



# CHSR Program Monthly Progress Report

April 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 April 1 2011 through April 30, 2011. It provides a summary of the work accomplished this period and PMT status to date.

## **Highlights**

### **Overview**

- The PMT has completed 68% of its planned work for FY 10/11 as shown on the attached Summary Schedule.
- Planned for and held Industry Forum in Los Angeles Convention Center with over 920 firms registered and over 1600 registered attendees
- Completed one (1) Technical Memorandum.
- A revised Checkpoint B package was prepared and delivered to the EPA and the USACE on April 25 for both the Merced-Fresno and Fresno-Bakersfield sections.
- Provided additional training sessions to PMT and RC's staff on the Program-wide Change Control Procedure in preparation for its formal issue by the Authority.
- Working with the RCs, began compiling Change Requests to document recent changes to scope, schedule and budget, for review and submission to the Authority.
- Developed Capital Cost Estimate Report for inclusion in Merced-Fresno Draft EIR/EIS document. Prepared draft Capital Cost Estimate Report for inclusion in Fresno-Bakersfield Draft EIR/EIS document.
- Risk Probability-Impact matrices have been updated with six RC 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 April 1, 2011 through April 30, 2011 with the cumulative costs and hours for the current fiscal year through April 30.

### **Actual Costs**

In April, \$3.63 million was billed which is 106% of plan for the month. The overspend in April is due to additional:

- Special Projects work, including Grants Administration, Station Area Planning and Agreements (Memorandum of Understanding, Memorandum of Agreement and Permits).

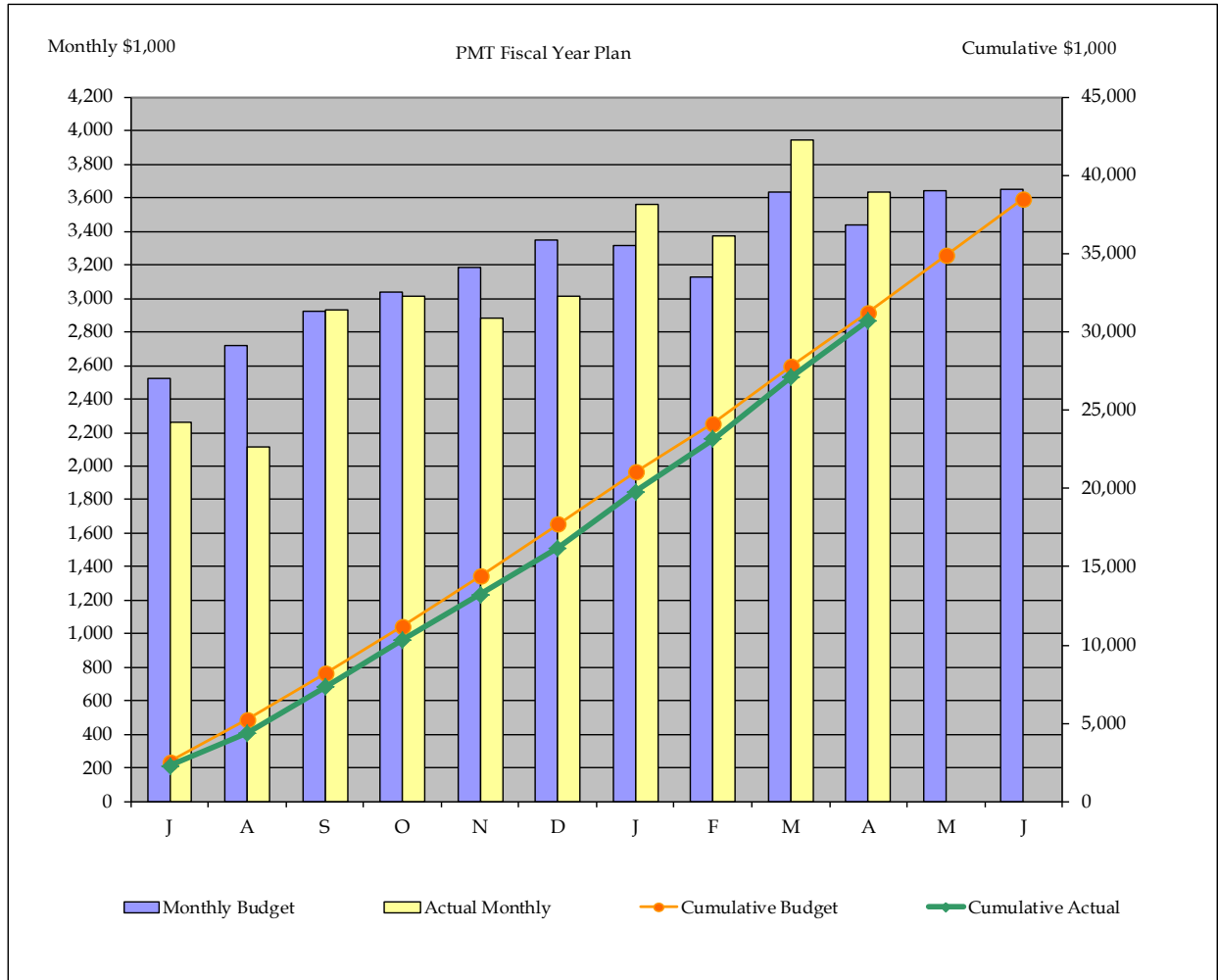
Special Projects (Task 1.6) was not funded in the FY10/11 AWP. The \$0.23 million budget shown was a transfer of Public Outreach funds to this account (via the Budget Redistribution Request Form (BRRF) process. The negative \$0.64m remaining budget for Special Projects (as well as the funding needs for the remainder of FY10/11 will be addressed by Change Control over the next few weeks.

Cumulative spending for FY 10/11 through April is \$30.73 million, which is 2% under the plan.

# CHSR Program Management Team Progress Report

April 2011

**Figure 1: Billings Planned and Actual through April 2011**



## CHSR Program Management Team Progress Report

April 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	\$348.3	\$234.1	\$2,939.4	\$3,263.9	325	11	\$ 3,733.8	469.89
	1.6 Special Projects	\$18.8	\$316.6	\$194.8	\$875.5	681	349	\$ 234.3	(641.19)
2	Public Outreach & Comm	\$0.0	\$0.0	\$0.0	\$0.0	0	0	\$ -	-
3	Engineering & Design Mgmt	\$1,677.9	\$1,615.1	\$14,348.7	\$13,735.9	-613	-4	\$ 17,864.3	4,128.36
	3.1 Team Management	\$76.9	\$87.7	\$795.0	\$841.4	46	6	\$ 956.2	114.80
	3.2 Infrastructure	\$142.0	\$229.0	\$1,411.1	\$2,188.7	778	55	\$ 1,708.6	(480.14)
	3.3 Systems	\$211.6	\$118.4	\$1,868.3	\$2,182.6	314	17	\$ 2,311.6	129.04
	3.4 Operations	\$0.0	\$0.0	\$0.0	\$0.0	0	0	\$ -	-
	3.5 Maintenance	\$70.2	\$83.7	\$595.3	\$721.5	126	21	\$ 742.4	20.94
	3.6 Rolling Stock	\$100.4	\$93.8	\$1,037.4	\$982.5	-55	-5	\$ 1,247.7	265.23
	3.7 Regulatory Approvals	\$64.8	\$72.4	\$670.1	\$661.7	-8	-1	\$ 805.9	144.24
	3.8 Standard Drawings	\$214.4	\$265.1	\$1,540.9	\$1,554.4	13	1	\$ 1,990.2	435.74
	3.9 Standard Specifications	\$125.3	\$92.0	\$1,142.7	\$632.2	-510	-45	\$ 1,405.2	772.96
	3.10 Cost Estimating	\$127.4	\$113.8	\$643.9	\$819.0	175	27	\$ 910.9	91.91
	3.11 Design Manual	\$133.5	\$311.3	\$1,410.4	\$1,442.5	32	2	\$ 1,690.1	247.60
	3.12 Design Submittal Reviews	\$165.1	\$112.7	\$1,706.0	\$1,053.6	-652	-38	\$ 2,052.0	998.38
	3.13 Risk Management	\$39.7	\$0.5	\$285.5	\$12.0	-274	-96	\$ 368.7	356.75
	3.14 Staging and Procurement Support	\$13.8	\$3.1	\$142.1	\$19.7	-122	-86	\$ 170.9	151.20
	3.15 Survey Control	\$162.6	\$1.7	\$891.1	\$370.8	-520	-58	\$ 1,231.8	861.02
	3.16 System integration	\$30.2	\$30.0	\$208.9	\$253.5	45	21	\$ 272.2	18.67
4	Environmental	\$219.8	\$171.1	\$2,078.5	\$2,056.5	-22	-1	\$ 2,539.0	482.54
5	Regional Managers	\$681.4	\$616.5	\$7,041.2	\$6,654.0	-387	-5	\$ 8,468.9	1,814.83
	5A Palmdale to Los Angeles	\$107.8	\$89.3	\$1,113.4	\$849.5	-264	-24	\$ 1,339.2	489.67
	5B Los Angeles to Anaheim	\$99.0	\$51.9	\$1,022.9	\$1,183.7	161	16	\$ 1,230.4	46.61
	5C Los Angeles to San Diego	\$85.8	\$85.0	\$887.1	\$1,219.1	332	37	\$ 1,067.0	(152.19)
	5D Fresno to Palmdale	\$78.6	\$102.3	\$812.0	\$827.6	16	2	\$ 976.7	149.06
	5E Sacramento to Fresno	\$75.7	\$92.8	\$781.9	\$808.4	27	3	\$ 940.5	132.03
	5F Altamont Pass	\$57.5	\$28.2	\$594.5	\$234.2	-360	-61	\$ 715.0	480.79
	5G San Jose to Central Valley Wye	\$87.3	\$107.2	\$901.6	\$821.8	-80	-9	\$ 1,084.4	262.59
	5H San Francisco to San Jose	\$89.8	\$59.6	\$927.7	\$709.5	-218	-24	\$ 1,115.8	406.28
6	Right-of-Way Acquisition	\$57.6	\$86.5	\$356.7	\$105.4	-251	-70	\$ 491.7	386.27
7	RR Operations & Ridership	\$275.7	\$367.3	\$2,901.9	\$2,591.5	-310	-11	\$ 3,492.3	900.74
8	Construction & Procurement	\$74.1	\$134.8	\$655.7	\$874.6	219	33	\$ 810.9	(63.68)
	ODCs	\$80.7	\$90.3	\$731.1	\$575.1	-156	-21	\$ 902.4	327.34
<b>TOTAL</b>		<b>\$3,434</b>	<b>\$3,632.2</b>	<b>\$31,248</b>	<b>\$30,732.4</b>	<b>-515</b>	<b>-2</b>	<b>\$ 38,537.5</b>	<b>7,805.10</b>

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

**Task 1, Program Management** is 11% (\$325 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% (\$613 thousand) under spending.

The following current variances should be noted:

*Team Management – (Task 3.1)* is 6% (\$46 thousand) over its allocated dollars

*Infrastructure – (Task 3.2)* is 55% (\$778 thousand) over its allocated dollars.

Additional work:

- Coordination 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.
- Develop scope and workplan for standard 30% structure design. Initiated development of standard 30% design for HST structures.

*Systems – (Task 3.3)* is 17% (\$314 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% (\$126 thousand) over spending.

*Rolling Stock – (Task 3.6)* is 5% (\$55 thousand) under its allocated dollars.

*Regulatory Approvals (Task 3.7)* is 1% (\$8 thousand) under its allocated dollars.

*Standard Drawings (Task 3.8)* is 1% (\$13 thousand) over spending.

*Standard Specifications (Task 3.9)* initiated its work in August and is 45% (\$510 thousand) under spending due to focus on design submittal reviews for the 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 27% (\$175 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 2% (\$32 thousand) over budget.

*Design Submittal Reviews (Task 3.12)* is under budget by 38% (\$652 thousand)

*Risk Management (Task 3.13)* is 96% (\$274 thousand) under budget

*Staging and Procurement Support (Task 3.14)* is 86% (\$122 thousand) under its allocated dollars.

*Survey Control (Task 3.15)* is 58% (\$520 thousand) under its allocated dollars.

*System Integration (Task 3.16)* is 21% (\$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

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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 under budget by 1% (\$22 thousand)

**Task 5, Regional Team Management** is 5% (\$387 thousand) under budget to date.

**Task 6, Right-of-Way Acquisition** is 70% (\$251 thousand) under budget. Work was on hold for several months awaiting direction from the Authority. With the recent addition of the Authority Real Properties Director and PMT sub-consultant Paragon Partners, this work will be accelerated in the coming months.

