



# CHSR Program Monthly Progress Report

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

## **Highlights**

### **Overview**

- The PMT has completed 74% of its planned work for FY 10/11 as shown on the attached Summary Schedule.
- The Merced to Fresno Administrative Draft EIR/EIS Document was completed and distributed to FRA and the USACE.
- A revised Checkpoint B package for Fresno to Bakersfield was issued, addressing the latest information requests from EPA/USACE.
- The Administrative Draft EIR/EIS and Record Set 15% Alignment and Roadways for Fresno to Bakersfield was submitted on May 13, representing the revised design following the cost containment exercise.
- A proposal was presented to the Authority Board Operations Committee for a conceptual analysis study to be undertaken of the I-5 Section between Bakersfield and Sylma (Grapevine).
- 14 Technical Memoranda are in progress.

## **PMT Financials**

### **Cost, Hours and Progress**

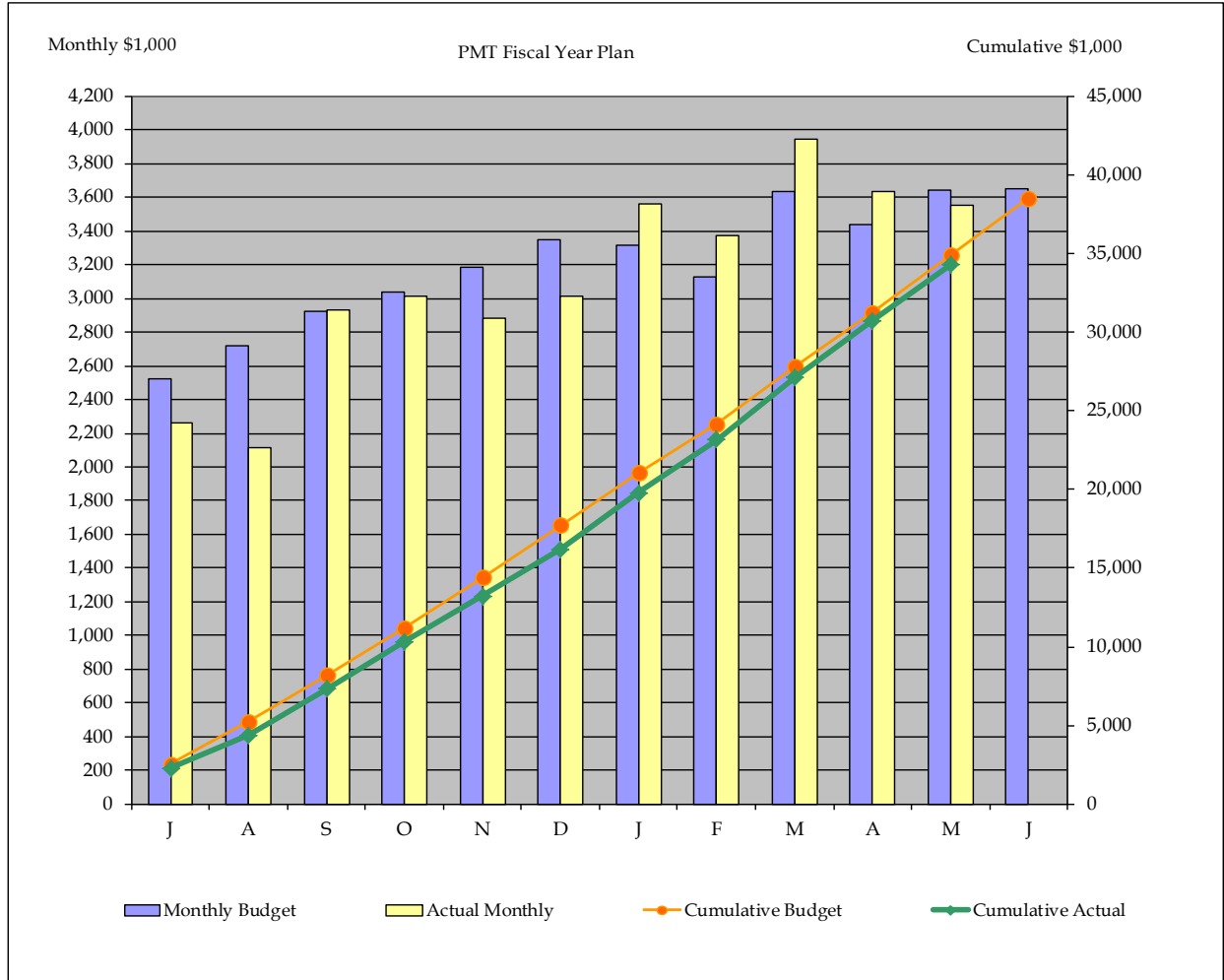
The actual costs and hours for the PMT are for the calendar month from May 1, 2011 through May 31, 2011 with the cumulative costs and hours for the current fiscal year through May 31.

### **Actual Costs**

In May, \$3.55 million was billed which is 98% of plan for the month. Cumulative spending for FY 10/11 through May is \$34.29 million, which is 2% under the plan.

Although cumulative spending remains under plan, it includes additional un-budgeted expenditures totaling \$960k, for special projects (sub task 1.6), carried out at the request of the Authority. Processing of Change Requests for these special projects, in addition to other changes to other planned FY 10/11 scope/deliverables, is underway.

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



## CHSR Program Management Team Progress Report

May 2011

Table 1 shows the PMT budgeted costs (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	\$397.2	\$323.4	\$3,336.6	\$3,693.1	356	11	\$ 3,733.8	40.71
	1.6 Special Projects	\$19.7	\$188.3	\$214.5	\$960.4	746	348	\$ 234.3	(726.13)
2	Public Outreach & Comm	\$0.0	\$0.0	\$0.0	\$0.0	0	0	\$ -	-
3	Engineering & Design Mgmt	\$1,757.8	\$1,657.9	\$16,106.5	\$15,377.9	-729	-5	\$ 17,864.3	2,486.41
	3.1 Team Management	\$80.6	\$84.3	\$875.6	\$931.8	56	6	\$ 956.2	24.41
	3.2 Infrastructure	\$148.7	\$260.2	\$1,559.8	\$2,448.9	889	57	\$ 1,708.6	(740.35)
	3.3 Systems	\$221.7	\$99.1	\$2,090.0	\$2,281.7	192	9	\$ 2,311.6	29.96
	3.4 Operations	\$0.0	\$0.0	\$0.0	\$0.0	0	0	\$ -	-
	3.5 Maintenance	\$73.6	\$80.9	\$668.9	\$802.4	134	20	\$ 742.4	(59.94)
	3.6 Rolling Stock	\$105.2	\$81.5	\$1,142.5	\$1,059.4	-83	-7	\$ 1,247.7	188.30
	3.7 Regulatory Approvals	\$67.9	\$102.5	\$738.0	\$764.2	26	4	\$ 805.9	41.78
	3.8 Standard Drawings	\$224.6	\$319.8	\$1,765.6	\$1,867.3	102	6	\$ 1,990.2	122.84
	3.9 Standard Specifications	\$131.2	\$73.1	\$1,273.9	\$705.3	-569	-45	\$ 1,405.2	699.89
	3.10 Cost Estimating	\$133.5	\$84.1	\$777.4	\$883.1	106	14	\$ 910.9	27.77
	3.11 Design Manual	\$139.8	\$365.6	\$1,550.2	\$1,797.6	247	16	\$ 1,690.1	(107.49)
	3.12 Design Submittal Reviews	\$173.0	\$67.8	\$1,879.0	\$1,121.3	-758	-40	\$ 2,052.0	930.61
	3.13 Risk Management	\$41.6	\$6.6	\$327.1	\$18.6	-309	-94	\$ 368.7	350.15
	3.14 Staging and Procurement Support	\$14.4	\$16.1	\$156.5	\$35.8	-121	-77	\$ 170.9	135.12
	3.15 Survey Control	\$170.4	\$0.0	\$1,061.4	\$370.8	-691	-65	\$ 1,231.8	861.02
	3.16 System integration	\$31.6	\$36.3	\$240.5	\$289.8	49	21	\$ 272.2	(17.67)
4	Environmental	\$230.3	\$157.1	\$2,308.7	\$2,213.7	-95	-4	\$ 2,539.0	325.30
5	Regional Managers	\$713.9	\$648.8	\$7,755.0	\$7,312.0	-443	-6	\$ 8,468.9	1,156.84
	5A Palmdale to Los Angeles	\$112.9	\$107.3	\$1,226.3	\$957.6	-269	-22	\$ 1,339.2	381.54
	5B Los Angeles to Anaheim	\$103.7	\$71.0	\$1,126.6	\$1,256.8	130	12	\$ 1,230.4	(26.47)
	5C Los Angeles to San Diego	\$89.9	\$84.7	\$977.0	\$1,305.3	328	34	\$ 1,067.0	(238.37)
	5D Fresno to Palmdale	\$82.3	\$94.9	\$894.4	\$923.3	29	3	\$ 976.7	53.37
	5E Sacramento to Fresno	\$79.3	\$86.3	\$861.2	\$894.7	34	4	\$ 940.5	45.71
	5F Altamont Pass	\$60.3	\$29.0	\$654.8	\$263.7	-391	-60	\$ 715.0	451.34
	5G San Jose to Central Valley Wye	\$91.4	\$115.5	\$993.0	\$940.4	-53	-5	\$ 1,084.4	144.05
	5H San Francisco to San Jose	\$94.0	\$60.2	\$1,021.7	\$770.1	-252	-25	\$ 1,115.8	345.69
6	Right-of-Way Acquisition	\$71.5	\$0.0	\$428.2	\$105.6	-323	-75	\$ 491.7	386.07
7	RR Operations & Ridership	\$288.8	\$426.3	\$3,190.7	\$3,022.9	-168	-5	\$ 3,492.3	469.39
8	Construction & Procurement	\$77.6	\$94.8	\$733.3	\$973.6	240	33	\$ 810.9	(162.71)
	ODCs	\$85.8	\$55.5	\$816.9	\$630.3	-187	-23	\$ 902.4	272.07
	<b>TOTAL</b>	<b>\$3,643</b>	<b>\$3,552.1</b>	<b>\$34,890</b>	<b>\$34,289.6</b>	<b>-601</b>	<b>-2</b>	<b>\$ 38,537.5</b>	<b>4,247.95</b>

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

**Task 1, Program Management** is 11% (\$356 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, including the Business Plan and FRA grants administration support.

