/EIS technical appendix on operations and maintenance practices.
- Continued revising station area parking guidance to incorporate the 83% fare scenario and other start-up assumptions and Authority direction.

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.
 - 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**
 - Drafting of detail of information for the Infrastructure Preliminary Maintenance of Way (MOW) Requirements Technical Paper
 - HSR MOW Equipment investigation process
 - Costing of HSR Condensed Inspection Vehicle
 - Work jointly with OandM Team to develop training requirements for MOW
 - Development of final footprint for MOW Facilities and storage yards
 - Continue development of CHST Book of Rules
 - Continue development of additional operational use case scenarios
 - Continue development of On-Board Operation and Service document
 - Continue to support advancement of Concept of Operations
 - Continue support of RAMS analysis effort
 - Continue supporting regional teams with travel times development and alignment alternatives assessment
 - Continue to develop Training and Qualifications Technical Manual
 - Continue review of Technical Design Documents
 - Continue to participate in Weekly Update Meetings for Operations Planning
 - Attend meetings in Newark to develop Operating Rules scope and Infrastructure Options review
 - Preliminary Hazard Analysis Worksheets for Stations, OCS, Vehicle
 - Formulate Safety and Security Management Plan
 - Formulate FLS Requirements for CAHSR
 - Review and answer EMT comments on Conops Document
 - Review and answer EMT comments on CandC Document Document

- **Sub-task 7.3 Ridership and Revenue Forecasting**
 - Continue to respond to legal, board, legislative, and other questions.
 - Continue working with business plan development group on revenues and OandM costs for various physical and financial scenarios.
 - Continue Phase 1 scenario sensitivity testing, and various IOS extension testing of riders and revenue.
 - Complete response to peer review panel alternative model formulation requests.
 - Prepare for meeting with peer review panel to review proposed scope of work, budget, and schedule for risk analysis forecast upgrades. (April 11 and 12 meeting rescheduled to May 2 and 3.)
 - Complete review of ops tech appendix for the admin draft of first EIR/EIS. (2nd month on list)
 - Complete redraft of station area parking guidance. (2nd month on list)

Task 8. Construction and Procurement

Key developments and accomplishments

- Received 1,140 Expressions of Interest (EOI) in response to the RFEI sent out February 9, 2011. The EOIs were reviewed; the responders were tabulated and posted on the Authority website. The responses to the questions asked were tabulated in a 465 page spreadsheet. Original responses have been retained both in hard and soft copy.
- Commenced preparation of a matrix summarizing the responses provided in the EOIs in anticipation of presentation to the attendees at the industry forum.

- Finalized a legal brief on state and federal conflict of interest for upcoming design-build procurements.
- Continued planning and preparatory activities for the Industry Forum to be held in LA on 12 April 12. Prepared the registration website for the industry forum and launched pre-registration.
- Continued work toward staffing for development of the contract documents, including the construction management manual.
- Prepared construction cost estimates for the ARRA grant application.

Planned work for Next Month

- Continue development of comprehensive procurement policies and procedures:
 - Continue analysis of impact of applicable California legal requirements (Public Contracts Code, Labor Code, Government code, etc.) on procurement efforts.
 - Complete analysis of impact of state and federal conflict of interest requirements on procurement efforts, submit memo to CHSRA re same.
 - Analyze impact of bid protest requirements on procurement efforts, submit memo to CHSRA re same.
 - Engage DBE/SBE experts to develop CHSRA DBE/SBE program.
 - Continue development of core procurement procedures.
- Continue development of Initial Construction Section (ICS) Request for Qualification (RFQ) package
 - Begin consultation with AG's office regarding incorporation of appropriate state and federal requirements language in base RFQ document.
 - Set up process to incorporate relevant recommendations from EOIs into RFQ document.
- Continue working with PMT engineering and operations staff to coordinate development of design criteria and technical specifications appropriate for design-build and O and M procurement packages, and ultimately for a range of P3 options.
- Continue to support Project Controls in development of a Master Schedule.
- Continue to support Regional Managers and EMT in development of a comprehensive construction cost estimate and schedule for all Sections.