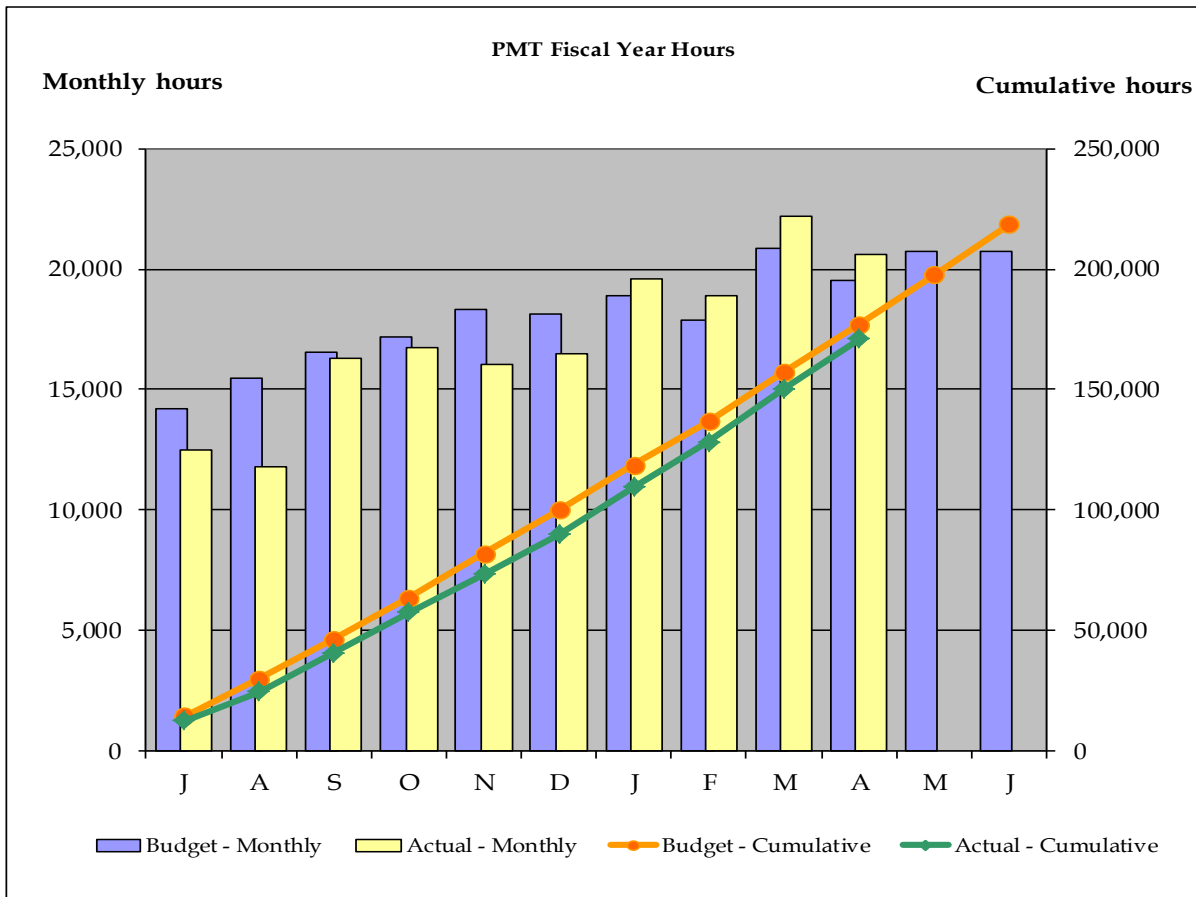
**Task 7, Railroad Operations and Ridership** is 11% (\$310 thousand) under its planned spending.

**Task 8, Construction and Procurement** is 33% (\$219 thousand) over budget reflecting the push to finalize and issue the Request for Expressions of Interest (RFEI) and prepare for and conduct the Industry Forum held in Los Angeles during April.

**a. Hours Worked**

In April, 20,610 hours were billed, compared to the 19,528 hours planned, while the cumulative under-spend for FY10/11 is 3%. Figure 2 shows the hours planned and billed by month.

**Figure 2: Hours planned and actual – April 2011**



## CHSR Program Management Team Progress Report

April 2011

**Table 2: Hours by Task – April 2011**

Program Management Team						
FY 2010 / 2011 Hours		April		Cumulative		
Task	Planned	Actual	Planned	Actual	Variance	% Over/ -Under
<b>1 Program Management</b>	<b>2,497</b>	<b>1,526</b>	<b>22,812</b>	<b>22,041</b>	<b>-771</b>	<b>-3</b>
1.6 Special Projects	142	1,952	1,469	4,532	3,063	209
<b>2 Public Outreach &amp; Communications</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>3 Engineering &amp; Design Management</b>	<b>9,368</b>	<b>9,591</b>	<b>78,659</b>	<b>80,351</b>	<b>1,691</b>	<b>2</b>
3.1 Team Management	436	530	4,346	5,213	867	20
3.2 Infrastructure	805	1,664	7,839	14,854	7,015	89
3.3 Systems	1,185	629	10,407	11,297	890	9
3.4 Operations	0		0	0	0	0
3.5 Maintenance	363	419	3,080	3,412	332	11
3.6 Rolling Stock	489	504	5,055	5,089	33	1
3.7 Regulatory Approvals	354	349	3,658	3,766	107	3
3.8 Standard Drawings	1,227	1,987	8,613	11,734	3,121	36
3.9 Standard Specifications	649	487	5,864	3,220	-2,643	-45
3.10 Cost Estimating	674	568	3,322	4,289	967	29
3.11 Design Manual	728	1,710	7,659	8,114	455	6
3.12 Design Submittal Reviews	909	567	9,325	5,300	-4,025	-43
3.13 Risk Management	233	2	1,676	84	-1,592	-95
3.14 Staging and Procurement Support	74	13	765	85	-680	-89
3.15 Survey Control	1,063	13	5,824	2,625	-3,200	-55
3.16 System integration	178	151	1,227	1,271	44	4
<b>4 Environmental</b>	<b>1,254</b>	<b>1,063</b>	<b>11,700</b>	<b>11,894</b>	<b>194</b>	<b>2</b>
<b>5 Regional Managers</b>	<b>3,741</b>	<b>3,187</b>	<b>38,661</b>	<b>33,823</b>	<b>-4,838</b>	<b>-13</b>
5A Palmdale to Los Angeles	586	433	6,059	4,135	-1,925	-32
5B Los Angeles to Anaheim	458	256	4,729	5,660	931	20
5C Los Angeles to San Diego	400	343	4,134	4,482	348	8
5D Fresno to Palmdale	451	594	4,656	5,137	481	10
5E Sacramento to Fresno	454	512	4,689	4,831	141	3
5F Altamont Pass	335	151	3,462	1,230	-2,232	-64
5G San Jose to Central Valley Wye	531	563	5,486	4,461	-1,025	-19
5H San Francisco to San Jose	527	336	5,446	3,888	-1,558	-29
<b>6 Right-of-Way Acquisition</b>	<b>618</b>	<b>654</b>	<b>3,823</b>	<b>799</b>	<b>-3,024</b>	<b>-79</b>
<b>7 RR Operations &amp; Ridership</b>	<b>1,490</b>	<b>2,088</b>	<b>15,729</b>	<b>14,350</b>	<b>-1,379</b>	<b>-9</b>
<b>8 Construction &amp; Procurement</b>	<b>418</b>	<b>551</b>	<b>4,129</b>	<b>3,293</b>	<b>-836</b>	<b>-20</b>
						<b>0</b>
<b>TOTAL</b>	<b>19,528</b>	<b>20,610</b>	<b>176,983</b>	<b>171,083</b>	<b>-5,900</b>	<b>-3</b>

The major variances against the FY 10/11 plan are due to:

- Special Projects work, including Grants Administration, Station Area Planning and Agreements (Memoranda of Understanding, Memoranda of Agreement and Permits).

## 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 with details posted on ProjectSolve2. Deliverables are weighted using their budgeted values as provided in the FY10/11 AWP. Some adjustments to the budgeted value of deliverables are still to be made within the sub-task level to better reflect the work expected to be completed, maintaining the overall sub-task total. Adjustments requested to move money between sub-tasks have not been reflected yet; and will go through the change control process to document, review and approve the changes to deliverables and sub-tasks. Among these changes is identification of deliverables not expected to be completed this fiscal year due to delays in the status of the RCs 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 April, the PMT has a Planned Value of \$78.9m which represents 42.8% of the total budget. The PMT has earned \$73.9m of that budget, which is 40.1% complete. The PMT spent \$75.9m to accomplish that work. These numbers result in a Cost Performance Index (CPI) of 0.97, and a Schedule Performance Index (SPI) of 0.94. The CPI reduced slightly, while the SPI remained the same during April. 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 indicated by the CPI and SPI performance factor include sub-task 1.6 – Special Projects. The total budget for this is \$234,271 and the actual costs are already \$875,456 with only 83% complete. The sub-task is already over budget and indicates the added work captured by this sub-task is greater than the budget allocated. Additional change request forms are being processed to capture the increase in scope. Sub-task 3.3 – Systems has a CPI of 0.79, which remains unchanged from March, however indicates a recent drop in performance. Sub-task 3.13 – Risk Management is reflecting a CPI of 25.54, indicating the need for reallocation of budget, since the majority of this work is being covered under sub-task 1.5.

Task 4 – Environmental reflects an SPI of 0.80, which indicates a decline in performance from March's 0.84. Additional staffs 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 0.59, which is 0.04 lower than March's 0.63. This indicates that the task is falling further behind schedule, as resources added to perform the work, have only recently been established. Task 7 – Ridership and Operations maintained its SPI of 0.94, which is an improvement from March. The focus on ridership and operations tasks will continue. Task 8 – Construction and Procurement has an SPI of 0.69, which is slight decrease from March. 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

April 2011



California High Speed Rail Authority

Cost Performance Report  
April 2011

## Program Management Team

Planned Progress: 42.8%

Actual Progress: 40.1%



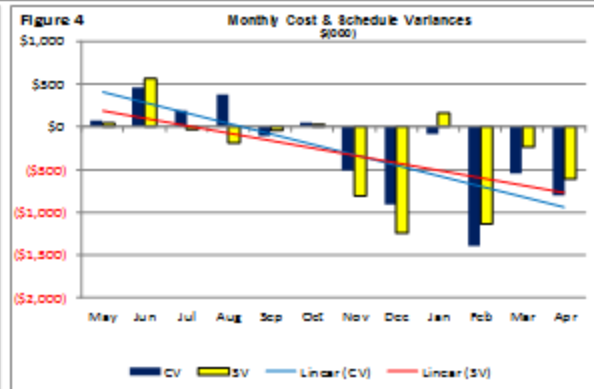
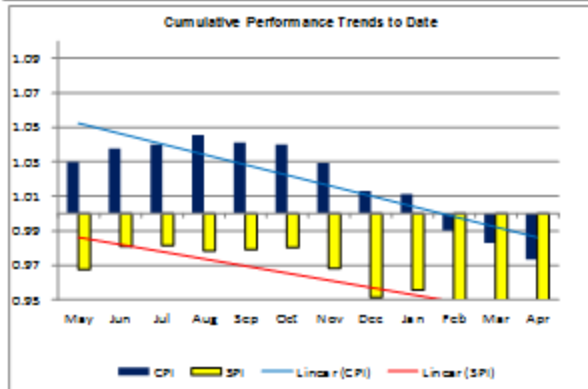
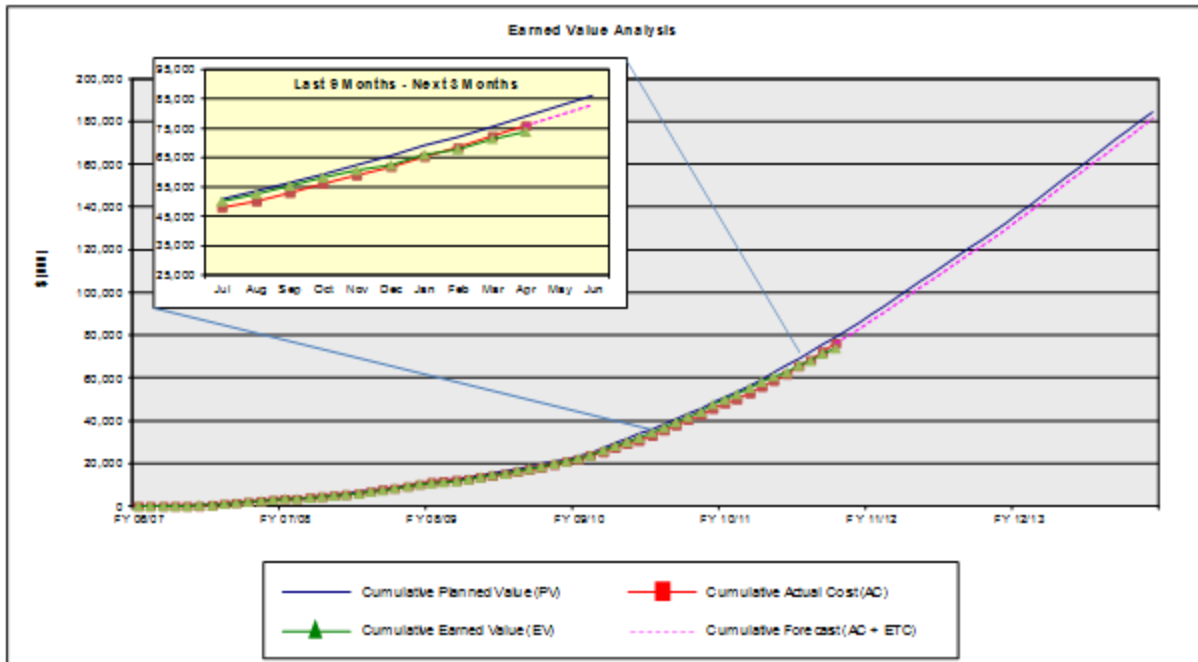
Dollar amounts in thousands