**Task 2, Public Outreach and Communications** has been removed from the PMT scope.

**Task 3, Engineering and Design Management** shows 5% (\$729 thousand) under spending.

The following current variances at Sub-task level should be noted:

*Team Management – (Task 3.1)* is 6% (\$56 thousand) over its allocated dollars

*Infrastructure – (Task 3.2)* is 57% (\$889 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 9% (\$192 thousand) over its allocated dollars.

Additional Work:

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

*Maintenance – (Task 3.5)* is 20% (\$134 thousand) over spending.

*Rolling Stock – (Task 3.6)* is 7% (\$83 thousand) under its allocated dollars.

*Regulatory Approvals (Task 3.7)* is 4% (\$26 thousand) over its allocated dollars.

*Standard Drawings (Task 3.8)* is 6% (\$102 thousand) over spending.

*Standard Specifications (Task 3.9)* is 45% (\$569 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.

*Cost Estimating (Task 3.10)* is 14% (\$106 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 16% (\$247 thousand) over budget.

*Design Submittal Reviews (Task 3.12)* is under budget by 40% (\$758 thousand)

*Risk Management (Task 3.13)* is 94% (\$309 thousand) under budget

*Staging and Procurement Support (Task 3.14)* is 77% (\$121 thousand) under its allocated dollars.

*Survey Control (Task 3.15)* is 65% (\$691 thousand) under its allocated dollars.

*System Integration (Task 3.16)* is 21% (\$49 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 Requirements to prepare for use in the Petition for Rule of Particular Applicability.

**Task 4, Environmental Management** is under budget by 4% (\$95 thousand)

**Task 5, RC Management** is 6% (\$443 thousand) under budget to date.

**Task 6, Right-of-Way Acquisition** is 75% (\$323 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.

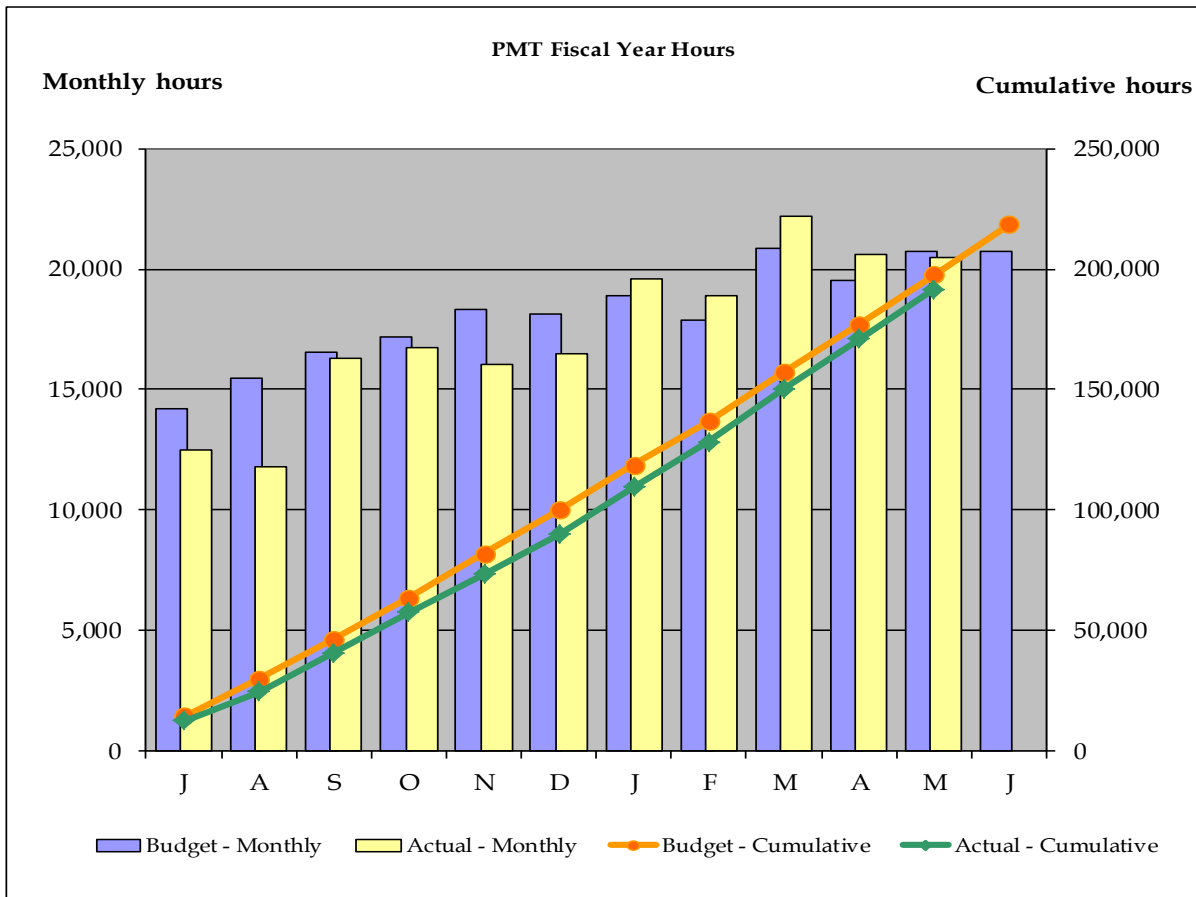
**Task 7, Railroad Operations and Ridership** is 5% (\$168 thousand) under its planned spending.

**Task 8, Construction and Procurement** is 33% (\$240 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 May, 20,454 hours were billed, compared to the 20,758 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 – May 2011**



## CHSR Program Management Team Progress Report

May 2011

**Table 2: Hours by Task – May 2011**

Program Management Team							
FY 2010 / 2011 Hours		May		Cumulative			
Task		Planned	Actual	Planned	Actual	Variance	% Over/ -Under
<b>1</b>	<b>Program Management</b>	2,823	2,351	25,635	24,392	-1,243	-5
	1.6 Special Projects	149	926	1,618	5,458	3,840	237
<b>2</b>	<b>Public Outreach &amp; Communications</b>	0	0	0	0	0	0
<b>3</b>	<b>Engineering &amp; Design Management</b>	9,814	10,155	88,473	90,505	2,032	2
	3.1 Team Management	457	469	4,803	5,682	879	18
	3.2 Infrastructure	843	1,908	8,682	16,761	8,080	93
	3.3 Systems	1,241	536	11,649	11,832	184	2
	3.4 Operations	0	0	0	0	0	0
	3.5 Maintenance	380	408	3,460	3,820	360	10
	3.6 Rolling Stock	512	427	5,568	5,516	-52	-1
	3.7 Regulatory Approvals	371	515	4,029	4,281	251	6
	3.8 Standard Drawings	1,285	2,491	9,898	14,225	4,326	44
	3.9 Standard Specifications	680	384	6,544	3,604	-2,940	-45
	3.10 Cost Estimating	706	305	4,028	4,594	566	14
	3.11 Design Manual	763	2,052	8,422	10,166	1,744	21
	3.12 Design Submittal Reviews	952	356	10,277	5,656	-4,621	-45
	3.13 Risk Management	244	28	1,920	112	-1,808	-94
	3.14 Staging and Procurement Support	78	95	842	180	-662	-79
	3.15 Survey Control	1,113	0	6,938	2,625	-4,313	-62
	3.16 System integration	187	183	1,413	1,454	41	3
<b>4</b>	<b>Environmental</b>	1,314	962	13,014	12,856	-159	-1
<b>5</b>	<b>Regional Managers</b>	3,920	3,286	42,580	37,109	-5,472	-13
	5A Palmdale to Los Angeles	614	492	6,674	4,627	-2,047	-31
	5B Los Angeles to Anaheim	479	351	5,209	6,011	802	15
	5C Los Angeles to San Diego	419	330	4,553	4,812	259	6
	5D Fresno to Palmdale	472	534	5,128	5,671	543	11
	5E Sacramento to Fresno	475	483	5,165	5,314	149	3
	5F Altamont Pass	351	155	3,813	1,385	-2,428	-64
	5G San Jose to Central Valley Wye	556	593	6,042	5,053	-989	-16
	5H San Francisco to San Jose	552	349	5,998	4,237	-1,761	-29
<b>6</b>	<b>Right-of-Way Acquisition</b>	739	0	4,562	799	-3,763	-82
<b>7</b>	<b>RR Operations &amp; Ridership</b>	1,561	2,417	17,290	16,767	-523	-3
<b>8</b>	<b>Construction &amp; Procurement</b>	438	360	4,567	3,653	-915	-20
							0
	<b>TOTAL</b>	<b>20,758</b>	<b>20,454</b>	<b>197,740</b>	<b>191,537</b>	<b>-6,204</b>	<b>-3</b>

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## **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 May, the PMT has a Planned Value of \$82.5m which represents 44.7% of the total budget. The PMT has earned \$76.1m of that budget, which is 41.3% complete. The PMT spent \$79.4m to accomplish that work. These numbers result in a Cost Performance Index (CPI) of 0.96, and a Schedule Performance Index (SPI) of 0.92. The CPI and SPI have reduced slightly from last month. Both these variances are not of the scale to be a major concern, particularly at this stage of the program. It is more insightful to monitor the trend lines and over the previous six months, they indicate a declining CPI and SPI. According to these data, the PMT is over budget and behind schedule.

Particular areas of concern as indicated by the CPI and SPI performance factors include sub-task 1.6 – Special Projects including the Business Plan. The total budget for this is \$234,271 and the actual costs are already \$960,402 with only 91% complete. While additional change requests are being processed to capture the increase in scope, the planned budgets, deliverables and progress have not been reflected to date.

Under Task 3 – Engineering and Design Management, sub-tasks with lowest CPI include 3.3-Systems (0.81), 3.11 Design Manual (0.79) and 3.16 System Integration (0.85). The addition of scope that has not formally been through the Change Control Process is the primary factor impacting these results. Task 4 – Environmental reflects an SPI of 0.79, which indicates a slight, but continued decline in performance from April (0.80). Additional staff was 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 0.54. This indicates that the task is falling further behind schedule, as resources added to perform the work, have only recently been established and new deliverables have not formally been accepted through the Change Control Process. Task 8 – Construction and Procurement also has a low SPI of 0.68, which is also following a downward trend. However, while this task is currently showing to be behind, work is being managed to meet the current objectives for contracting the ARRA Sections. As the program proceeds into FY 11/12, Task 8 is being divided into Task 8 and Task 10, to provide better visibility, planning and management of the work needed to move from the Planning and Environmental work into the detailed design and construction of the Program with particular attention to the Central Valley Sections.