Task 9. Program-wide Activities/Services

Key developments and accomplishments

Railroad Negotiations

- Final drafts of the Memorandum of Understandings between the CHSRA and the BNSF and the CHSRA and URRR have been submitted to the railroads for execution
- Separate draft reimbursement agreements with attachments (Landowner Agreement) acceptable to the Department of General Services have been submitted to BNSF, UPRR, OCTA and SCRRRA (Metrolink) for their review. These agreements, when approved by the parties, will provide for reimbursement to the railroads/agencies for expenses incurred with the review and comment of the HSR Authority's plans and designs. We have also requested clarification as to the specific federal requirements that will pertain to these proposed reimbursement agreements.
- A draft Independent Utility agreement (Agreement in Principal) has been reviewed with Caltran and Amtrak and their comments have been incorporated into a revised draft. The revised draft

has been submitted to BNSF for their review and comment. A meeting is scheduled with the BNSF on April 4, to receive their initial comments.

- The California Public Utility Commission's proposed ruling making and draft General Order for electrification of the entire High Speed Rail Corridor has been submitted to BNSF, UPRR, OCTA, LA Metro, Caltrain and Amtrak for their initial review and comment. All of the parties were offered the opportunity to receive an individual briefing on the Proposed Ruling Making process. All parties were requested to provide any comments they may have by 45 days of receipt of the material.

Agreements, MOUs/MOAs and Permits AMMPs

Key developments and accomplishments

- The initial spreadsheet developed in February and March was migrated a ProjectSolve2 database for tracking and monitoring and the database is now operational providing tracking of AMMP status by section and system-wide.
- With 444 AMMPs currently identified, data verification is underway to confirm the accuracy of the information, enabling provision of real-time status of all AMMPs.
- To date, 444 AMMPs have been identified and loaded into the database. This total number represents all initial AMMPs identified from the initial spreadsheets. This includes all AMMPs that have been identified but not yet been initiated, those currently being drafted, pending signatures and fully executed.
- Only nine of the 440 AMMPs have been executed.

Planned Work Next Month

- Identify work flow processes for each type of Agreement, MOU/MOA and Permit for scheduling, tracking and reporting purposes.
- Develop AMMP tracking procedures for use by all parties.

PMT Summary Schedule

See attached

Ca HSR 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 % Complete	FY Planned %	FY Actual %	2009 2010 2011 2012 2013															
									2009			2010			2011			2012			2013			
									Q	Q	Q	Q	Q	Q	Q	Q	Q	Q	Q	Q	Q	Q		
Task 1 - Project Management and Controls																								
1 - Program Management and Controls	07/01/09	10/25/13	07/01/09 A	10/25/13	38	38	69	73																
Task 2 - Public Communications and Education																								
2 - Public Communications and Education - Summary	07/01/09	06/28/13	11/16/06 A	06/30/09 A	100	100	100	100																
Task 3 - Engineering Management																								
3 - Engineering Criteria and Design Management	07/01/09	06/30/13	07/01/07 A	06/30/13	42	41	68	63																
3.1 - Team Management	10/31/09	06/30/13	07/01/07 A	06/30/13	65	65	75	75																
3.2 - Infrastructure	07/01/10	06/30/13	07/01/10 A	06/30/13	71	71	74	73																
3.3 - Systems	07/01/10	06/30/13	07/01/10 A	06/30/13	52	50	72	64																
3.4 - Operations (See Task 7)	07/01/09	06/30/13	07/01/08 A	06/30/10 A	100	100	0	0																
3.5 - Maintenance	07/01/10	06/30/13	07/01/10 A	06/30/13	52	49	71	55																
3.6 - Rolling Stock	07/31/09	06/28/13	07/31/09 A	06/28/13	53	54	75	79																
3.7 - Regulatory Approvals	02/01/10	06/30/13	07/01/08 A	06/30/13	59	60	75	79																
3.8 - CHSTP Standard Drawings	08/01/10	06/30/12	07/01/10 A	06/30/12	56	49	67	50																
3.9 - CHSTP Standard Specifications	07/31/09	06/26/13	07/31/09 A	10/01/11	27	21	72	52																
3.10 - Cost Estimating	07/30/09	06/30/13	07/30/09 A	06/30/13	36	41	57	74																
3.11 - CHSTP Design Manual	08/01/10	06/30/13	01/01/09 A	06/30/13	42	41	76	75																
3.12 - Design Submittal Reviews	10/02/09	06/30/13	07/01/09 A	06/30/13	26	26	75	75																
3.13 - Risk Management	04/02/10	06/30/13	03/16/10 A	06/30/13	15	17	67	75																
3.14 - Procurement Support	08/01/10	06/30/13	07/01/09 A	06/30/13	4	4	75	75																
3.15 - Survey Control	10/01/10	06/30/13	07/01/10 A	06/30/13	52	26	59	30																
3.16 - Systems Integration	07/01/10	06/30/13	07/01/10 A	06/30/13	14	16	66	75																