WB#	Task	Total Labor Budget* (BAC)	Planned (PV)	Actual Cost (AC)	Earned (EV)	Forecast (ETC)	Total Cost (EAC)	OPI	SPI
1	Program Management	\$22,762	\$9,259	\$10,025	\$9,322	\$14,474	\$24,502	0.92	1.00
2	Public Outreach & Comm	\$2,022	\$2,022	\$2,798	\$2,022	\$0	\$2,798	1.00	1.00
3	Engineering & Design Mgmt	\$72,501	\$27,292	\$26,713	\$25,840	\$35,490	\$72,203	0.95	0.98
4	Environmental	\$10,500	\$4,329	\$4,205	\$2,824	\$8,281	\$10,468	0.98	0.90
6	Regional Managers	\$45,715	\$18,291	\$15,925	\$14,854	\$29,420	\$44,945	0.95	0.90
8	Right of Way Acquisition	\$5,195	\$262	\$195	\$55	\$4,225	\$4,322	2.58	0.59
7	RR Operations & Ridership	\$12,895	\$5,005	\$5,400	\$6,117	\$7,190	\$12,590	1.12	0.94
8	Construction & Procurement	\$9,514	\$1,559	\$1,095	\$798	\$8,255	\$9,450	0.72	0.69
<b>Total</b>		<b>\$184,629</b>	<b>\$78,970</b>	<b>\$76,901</b>	<b>\$72,926</b>	<b>\$106,626</b>	<b>\$151,458</b>	<b>0.97</b>	<b>0.94</b>

\* Total Labor Budget - is the planned cost of all work less Other Direct Costs (ODCs).

Current Cost Variance (CV) to Date (EV - AC): (\$2,000)  
 Current Schedule Variance (SV) to Date (EV - PV): (\$6,046)

<b>OVER BUDGET</b>	-2.7%	Percent under (+) or over (-) budget
<b>BEHIND SCHEDULE</b>	-6.4%	Percent ahead (+) or behind (-) schedule



## **Progress and Accomplishments by Task**

### **Task 1. Program Management and Controls**

- Implemented the Major Milestone Variance Report, which is updated weekly.
- Continued to expand 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 RCs.
- Continued direct contact with the RMs and RCs to implement Earned Value Methodology concepts for progress reporting with Cost Performance Reports now available (for the PMT and ten 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. Version 2 was submitted and review commenced with Authority, PMO and PMT staff.

### **Task 1.4 Quality Management**

The PMT continued to conduct audits of the RCs 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:

My ProjectSolve > 01. Program Management and Admin > 25. Contract Administration > 10. Project Protocol and Procedures > 03. Quality Assurance and Quality Control > QA/QC Document Tracking

- 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
- Bakersfield Palmdale (report in progress)

In April an audit was conducted on the Bakersfield to Palmdale Section. Audits for Altamont and Merced to Sacramento are planned for May.

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### **Task 1.5 Risk Management**

The PMT is working with the RCs to enhance 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 RC 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.

In April, PMT continued Risk database development as well as received and commented on Risk Register updates from the six sections. Information was transferred to the Access Risk Database.

**Program Change Control**

Following development of the Program-wide Change Control Procedure, staff training and implementation throughout the Program, this new section of the report provides a summary of Change Control status. A Change Log has been developed on ProjectSolve2 to manage and record the status of each Change Request. Table 3 is an extract from the log, showing both ‘in process’ Change Requests and ‘forecast’ changes. This is a work in progress and will be further refined over the coming months.

**Table 3 – Summary of Changes in Process and Development**

Change No.	Year	Organization	Section	Current Status	Estimated Cost	Estimated
001	2011	PB	System-wide	CCB Action - Approved	\$400,000	0
Change Title		Additional Business Plan Initial Operating Segments and Sensitivity work				
002	2011	PB	System-wide	CCB Action - Approved	\$0	0
Change Title		Coordination and Schedule of Permits - Deliverable IDs 4.9.2 and 4.9.3				
003	2011	AECOM	MF	CRF Under Review	\$2,240,000	0
Change Title		Budget Increase for Merced to Fresno				
004	2011	PB	System-wide	CCB Action - Approved	\$75,000	0
Change Title		New Subcontract Padilla - DB Small Business				
005	2011	HNTB	FJ	Awaiting Resubmittal	TBD	TBD
Change Title		SF-SJ NTP Budget Changes				
006	2011	PB	System-wide	CRF Under Review	\$18,759	0
Change Title		Authority Grant applications				
007	2011	PB	System-wide	CRF Under Review	0	0
Change Title		Transfer from PB to ATC / Reduction of effort				
010	2011	PB	System-wide	CCB Action - Approved	\$90,064	0
Change Title		FRA Grant Technical Oversight and Management - Caltrain PTC				
009	2011	PB	System-wide	CCB Action - Approved	0	0
Change Title		Additional Funding for David Turner EMI/EMF Reviews				
011	2011	PB	System-wide	CRF Under Review	\$52,000	0
Change Title		Caltrans Coordination				
008	2011	AECOM	MS	CRF Under Review	\$300,000	0
Change Title		Merced to Sacramento Additional Scope/Budget				
012	2011	AECOM	MF	CRF Under Review	\$700,000	Needed to maintain the schedule
Change Title		M-F ROW early Start				
013	2011	Parsons	JM	CRF Under Review	\$190,000	None Anticipated
Change Title		Revise Gilroy at Grade Align (15' embank)				

## CHSR Program Management Team Progress Report

April 2011

Change No.	Year	Organization	Section	Current Status	Estimated Cost	Estimated
A	2011	PB	System-wide	Forecast Change	\$67,300	0
Change Title		Forecast - EMT Utility Coordination				
B	2011	PB	System-wide	Forecast Change	\$55,372	0
Change Title		Forecast - Design Variance Review for Transbay				
C	2011	PB	System-wide	Forecast Change	\$538,591	0
Change Title		Forecast - Standard 30% Structure Design				
016	2011	PB	System-wide	CCB Action - Approved	\$58,840	No impact
Change Title		Spectrum - Management and Administration of Federal Grants				
D	2011	PB	System-wide	Forecast Change	\$100,000	0
Change Title		Forecast - Requirements for Shared Used				
E	2011	PB	System-wide	Forecast Change	\$12,000	0
Change Title		Forecast - Sustainability Support				
018	2011	PB	System-wide	CRF Under Review	\$45,000	0
Change Title		FRA RSAC Engineering Task Force Meetings				
017	2011	Parsons	JM	CRF Under Review	\$11,370	None
Change Title		J-M 15% Cost Containment				
F	2011	PB	System-wide	Forecast Change	\$126,480	60 days
Change Title		Merced Fresno Review of Alignment Options				

### Acronyms

CCB = Change Control Board

CRF = Change Request Form

# CHSR Program Management Team Progress Report

April 2011

## Deliverables

<b>PMT AWP Deliverables Status</b>					
April-2011					
WBS	Task	FY Plan 10/11	Total (Year to Date)		Deliverables Past Due
			Plan	Actual	
1	Program Management	74	47	47	0
2	Public Outreach and Communications (NIC)	2	0	0	0
3	Engineering and Design Management	53	27	6	19
4	Environmental Management	256	99	91	6
5	Regional Management	306	129	108	11
6	Right of Way Acquisition	13	3	0	3
7	RR Operations and Ridership	32	7	0	7
8	Construction and Procurement	51	17	9	8
<b>Total</b>		<b>787</b>	<b>329</b>	<b>261</b>	<b>54</b>

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.

<b>Status of Past Due Deliverables</b>						
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	82%	5/31/2011
3	3.8	3.8.2a	Infrastructure Dwg's - Set 1	9/30/2010	78%	5/30/2011
3	3.8	3.8.2b	Infrastructure Dwg's - Set 2	12/31/2010	25%	6/30/2011
3	3.8	3.8.2c	Infrastructure Dwg's - Set 3	3/31/2011	76%	5/30/2011
3	3.8	3.8.3b	Overhead Contact System Dwg's Set 2	9/30/2010	75%	5/20/2011
3	3.8	3.8.3c	Overhead Contact System Dwg's Set 3	12/31/2010	0%	12/31/2011
3	3.8	3.8.3d	Overhead Contact System Dwg's Set 4	3/31/2011	0%	6/30/2012
3	3.8	3.8.4c	Traction Power System Dwg's - Set 3	3/31/2011	85%	5/30/2011
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	3.8	3.8.6c	Train Controls Dwg's - Set 3	3/31/2011	26%	6/30/2011
3	3.9	3.9.2a	Standard Specifications - Set 1	9/30/2010	67%	6/30/2011
3	3.9	3.9.2b	Standard Specifications - Set 2	12/31/2010	57%	6/30/2011
3	3.9	3.9.2c	Standard Specifications - Set 3	3/31/2011	58%	6/30/2011
3	3.1	3.10.2	Items & Unit Prices for 30% Des Sub (15% Cost Estim Compilation)	1/31/2011	90%	6/30/2011
3	3.11	3.11.1	Design Manual - Set 1	9/30/2010	83%	6/30/2011
3	3.11	3.11.2	Design Manual - Set 2	12/31/2010	86%	6/30/2011
3	3.11	3.11.3	Design Manual - Set 3	3/31/2011	73%	6/30/2011
3	3.15	3.15	3.15.1a - Establish 250 Control Survey Monuments	1/31/2011	0%	6/30/2011
4	4.2	4.2.4	Station Area Funding Planning Agreement (Station Area Funding Plan Agreement)	10/31/2010	20%	6/30/2011
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/Prv-ARRA	10/31/2010	75%	6/30/2011
4	4.12	4.12.2	Comp. Sec106 Programmatic Agreement	7/31/2010	85%	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	95%	6/30/2011
5	5D.3FB	5D.3.3a	Comments on Regional Consultant Deliverables	1/1/2011	90%	5/27/2011
5	5D.3FB	5D.3.3c	Prep of 15 % Design	1/1/2011	90%	5/27/2011
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	95%	6/30/2011
5	5G.3	5G.3.1c	Review & Comment-Envr Tech Studies	3/24/2011	72%	6/30/2011
5	5G.3	5G.3.1d	Review & Comment-15% Design	2/28/2011	80%	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%	5/29/2011
5	5G.3	5G.3.3c	Prep of 15 % Design	3/25/2011	95%	5/13/2011
6	6.1	6.1.1	Right of Way Guidelines Manual, Final for PD release	8/30/2010	50%	6/30/2013
6	6.2	6.2.1	Standard Forms & Documents	9/30/2010	25%	6/30/2012
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	84%	6/30/2011
7	7.2	7.2.3	Passenger Station Plans	1/31/2011	25%	6/30/2011
7	7.2	7.2.4	Operations Control Center (OCC)	1/31/2011	84%	6/30/2011
7	7.2	7.2.7	Concept of Operations	2/28/2011	90%	6/30/2011
7	7.2	7.2.8	Operations Preport & Train Sim Model	2/28/2011	84%	6/30/2011
7	7.2	7.2.10a	General Sys Safety Reqmts Report	10/31/2010	55%	5/31/2011
7	7.2	7.2.10b	Fire, Life, Safety Criteria & Parameters	10/31/2010	50%	6/30/2011
8	8.1	8.1.1	Construction Staging Plan (all phase I sections)	12/31/2010	90%	5/6/2011
8	8.1	8.1.2	Develop Staging Procurement Documents, SOW, RFP and Contractual document	12/31/2010	5%	11/25/2011
8	8.1	8.1.3	Request for Qualification development (RFQ) - Contract Requirements & Structures - Draft	10/31/2010	10%	8/25/2011
8	8.1	8.1.4	Request for Qualifications development (RFQ) - Contract Requirements & Structures - Final	12/31/2010	10%	8/25/2011
8	8.1	8.1.5	Request for Proposals (RFP) - Contract Requirements & Structures - Draft	3/31/2011	10%	10/15/2011
8	8.1	8.1.7	Constructability Review Matrix	12/31/2010	90%	10/28/2011
8	8.2	8.2.1	Develop D-B Contract documents- Draft	3/31/2011	0%	10/15/2011
8	8.4	8.4.1	Staffing plan and schedule of anticipated inspection support	9/30/2010	0%	1/1/2012