# CHSR Program Management Team Progress Report

May 2011



California High Speed Rail Authority

Cost Performance Report  
May 2011



Program Management Team

Planned Progress: 44.7%

Actual Progress: 41.3%

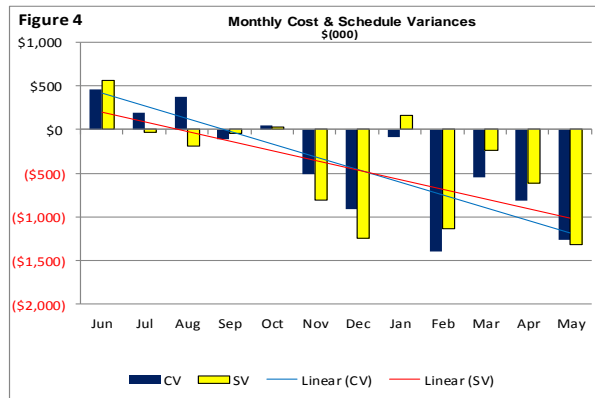
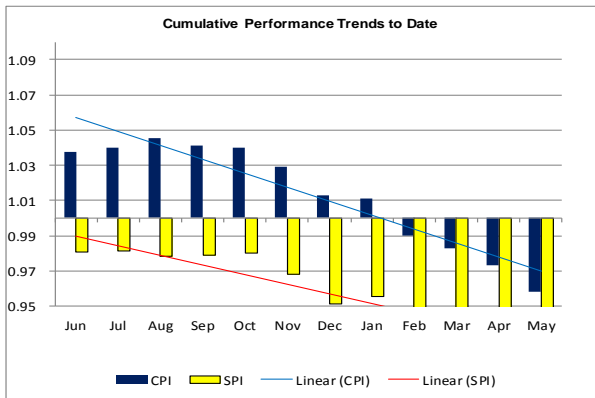
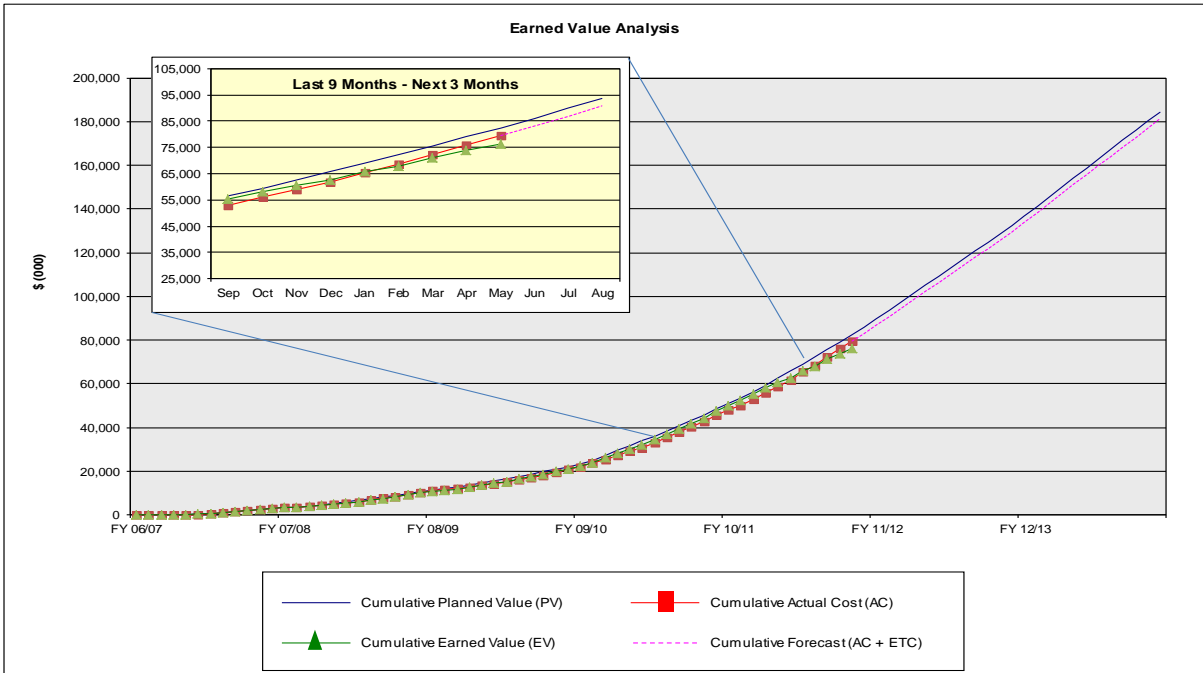
Dollar amounts in thousands

WBS	Task	Total Labor Budget* (BAC)	Planned (PV)	Actual Cost (AC)	Earned (EV)	Forecast (ETC)	Total Cost (EAC)	CPI	SPI
1	Program Management	\$23,763	\$9,706	\$10,542	\$9,576	\$14,474	\$25,016	0.91	0.99
2	Public Outreach & Comm	\$3,033	\$3,033	\$2,796	\$3,033	\$0	\$2,796	1.08	1.00
3	Engineering & Design Mgmt	\$72,807	\$39,049	\$38,355	\$37,106	\$35,490	\$73,845	0.97	0.95
4	Environmental	\$10,800	\$4,770	\$4,363	\$3,775	\$6,261	\$10,623	0.87	0.79
5	Regional Managers	\$45,718	\$17,005	\$16,183	\$15,187	\$29,420	\$45,603	0.94	0.89
6	Right of Way Acquisition	\$5,198	\$934	\$198	\$508	\$4,335	\$4,533	2.56	0.54
7	RR Operations & Ridership	\$13,695	\$6,794	\$5,831	\$6,131	\$7,190	\$13,022	1.05	0.90
8	Construction & Procurement	\$9,514	\$1,237	\$1,194	\$844	\$8,355	\$9,549	0.71	0.68
<b>Total</b>		<b>\$184,529</b>	<b>\$82,527</b>	<b>\$79,463</b>	<b>\$76,161</b>	<b>\$105,525</b>	<b>\$184,988</b>	<b>0.96</b>	<b>0.92</b>

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

Current Cost Variance (CV) to Date (EV - AC): **(\$3,302)**  
 Current Schedule Variance (SV) to Date (EV - PV): **(\$6,366)**

<b>OVER BUDGET</b>	-4.2%	Percent under (+) or over (-) budget
<b>BEHIND SCHEDULE</b>	-7.7%	Percent ahead (+) or behind (-) schedule



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## **Progress and Accomplishments by Task**


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

- Implemented the Program-wide Change Control Procedure with circa 21 Change Requests raised, including 12 approved to date.
- Commenced development of databases for budgets and Change Control.
- Produced 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.
- Held weekly Teleconference status calls with key Authority and PMT staff.
- 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 3 was submitted on May 9 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.

In May, audits were completed for Merced to Sacramento and Altamont sections. Audits have now been completed on all ten Sections 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

Further quality surveillance audits are planned for Fresno to Bakersfield in June and PMT continues to coordinate with the RCs with regards to revising QA/QC plans and tracking close-out against Non Conformance Reports (NCR).

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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.

During May, Risk Management Activities included:

- Development of a Sample Risk Management Plan for RCs.
- Development of a Risk Workshop Handbook for RCs.
- Production of Hazard overview items.
- Procurement processes, requirements review (ref. FTA, FRA).
- Updates to Fresno to Bakersfield and Merced to Fresno Risk Registers.
- Meetings with San Jose to Merced team to update RC on new guidance and discuss objectives and the transition of RC's risk register to PMT document.

**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. Through May, 21 Change Requests have been submitted, with a total value of \$5.2 M. 12 Changes have been approved (\$2.3M) and 9 remain in process (\$2.9M).

Table 3 is an extract from a Change Log developed on ProjectSolve2 to manage and record the status of each Change Request. This section 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.	Organization	Section	Estimated Cost	Current Status	Date Approved	Date Approved
001	PB	System-wide	\$400,000	Approved		4/12/2011
	Change Title	Additional Business Plan Initial Operating Segments and Sensitivity work				
002	PB	System-wide	\$0	Approved		5/12/2011
	Change Title	Coordination and Schedule of Permits - Deliverable IDs 4.9.2 and 4.9.3				
003	AECOM	MF	\$1,200,000	Approved (Part 1)	6/7/2011	
	Change Title	Budget Increase for Merced to Fresno				
004	PB	System-wide	\$75,000	Approved		4/29/2011
	Change Title	New Subcontract Padilla - DB Small Business				
005	HNTB	FJ	0	PMT Review		
	Change Title	SF-SJ NTP Budget Changes				
006	PB	System-wide	\$18,759	Approved		5/26/2011
	Change Title	Authority Grant applications				
007	PB	System-wide	0	Approved (Part 1)	6/8/2011	
	Change Title	Transfer from PB to ATC / Reduction of effort				
008	AECOM	MS	\$300,000	Approved		5/31/2011
	Change Title	Merced to Sacramento Additional Scope/Budget				
009	PB	System-wide	0	Approved		5/12/2011
	Change Title	Additional Funding for David Turner EMI/EMF Reviews				
010	PB	System-wide	\$90,064	Approved (Part 1)	5/24/2011	
	Change Title	FRA Grant Technical Oversight and Management - Caltrain PTC				
011	PB	System-wide	\$52,000	Authority Review		
	Change Title	Caltrans Coordination				

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012	AECOM	MF	\$700,000		
Change Title		M-F ROW early Start			
013	Parsons	JM	\$190,000	Approved (Part 1)	5/31/2011
Change Title		Revise Gilroy at Grade Align (15' embank)			
014	PB	System-wide	\$330,000	Rejected	
Change Title		Planning Management - Gregg Albright			
015	PB	System-wide	\$650,000	Rejected	
Change Title		Business Plan Support - Sheila Dezarn			
016	PB	System-wide	\$58,840	Approved	5/24/2011
Change Title		Spectrum - Management and Administration of Federal Grants			
017	Parsons	JM	\$11,370	PMT Review	
Change Title		J-M 15% Cost Containment			
018	PB	System-wide	\$46,085	PMT Review	
Change Title		FRA RSAC Engineering Task Force Meetings			
019	PB	System-wide	\$100,000	PMT Review	
Change Title		Agency Agreements - Gill Mallery			
020	Parsons	JM	\$44,100.00	Approved	6/15/2011
Change Title		30% Grd Motions Dev Engr Support Svces			
021	PB	System-wide	\$987,243	PMT Review	
Change Title		Review of Technical Reports and EIR/EIS for Central Valley Sections			

The two 'Date Approved' columns in Table 3 reflect approval dates for Part I and Part II of a Change Request, respectively. Part I of a Change Request provides a summary of the Change and overall cost and schedule estimate. Part II provides the detailed breakdown of cost estimates and deliverables by month, for ongoing project control, monitoring and reporting. Parts I and Parts II can be provided in parallel or sequentially.