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Report Name: [Sum Sch Rpt - PMT, Date Rev #.pdf](#)

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Ca HSR 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 % Complete	FY Planned %	FY Actual %	2009 2010 2011 2012 2013													
									2009			2010			2011			2012			2013	
									Q	Q	Q	Q	Q	Q	Q	Q	Q	Q	Q	Q	Q	Q
Task 4 - Environmental Review																						
4 - Environmental Review	07/01/09	06/30/13	07/02/07 A	08/26/13	40	32	73	37														
4.1 - Project Task Management	07/01/10	06/28/13	07/01/09 A	06/28/13	40	32	73	75														
4.2 - Program Management Coordination	07/01/10	06/28/13	07/01/09 A	06/28/13	40	34	73	69														
4.3 - Environmental Scoping	07/01/09	12/30/11	07/02/07 A	07/02/10 A	98	100	100	100														
4.4 - Alternative Analysis (AA) Process	07/01/10	06/28/13	07/01/09 A	06/28/13	81	81	73	78														
4.6 - Public Agency Involvement and Coordination	07/01/09	06/28/13	07/01/09 A	06/28/13	40	34	73	58														
4.7 - Review of Enviro, Social, Econ & Community Issues	07/01/10	06/28/13	07/01/09 A	06/28/13	81	31	73	75														
4.8 - Review of Technical Reports and DEIS/R	07/01/10	06/28/13	07/01/09 A	06/28/13	40	31	73	6														
4.9 - Permits and Approvals	07/01/10	06/28/13	07/01/10 A	06/28/13	40	32	73	75														
4.10 - Statewide Technical Tasks	07/01/09	06/28/13	07/02/07 A	06/28/13	40	41	100	100														
4.11 - GIS Support Services	07/01/10	06/28/13	07/01/09 A	06/28/13	40	32	73	75														
4.12 - Agency Agreements for Coord. & Funding	07/01/10	06/28/13	07/01/09 A	06/28/13	40	32	73	84														
4.13 - Section 404 and 408 Coordination	07/01/10	06/30/13	07/01/09 A	08/26/13	40	30	73	24														
Task 5 - Regional Consultants Oversight																						
Task 5 - Regional Consultant Oversight	08/27/07	06/30/13	09/24/08 A	06/30/13	28	27	75	55														
5.A1 - Palmdale to Los Angeles	07/01/09	03/30/13	07/01/09 A	06/30/13	40	35	75	52														
5.B1 - Los Angeles to Anaheim	08/27/07	03/30/13	07/01/09 A	06/30/13	39	35	75	55														
5.C1 - Los Angeles to San Diego	07/01/09	06/30/13	07/01/10 A	06/30/13	35	32	75	61														
5.D1 - Bakersfield to Palmdale	07/01/09	06/30/13	07/01/09 A	06/30/13	22	22	75	83														
5.D2 - Fresno to Bakersfield	07/01/09	06/30/13	09/24/08 A	06/30/13	33	34	75	83														
5.E1 - Merced to Fresno	07/01/09	06/30/13	11/05/08 A	06/30/13	23	20	75	54														