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 progressed:
    - Coordination with Caltrans on interfaces between HST and state highway system. Includes development of design guidance for HST alignments in proximity of state highway facilities.
    - Development of Utility Strategy, preparation of listing for State-wide permits and approvals and support Station Area Planning efforts.
    - Development of scope and workplan for standard 30% structure design. Continued development of standard 30% design for HST structures.
- Task 3.2/3.3 Technical Memoranda
  - Released this period
    - TM 100.01 Peer Review of UPE
  - In Progress
    - TM 3.1.5.3 Utility Requirements for 30% Design- Initial release
    - TM 2.6.5 Hydraulics, R1- General update
    - TM 1.1.18 Design Variance TM, R1- For final design
    - TM 2.1.7 Intrusion Protection, R1- To include motor vehicle with state highway system
    - TM 2.3.2 Structure Design Loads, R1- To include conventional rail
    - TM 2.9.1 Geotechnical Investigations, R1 - To include TAP comments and requirements for obtaining soil resistivity values.
    - TM 2.9.2 Geotechnical Reporting, R1 - To include TAP comments
    - TM 2.10.4 Seismic Design Criteria, R1- To include TAP comments
    - TM 0.7.1 - 30% Design Submittals- Initial Release
    - TM 2.10.10 - Track / Structure Interaction- Initial Release
    - TM 0.1.1 30% Design Scope Guidelines R1- To include comments by the PMO
    - TM 2.1.5 Track Design- Initial Release
    - TM 2.2.2 R1 Station Program Design Guidelines-reviewing comments received from Authority
    - TM 2.2.5 High-Speed Train Description- Initial Release
    - TM 2.4.2 Basic Tunnel Configuration R2- To include twin track without separation wall
    - TM 1.1.22 30% Cost Estimating Methodology- Initial release
- Task 3.2.3 Architectural and Aesthetic Guide
  - Continued development of architectural and aesthetical guide.
- Task 3.3.2 System Design
  - Additional work progressed:
    - Caltrain PTC interface support
    - Utility agreement management
    - Communications 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
  - Progressing Maintenance Plan
  - Identified RS Maintenance Deliverables
  - Identified RS Level 3 Facilities
  - Developed Job Descriptions for Mechanical Employees
  - Working on MP scenarios
  - Facilities requirements – HMF –levels 4/5
- 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 of the RPA Guidance Document, Subpart A – General Requirements and Subpart B – System Safety.
  - Scheduled follow-up meetings with FRA staff to hold review sessions of various Guidance Document Subparts.
- Task 3.7.2 CPUC Petition for Order Instituting Rulemaking
  - OIR Petition and Proposed GO are under review by affected railroads.
- 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 breaking down system requirements in to requirement specifications and formulating functional interfaces.
  - Began developing Interface Registries and Critical Items List in support of future self-certification process.
  - Continued migration process of completed system requirements from the custom Access database in to the DOORS.
- Task 3.8.2 CHSR Standard Drawings
  - 3.8.2a Set 1 – Set 1 has been restructured since more drawings were added. Significant progress on General drawings. Access Control drawings have been started.
  - 3.8.2b Set 2 – Significant progress on retaining walls drawing. Sound walls drawings have not been started.
  - 3.8.3c Set 3 – Significant progress on Track drawings. Continued progress on Drainage and Utilities drawings.
  - 3.8.3d Set 4 – Restructure Set 4. Significant progress on Bridges and Tunnels. Continued progress on Stations and Facilities.
- Task 3.8.3 Systems
  - Overhead Contact System – Significant progress on Set 1. Significant Progress on Set 2. Set 3 and 4 are not scheduled to start until next fiscal year.
- Task 3.8.4 Traction Power Supply
  - Continued progress on Set 1-3. No progress on Set 4.
- Task 3.8.5 Communications
  - Significant progress on Set 1, 2 and 3.
- Task 3.8.6 Train Control System
  - No progress on Set 1, 2, 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 templates for use by the RCs for their production of Special Provisions for CHSTP.
  - Set 1 Division 01 General Requirements: Continued development. Checker started reviews. Division 20 Facilities Services and Division 21 Plumbing: All sections written and are being checked.
  - Set 2 Division 21 Fire Suppression: Four sections have been written and are being checked. Last section is under development. Division 31 Earthwork: Scheduled geotechnical sections have been checked. Divisions 10 Specialties and Division 31 Earthwork: Final resolution of checker's comments is pending for several civil sections.
  - Set 3 Divisions 2 Existing Conditions and 32 Exterior Improvements: Final resolution of checker's comments is pending for several civil sections. Division 32 Exterior Improvement: Planting section draft has been forwarded to selected originator. Originator for planting irrigation has been approved for project.
  - Set 4 Division 7 Thermal and Moisture Protection: Structural engineer has drafted tunnel waterproofing sections and tunnel seismic joint assemblies are ready for checking. Division 33 Utilities: Final resolution of checker's comments is pending for all sections. Division 34 Trackwork: Several sections are being drafted of which one is ready for checker. Table of contents now reflects current plan which consolidates topics in fewer sections.
- Task 3.10 Cost Estimating
  - 15% Design Capital Cost Estimates – Developed Capital Cost Estimate Report for inclusion in to Merced-Fresno Draft EIR/EIS document. Prepared draft Capital Cost Estimate Report for inclusion in to Fresno-Bakersfield Draft EIR/EIS document.
  - Provided cost analysis of various bridge foundation configurations based on updated seismic design criteria.
  - Began development of 15% design Timberline cost estimating model. This estimating model will be compatible with 30% design estimating model in order to support program-wide reporting of costs in the future.
  - 30% Design Capital Cost Estimates – Continued developing custom library of crews, equipment lists and material prices to support 30% design unit cost library and Timberline cost estimating model.
- Task 3.11 CHSR Design Manual
  - Sets progressed this Period include:
    - Set 1 – General
    - Set 2 – Mechanical
    - Set 3 – OCS and EMC
    - Set 4 – Trackwork, Tunnel Design, Signaling, Train Control and RS Interface requirements.
- Task 3.12 Design Reviews in progress:
  - The following Design Submittal Packages are in progress:
    - TJPA - Design Variance Request for Minimum Track Horizontal Radius
    - San Jose to Merced - 15% IP Scroll Map with Typical Section for San Joaquin Valley Subsection
    - San Jose to Merced - 15% IP Scroll Map and Typical Section for East of UPRR to East Gilroy Aerial Alignment
    - San Jose to Merced- 15% IP Scroll Map and Typical Section for Morgan-Hill-Gilroy Subsection-East of UPRR to Downtown Gilroy At-Grade Alignment
  - Submitted comments on the following Design Submittal Packages:

- San Jose to Merced - 15% Draft Utility Report
- Merced to Fresno - 15% Draft Geotechnical Investigation Plan
- Fresno to Bakersfield - 15% Record Set Alignment, Structural Roadway and Grade Separations, Stations Plans and Geologic and Seismic Hazard Report
- Task 3.13 Risk Management
  - No activity this period.
- Task 3.14 Procurement Support
  - Developed “Start of Revenue Service” activities to identify testing and commissioning requirements and activities for the Master Plan 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 at ten mile intervals to support 30% design level mapping.
- Task 3.16 System Integration
  - Continued resolving outstanding interface requirements in the CHSTP System Requirements. The majority of interface issues are principally related to cross referencing within the CHSTP System Requirements based upon TSI.
  - Continued development of Integrated Track Sections (at-grade, trenches, and aerial structures) for confirmation of space proofing and to use for integration check of wayside equipment.
  - Continued Design Manual and table of contents cross disciplinary interfaces.
  - Continued Standard Drawings cross-disciplinary interfaces.
  - Continued development of contract terms and conditions for System Integration and Interface Manager.
  - Continued 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, coordinated with Authority staff and will be submitted for Authority acceptance in May. Resources are needed from both the Authority and PMT to implement the strategy. Authority resources will be required to develop and execute State-wide agreements and MOUs with utility owners and companies and 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 completed a first draft of a Master Agreement Listing and has identified the initial set of agreements needed to support the ARRA-funded sections. PMT will assess agreements for priorities and start development of draft agreements for review and execution by the Authority to support procurement.
- PG&E Study Plan Agreement sent to the Authority for execution (\$500K). The Authority is drafting contract language for execution of service agreements with PG&E and LADWP. The commencement of the technical studies by PG&E remains a critical activity to the planning of the Central Valley sections. Traction power system feasibility cannot be confirmed without Utility Company assessments of CHSTP loads on their network.
- 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.
- The PMT was requested to prepare a standard design for typical HST aerial structure for use during 30% design of the Central Valley sections using representative ground conditions. This effort was initiated in April, but not all information will be available at the anticipated start of the 30% design of

the Merced to Fresno and Fresno to Bakersfield segments. PMT will coordinate with RM and prioritize support to the ARRA funded sections and maintain planned procurement schedule.

**Action items and planned work next month**

- Continue the following to support 30% Design
  - Technical Memoranda for 30% Design
  - Directive Drawings for 30% Design
- Continue development of Systems Design and performance specifications:
  - Traction Power
  - OCS
  - Train Controls
  - Communications
- Continue development of:
  - Performance Specification for Rolling Stock
  - Standard Specifications
  - Standard Drawings
  - Design Manual
- Begin implementing outreach to Railroads and Utilities potentially affected by the proposed 25kV General Order
- Continue risk management review and process for engineering
- 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 Review**

**Key developments and accomplishments**

**Program-Wide**

- Updated energy analysis to account for transmission losses.
- Prepared the FY 11/12 AWP version 3, environmental component and responded to the PMO's comments
- Agriculture
  - Summarized the international responses received to date about HST effects on agriculture in other countries.
- On behalf of the Authority, requested proposals from ICF International and JRP to provide on-call Section 106 support.
- Participated in Authority, FRA, EPA Air Quality Conformity conference call, April 4.
- Updated energy analysis to account for transmission losses
- CommentSense
  - New online comment form prepared for integration and deployment in The Authority's existing contact site.
  - CommentSense Training Presentation and Training Evaluation Survey for CAHST completed.

- Feedback on draft comment categories and standard responses document from Merced-Fresno and Fresno-Bakersfield teams addressed and submitted to Authority, AG and FRA for review/approval. Comment categories and standard responses integrated in CommentSense.
- Individual accounts created for all CommentSense users working on Palmdale-LA, LA-San Diego and LA-Anaheim sections.
- Noise and Vibration - Summarized manufacturers responses regarding noise levels.
  - 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.
    - Weekly schedule meetings.
    - PMO's meeting regarding the Administrative Record for Authority environmental documents, April 7th.
    - The RC's AWP meetings on April 11, 12, 13 and 14.
    - The PMT's internal AWP preparation and April 18 and April 27 meetings with PMO and Authority.
    - April 26, 28 and 29 EIS/EIS reviews with the Merced to Fresno and Fresno to Bakersfield regional teams, Authority, FRA and AG.
    - Prepared the agendas and minutes plus participated in the weekly Authority, FRA, AG, PMO, and PMT environmental coordination meetings.
    - Participated in the February PMO review, April 20
    - PMT discussion regarding the geotech program.
    - Conference call with EPA, USACE, USFWS and other resource agencies regarding initial train system construction schedule and permitting requirements, April 25.
- Permits and Approvals
  - Participated in the PMT's permit brainstorming meeting, April 11.
  - Participated with the FRA, Authority, and AG in the permit meeting, April 18.

#### **San Francisco to San Jose**

- Completed Archaeological Survey Report (ASR) and Historic Property Survey Report (HPSR) reviews.
- Continued discussions with Authority and FRA staff regarding how to address the interim condition at San Jose where HST trains may terminate and interim project phasing.
- Discussed the approach and timing for performing additional planning and design work related to Caltrain stations along the corridor.

#### **San Jose to Merced**

- Completed initial review of the Draft Air Quality Technical Report.
- Provided review of noise benchmark model results.
- Completed initial review of the Draft Relocation Impact Report (DRIR).
- Prepared draft Checkpoint A letter for Authority, FRA and AG staff reviews.
- Participated in schedule discussion.

#### **Merced to Fresno - ARRA**

- Participated in a Section 404 Pre-application, Checkpoint B, and agriculture teleconference, April 6.
- A revised Checkpoint B package was prepared and delivered to the EPA and the USACE, April 25.
- Continued discussions between MF and FB teams to reconcile technical issues (e.g. water needs assessment, noise mitigation, etc.) between the two environmental documents.
- Prepared existing conditions vs. project energy comparison for the Admin. Draft EIR/EIS.

- Provided final round of PMT Admin. Draft EIR/EIS chapters and sections reviews for publication in early May 2011.
- Participated in Authority, FRA, AG, PMT, and regional team review sessions of the draft EIR/EIS sections on April 26, 28 and 29.
- Continued work to update energy analysis for inclusion in Admin. Draft.
- Initiated review of draft Storm-water Management Report
- Initiated review of draft Project Report/Environmental Document (PR-ED).
- Participated in an April 8 discussion, completed work on, and provided the Fresno Bakersfield team the Merced to Fresno Water Needs Assessment.
- Reviewed the updated EIR/EIS progress report and delivery schedule weekly.