**Acronyms:**

CCB = Change Control Board  
CRF = Change Request Form

# CHSR Program Management Team Progress Report

May 2011

## Deliverables

<b>PMT AWP Deliverables Status</b>					
May-2011					
WBS	Task	FY Plan 10/11	Total (Year to Date)		Deliverables Past Due
			Plan	Actual	
1	Program Management	74	52	52	0
2	Public Outreach and Communications (NIC)	2	0	0	0
3	Engineering and Design Management	53	27	6	19
4	Environmental Management	256	110	102	6
5	Regional Management	306	139	117	10
6	Right of Way Acquisition	13	4	0	4
7	RR Operations and Ridership	32	7	0	7
8	Construction and Procurement	51	27	19	8
<b>Total</b>		<b>787</b>	<b>366</b>	<b>296</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%	6/30/2011
3	3.8	3.8.2a	Infrastructure Dwg's - Set 1	9/30/2010	90%	6/30/2011
3	3.8	3.8.2b	Infrastructure Dwg's - Set 2	12/31/2010	90%	6/30/2011
3	3.8	3.8.2c	Infrastructure Dwg's - Set 3	3/31/2011	83%	6/30/2011
3	3.8	3.8.3a	Overhead Contact System Dwg's Set 1	9/30/2010	92%	6/30/2011
3	3.8	3.8.3b	Overhead Contact System Dwg's Set 2	9/30/2010	93%	6/30/2011
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	3.8.6a	Train Controls Dwg's - Set 1	9/30/2010	75%	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	50%	6/30/2011
3	3.9	3.9.2a	Standard Specifications - Set 1	9/30/2010	71%	6/30/2011
3	3.9	3.9.2b	Standard Specifications - Set 2	12/31/2010	68%	6/30/2011
3	3.9	3.9.2c	Standard Specifications - Set 3	3/31/2011	68%	6/30/2011
3	3.1	3.10.2	Items & Unit Prices for 30% Des Sub (15% Cost Estim Compilation)	1/31/2011	95%	6/30/2011
3	3.11	3.11.1	Design Manual - Set 1	9/30/2010	90%	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	40%	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/Aprv-ARRA	10/31/2010	75%	6/30/2011
4	4.12	4.12.2	Comp. Sec106 Programmatic Agreement	7/31/2010	92%	6/30/2011
4	4.12	4.12.4	Prep Interagency Funding Agreements	1/31/2011	92%	6/30/2011
5	5D.3FB	5D.3.1c	Review & Comment-Envr Tech Studies	11/10/2010	97%	6/21/2011
5	5D.3FB	5D.3.1d	Review & Comment-15% Design	1/1/2011	97%	6/30/2011
5	5D.3FB	5D.3.3a	Comments on Regional Consultant Deliverables	1/1/2011	90%	6/30/2011
5	5D.3FB	5D.3.3c	Prep of 15% Design	1/1/2011	90%	6/30/2011
5	5D.3BP	5D.3.1b	Comments on Prelim & Supp Alts Analysis Report	2/11/2011	85%	6/30/2011
5	5G.3	5G.3.1c	Review & Comment-Envr Tech Studies	3/24/2011	80%	6/30/2011
5	5G.3	5G.3.1d	Review & Comment-15% Design	2/28/2011	85%	6/30/2011
5	5G.3	5G.3.2d	Comment on AA Reports (Supplemental)	11/15/2010	0%	6/30/2011
5	5G.3	5G.3.2e	Comments on Envr Studies	3/24/2011	0%	6/30/2011
5	5G.3	5G.3.3c	Prep of 15% Design	3/25/2011	95%	6/30/2011
6	6.1	6.1.1	Right of Way Guidelines Manual, Final for PD release	8/30/2010	50%	6/30/2011
6	6.2	6.2.1	Standard Forms & Documents	9/30/2010	25%	6/30/2013
6	6.3	6.3.1	Memo on Strategy for Proactive Acquisition	8/31/2010	0%	6/30/2013
6	6.7	6.7.1	Relocation Plan, Draft	5/30/2011	0%	6/30/2011
7	7.2	7.2.2a	Ops & Serv Plan Reports, Serv Des & Serv Plan	12/30/2010	92%	6/30/2011
7	7.2	7.2.3	Passenger Station Plans	1/31/2011	35%	6/30/2011
7	7.2	7.2.4	Operations Control Center (OCC)	1/31/2011	92%	6/30/2011
7	7.2	7.2.7	Concept of Operations	2/28/2011	95%	6/30/2011
7	7.2	7.2.8	Operations Preport & Train Sim Model	2/28/2011	92%	6/30/2011
7	7.2	7.2.10a	General Sys Safety Reqmts Report	10/31/2010	65%	6/30/2011
7	7.2	7.2.10b	Fire, Life, Safety Criteria & Parameters	10/31/2010	60%	6/30/2011
8	8.1	8.1.1	Construction Staging Plan (all phase 1 sections)	12/31/2010	90%	6/30/2011
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.

[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
  - 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.
    - Began development of preliminary screening criteria for Caltrans structures impacted by CHSTP construction working with Caltrans Structures group.
    - Reviewing draft supplement to master agreement with Caltrans.
    - Developed draft procedure for initiating services by Caltrans.
  - Develop Utility Strategy, Prepare listing of State-wide Permits and Approvals and Support Station Area Planning efforts.
  - Develop scope and work plan for standard 30% structure design. Continued development of standard 30% design for HST structures.
- Task 3.2/3.3 Technical Memoranda
  - 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 address TAP comments and requirements for obtaining soil resistivity values.
    - TM 2.9.2 Geotechnical Reporting, R1 - To address TAP comments
    - TM 2.10.4 Seismic Design Criteria, R1- To address TAP comments
    - TM 0.7.1 - 30% Design Submittals- Initial Release
    - TM 2.10.10 - Track / Structure Interaction- To address TAP comments
    - 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-incorporating comments received from Authority
    - TM 2.2.5 High-Speed Train Description- 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
- Communications
- Electro Magnetic Compatibility (EMC)
- Task 3.5.2 Preliminary Maintenance Plan
  - Completed final layout for the MOI Facility and sidings for Preliminary Design Review.
  - Published, in-progress Preliminary MOI Requirements for review and comments.
  - Activities Initiated/Ongoing this period:
    - Final Draft of MOI Requirements document incorporating O&M Team Requirements.
    - Developing additional criteria for the Signal Communications and Power Traction portion of MOI requirement document.
- Task 3.5.3 Performance Specifications
  - Completed Activities:
    - Revisions to Phase 1 (IOS)
    - Identification of Rolling Stock (RS) Level 3 maintenance facilities
    - Draft Rolling Stock Maintenance Plan (MP)
  - In Progress:
    - RS Maintenance Review
    - Developed Job Descriptions for mechanical employees
    - MP scenarios
    - Review of operating rules and training issues
    - Heavy Maintenance (HM) requirements (Levels 4 and 5)
    - Assembling information on Pricing of RS Systems
  - Work next period:
    - Continue researching costs of regulatory maintenance requirements
    - HM facility systems and inspection regime
    - Continue discussions on footprint for the Maintenance Facility
    - Revisions to Maintenance Plan document
- Task 3.6 Rolling Stock
  - Continued development of performance specifications
- Task 3.7.1 FRA Petition for Rule of Particular Applicability
  - Held review sessions with FRA staff on:
    - System Safety and System Description
    - Signal System Safety
    - Operating Rules
    - Training/Fitness for Duty
  - Scheduled meetings with FRA staff to review Track Safety, Structures and ROW sections of the Guidance Document.
- Task 3.7.2 CPUC Petition for Order Instituting Rulemaking
  - Scheduled OIR Petition coordination meeting with Caltrain.
- 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 incorporating system requirements in specifications and formulating functional interfaces.
  - Continued 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 to the DOORS.
- Task 3.8.2 CHSR Standard Drawings Infrastructure
  - 3.8.2a Set 1 – Set 1 has been restructured as more drawings were added. Significant progress on General drawings.
  - 3.8.2b Set 2 – Significant progress on Retaining walls drawing and Sound walls drawings.
  - 3.8.2c Set 3 – Significant progress on the Track drawings in response to Infrastructure Integration QC comments. Continued progress on Drainage and Utilities drawings.
  - 3.8.2d Set 4 – Restructure Set 4. Significant progress on Bridges and Tunnels. Set is at 90% completion. Continued progress on Stations and Facilities.
- Task 3.8.3 Systems
  - Overhead Contact System – Significant progress on Sets 1 and 2. Sets 3 and 4 are not scheduled to start until FY 11/12.
- Task 3.8.4 Traction Power Supply
  - Continued progress on Set 1-3. No progress on Set 4, which is tied to 30% designs from the RCs.
- 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 in FY 10/11.
- Task 3.9 CHSR Standard Specifications
  - Quality Control (QC) checklist finalized. QC Checklist being filled out and initialed by preparers of geotechnical sections.
  - Set 1, Division 20 - Facilities Services and Division 21 - Plumbing: All sections completed and checked. Revisions being incorporated by originator.
  - Set 2, Division 21- Fire Suppression: Three sections have been checked and revisions are being incorporated. Final two sections were completed.
  - Set 2, Division 31- Earthwork: Scheduled geotechnical sections are at 90% completion.
  - Set 2, Division 31- Earthwork: Turf and hydroseed removed from slope protection section and incorporated in a new section which was sent to landscape architect originator.
  - Set 2, Divisions 10 - Specialties and Division 31 Earthwork: Revised per checker's comments. Final resolution of checker's comments is pending.
  - Set 3, Divisions 2 - Existing Conditions and 32 Exterior Improvements: Final resolution of checker's comments is pending.
  - Set 3 Division 32 - Exterior Improvement: Planting and planting irrigation draft sections have been forwarded to selected originators.
  - Set 4, Division 34 - Trackwork: Three more sections are in development.
- Task 3.10 Cost Estimating
  - 15% Design Capital Cost Estimates – Developed Capital Cost Estimate Report for inclusion in Fresno to Bakersfield Draft EIR/EIS. Prepared draft 15% design cost estimate for San Jose to Merced section.
  - Continued development of 15% design Timberline cost estimating model. This estimating model will be compatible with 30% design estimating model in order to support analysis of program-wide 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
  - Coordinated commencement of Technical Edits for Systems and Infrastructure chapters
  - Coordinated Design Manual milestone, progress and delivery dates for Infrastructure chapters
  - Reviewed progress and deliverables of Geotechnical chapter
  - Assessed progress and established milestone deadlines for completion of Technical Edits of Systems and Infrastructure chapters
  - Chapters submitted for System Level Review:
    - 11- Tunnel Design
  - Chapters in progress:
    - Set 1: Chapter 1- General
    - Set 2: Chapters 18- Traction Power Facilities
    - Set 3: Chapter 19- OCS, Chapter 24- EMC
    - Set 4: Chapter 6- Trackwork, Chapter 14- Structural Design, Chapter 15- Tunnel Design, Chapter 20- Grounding, Chapter 21- Corrosion Control, Chapter 25- SCADA, Chapter 26-Communications
- Task 3.12 Design Reviews in progress:
  - The following Design Submittal Packages are in progress for Merced to Fresno 15% Design:
    - Record Set, Track Alignment, Plan and Profile, Typical Sections (5 Volumes w/c include BNSF-Ave 21 and 24, UPRR/SR99 - Ave 21 and 24 and Hybrid Alt)
    - Record Set, Structure Plans (5 Volumes w/c include BNSF-Ave 21 and 24, UPRR/SR99 - Ave 21 and 24 and Hybrid Alt)
    - Record Set, Roadway Plans (16 Volumes w/c includes Volumes 1-4, 1A, 2A, 3A, 1B, 2B, 3B)
    - Record Set, Traction Power Facilities
    - Geo Reports (2 Volumes w/c includes BNSF and UPRR/SR99)
    - Record Set, Utility Report and Attachment 3
    - Record Set ROW Report
    - Record Set Maintenance Facilities Report
    - Record Set Advanced Planning Study
    - Draft EIR/EIS Stormwater Management Plan
    - Final Design Stormwater Data Report
    - Design Hydraulics and Floodplain Technical Report
  - The following Design Submittal Packages are in progress for Fresno to Bakersfield 15% Design:
    - Record Set Alignment Plans, Profile and Cross Sections, Parts 1 and 2
    - Record Set Caltrans Impacted Facility Structure Plans, HST and Roadway Overhead Planning Studies, Plan, Elevation and Typical Sections Fresno to Bakersfield
    - Record Set Roadway and Grade Separation Plans, Parts 1 and 2
  - The following Design Submittal Packages are in progress for the TJPA:
    - TJPA-INFRA-0-0002 - Platform Geometric Design: Platform Length
    - TJPA-INFRA-1-0004 - Platform Design: Platform Gap
    - TJPA-INFRA-0-0006 - Platform Design: End Stops/Bumping Posts
    - TJPA-INFRA-0-0007 - Track Alignment Design Parameters: Turnouts
  - Submitted comments on the following Design Submittal Packages:
    - Draft Geotechnical Investigation Workplan for Fresno to Bakersfield 30%
    - 15% Draft Hydrology Report, Draft Stormwater Report and Draft Floodplain Report for Merced to Fresno.