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Planned
 Forecast

Ca HSR 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 % Complete	FY Planned %	FY Actual %	2009 2010 2011 2012 2013											
									Q	Q	Q	Q	Q	Q	Q	Q	Q	Q	Q	Q
5.E2 - Merced to Sacramento	07/01/09	06/30/13	11/05/08 A	06/30/13	34	32	75	54												
5.F1 - Altamont Pass	07/01/09	06/30/13	07/01/09 A	06/30/13	23	20	75	57												
5.G1 - San Jose to Merced	07/01/09	03/30/13	07/01/09 A	06/30/13	38	35	75	55												
5.H1 - San Francisco to San Jose	07/01/09	03/30/13	07/01/09 A	06/30/13	34	29	75	51												
Task 6 - Right of Way Assessment and Acquisition																				
6.1.1 - Develop ROW Guidelines Manual, Draft	03/01/11	06/28/13	02/16/11 A	06/28/13	15	4	61	0												
6.2 - Standardize Forms & Documents	09/30/09	06/29/12	09/30/09 A	06/28/13	15	3	61	0												
6.3 - Acquisition Strategy & Protocols	12/31/10	02/23/12	01/03/11 A	06/30/13	12	2	61	0												
6.4 - Identify Priority Acquisitions	12/01/10	06/28/13	07/01/10 A	06/28/13	13	4	61	0												
6.5 - GIS Database for Real Estate	06/01/11	06/28/13	06/01/11	06/28/13	15	4	61	0												
6.6 - Pre-qualify Vendors	01/03/11	06/30/13	01/03/11 A	06/30/13	15	4	61	0												
6.7 - Relocation Plan	01/03/11	06/30/11	01/03/11 A	06/30/11	15	4	61	0												
Task 7 - Railroad System Operations and Revenue Management																				
7 - Railroad System Operations and Revenue Management	06/30/09	06/30/13	07/01/08 A	06/30/13	45	41	75	59												
7.1 - Rail System Operation Management	07/01/09	06/30/13	07/01/09 A	06/30/13	45	41	75	59												
7.2 - Railroad System Operations and Service Planning	06/30/09	06/30/13	07/01/08 A	06/30/13	45	41	75	59												
7.3 - Ridership and Revenue Forecast Updates	07/31/09	06/20/13	09/01/09 A	06/20/13	75	69	75	59												
Task 8 - Construction / Procurement Documents																				
8 - Construction/Procurement Documents	02/28/10	08/14/17	02/01/10 A	08/14/17	11	8	72	33												
8.1 - Staging and Construction Planning	07/01/10	06/28/13	07/01/10 A	05/07/12	11	8	72	33												
8.2 - Procurement and Bid Packages	03/01/11	08/14/17	03/01/11 A	08/14/17	27	18	72	33												
8.3 - Cost Estimating	02/28/10	06/30/13	02/01/10 A	06/30/13	10	15	72	51												

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Planned
 Forecast

Ca HSR 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 % Complete	FY Planned %	FY Actual %																										
									2009			2010			2011			2012			2013													
									Q	Q	Q	Q	Q	Q	Q	Q	Q	Q	Q	Q	Q	Q	Q											
8.4 - Procurement / Construction Inspection Support	12/01/10	09/30/11	04/01/11 A	11/25/11	0	0	45	0																										
Total Program Management Percent Complete																																		
Program Management Team	08/27/07	08/14/17	11/16/06 A	08/14/17	41	39	72	60																										