#### **Fresno to Bakersfield - ARRA**

- Participated in a Section 404 Pre-application, Checkpoint B, and agriculture teleconference, April 6.
- Continued discussions with the FB team to reconcile technical issues (e.g., noise mitigation, water needs assessment, air quality, etc.) to be addressed in the Administrative Draft EIR/EIS.
- Revised Checkpoint B package was prepared and submitted to the EPA and the USACE on April 25.
- Coordinated with the PMT and RC regarding environmental work associated with the proposed geotechnical investigations.
- Coordinated technical reviews of Admin. Draft EIR/EIS sections on Hydrology/Water Quality, Hazardous Materials, Agricultural Lands, and Parks and Recreation plus the Public involvement, List of Preparers, and Glossary of Terms.
- Reviewed and commented on Attachment 11 to the Caltrans PR/ED report, April 25.
- Reviewed and discussed weekly schedule updates with the PMT and RC.
- Prepared and submitted a draft Section 7 (Endangered Species Act) consultation letter to the National Marine Fisheries Service for Authority review, April 28.
- Participated in Authority, FRA, AG, PMT, and regional team review sessions of the draft EIR/EIS sections, April 26, 28 and 29.
- Attended Kings County Board of Supervisors hearing on California High-Speed Train project, April 19.

#### **Bakersfield to Palmdale**

- Discussed timing of the Checkpoint A package submittal on the Bakersfield-Palmdale section with the RC, April 12.
- Participated in numerous conversations and meetings regarding alternative alignments to be studied, potential effect on the RCs and potential solutions.

#### **Los Angeles to Anaheim**

- Participated in the HST presentation for the Los Angeles River Cooperation Committee's meeting, April 4.
- Participated in regional PMT conference calls for the Southern California sections (LA- Anaheim, Palmdale-LA and LA-San Diego).

#### **Palmdale to Los Angeles**

- Participated in a discussion about Level 3 Maintenance Facility options and needs, April 22.

#### **Los Angeles to San Diego**

- Reviewed the board presentation material regarding the alternatives analysis.

**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 and Merced to Fresno alternatives that are being analyzed in the Draft EIR/EIS Checkpoint B.
- Review and completion of Section 106 Programmatic Agreement.
- Finalization of the funding agreements (FWS, NMFS, SHPO, CDPR, CDFG and 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 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:
  - Completed review of Historical Architectural Survey Report (HASR).
  - Completed review of Archeological Survey Report (ASR).
- Engineering submittals reviewed included:
  - Held comment resolution meeting with HNTB and EMT regarding 15% in-progress submittal Systems comments and responses. Overall, the meeting went very well. All disagreed comments and responses have been resolved.
  - 15% design for the Diridon station area for the San Jose to Merced section was received and will be reviewed by the RM staff.
  - Completed Design Variance Request process with participation from Kent Riffey of the Authority.
  - Developed presentation for May 5 Board presentation.

**San Jose to Merced**

- Completed additional coordination with the Regional Consultant (RC) and its geotechnical sub-consultants on 30% design geotechnical explorations strategy, schedule and deliverables.
- Completed coordination with EMT Geotechnical group to secure early review of in-progress 30% GIP workplans and summary table. Comments will be transmitted to the RC.
- Following guidance received from RM on City of Gilroy's Mayor reaction to partial-raise at-grade portion through town (raise to be 15FT instead of 10FT), notified EMT that related 15% Draft documents will need to be amended to address this change.
- There are no expected changes to 15% IPS Supplemental scroll maps. Amended plans are expected by early June 2011.
- Completed additional, follow-up coordination with Parsons engineering lead staff on PMT expectations for 30% Design, as basis for its FY11/12 AWP.

- Provided informal version of updated TM on 30% Design Scope requirements to RC. It is understood that RC will not explicitly reference this informal version, but will use it to better inform AWP scope, budget, and assumptions.
- Completed and provided updated KMZ files, per most recent 15% design.
- Completed review of Draft Utilities Impact Report for approval and transmittal to RC.
- Completed additional analysis of quantity/cost differentials between 2009 Business Plan and 2010 Quantity Updates.
- Received memorandum from RC tunnel design sub-consultant (Jacobs) on geotechnical exploration and design impact considerations. RM subsequently requested a revised memorandum that delineates overall GIP strategy, budget, scope, and deliverables.
- Continued detailed RE review of 15% Draft submittal.
- Determined prevalent quality gaps on civil drawings, especially at-grade section through Morgan Hill-Gilroy. Notified RC that impacted sheets need to be replaced.
- Continued preparation of complete technical reports and EIR/EIS sections

### **Merced to Fresno**

- Continuing efforts were focused on areas where cost-effective alignment modifications could be achieved. Transition from aerial structures to at-grade alignment was achieved at Merced Station and from the SJ River into Fresno. The team also worked on in-progress review comments by EMT/PMT for revising Draft 15% PE production of scheduled for mid-May. Environmental work continued on revision/update of the Draft EIR/EIS document chapters, preparation for and conducting of field work, preparation of permit application documents.
- Provided direction to RC progressing with Merced at-grade station without addition of storage tracks.
- Checkpoint B submission was provided to Authority/FRA/AG after incorporation of PMT comments.
- Fresno Station location footprint information provided to RC.
- Cost reduction engineering changes were finalized for the 15% Record Set. EMT/PMT over the shoulder review as well as formal review was conducted.
- Received quantities report from AECOM for both pre and post cost reduction plan and forwarded to EMT for review.
- Requested RC review all PMO, PMT and Authority comments on FY 11/12 AWP. If not addressed in Rev 2, RC should be prepared to answer in negotiations.
- Advised RC to present a Supplemental AA at the May 5 Board Meeting, start preparation based on previous Supplemental AA.
- AECOM has reduced budget to \$10.1m excl. ROW Task 9 and reduced 30% PE to ARRA section of 5.6 miles only. Cost of \$3.5m for 5.6 miles is about four times higher than expected.
- Four IOS alternatives will be presented at the June Board meeting and will need to be addressed in the Business Plan
- RC has submitted a \$2M Change Request for FY 10/11 additional budget due to additional effort deployed on cost reduction engineering and environmental work and acceleration of Admin Draft re-submittal
- Provided direction to RC re requirement for at-grade alignment through Merced for future Merced to Sacramento alternatives. Confirmed connector to CCC HMF would become elevated to pass over UPRR and SR99

**Fresno to Bakersfield**

- Completed review of AWP and participated in negotiations on April 13.
- RC submitted the following deliverables and materials:
  - Version 2 of FY 11/12 AWP
  - Weekly Schedule Status
  - Roll Plots for meetings in Kern County
  - Roll Plots and Record Drawing excerpts for work in proximity of BNSF.
  - Draft roll plot for the Bakersfield “Hybrid” alignment
  - Roll plots to support meetings in Wasco and Corcoran.
  - Revised Draft 15% Alignment and Road Plans for all revised alignments.
  - Revised Quantities for all revised alignments.
  - Checkpoint B package
  - Graphics to support Industry meeting April 12
  - Updated Risk Register
  - Supplemental Alternatives Analysis (AA) Executive Summary and Board Presentation PowerPoint
  - Supplemental AA Report
  - Draft Caltrans Project Report
  - Letter to USFWS
  - Meeting notes for various outreach meetings
  - EIR/EIS Chapter 2, Alternatives
  - EIR/EIS Chapter 3.8, Hydrology and Water Quality
  - EIR/EIS Chapter 3.10, Hazardous Materials and Waste
  - EIR/EIS Chapter 3.14, Agricultural Lands
  - EIR/EIS Chapter 3.15, Parks, Recreation and Open Space
  - EIR/EIS Chapter 7, Public and Agency Involvement
  - EIR/EIS Chapter 9, List of Preparers
  - EIR/EIS Chapter 11, Glossary of Terms
- Completed review of the following design documents:
  - Continuing review of revised EIR/EIS Chapters.
  - Checkpoint B documents.
  - Draft Supplemental AA documents
  - Received and reviewed Draft quantities for work for Clinton to Fresno Station and the full section. Provided comments to RC and are awaiting revised quantities to be submitted.
  - Completed review of all of the revised Draft 15% Alignment and Road Plans and convened Comment Resolution meeting with RC on April 28.

**Bakersfield to Palmdale**

- Completed review AWP and participated in negotiations on April 13.
- Commenced environmental field work.
- As of April 22, the RC has obtained 931 signed PTE letters for Bakersfield to Palmdale section, representing a total percentage response of 47.3%.
- RC submitted the following deliverables and materials:
  - Version 2 of FY 11/12 AWP
  - Health and Safety Plan
  - Draft Roll Plots for upcoming Stakeholder and Public Meetings

- The Authority approved the RC's request to re-engage Chambers Group, Inc. as a sub-consultant to assist with the biological field work. Environmental field work began during the week of April 8.

### **Palmdale to Los Angeles**

- Grapevine (I-5) alignment alternative: Prepared paper proposing a conceptual analysis of the I-5 corridor between Bakersfield and Sylmar to determine feasibility of alignment alternatives. This was reviewed by FRA/AG/Authority and a power point presentation prepared for Board Operations Committee meeting on May 4. The Paper outlines Program and Project level developments and proposes a conceptual study of a Grapevine alignment alternative – lower cost, shorter alignment, possible opportunities for phased implementation, with the alignments via the Antelope Valley (SR-14/Soledad Canyon corridor) now facing similar technical, seismic and environmental.
- An additional report was also provided supporting the initial high-level engineering comparisons between the current alignments via Palmdale and a Grapevine alignment, including how the EIR/EIS studies would be reconfigured and executed, should this Grapevine alternative be feasible. Authority Board concurs that the Grapevine be analyzed.
- FY 11/12 AWP Negotiations focused on scope, schedule and budget requirements through to the end of the RC's contract. Revision 3 of the RC's FY 11/12 AWP was submitted, proposing a \$17.5M budget. The RC schedule is now in compliance with PMT Environmental Master Schedule (20 day discrepancy in 15% design to be resolved during execution). The proposed FY 12/13 budget was reduced by \$8M, but 30% Preliminary Engineering still higher than PMT recommendation. While no 30% PE is proposed for FY 11/12, the EMT intends to further review proposed scope guidance for 30% PE. Once complete it is proposed that the RC re-focuses on the 30% PE scope/budget and further refines the proposal, adding a more detailed breakdown of hours/drawing or reports for each sub-task and justification.
- Sand Canyon and Acton/Agua Dulce: Meetings, discussions and working groups have continued with the communities in these sensitive areas of the alignment alternatives between Palmdale and Sylmar. The RC has looked at expanded tunnel alternatives, alternatives suggested by community members and alternatives which closely follow the Santa Clara River valley, the existing Metrolink ROW or the SR-14 corridor/median and in the local vicinity of the current alignment impacts. A summary and comparison of these studies will be finalized next month. Photo simulations of impacts of the alignment and HST structures in these areas have also been produced. Further charettes and working groups have been established for May. Agreement with the Authority will be required to determine which alternatives meet the project objectives, best address the impacts on the communities and should be proposed to the Authority Board for further study.
- Level 3 Maintenance Facility: RC has further evaluated possible sites for a 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. Following discussions with stakeholders, two sites appear to be most promising-Branford Street and north of the existing Vulcan Quarry. Further discussion and study will lead to a decision as to whether one or both site(s) should be analyzed through the EIR/EIS process.
- Grade Separations: A review was undertaken with the City of LA Valley planners and Metro to look at opportunities / designs for the nine Grade Separations through the City of LA valley portion of the alignment (Sylmar, Pacoima, Branford and Sun Valley). Some of the proposed schemes have significant impacts, with Metro and Planners' concerns and possible solutions discussed. It is clear that coordination and support from all parties involved will be

- required to find acceptable solutions to the communities affected. These concerns relate to truck movements in residential areas, turning lanes and traffic flow, cross movements, visual impacts, bike lanes, pedestrian bridges, access, etc.
- Documents reviewed (design/environmental)
    - San Fernando Valley grade separation option schemes
    - In-progress Level 3 Maintenance Facility location options and layouts
    - Further developments / refinements to SR-14 alternatives between Palmdale and Sylmar
    - Caltrans Rancho Vista grade separation scheme (High Desert Corridor project) and impacts on SR-14 West alignment alternative in Palmdale.
    - Grapevine conceptual study proposal, papers and presentation materials

### **Los Angeles to Anaheim**

- Worked with the RC defining alignment options, resolving engineering issues and the project schedule and invoice payment problems.
- Completed work on the May Board presentation to the CHSRA Board for the 1-5 (Grapevine) Alignment, in coordination with the Palmdale-LA Regional Manager.
- Reviewed the Consolidated Shared Track Station and Alignment alternatives in numerous areas to facilitate future phased implementation considerations.
- Reviewed refinements to the Shared Track ARTIC station concepts, and discussed same with the City of Anaheim, ARTIC Design Team and OCTA. Provided a position paper for internal review and further discussions with the Authority.
- Assessed connections into LA Union Station, from both the north and the south, as well as alternative station platform concepts for Metrolink, Amtrak and the HSR system.
- Reviewed refinements to the additional alignment options for the Redondo Junction / Vernon / Commerce area.
- Continued to review RC's concepts for the possible replacement of BNSF storage capacity at Hobart Yard, La Mirada Yard, Anaheim West and elsewhere.
- Documents reviewed (design/environmental/outreach):
  - Reviewed the RC's FY 11/12 AWP, Versions 2 and 3.
  - Continued to review the RC's handling of the 15% Design Submittal Comments in Review Manager.
  - Reviewed alignment options in the Redondo Junction / Vernon / Commerce area with the RC and the PMT Operations Team to improve operational characteristics of the LA-Anaheim Section's south approach to LA Union Station. Also inherent in this discussion is the need to provide additional storage capacity for the BNSF to replace that needed for the LA Union Station approach.