- TJPA-INFRA-1-0001 - Track Alignment Design Parameters: Minimum Track Horizontal Radius
- TJPA-INFRA-1-0003 - Platform Geometric Design: Platform Taper
- TJPA-INFRA-0-0005 - Horizontal Alignment: Platform Approach Tangent Length
- Task 3.13 Risk Management
  - Reviewed Program-level engineering risk issues. Updated summary of high risk engineering elements.
- Task 3.14 Procurement Support
  - Attended procurement strategies meeting regarding the Central Valley.
  - Continued review of standard specs, standard drawings, integration drawings and draft criteria to confirm appropriate guidance to support Design/Build procurement.
- Task 3.15 Survey Control
  - The ten mile interval to support 30% design level has been completed.
- Task 3.16 System Integration
  - Continued resolving outstanding interface issues within the CHSTP System Requirements. The majority of interface issues are principally related to cross referencing within the CHSTP System Requirements based on TSI.
  - Continue 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.
  - Review of TM, Directive Drawings and Standard Drawings by Infrastructure and Systems group.
  - 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 was developed in coordination with Authority staff, and submitted for Authority acceptance in May. Resources are required 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 to coordinate 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 identified the initial set of agreements that require execution 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). Study plan agreement is nearing completion and due to be issued to PG&E for execution in the next period. The Authority is drafting contract language for execution of service agreements with PG&E and LADWP. LADWP and SCE agreements will follow. The commencement of the technical studies by PG&E remains a critical activity in 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 High Voltage (HV) line relocations have commenced and Utility Companies are indicating a need for agreements to support the RC relocation requests.. Authority has provided an additional resource to support processing of agreements and PMT will assist and track progress. While additional resources have been added, there is no firm date for execution of these agreements.
- The PMT was requested to prepare a standard design for typical HST aerial structure, using representative ground conditions, for use during 30% design of the Central Valley sections. This effort was started in April. However, Project-specific geotechnical and ground motion information

will not 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 the basic structural HST structural configurations needed to support to the ARRA-funded sections and maintain planned procurement schedule.

**Action items and planned work next month**

- Continue to support 30% Design
  - Technical Memoranda for 30% Design
  - Directive Drawings for 30% Design
- Continue development of Systems Design and performance specifications
  - Traction Power
  - OCS
  - Train Controls
  - Communications
- Continue development of Performance Specification for Rolling Stock
- Begin implementing agreements with railroads and Utilities potentially affected by the proposed 25kV General Order
- Develop detail outline for MOI Procedures and Practices
- Continue development of
  - Standard Specifications
  - Standard Drawings
  - Design Manual
  - risk management review and process for engineering
- Provide general technical support including Design Submittal reviews and procurement strategy support.
- Conduct system integration workshops and review Standard Drawings on a monthly basis.
- Define Core system to Infrastructure interface
- Define Core system to Facility services interface

**Task 4. Environmental Review**

**Key developments and accomplishments**

**Program-Wide**

- Revised FY11/12 AWP environmental component and responded to PMO's comments and participated in negotiation sessions.
- On behalf of the Authority, completed process for retaining ICF International and JRP to provide on-call Section 106 support.
- Provided comments on scope of work for National Renewable Energy Laboratory grant agreement between US EPA and the Authority.
- CommentSense
  - CommentSense integration with Authority's website went "live" on May 3.
  - CommentSense training for southern California sections took place on May 2.
  - Make-up session on May 16.
  - Discussed process of comments received outside the environmental process with Rachel Wall. This resulted in sending the RCs an email requesting information on how they process comments.
  - CommentSense accounts have been created and comment management roles have been identified for each of the southern California sections.

- Protocols are being identified for management of EIR/EIS and non-EIR/EIS comments across project sections for consistency.
- Noise and Vibration – Continued work on Noise Video simulations with Newlands and Company and David Dubbink. Draft story board completed, working on what areas/scenarios to include in the video. Conference call held to discuss. Proposed scope sent to the Authority on June 1.
- Air Quality and Energy
  - Prepared a critique/response to analysis conducted by UC Berkeley Professor as requested by AG.
  - Participated in the conference call regarding the analysis conducted by UC Berkeley Professor.
  - Aided in preparing the energy technical memorandum detailing the differences between the energy estimates presented in the Bay area document and the current document.
  - Requested construction data to initiate construction emission analysis for use in the conformity determination documentation.
- Participated in and/or facilitated the following meetings:
  - Weekly Authority, FRA, PMO, and PMT calls alternating between the north and south sections
  - Early procurement packaging meetings
  - Weekly schedule meetings
  - The PMO and Authority AWP negotiations, May 5
  - Prepared the agendas and minutes plus participated in the weekly Authority, FRA, AG, PMO, and PMT environmental coordination meetings.
  - HST operating cost update teleconference, May 2.
  - Noise simulation conference call, May 11.
  - Held kick-off meeting with the State Historic Preservation Officer (SHPO), ICF and JRP, May 16.
  - PMT mitigation measures cost discussion, May 16
  - Participated in the April PMO review, May 20
  - Participated in the May 23 and 24 wye discussions with the authority, FRA, AG, MF, and SJM teams.
  - Participated in the May 24 Dr. Chester pre-meeting teleconference, the May 25th issues discussion with the air quality folks, and the May 27 Dr. Chester meeting.
  - Participated in the May 24 monthly teleconference with the Corps of Engineers, FRA, and Authority.
- Permits and Approvals
  - Participated in the Authority's May 18 meeting with the Water Board to discuss permits.
  - Participated in the May 26, pre-application meeting with the Corps of Engineers, Authority, Merced to Fresno and Fresno to Bakersfield teams.

**San Francisco to San Jose**

- No substantial Environmental PMT activities during the reporting period.

**San Jose to Merced**

- Prepared draft Checkpoint A letter and provided Draft EIR/EIS Chapter 1, Purpose and Need, for Authority, FRA and AG staff reviews.
- Initiated review of the following Draft EIR/EIS sections: Public Utilities/Energy, Agricultural Lands, Geology, Biology, Aesthetics, Hazardous Materials/Wastes, EMI/EMF, Local Growth, Cultural Resources and Section 4(f)

- Completed initial reviews of the following Draft EIR/EIS sections: Safety and Security, Hydrology and Water Resources, Regional Growth, Park, Recreation and Open Space, Air Quality, and Transportation.
- Participated in conference call with US EPA and USACE staff to discuss wye alternatives.
- Scheduled Authority meeting in June with Amah Mutsun Tribe to discuss proposed project

**Merced to Fresno - ARRA**

- Worked with the RC to complete the Administrative Draft EIR/EIS. The document was completed and distributed to FRA and the USACE on May 5.
- Provided review comments on draft Caltrans PR/ED document, May 6. Requested review by the Authority, FRA and AG.
- Began providing FRA comments to the RC on May 20
- Provided review comments on the Stormwater Management Plan, Biology, Hydraulics and Floodplains technical reports.
- Initiated reviews of revised Section 106 documents, including the APE, ASR, HASR and HPSR.
- Initiated final reviews of technical reports for Biological Resources, Geology, Wetland Delineation, Paleontological Resources, and Plant Survey.
- Worked with RC to respond to EPA and USACE comments on April 25 Checkpoint B submittal package.
- Held a conference call with US EPA staff to discuss their preliminary comments on April 25 Checkpoint B submittal. Conveyed comments to MF Team, Authority, FRA and AG.
- Received Checkpoint B comments from the USACE, May 11.
- Facilitated delivery of Supplemental Checkpoint B submittal material to US EPA and USACE, May 17
- Held joint MF/FB Team meeting with State Water Resources Control Board and US EPA staff, May 18.
- Held joint MF/FB Team meeting with representatives from the San Joaquin Valley Air Quality Management District and the State Air Resources Control Board, May 19.
- Participated in the May 24 meeting with the CDCR.
- Participated in the May 24 teleconference regarding the water run-off.
- Participated in the May 31 meeting with the Authority regarding the Merced connection to conventional service.

**Fresno to Bakersfield - ARRA**

- Participated in the following conference calls:
  - Discussion about Fresno Station planning among FRA, Authority, City of Fresno, PMT and RC, May 4.
  - Discussion on Section 4(f) issues at Fresno Station among FRA, Authority, AG and PMT, May 5
  - Discussion of EPA's comments on Checkpoint B revisions among EPA, Authority and PMT
  - Discussion of USACE's comments on Checkpoint B among USACE, EPA, Authority, PMT and RC, May 12.
  - Discussion of COE Checkpoint B comments, May 17
  - Discussion of the air quality analyses results for MF and FB with the California Air Quality Board and the San Joaquin Valley Air pollution Control District, May 19.
  - Biology mitigation meeting – Allensworth Mitigation site, May 20.
  - PMT and RC call regarding the water quality of storm water runoff associated with CHST, May 24.

- Received a revised Checkpoint B package from the RC on May 27 that addresses the latest information requests from EPA/USACE.
- Coordinated technical reviews of the Water Needs Analysis, cultural Resources Technical Reports, and Admin. Draft EIR/EIS sections on Hydrology/Water Quality, Biology/Wetlands, Regional Growth, Parks and Recreation, Project Costs, Station Planning and Land Use, Air Quality, and Noise/Vibration.
- Coordinated development of the draft Section 7 (Endangered Species Act) consultation letter to the National Marine Fisheries Service.

#### **Bakersfield to Palmdale**

- Worked with the RC regarding the Grapevine alignment being restudied and presentation to Board.

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

- Provided further guidance on schedule for environmental tasks, May 4.
- Gathered available information about prior plans for LAUS and provided to RC, May 1 - May 9.
- Participated in the team meeting and engineering status update meeting, May 2 and 10.
- Initiated review of environmental clearance associated with the recommended Metrolink improvements at LAUS.
- 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 Station Area Planning with the RC team and, May 10.
- Participated in biweekly team meetings, May 9 and May 23.
- Provided information about regulatory agency contacts to RC for scheduling meetings with regulatory agencies for the I-5/Grapevine alternative, May 26.

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

- Reviewed and commented on the public meeting boards and handouts.

#### **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, 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.

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## **Task 5. RC Oversight**

### **Key developments and accomplishments**

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

- Following the Authority Board meeting, the RC shifted its focus to finishing its existing engineering and environmental work to coincide with the end of FY 10/11. Work in San Jose (up to Hedding Street) will continue as it is related to the San Jose to Merced environmental document. The RC's FY 11/12 AWP has been put on hold awaiting direction from the Authority as to what budget can be expected in the next year. Finally, the slowdown of work on the Section has delayed the dates for the environmental milestone schedules.
- The engineering work focused on the preparing submittals for June. Additionally, the team conducted detailed sonar-based surveys of the existing Caltrain tunnels. This work is part of a report that outlines possible strengthening options for the existing tunnels. A considerable amount of the work was based on the Diridon station area and track work design at the station.
- PMT Environmental staff continued development of the sections of the environmental document for the San Jose to Merced work, which includes the Diridon station analysis. Assumptions have been made about the operating scenario for the station. This work is going to continue.
- Documents reviewed (design/environmental):
  - Received comment responses on Lower Concourse Plan Option 2 and Program Spaces from TJPA.
  - Received updated structures summary spreadsheet and post-earthquake emergency shoring analysis.
  - Received comment responses on revised Lower Concourse Plan Option2 and Program Spaces from TJPA.
  - Received another revised version of Lower Concourse, Platform Level Plans, and Authority/Caltrain Program Spaces for Transbay Transit Center. Plan to submit comments to the TJPA on June 7.

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

- Prepared and forwarded select 15% Draft civil, alignment, and structural sheets to City of San Jose staff, for underpasses at Monterey Highway and aerial viaduct over UPRR at Lick Pt., May 4.
- Completed back-checking of Final San Joaquin Valley At-Grade vs. Aerial ROW Comparison Report . Although essentially complete, RC Civil Lead in process of replacing several sheets due to minor discrepancies found in report.
- Completed confirmation of comments for Draft Utilities Impact Report. These now exist in draft format in Review Manager.
- Completed back-checking of Final Drainage Reports (3 different reports) and Final Tunnel Report.
- Compiled comments from PMT Geotechnical (PB and Kleinfelder) on in-progress 30% GIP and forwarded to RC for information and consideration.
- Analyzed and prepared GoogleEarth exhibits relative to San Jose to Merced and Merced to Fresno interface coordination at Avenue 21. Packaged and forwarded 15% Design Avenue 21 plans to Merced to Fresno RC for early review and consideration.
- Followed up with Caltrans to confirm receipt of Final CT-HSR Section Report and addressed questions. Following receipt of District 4 comments, these will be transmitted to PMT. As previously discussed with Caltrans, these comments are expected to be addressed in Project Report.

- Received I280/SR87 OCS layout schematic from RC for PMT review.
- Completed review of 15% Draft submittal and continued with coordination efforts with other PMT reviewers.
  - Received notification from RC EM that 15% Draft Cost Estimate is being delayed up to two weeks due to “GIS issues”. In addition, it appears that RC will not release full report until it secures RM approval on additional expenditures for preparation of non-standards UPEs.
  - Received notification from RC EM that 30% GIP is being delayed until June 1 (originally due on April 15).
  - Prepared additional RE comments and transmitted to RM for review and approval.
  - RC completed sheet replacements in 15% Draft package due to its own QA/QC gaps.
- Continued preparation of complete technical reports and EIR/EIS sections.
- Resolved overlap of technical analysis. Merced to Fresno document includes Ave 21 Alternative west to Road 8. The agreed interface was Rd 14, later modified to Rd 15 to accommodate the HMR/SR152/Ave21 Alternative. RC will provide Merced to Fresno RC with 15% design for Ave 21 from Rd. 8 to Rd. 14
- PMT completed review of the following EIR/EIS sections:
  - Cultural Resources
  - Section 4(f) and 6(f)
  - Biological Resources
  - Air Quality
  - Parks and Recreation
  - Regional Growth
  - Hydrology and Water Resources
  - Safety and Security
- Completed focused traffic analysis for Morgan Hill proposed road closures
- APE maps have been revised to reflect the additional/revised alternatives. These will be received in June after RC completes QC review.

### **Merced to Fresno**

- Reviewed 15% PE review comment disposition sheets and sent update to PMT Engineering Management Team, with identification of comments to be included in Record Set. Comments will be addressed either in Value Engineering (VE), or in 30% phase.
- Confirmed 15% record set and Environmental Admin draft is on schedule. An issue with Checkpoint B logic and submittal of Admin Draft to EPA, was resolved.
- Presented Supplemental AA to The Board. Board unanimously approved recommendations for at grade alignment and stations at Merced and Fresno.
- Reviewed additional hybrid links to A2, prepared and forwarded concepts.
- Coordinated over PTG 15% drawings for Ave 21 from Road 8 to Road 14.
- Requested progress regarding Caltrans request on ROW, which is currently on hold subject to further direction from Authority.
- Feasibility of connecting A1/A2 at East Chowchilla was raised. Technically it is possible, although the north end connecting curve would have to be designed to 150mph instead of the required 250mph.
- San Jose to Merced and Merced to Fresno interface coordination meeting. Authority expressed that current “Hybrid” only works with Ave 24 and would like to see additional “WYE” alternatives in order to evaluate which works best with the N/S connection. Connections to/from SJ and Fresno need to be addressed also.

- Authority wanted new hybrid connection for BNSF to UPRR and for Ave 21 added to alternatives. RC explained it would impact schedule due to added land requirements. PMT concurred that this is not a simple addition; connection has to be further south (on tangent) and means duplication of almost adjacent lines to Merced and to San Jose
- Discussion was directed to possibly delaying Merced to Fresno in order to include all Wye connection options as far west as Carlucci Rd, or progressing San Jose-Merced Section concurrent with Merced to Fresno. Either option would cause delay.
- K Lilienbecker confirmed that SR 152 has not been studied and would need to be included. Checkpoint B would also need to be adjusted to match.
- Caltrans require minimum dimensions for horizontal and vertical clearances shown wherever possible. RC will incorporate.
- Caltrans confirmed it needs approx. 450 – 475' from ETW to HSR ROW to accommodate future L9 interchanges for future SR 152. This exceeds PTG assessment of 400 ft.
- Caltrans confirmed that its Ave 12 Project is due to start construction in November 2012.
- RC requested permitting requirement guidance. PMT will follow-up and hold schedule meeting to include permitting. The 404 permit application and three cultural reports are not an issue and are in progress.
- Confirmed that RC should proceed with additional mapping requirements for SR99.
- Prepared PowerPoint slides for FRA presentation
- Documents reviewed (design/environmental)
  - 15% PE Cost reduction package review comment disposition within PMT
  - Revised Board presentation slides re-submittal
  - Supplemental AA Report and Executive Summary
  - Revised AECOM Change Request
  - Revised AECOM 5% retention documentation as requested by Authority
  - New Hybrid alignment alternatives
  - RC FY 11/12 AWP Rev. 3
  - RC April Invoice
  - Alignment for new Ave 21 Hybrid alternative
  - Alignment to connect BNSF alignment into Merced HSR Station location
  - Alignment alternative overlays

### **Fresno to Bakersfield**

- RC submitted the Administrative Draft EIR/EIS and Record Set 15% Alignment and Roadways on May 13 which represent the revised design due to the cost containment exercise.
- Conducted “over-the-shoulder” review of revised structures drawings at the RC’s offices on May 27.
- Participated in Engineering Design Scope (Task 4) discussion for AWP with the RC on May 27. Much of the scope will be influenced by decisions related to procurement design schedule. Direction was provided to the RC on what to assume for FY 11/12. Subsequent to the submittal of the revised AWP (Version 3) additional direction has been provided to the RC which will have an impact on the assumed scope.
- Participated in project coordination meeting with CPUC on May 31. The meeting was the first in what will be reoccurring meetings to discuss CPUC permitting of grade separations and the closure of existing grade crossings. The team is preparing additional information for the CPUC meeting which will be held on June 15.