### **Merced to Sacramento**

- Prepared second Draft FY 11/12 AWP version 2, addressed comments received and prepared the Final FY 11/12 AWP
- Continued outreach coordination efforts with Ogilvy, CHSRA, and PMT, including database management
- Continued to update, maintain, and respond to inquiries via the project mailing list
- Presented to the Lathrop Chamber of Commerce
- Attended Sacramento Metro Chamber Station of Sacramento RT breakfast
- Attended Stockton Chamber HST lunch featuring Assemblywoman Cathleen Galgiani
- Advanced coordination and development of materials to support the Preliminary Alternatives Analysis report, including:
  - East and west alignments were created on the new aerial base mapping

- Corridor aerial plots created for design meetings
- Coordination with the PMT to develop travel time estimates
- Western alignment data created for travel time analysis
- Began creating draft engineering plan sheets for the AA appendix
- Continued coordination on integration of stations in support of the Preliminary AA report and planned meetings with cities in May
- 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
- Reviewed the RC's FY 11/12 AWP versions 2 and 3 and provided comments to RC.

### **Los Angeles to San Diego**

- April focus was on the FY 11/12 AWP preparation/negotiations and preparation for the Open House series that will begin on May 16 and go through June 30.
- Finalized review comments and supported the Authority at the RC AWP 11/12 negotiation on April 11.
- Supported the Authority's Board Vice-Chair at the 49th Assembly District's Transportation Working Group inaugural meeting on the HST discussion. This session was coordinated by Assembly member Mike Eng to include one mayor/councilmember and one city manager/staff from each of the following cities in the Section (Alhambra, El Monte, Monterey Park, Rosemead, San Gabriel, San Marino and South El Monte), to discuss transportation issues in the district.
- Continued coordination with the City of Alhambra for seeking the best solution for this part of the San Gabriel Valley.
- The monthly So Cal ICG meeting included a discussion on ridership forecasting assumptions. Other items included a statewide update and a status on the Open Houses.
- Continued preparation for the Preliminary AA Report Open House series of meetings and necessary materials for these 27 meetings to cover the four LA-SD Section counties.
- Coordinated ridership assumption inquiries from the So Cal ICG agencies with PMT operations.
- Supported the Authority at the Los Angeles area Industry Forum.
- Initiated transition of the LA-SD Regional Manager (RM) to also manage the LA-Anaheim Section.
- Supported the initial Southern California Rail Operations Group meeting.
- Continued briefings to elected officials, stakeholders, and communities along the LA-SD alternatives as requested.
- Reviewed the HNTB progress report and invoice for the month of February and submitted comments to the Authority.
- Documents reviewed (design/environmental/outreach):
  - In March, HNTB was directed to focus the remaining FY 10/11 AWP work effort on completing the Open Houses in the four counties, as such the engineering work was minimal for the month of April.
  - Prepared for the RC FY 11/12 AWP negotiation.
  - Coordinated with HNTB on maintaining the engineering "to do list" in preparation for next fiscal year's engineering effort in selected areas.
  - Open House materials.
  - Reviewed material to be presented at the April 11 So Cal ICG meeting.

**Altamont**

- Submitted second Draft FY 11/12 Annual Work Plan (AWP) version 2.
- Participated in FY 11/12 AWP negotiations with the Authority
- Addressed comments on FY 11/12 AWP version 2 and prepared Final FY 11/12 AWP version 3 submittal
- Prepared draft Preliminary Alternatives Analysis Public Meeting summary report
- Organized stakeholder comments
- Redesigned and updated project overview poster/flyer
- Developed Spanish translation of newsletter
- Coordinated stakeholder and agency meetings with Santa Clara Roads and Airports, Pleasanton City Council, and Diablo Valley Democratic Club.
- Continued potential “interim phase” strategies in East Bay, Sunol, Tri-Valley and Tracy areas
- Conducted meeting with Santa Clara Roads and Airports for clarification of future road and freeway construction activities and potential alternative configurations
- Continued study of tunnel alternatives between East Bay and Sunol Valley
- Continued study of critical alignment sections in East Bay, Tri-Valley, and Central Valley
- Continued study of at-grade/below-grade alignment alternatives in downtown Tracy
- Support activities related to alternatives analysis environmental criteria and analysis
- Reviewed the RC’s FY 11/12 AWP versions 2 and 3 and provided comments

**Issues and Concerns**

**San Francisco to San Jose**

- HNTB AWP negotiations were a major activity in April. The PMT identified specific issues to be resolved by PMT and RC. There were several items requiring PMT clarification as to how to move forward with the design and environmental work for the section. RC and PMT will continue to refine the scope, schedule and budget for FY 11/12.
- From an engineering perspective the RC spent the majority of its time on the development of the Diridon station area and the tail tracks to the north. The biggest delay for the RC was with its planned existing Caltrain tunnel study. The RC was not able to get access to the railroad until the week of May 16, thereby delaying the expenditure on that task. It is expected that this work will proceed without further delay once the field work is complete.
- The environmental team had limited activity this month as the majority of the corridor is on hold until the summer/fall of 2011. The RC has been busy developing components of the San Jose to Merced work, which includes the Diridon station analysis. They have had to make assumptions about station operations scenarios.
- In April, the outreach team re-engaged the cities and RC and the PMT had a series of meetings with city staff and their elected officials. The discussion focused on the phased implementation concept and what it could mean for each of the cities and the current design options on the table.
- RC’s EIR/EIS and 30% schedule for this month was changed significantly to reflect the Environmental Milestones Schedule. In addition, the 15% Capital Cost estimate date was updated to June 2012 (previously February 2012). The five-month duration for developing the 15% capital cost estimate is too long and will require discussion between the PMT and HNTB to rectify.
- HNTB has adopted the schedule for the work required for the San Jose area and is coordinating closely with the San Jose to Merced RC. The engineering and environmental work associated for those sections is accelerated in comparison to the rest of the SF to SJ corridor.

### **San Jose to Merced**

- Following meeting with Authority CEO and mayors of Gilroy and Morgan Hill, CHSRA directed RC to revise at-grade alternative through downtown Gilroy to preserve existing intersections along Monterey Highway. PMT provided instruction for the RC to develop and submit a Change Request Form (CRF) and will work with RC to overlap work with delayed environmental analysis to minimize overall schedule impact.
- PMT met with RC to assess merit of request for \$4 million additional 15% engineering. Although many items are justifiable there are still many items about which the RC will need to provide substantially more documentation before agreement can be reached.
- As noted in the RC April MPR, the RC is indicating further increases in budget overruns especially on Task 4.1 15% Infrastructure, \$932k and Task 5 EIR/EIS Analysis, \$839k.

### **Merced to Fresno**

- RC identified impacts to EIR schedule that are dependent on the Fresno to Bakersfield RC (URS) input in Fresno. RC was advised to work with URS and submit recommended mitigation to schedule impacts.
- RC is having difficulty submitting an acceptable logic driven schedule. PMT met with RC to address this issue and will continue to monitor.
- The Environmental Schedule update shows a two-day slippage of submittal of the Admin Draft EIR/EIS. Delay attributed to resolution of Fresno Station footprint issues being addressed by URS.
- The City of Fresno proposed that the CHSR pay for Veterans Boulevard preliminary work (est. \$35m) in order for them to agree to close Carnegie. The City would reimburse CHSR when funds available in 2019/2020 timeframe.
- RC AWP revised estimate for ARRA 30% PE is about four times higher than anticipated. PMT have advised that it will not support RC Engineering proposal and the proposed increase to the Organizational Structure.
- The FY 11/12 AWP Revision 2 still shows increased management organization and was not recommended by PMT. Costs for both environmental and 30% engineering were challenged and RC was required to revisit its estimate and provide more detailed scope breakdown to substantiate. The RC submittal did not provide any deliverables beyond March 2012, yet showed the Project Management task continuing through June. A follow-up meeting will be held to discuss extent of requirements for the 30% drawings and Caltrans expectations
- Authority has requested the RC exercise to create two new hybrid variations connecting UPRR alignment to BNSF alignment for both Ave 21 and Ave 24 alternatives.
- Authority has requested alignment profiles coming from Castle CCC to Merced to show point of descending to at-grade in downtown Merced. Use various speed options to demonstrate range of alternatives. Could be a subject of CR request
- Clarity is required on RC scope of work associated with ROW acquisition. PMT will follow up with the Authority.
- PMT, EMT and Operations need to be in agreement on configuration of Merced Station and approach alignment with 150 mph curve. RM will request RC to produce configuration within available footprint and identify any TM deviation requirements in preparation for review.
- RC submitted Change Request on April 12 for release of 5% retention plus \$2.4M added budget. PMT reviewed Part 1 of the Change Request and provided a recommendation to the Authority.

- UPRR response to HSR adjacency of at-grade alignment is needed to determine if proposed at-grade alignment is viable (north of Fresno and Merced Station traveling south). Apparent absence of UPRR co-operation continues to be a major risk to the currently proposed alignments. Some straddle bent columns will be on UPRR property for the south of SJ River crossing making this more critical.
- PMT is working to provide clear direction to RC on what essential permits are needed for ROD/NOD and level of scope requirements. After meeting with EPA/COE it was confirmed that all alternatives need to be included in initial 404 Application, level of detail will be limited to what is in 15% plans.

### **Fresno to Bakersfield**

- RC is proposing a significant change in staffing, including the PM. Their organizational structure needs to be clearly explained to the PMT and Authority in order to maintain proper communication and controls as well as concurrence. RC believes that the changes will be beneficial to the overall project.
- Based on AWP Negotiations held April 13, there are many issues that need to be addressed. It is still unclear however, how funding for ROW Acquisition and Geotechnical Investigations will be handled since these preliminary budget amounts would take the AWP budget well beyond the target.
- Following clarification from the PMT on the environmental documentation required for Geotechnical Investigations (GI), the RC has not yet begun the work. The RC cites two primary reasons; (1) the Authority has not approved their drilling subcontractor, and (2) with the Authority's reduction of the project budget, there is insufficient funding to move the program forward this FY. The RC has been asked by the PMT to submit documentation to request additional funding but it has not yet been provided. The delay in proceeding with the GI program could impact the 30% design schedule.
- RC has begun performing ROW Acquisition activities since this is a critical path item for the construction of the initial segment. The RC needs guidance from the PMT on contents of initial construction package design in order to begin this activity. This is expected to be the next critical path item as the design needs to be finished in September, and did start in April.

### **Bakersfield to Palmdale**

- In March, the Authority asked the PMT to direct the RC to stop work on Engineering Tasks because of a funding issue that needs resolution at the Authority level. The Authority issued \$4 Million in additional funds to the RC with LNTP 3 dated December 17, 2010. The LNTP 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. This is still awaiting resolution.
- RC is proposing a significant change in staffing, including the PM. Their organizational structure needs to be clearly explained to the PMT and Authority in order to maintain proper communication and controls as well as concurrence. RC believes that the changes will be beneficial to the overall project.
- The RC reports that, 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 cause a further delay in delivering the ROD/NOD for this section.
- The RC reports that with the Authority Board approval to undertake a "feasibility study" of the Grapevine alignment, significant changes in the FY11/12 Bakersfield to Palmdale work

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program is possible. However, the RC will continue the current work as planned, until directed otherwise.