- Checkpoint B revisions are anticipated to be submitted to USACE and USEPA in June. These revisions are being prepared at the request of the agencies to address some outstanding questions.
- RC submitted the following deliverables and materials:
  - Complete Admin Draft EIR/EIS
  - Record Set 15% Alignment Plans
  - Record Set 15% Roadway Plans
  - Record Set 15% Caltrans Impacted Structures Plans (for Project Report)
  - Weekly Schedule Status
  - 15% Draft Constructability Assessment Memo
  - Historic Architectural Survey Technical Report
  - CEQA Impacts Analysis Technical Report
  - Finding of Effect Technical Report
  - Archeological Survey Technical Report
  - Historical Property Survey
  - Draft Utility Impact Report
  - Revised Checkpoint B Letter
  - April Invoice
  - Revised Earned Value Report for Monthly Progress Report
  - Roll plots to support public meetings
  - Presentation for San Joaquin Valley Air Quality Management District (AQMD)
  - 15% Draft Hydrology, Hydraulics and Drainage Report
  - 15% Draft Floodplain Impact Report
  - 15% Draft Stormwater Quality Management Report
  - Final Boards for Public Information Meetings the week of May 16
  - Revised Geotechnical Investigation Work Plan
  - Monthly Progress Report
  - Roll plots to support FRA meeting on May 16
  - City of Fresno DPR Forms for Historic Architecture Survey Report
  - Revised ROW cost for inclusion in the cost estimate.
  - Water Usage Analysis Technical Memo
  - Draft Preliminary ROW Requirements Report
  - 15% DRAFT Basis of Quantities Estimate
- Completed review of the following design documents:
  - 15% Record Set Design Submittal
  - 15% Draft Hydrology, Hydraulics and Drainage Report
  - 15% Draft Floodplain Impact Report
  - 15% Draft Stormwater Quality Management Report
  - 15% Draft Constructability Assessment Memo
  - Revised Geotechnical Work Plan
  - Reviewed Regional Risk Report
  - Completed Review of all Chapters of Draft EIR/EIS

**Bakersfield to Palmdale**

- Budget: Since March 23, the RC has not undertaken work on either Task 1 (Program Management) or Task 4 (Preliminary Engineering), except for required Task 1 deliverables, as a result of the Design portion of the FY 10/11 budget having been expended. On June 3, a further LNTP was issued reducing the FY 10/11 budget by \$3.003M, to \$1.815M. At the end of May, the RC has overspent its FY 10/11 budget by \$0.505M. The RC has ceased all work, except for support with critical issues. Current understanding is that no further budget will be

- made available to allow the RC to continue work through the remainder of FY 10/11. This will inevitably cause delay to the Schedule which will need to be revised.
- Supplemental Alternatives Analysis (AA): Work has proceeded through May on the Supplemental AA, with a draft version of the plans/profiles and alternative comparison tables provided for PMT review. The main text for the document remains to be completed. Presentation of these studies is currently planned for the August 25 Board Meeting. PMT will continue to monitor progress of the Supplemental AA leading up to the Board Meeting.
  - Environmental Field Studies: RC has implemented and completed botanical, wetlands and wildlife assessment field surveys and continued with Cultural Resources investigations.
  - Documents reviewed (design/environmental)
    - Draft submittal of Supplemental AA.
  - Planned PMT staff changes were successfully implemented in May.

### **Palmdale to Los Angeles**

- Grapevine (I-5) alignment alternative: Obtained Authority Board approval for a conceptual analysis study be undertaken of the I-5 Section between Bakersfield and Sylmar. This would determine feasibility of alignment alternatives, given developments with the Antelope Valley Section alternatives (increasing constructability challenges, cost, and community impacts). The RC will present conclusions to Authority Board meeting on August 25.
- Mapping obtained for area of study and Quantm contracted to provide alignment design tool to support studies. Initial meetings held with City of Santa Clarita, Metro, Metrolink and Supervisor Antonovich staff to explain background to studies, to look at possible alignments and HST station locations (ideally collocated with Metrolink), and to determine 'no-go' areas or specific unacceptable impacts. Other affected stakeholder and agency meetings will be arranged. Meeting with Tejon Ranch (major stakeholder with development proposals through which alternative alignments may pass) arranged for June, with the initial Quantm results expected also expected in early June.
- Sand Canyon (Santa Clarita): Two charettes were held with the local community on May 2 and May 23. The first charette presented the alignment studies to date and invited the public participation through smaller working groups led by RC and PMT team members. The second charette was a presentation of the localized alignment alternatives developed from information and suggestions gathered from the first charette, including responses to many of the questions raised. Various options were reviewed, with slower speeds/tighter curves, increased tunnel length/cost, closer/shared with Metrolink alignment or through the Santa Clara River (predominantly dry except in flood season). Realistically, only one additional alternative (sharing a short portion of Metrolink ROW at 220mph operational speed) is likely to be a viable option that meets Project purpose and need.
- Acton/Agua Dulce: Additional localized alignment alternatives have been studied by the RC including longer tunnel alternatives, sharing the median of the SR-14, slower speed curves, hybrid options between the current SR-14 east and west alignments to attempt to minimize any impact to school developments, have all been addressed. Most alternatives considered lead to greater community/residential impact, slower operational speed or substantially greater cost, with limited realistic opportunity for additional alignment options to be studied through EIR/EIS. Results of studies will be presented at the next Community Working Group in June, with the analysis to become a Supplemental AA for discussion with the Authority and presentation to the Authority Board in August.
- Level 3 Maintenance Facility: RC is completing further evaluation of potential sites to the north of LAUS. Four feasible alternatives currently exist in Glendale, Burbank, north of Vulcan Quarry and at Branford, which could be combined with a station location. All sites are currently designed to accommodate 32 tracks with full access to main line from both

- ends. The footprint to achieve this requires the acquisition of a substantial number of residential / commercial properties. Neither of the alternatives is ideal, and are likely to receive objection from the local cities. Upon completion of the study report, PMT will determine best solutions for further study through EIR/EIS and 15% design.
- Earned Value: RC has undertaken a thorough overhaul of its data and is now submitting full, meaningful data in the Monthly Progress Reports.
  - Documents reviewed (design/environmental)
    - Alignment alternatives through Sand Canyon and comparison tables
    - Alignment alternatives through Acton / Agua Dulce and comparison tables
    - Proposals to position CHSTP tracks on west side of ROW through San Fernando Valley and comparison against east impacts
    - In-progress Level 3 Maintenance Facility location options and layouts
    - Initial Grapevine conceptual study analysis through vicinity of Santa Clarita

### **Los Angeles to Anaheim**

- Held meetings with the RC defining alignment options, resolving engineering issues and the project schedule and working on invoice payment problems.
- Reviewed the Consolidated Shared Track Station and Alignment alternatives in numerous areas to facilitate future phased implementation considerations.
- Documents reviewed (design/environmental/outreach)
  - RC FY 11/12 AWP, Version 3.
  - RC's handling of the PMT's 15% Design Submittal Comments.
  - RC invoice for April.
  - Additional alignment options in the Redondo Junction / Vernon / Commerce area with the RC and the PMT, to improve the operational characteristics of the LA-Anaheim Section's south approach to LAUS.
  - Phased implementation approach with the RC.
  - LAUS platform width scenarios for impacts to adjoining LAUS properties.
  - Design Submittals from the ARTIC Station Design Team and OCTA.
  - Connections into LA Union Station, from both the north and the south, and alternative station platform concepts (26', 28" and 30' wide platform options, Gold Line relocation options) for Metrolink, Amtrak and the HSR system were assessed.
  - Additional refinements to the additional alignment options for the Redondo Junction / Vernon / Commerce area.

### **Merced to Sacramento**

- Responded to Authority requests to submit estimate-to-complete memoranda
- PMT conducted a Quality Audit of the RC.
- Continued to update, maintain and respond to inquiries via the project mailing list.
- Advanced the coordination and development of materials to support the Preliminary Alternatives Analysis report, including:
  - Completion of vertical and horizontal alignments.
  - Section aerial plots created for station and alignment meetings with municipalities.
  - Initiated mapping of alignments and segments for the definition of alternatives.
  - Data gathering and initiation of GIS mapping of environmental analysis.
  - Continued development of draft engineering plan sheets for the AA appendix.
  - Coordination with the PMT to develop travel time estimates.

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

- Commenced Open House sessions on May 16.

- Finalized materials for the Preliminary AA Report Open House series (27 in four counties).
- The monthly So Cal ICG meeting included a discussion on inquiries previously submitted on ridership forecasting assumptions, and a recap of RC planned activities in FY11/12 AWP, should funding be available.
- Continued transition for the addition of RM responsibilities for the LA-Anaheim Section.
- Prepared a “stand down” plan to address the current zero funding for FY 11/12 for the section in the Governor’s budget.
- Continued supporting the Southern California Deputy Program Manager in the Southern California Rail Operations Group monthly meetings.
- Continued briefings to elected officials, stakeholders, and communities along the section alternatives, as requested.
- Reviewed the RC progress report and invoice for April and submitted comments to the Authority.
- Documents reviewed (design/environmental/outreach):
  - Open House materials and strategy.
  - Engineering “to do list” in preparation for next fiscal year’s engineering effort in selected areas.
  - Material to be presented at the May 13 So Cal ICG meeting.
- Continued to Work with HNTB to focus the remaining FY 10/11 AWP work effort on completing the Open Houses in the four counties.

### **Altamont**

- Conducted project Quality Management audit and continued implementation of recommendations.
- Met with GreenIT Academy faculty and students in Stockton to pursue a partnership to develop interactive learning opportunities related to modern rail transportation
- Coordinated stakeholder and agency meetings with the EPA, City of Milpitas, and Lawrence Livermore and Sandia national laboratories
- Updated stakeholder database
- Continued to organize stakeholder comments
- Further development of potential “interim phase” strategies in East Bay, Sunol, Tri-Valley, and Tracy areas
- Conducted team meetings on May 3 and May 10 to refine evolving alternatives
- Continued study of
  - Tunnel alternatives between East Bay and Sunol Valley
  - Critical alignment sections in East Bay, Tri-Valley, and Central Valley
  - At-grade/below-grade alignment alternatives in downtown Tracy
- Support activities related to alternatives analysis environmental criteria and analysis
- Documents reviewed (design/environmental/outreach):
  - Reviewed maps, diagrams, and written materials developed by AECOM for Phil Pennino (Central Valley Partnership) for use to promote the project and encourage local funding

### **Issues and Concerns**

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

- There was a major shift in scheduled activities as a result of the May Board meeting. The Board decided that given uncertainty regarding funding of the statewide project and controversy on the Section, that the design team should slow down and stop at the end of FY 10/11, awaiting further instruction. RC followed that direction and provided a memo dated