### **Palmdale to Los Angeles**

- Grapevine Conceptual analysis: The proposal to undertake a conceptual study to determine feasibility of alignment alternatives on the I-5 (Grapevine) has raised strong objection, disbelief and even anger from the Antelope Valley communities (Cities of Palmdale and Lancaster, elected officials and staff), who perceived the Program decision in 2005 to route via the Antelope Valley as being a final decision and who state that they have encouraged other development plans in their area based on the security of a HST station location. There is a perception among these communities that a decision has already been made and that the Grapevine is a selected route. We will need to work closely with the communities encouraging their support and involvement, demonstrating that no decision has been made and that alignment via the Antelope Valley continues to be viable and will be studied through the EIR/EIS process.
- The current RC schedule indicates a presentation of the Supplemental AA for the Palmdale – Sylmar studies to the Authority Board in July. The analysis of the Grapevine conceptual studies is proposed for presentation to the Authority Board in August, and the decision as to whether to study the Grapevine fully through the EIR/EIS process will determine how the environmental documentation will be coordinated and how the Alternatives Analysis process will be completed. It is therefore proposed to present an update / SAA to the Board on the Palmdale – Sylmar alignments in August. This will push back the schedule for the completion of the decision on the Palmdale – Sylmar alignments and also affect completion of technical studies through this portion, preparing parts of the EIR/EIS chapters and submission of checkpoints A and B to the co-operating Agencies. Every effort will be made to keep the 15% Engineering “in-progress” submissions on schedule. Once a decision is made on the Grapevine feasibility as an alternative, the schedule, scope of work and budget for FY 11/12 will need to be revised.
- 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, track realignment, station redevelopment and relocation, co-location of the HST station in the San Fernando Valley, safety and operational requirements etc.
  - A form of provisional agreement is required with Metro agreeing to CHSTP sharing (purchase or lease) its 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**

- During April work continued to focus on the RC completing responses to the 15% Design Comments from the PMT and continuing discussions with the Gateway corridor cities regarding open issues and resolution of comments.
- Engineering work on the Phased Implementation Approach has commenced. The PMT met with the RC this month to better understand its vision for the Phased Implementation Approach and to discuss how that approach could work in the context of the two alignment

- alternatives. The RC is also revising its AWP for the remainder of FY 10/11, and how that will set the stage for the FY 11/12 engineering analysis.
- Discussions between the RC and the PMT continue regarding a possible need for a smaller storage yard in either the Anaheim West area or Montebello due to the revised maintenance yard concept, and the fact that the Level 3 Maintenance Facility could be located in the Palmdale-LA Section.
  - Engineering effort continues to be focused on revisions to the Redondo Junction/Vernon/Commerce area to refine operations, and reduce operational conflicts and property impacts. This is a key area since it is the entrance to the LA-Anaheim section from LA Union Station (LAUS), and is where the shared services separate prior to their entrance to LAUS.
  - RC continues to refine the station platform design concepts for LAUS, and review the opportunities and the challenges in this effort. The RC also continues work with LA Department of Transportation and LA Metro on the dispersed parking concepts in and around LAUS.
  - The Gateway Cities COG (GCCOG) continues to explore ways with local transportation agencies to keep its consultant involved in the shared track discussions with the Authority and PMT.
  - PMT continues to review the position paper on the ARTIC Station Design Development issue. This will be provided to the Authority next month for review and further direction.
  - Continued to work with the RC on development of its FY 11/12 AWP version 3.

### **Merced to Sacramento**

- A major concern is that the project is not funded in the Governor's FY 11/12 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 current allocation of Acquisition vs. Design costs is incorrect as determined by the application of the pre-determined FY10/11 AWP formulas to the current RC WBS. The Authority's variance submitted a to the Governor's Department of Finance to correct this breakdown was approved. The Open House sessions (27 in four counties) were delayed from early April to mid-May once confirmation was obtained from the Authority that this issue was resolved. Furthermore, RC payment of invoices is several months in arrears which has started impacting smaller sub-consultants, such as the Outreach Consultants.
- Environmental Milestone Schedule (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 past 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 FY 11/12 AWP and the subsequent stages of engineering and environmental needed to be revised in the EMS. The current budget uncertainty makes it difficult to define the dates for the subsequent milestones to the Supplemental AA. This will be clarified when the budget situation is resolved.
- Push for Underground Alternative I-10 (I-710 to El Monte): Alhambra and Rosemead have indicated that they do not support an aerial alignment through their portion of the I-10. These cities have serious concerns regarding 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 Assembly member Eng and the inaugural meeting was held April 8. This working group will continue to meet and include elected officials and staff from San Gabriel Valley cities in the 49th District. The letters from the Cities of Alhambra and Rosemead, and the SGVCOG have been sent to the Authority for signature.

- 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, 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. The RC will continue to coordinate with the Authority, AG, and PMT regarding any discussion of additional scoping.

#### **Altamont**

- The Altamont Corridor Rail Project is not funded in the Governor's FY 11/12 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.

### **Task 7. Railroad Operations Planning and Ridership/Revenue Forecasting**

#### **Key developments and accomplishments**

- PMT staff working on sub-task 7.1 and 7.2 continue to respond to issues not included in the original work scope. The items for April include:
  - Responses from the International High Speed Train Community on the CHST submitted documents for the Peer Review.
- NTP in amount of \$400,000 was issued to Cambridge Systematics in April to continue 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**

- 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 Regional Teams as required.
- Discussed implementation plans for DOORS methodology with the EMT and Systems Integrations groups
- Updated the weekly input for the PMT 90 Day look-ahead planning documents

- Progressed Operations assessment of Caltrain Corridor for “Blended Service “ approach, including Capacity assessment for HST on existing Caltrain Alignment.

### **Sub-Task 7.2 Operations Planning**

#### Work accomplished

- Continued reviewing the CHSTP Design Criteria documents
- Provided operational insights for the Transbay Terminal concourse and platform level floor plans
- Attended meeting with FRA regarding the continuing development of a Guidance document of Required Safety Elements Necessary for Regulatory Approval
- Completed technical design review of EMT Set 2 documents
- Participated in review of draft of CHST Book of Rules
- Participated in review of Onboard Service Standards
- Participated in project value engineering review focused on project capital costs
- Continued to develop Training and Qualifications TM for Transportation and assist with Mechanical positions.
- Distributed Preliminary Infrastructure MOW Requirements Technical Paper to O&M Team for Comments at a 70% level. This paper addressed:
  - MOW Facilities Track Layout
  - MOW Siding Track Layout
  - Concept of Maintenance Plan
  - Anticipated MOW Staffing and Resource requirements
  - Basic job descriptions
  - Anticipated listing of MOW Equipment
- Continued HSR MOW Specialized Maintenance Equipment Development
- Continue site layout of MOW Facilities inclusive of structures, fencing, and specific site requirements.
- Continued site layout of MOW Sidings inclusive of roadways and fencing.
- Continued developing further definition of training requirements for MOW employees.
- Continued defining MOW inspection requirements for all MOW disciplines.
- Continued defining Preliminary Infrastructure MOW Requirements Technical Paper.
- Participated in a meeting with CHSTP systems group to discuss potential impact of NFPA 130 on operations and track capacity.
- Participated in a meeting with CHSTP communication system group to discuss communication needs regarding operational scenarios and other issues.
- Internally discussed about activities necessary for project start-up and testing.
- Participated in the inter-discipline coordination meeting issues that need to be resolved between O&M and engineering groups.
- Identified rolling stock maintenance deliverables 7.5.
- Continued working on Rolling Stock Progressing Maintenance Plan.
- Developed job descriptions for mechanical employees.
- Conducted Workshop on Book of Rules and On Board Services.
- Performed document review of draft CHST Design Criteria performed.
- Integrated comments received on draft version of Book of Rules definitions.
- Developed diagrams and matrix of system functionality and availability for C&C document.
- Revised C&C document to reflect comments received.
- Continued review of RAMS materials and process.
- Continued development of on-board operation and service document.
- Continued development of CHST Book of Rules document including incorporation of received comments.

- Initiate involvement in development of Station Operating procedures.
- Participated in RAM/Validation and Verification (V&V) meeting to discuss RAM/V&V issues requiring coordination and interface between operations and systems
- Participated in a meeting to discuss Fire/Life Safety strategy for deliverables
- Held an on-board services operations workshop

### **Sub-Task 7.3 Ridership and Revenue Forecasting**

#### *Work accomplished*

- Substantially completed tests of over 80 separate alternative model specification forms in response to peer review panel suggestions.
- Revised proposed model improvement work plan for panel review.
- Met with chairman of peer review panel and secretary in CS Chicago office to review responses to documentation issues submitted in previous months and alternative model tests accomplished as of ten days before May full panel meeting.
- Completed several model runs for Phase 1 and performed extensive QA/QC to finalize:
  - 10-013a – Phase 1 as in 10-008 with updated 2030 households and employment forecasts
- Continued work on additional scenario
  - 10-013b – Phase 1 as in 10-008 with 2020 households and employment forecasts and adjusted highway congestion
- Began specification of additional scenario adjusting air fares and frequency to observed 2009 levels, and lowering HST fares to keep at or below 83% of air fares.
- Continued work with business plan development team to summarize sensitivities to a variety of scenarios and ranges of market penetration.
- Completed paper re: likely airline competitive responses for sensitivity tests and estimated changes in air fare market.
- Completed draft write-up of first five scenario results.
- At Authority request, worked with PMO in to prepare subcontracts for Peer Review Panel members.
- Continued review of supporting EIR/EIS technical appendix on operations and maintenance practices.
- Responded to requests from other staff and regional teams for information on fares, phased service implementation stopping at LAUS and San Jose, vehicle miles travelled, forecast needs for San Diego and variety of other issues.

#### **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.
  - Continue to evaluate Initial Operating Projects for Caltrain and Lossan Corridors
  - Continue to support Business Plan propagation and Environmental Efforts
- **Task 7.2 Operations Planning**

- Continue development of TM for Training and Qualifications for O&M staff
  - Continue development of CHST Book of Rules
  - Continue review of EMT Technical Design Manuals
  - Produce draft and distribution of Preliminary Infrastructure MOW Requirements Technical Paper for HSR Team Review
  - Finalize Preliminary Infrastructure MOW Requirements Technical Paper
  - Continue researching costs for regulatory maintenance requirements
  - Continue updating the Concept of Operations as needed
  - Facilities requirements for Heavy Maintenance Facility (HMF) systems – Level 4/5 Inspections
  - Continue discussions on proper footprint for Initial Maintenance Facility (IMF)
  - Continue Maintenance Plan document conclusions
  - Continue development of CHST Book of Rules.
  - Continue development of on-board operation and service document.
  - Continue development of Station Operating procedures.
  - Continue to support advancement of Concept of Operations.
  - Continue support of RAMS effort.
- **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 O&M costs for various physical and financial scenarios.
  - Continue Phase 1 scenario sensitivity testing, and various IOS extension testing of riders and revenue.
  - Meet with Ridership Peer Review Panel on documentation, model re-formulation and work plan moving forward.
  - Prepare O&M cost model paper
  - Prepare Phase 1 O&M cost estimate
  - Complete redraft of station area parking guidance.

## **Task 8. Construction and Procurement**

### **Key developments and accomplishments**

- Planned for and held Industry Forum in Los Angeles Convention Center with some 920 firms registered and over 1600 registered attendees. There were 22 potential prime firms which provided the attending small business owners with their contact information for future contracting opportunities. Department of General Services (DGS) provided opportunities for small business certification at the Forum. The registration process captured the basic information to establish an initial small business database for construction contract opportunities that will be integrated in the CHSR existing database.
- Presented a legal brief on state and federal conflict of interest for upcoming Design-Build procurements to the Attorney General for review and directions in the procurement policies and procedures for construction.
- Revised the procurement schedule to permit start of construction by October, 2012.
- Continued work toward staffing for development of the contract documents, including the necessary manuals for construction.
- Commenced work on the Design-Build Program Plan.
- Obtained several California and Texas Design Build Requests for Qualification and Requests for Proposals as representative industry samples for guidance in developing the CHSR documents.

- Developed Master List of third-party agreements necessary for the Initial Construction Section.
- Assembled list of desirable legislative actions to achieve the project goals in a timely fashion.
- Commenced work on the Initial Request for Qualifications and Request for Proposals selection criteria.
- Commenced work on the Initial Request for Qualifications.
- Reviewed and commented on proposed Caltrans Third-Party Master Agreement.
- Developed table of contents and estimate of manpower requirements for the development of the Construction Management Manual, Resident Engineer's Manual, Field Office Manual, Emergency Notification Manual, Environmental Manual, Quality Management Systems Manual, and Construction Safety Manual.
- Participated in numerous meetings regarding interface and review by DGS and PWB.
- Assisted with development of the project schedule for procurement of the initial construction section construction projects including all third-party involvement.
- Continued work on the construction contracting strategy for presentation and recommendation to the Authority.
- Commenced work on the contract terms and conditions for the establishment of an Owner Controlled Insurance Program for Construction.
- Culminated sub-consultant agreement with Padilla and Associates to develop the Construction Contract Small Business Compliance Plan and Reporting Requirements for the ICS.
- Continued coordination with the EMT to confirm the development of the design criteria, standard drawings and specifications is consistent with the requirements of a design build procurement.

## **Task 9. Program-wide Activities/Services**

### **Railroad Negotiations**

#### **Key developments and accomplishments**

- Memorandum of Understanding (MOU): The MOU between CHSRA and BNSF has been executed. In addition, progress is being made towards reaching final the agreement of the MOU with BNSF and UPRR; with the CHSRA – UPRR MOU anticipated to be signed in May. Until these are agreed, environmental reviews, utility engineering/coordination and railroad coordination are being impeded.
- Railroad and Highway Coordination: On-going discussions with the BNSF and UPRR, which own right-of-way adjacent to the proposed CHSTP alignments, are continuing to ensure the HST preliminary engineering plans properly address necessary railroad operational and safety requirements. On April 4, PMT staff met with BNSF engineering and operations executive personnel in Fort Worth, Texas to review the 15% design plans for the San Joaquin Valley. Similarly, the Authority must continue working closely with Caltrans to identify interfaces with, and mitigate potential impacts to, the state highway system.
- SCRRA/Metrolink MOU Reimbursement Agreement: A draft reimbursement agreement was presented to Metrolink for review and further consideration. Ongoing discussions produced a revised draft which has been submitted by Metrolink for final legal review. Once executed, this urgent resolution is required between the Authority, LA County Metro and Metrolink on this agreement. It addresses provision of services and resources by Metrolink, to share technical information and review of designs, safety training and provision of supporting safety staff for site investigations, and to support future design and planning for advance works and construction

phases of utility and track relocation. This will allow construction of the Project while maintaining fully operational services for Metrolink, Amtrak and UPRR.

**Areas of Concern**

- Third-Party Agreements: Several important third-party funding reimbursement agreements with BNSF, SCRRA and OCTA which are essential to advancing the project on schedule are being delayed by the Department of General Services due to uncertainty regarding the Federal flow down requirements associated with American Recovery and Reinvestment Act, ARRA funding.

**Agreements, MOUs/MOAs and Permits AMMPs**

**Key Developments and Accomplishments**

- The AMMPs Database, located on ProjectSolve2 has been populated with the ICS third-party entities within the Fresno to Bakersfield section. There are currently over 565 entries for all sections, with data being completed for the Initial Construction Segment (ICS). Additional data are needed for the remaining sections and is being added daily.
- It is estimated that circa 300 Agreements will be required for the ICS, with 63 for the first construction package.
- Draft agreement language to be considered for use in agreements between the Authority and Cities/Counties as well as utility companies was obtained and reviewed. The language needs to be tailored for each third party entity and reviewed and approved accordingly. A schedule for developing, reviewing, and executing agreements has been prepared with planned completion of September 2011 for all third party entity agreements to be finalized for the ICS.

- **Issues and Areas of concern**

- Developing the necessary agreement language for CHSRA, potentially DGS, and all third-party entities will be a significant undertaking. Each agency or utility company will likely strive to include specific language unique to its own requirements, which will further require multiple iterations of language development and review/approval by the parties. This is a high-priority, time-critical path.
- In addition to agreement language, it is equally important to ensure that the names identified for each third party entity are correct, and that early contact is made very soon with each entity to establish the need for the agreements and develop a schedule to finalize the agreements.

**Planned Work Next Month**

Currently the AMMPs database is being updated with County information for each entity. This will allow working with data (such as sorting) by County. In addition, assignments will be issued within a few days to begin the process of contacting all ICS third-party entities.

Once contact begins with representatives of third parties, draft language will be discussed and revised as necessary until agreements have been executed. Sample draft agreements will be prepared as soon as possible to begin the review/approval stage of this task.

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**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
<b>Task 1 - Project Management and Controls</b>																						
1 - Program Management and Controls	07-01-2009	12-07-2013	07-01-2009 A	12-07-2013	39	39	79	80														
<b>Task 2 - Public Communications and Education</b>																						
2 - Public Communications and Education - Summary	07-01-2009	06-30-2013	11-16-2006 A	07-02-2010 A	100	100	100	100														
<b>Task 3 - Engineering Management</b>																						
3 - Engineering Criteria and Design Management	07-01-2009	07-01-2013	07-01-2007 A	07-01-2013	48	45	81	76														
3.1 - Team Management	10-31-2009	06-30-2013	07-01-2007 A	06-30-2013	66	66	83	83														
3.2 - Infrastructure	07-01-2010	06-30-2013	07-01-2010 A	06-30-2013	73	73	83	83														
3.3 - Systems	07-01-2010	06-30-2013	07-01-2010 A	06-30-2013	54	51	81	69														
3.4 - Operations (See Task 7)	07-01-2009	06-30-2013	07-01-2008 A	06-30-2010 A	100	100	100	100														
3.5 - Maintenance	07-01-2010	06-30-2013	07-01-2010 A	06-30-2013	54	53	80	77														
3.6 - Rolling Stock	07-31-2009	06-28-2013	01-01-2010 A	06-28-2013	55	54	83	80														
3.7 - Regulatory Approvals	02-01-2010	06-30-2013	07-01-2008 A	06-30-2013	60	60	83	82														
3.8 - CHSTP Standard Drawings	08-01-2010	06-30-2012	07-01-2010 A	06-30-2012	60	53	77	61														
3.9 - CHSTP Standard Specifications	07-31-2009	06-26-2013	07-31-2009 A	10-01-2011	30	24	81	62														
3.10 - Cost Estimating	07-30-2009	06-30-2013	07-30-2009 A	06-30-2013	40	45	71	85														
3.11 - CHSTP Design Manual	08-01-2010	06-30-2013	01-01-2009 A	06-30-2013	45	42	83	75														
3.12 - Design Submittal Reviews	10-02-2009	06-30-2013	07-01-2009 A	06-30-2013	28	28	83	83														
3.13 - Risk Management	04-02-2010	06-30-2013	03-16-2010 A	06-30-2013	18	19	77	83														
3.14 - Procurement Support	08-01-2010	06-30-2013	07-01-2009 A	06-30-2013	5	5	83	83														
3.15 - Survey Control	10-01-2010	06-30-2013	07-01-2010 A	06-30-2013	64	26	72	30														
3.16 - Systems Integration	07-01-2010	06-30-2013	07-01-2010 A	06-30-2013	17	18	77	83														

Project ID: 1.1.02.01.01-2

Project Start: 11-16-2006

Page 1 of 4

Layout Name: \* PMT PSS - R4

Project Finish: 04-13-2017

05-26-2011 15:33

Report Name: Sum Sch Rpt - PMT, Date Rev #.pdf

Data Date: 05-01-2011

Planned  
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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						
<b>Task 4 - Environmental Review</b>																													
4 - Environmental Review	07-01-2009	04-13-2017	07-02-2007 A	04-13-2017	42	34	82	46																					
4.1 - Project Task Management	07-01-2010	06-28-2013	07-01-2009 A	06-28-2013	40	32	73	83																					
4.2 - Program Management Coordination	07-01-2010	06-28-2013	07-01-2009 A	06-28-2013	40	34	73	71																					
4.3 - Environmental Scoping	07-01-2009	07-07-2011	07-02-2007 A	07-02-2010 A	98	100	100	100																					
4.4 - Alternative Analysis (AA) Process	07-01-2010	06-28-2013	07-01-2009 A	06-28-2013	81	81	73	88																					
4.6 - Public Agency Involvement and Coordination	07-01-2009	06-28-2013	07-01-2009 A	06-28-2013	40	34	73	60																					
4.7 - Review of Environ, Social, Econ & Community Issues	07-01-2010	06-28-2013	07-01-2009 A	06-28-2013	81	31	73	82																					
4.8 - Review of Technical Reports and DEIS/R	07-01-2010	06-28-2013	07-01-2009 A	06-28-2013	40	31	73	16																					
4.9 - Permits and Approvals	07-01-2010	06-28-2013	07-01-2010 A	06-28-2013	40	32	73	78																					
4.10 - Statewide Technical Tasks	07-01-2009	06-28-2013	07-02-2007 A	06-28-2013	40	40	100	100																					
4.11 - GIS Support Services	07-01-2010	06-28-2013	07-01-2009 A	06-28-2013	40	32	73	83																					
4.12 - Agency Agreements for Coord. & Funding	07-01-2010	06-28-2013	07-01-2009 A	06-28-2013	40	32	73	87																					
4.13 - Section 404 and 408 Coordination	07-01-2010	06-30-2013	07-01-2009 A	08-26-2013	40	30	73	57																					
<b>Task 5 - Regional Consultants Oversight</b>																													
Task 5 - Regional Consultant Oversight	08-27-2007	06-30-2013	09-24-2008 A	06-30-2013	33	30	83	64																					
5.A1 - Palmdale to Los Angeles	07-01-2009	03-30-2013	07-01-2009 A	06-30-2013	41	36	83	57																					
5.B1 - Los Angeles to Anaheim	08-27-2007	03-30-2013	07-01-2009 A	06-30-2013	40	36	83	60																					
5.C1 - Los Angeles to San Diego	07-01-2009	06-30-2013	07-01-2010 A	06-30-2013	36	33	83	66																					
5.D1 - Bakersfield to Palmdale	07-01-2009	06-30-2013	07-01-2009 A	06-30-2013	26	30	83	83																					
5.D2 - Fresno to Bakersfield	07-01-2009	06-30-2013	09-24-2008 A	06-30-2013	40	38	83	96																					
5.E1 - Merced to Fresno	07-01-2009	06-30-2013	11-05-2008 A	06-30-2013	42	32	83	83																					

Project ID: [1.1.02.01.01-2](#)  
 Layout Name: \* [PMT PSS - R4](#)  
 Report Name: [Sum Sch Rpt - PMT, Date Rev #.pdf](#)

Project Start: [11-16-2006](#)  
 Project Finish: [04-13-2017](#)  
 Data Date: [05-01-2011](#)

 Planned  
 Forecast

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### 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 %	Gantt Chart														
									2009			2010			2011			2012			2013		
									Q	Q	Q	Q	Q	Q	Q	Q	Q	Q	Q	Q	Q	Q	Q
5.E2 - Merced to Sacramento	07-01-2009	06-30-2013	11-05-2008 A	06-30-2013	22	24	83	83															
5.F1 - Altamont Pass	07-01-2009	06-30-2013	07-01-2009 A	06-30-2013	24	21	83	63															
5.G1 - San Jose to Merced	07-01-2009	03-30-2013	07-01-2009 A	06-30-2013	39	36	83	61															
5.H1 - San Francisco to San Jose	07-01-2009	03-30-2013	07-01-2009 A	06-30-2013	35	31	83	60															
<b>Task 6 - Right of Way Assessment and Acquisition</b>																							
6.1.1 - Develop ROW Guidelines Manual, Draft	02-16-2011	07-08-2013	02-16-2011 A	06-28-2013	15	4	61	0															
6.2 - Standardize Forms & Documents	09-30-2009	07-03-2012	09-30-2009 A	06-28-2013	15	3	61	0															
6.3 - Acquisition Strategy & Protocols	12-31-2010	03-30-2012	01-03-2011 A	06-30-2013	12	2	61	0															
6.4 - Identify Priority Acquisitions	12-01-2010	07-08-2013	07-01-2010 A	06-28-2013	13	4	61	0															
6.5 - GIS Database for Real Estate	06-01-2011	06-28-2013	06-01-2011	06-28-2013	15	4	61	0															
6.6 - Pre-qualify Vendors	01-03-2011	07-08-2013	01-03-2011 A	06-30-2013	15	4	61	0															
6.4 - Identify Priority Acquisitions FY 10/11	12-01-2010	07-08-2013	07-01-2010 A	06-28-2013	13	4	61	0															
6.7 - Relocation Plan	01-03-2011	03-30-2012	01-03-2011 A	03-30-2012	15	4	61	0															
6.7 - Relocation Plan FY 10/11	01-03-2011	03-30-2012	01-03-2011 A	03-30-2012	15	4	61	0															
6.5 - GIS Database for Real Estate FY 10/11	06-01-2011	06-28-2013	06-01-2011	06-28-2013	15	4	61	0															
6.6 - Pre-qualify Vendors FY 10/11	01-03-2011	07-08-2013	01-03-2011 A	06-30-2013	15	4	61	0															
<b>Task 7 - Railroad System Operations and Revenue Management</b>																							
7 - Railroad System Operations and Revenue Management	06-30-2009	07-02-2013	07-01-2008 A	06-30-2013	47	45	83	72															
7.1 - Rail System Operation Management	07-01-2009	06-30-2013	07-01-2009 A	06-30-2013	45	43	75	71															
7.2 - Railroad System Operations and Service Planning	06-30-2009	07-02-2013	07-01-2008 A	06-30-2013	45	44	75	71															
7.3 - Ridership and Revenue Forecast Updates	07-31-2009	06-20-2013	09-01-2009 A	06-20-2013	75	74	75	74															
<b>Task 8 - Construction / Procurement Documents</b>																							

Project ID: 1.1.02.01.01-2

Project Start: 11-16-2006

Page 3 of 4

Layout Name: \* PMT PSS - R4

Project Finish: 04-13-2017

05-26-2011 15:33

Report Name: Sum Sch Rpt - PMT, Date Rev #.pdf

Data Date: 05-01-2011

Planned  
 Forecast