- May 25 describing how it would “close out” FY 10/11. The memo also describes how the RC will create complete engineering packages for the Authority, as a true deliverable along with other engineering reports.
- As a result of the uncertainty regarding its scope in FY 11/12, the RC has not developed its AWP version 4.0. PMT comments on version 3.0 were supplied to the RC; however, PMT advised HNTB not to take action until there was a better understanding of scope for FY 11/12. It is likely that will not be known until August or September.
  - There are significant schedule impacts resulting from the Board’s directive to slow down. One of the most significant issues facing the Program is the potential loss of key staff to other projects. At a minimum, there is a 4 to 6 month impact to the schedule for specific tasks due to the “slowdown” and then the subsequent “ramp-up” periods for the RC. It is expected that this schedule will change again as scope for the Section is identified.
    - Draft 15% -, June 2011 (previously September 2011)
    - Final 15% - July 2012 (previously January 2012)
    - Admin Draft 2 – February 2013 (previously March 2012)
    - Draft EIR/EIS – April 2013 (previously September 2012)
    - Final EIR/EIS – December 2013 (previously March 2013)
    - NOD/ROD - February 2014 (previously June 2013)
    - Permits – September 2014 (previously September 2013)
    - Draft 30% - September 2014 (previously October 2013)
    - Final 30% - January 2015 (previously November 2014)
  - RC 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 Section.
    - Draft 15% - April 2011
    - Final 15% - August 2011 (previously June 2011)
    - Admin Draft – September 2011
    - Draft EIR/EIS – January 2012 (previously December 2011)
    - Final EIR/EIS – September 2012 (previously August 2012)
    - Draft 30% - TBD (previously April 2013)
    - Final 30% - July 2013 (previously June 2013)

### **San Jose to Merced**

- PMT is working to resolve continued difficulties with RC regarding its \$6 M Budget Request and Redistribution Form (BRRF) which shows a \$4.4M over-expenditure for Task 4. Discussions are ongoing to ensure a more collaborative working relationship. The PMT has requested a detailed estimate of the extra work by task hours and deliverables, but it has not yet been provided.
- Prevalent delays by RC in completing scheduled deliverables, including Task 4. Most concerning, the team seems unwilling and/or unable to establish and implement a recovery plan.
- RC’s decision to pursue formal dispute with Authority/PMT of unapproved invoices and \$6M BRRF (\$4.4 M budget overrun issue) seems to be affecting working relationships at staff level (on RC’s behalf). PMT continues to work closely and collaboratively with RC engineering staff on outstanding deliverables, 15% Draft review comments, etc.
- Received and initiated review of FY 11/12 AWP, version. It is evident that RC did not address many comments made on previous version and some key issues remain to be resolved
- Overall RC budget forecast has increased from \$81 to \$123 million, with an expected completion date of June 2014. The current EMS shows July 2013

- Failure to follow PMT direction on key target timeframes for geotechnical explorations, survey/mapping, and 30% design efforts. It is recognized that editorial comments in Task 4 have been generally addressed satisfactorily.
- RC continues to perform unauthorized work and then expects full reimbursement, an example being the development of UPEs.
- The RC's MPR for May shows a continuing increase in the both the schedule and cost variance.
- Requirement to advance review of last six miles of Avenue 21 Alternative 15% Submittal to add to Merced-Fresno Draft EIR/EIS.

### **Merced to Fresno**

- City of Fresno proposal that HSR pay for Veterans Boulevard preliminary work (estimated at \$35M) in order for it to agree to close Carnegie. City would reimburse HSR when funds are available in FY 19/20 timeframe.
- RC's FY 11/12 AWP Rev 3 still shows increased management organization and was not recommended by PMT, due to lack of justification. Levels of cost for both environmental and 30% engineering were challenged and RC was required to revisit its estimate and provide more detailed scope breakdown to help review and substantiation. RC's submittal did not provide any deliverables beyond March 2012, while showing the Project Management task continuing through June. A PMT follow-up meeting was held to discuss requirements for the 30% drawings and limits to Caltrans expectations.
- RC submitted a Change Request for release of 5% retention plus \$2.24 M added budget. PMT reviewed and worked with the RC to develop appropriate supporting document, before making a recommendation to the Authority. It is anticipated that the Change request will be approved in June.
- UPRR response to HSR adjacency is required to determine if proposed at-grade alignment is viable (north of Fresno and Merced Station traveling south). Absence of UPRR co-operation continues to be a major risk to the proposed alignments. Some straddle bent columns will be on UPRR property for the south of San Joachin River crossing making this more critical.

### **Fresno to Bakersfield**

- The RC is re-organizing and the revised FY 11/12 AWP will reflect these proposed changes. However, many of the same staff will be in similar positions. PMT continues to be concerned with the lack of coordination within the RC's team. A prime example is the continuing poor work on the Construction Assessment Memo, TPSS layout and utility impacts in the trench section of the Fresno Alignment. It appears that the designers are neither looking at the work sites on the ground, nor discussing with their alignment or environmental teams. PMT will raise this issue with RC and agree on a timetable for improvement.
- The RC submitted its FY 11/12 AWP on May 3. PMT will continue to discuss scope and assumptions with the RC to enhance this document.
- Kings County has shut off virtually all communication with the Authority and consultants, except for meetings directly with its Board of Supervisors. The Authority, RC and PMT will be meeting with the Board of Supervisors on June 7 in an effort to continue "Coordination." The aim will be to convince the County that its concerns are being addressed and that it would be best to continue meeting at the staff-level.
- Preliminary design currently assumes that an existing spur line on the west side of UP between Divisadero Street and Stanislaus Street in Fresno can be closed. This spur comes from UP and serves the Fresno Bee. The Fresno Bee pays fees for the spur and it is still

- active, to provide an optional way for receiving newsprint. This is a significant risk item. If UP or the Bee refuses to allow closure of the spur, the trench section would need to extend southerly over ½ mile. This will affect the entire design. Information from the Surface Transportation Board on abandonment was provided to the RC on June 7. PMT will continue to discuss risk and mitigation actions with the RC.
- RC was informed that the 30% design for the first construction package needs to be completed in October 2011. PMT will meet with RC on June 3 to discuss schedule for all four procurement packages within the Fresno to Bakersfield section.
  - The RC reports that it requires direction regarding a final scope and budget for FY 10/11, due to both the \$10 million reduction in total budget and out of scope items. PMT will meet with RC to address and resolve these questions.

### **Bakersfield to Palmdale**

- Budget: Exhaustion of Design budget has resulted in no engineering progress through the last two months. While this has not detrimentally affected the Supplemental AA studies, this will delay the 15% engineering deliverables, which are now scheduled for completion beyond the Draft EIR/EIS public review dates. It is unacceptable and significant effort/resource will be required in FY 11/12 to recover the schedule and ensure that the necessary level of engineering will support the Environmental documentation analysis, proposed mitigations, proposed construction costs and construction schedule. This pause in work will delay the entire schedule by one month, impacting delivery of the completed Supplemental AA analysis to the Authority Board in August 2011. PMT will work with RC to form recovery plans where possible. Additionally, Public briefings to be planned prior to the Board meeting will not be scheduled in time.
- If a LNTP from the Authority is not issued allowing expenditure of FY 11/12 budget as of July 1, 2011, the RC will need to work “at risk” until such funds are made available. The RC’s position on this has not yet been determined.
- RC’s schedule still shows a Supplemental AA presented to the Authority Board in July, though this is now proposed to be undertaken in August. Preliminary 15% Engineering has slipped 9 months to Sep ’12 (PMT proposes Dec ’11), which despite recent delay in progress is unacceptable and appears unjustified. PMT to resolve with RC. Final EIR/EIS and NOD/ROD dates have also slipped four and three months respectively from the PMT proposed dates.
- EIR/EIS progress as shown in the RC summary schedule is significantly behind that planned for FY 10/11 (average 35% complete v 82% planned). PMT is addressing this with the RC.
- Engineering:
  - RC confirmed that high viaduct structures (150’ – 200’ plus) remain in the design as the highest unit cost and construction challenging items. While no work is being undertaken on engineering, the ability to review/rationalize these designs and to look at other possible areas where a more cost effective and practicable solution may be found, is not achievable. This will lead to likely inflated cost estimates for the section through the Tehachapi Mountains.
- Ability to deliver High Voltage (HV) power to the isolated mountain areas of the alignment has not yet been resolved; thus a new transmission Section may be required with corresponding additional engineering, and environmental field survey requirements in the spring of 2012. PMT Systems staff and the RC will continue to resolve.
- The RC’s Risk Management register requires review with the PMT to ensure that all risks are documented and appropriately weighted and that responsibility for monitoring/resolution is assigned to individuals. PMT will follow up with RC.

**Palmdale to Los Angeles**

- Grapevine Conceptual analysis:
  - Supervisor Antonovich does not support an alignment following the I-5 or agree with the conceptual study. He demands that the alignment serve the Antelope Valley (AV) communities and Palmdale Airport (though developments at the airport currently appear to have stalled). His staff appear to be rallying the support of the Republican Senators/Assembly members to oppose both this alignment and CHSTP as a whole, with a drive to commandeer the ARRA funding money for local commuter rail service improvements (notably the Antelope Valley Metrolink line to Palmdale and Lancaster, for which a study is being commissioned by Metro).
  - The Cities of Palmdale and Lancaster appear convinced that the I-5 (Grapevine) alignment is now the chosen alternative and that the studies through the Antelope Valley will be dropped. To this end the cities have threatened legal action and requested release of documentation from the Authority relating to the Grapevine studies, in an attempt to halt the study. This negative perception will continue to strain relations and will make proactive study and analysis of the AV alternatives with the cities more difficult. This could potentially be a detriment to finding the best alignments and station locations through the AV area.
  - Tejon Ranch has substantial property development proposals to the east of the I-5 in the Gorman / Lebec areas, through which the most feasible alignment alternatives are likely to route. Much of the remainder of the ranch property (90%) is preserved as conservation areas under a 2008 agreement with environmental agencies (Audubon, NRDC, Sierra Club) allowing the remaining 10% to be developed. Routing alignments through the conservation areas may provide a significant challenge. To the west of the I-5 much of the land is again owned by State Parks or environmental concerns, therefore likely to present difficulties with at-grade or elevated alignment alternatives. Meetings and discussions with these groups are being arranged.
- RC's Schedule shows a Supplemental AA for the Palmdale – Sylmar studies presented to the Authority Board on August 25, as agreed with Authority. This will allow presentation of the Antelope Valley alignment studies at the same time as analysis of the Grapevine conceptual studies. Agreement of the Supplemental AA by the Authority Board confirms the Project Definition / alignments for study through EIR/EIS, subsequently delaying the dates for completion of the Technical Reports, Admin Draft EIR/EIS chapters and Draft EIR/EIS for public review, by one month. However, the RC is working to recover these dates. Submission of 15% in-progress design and final 15% design has also slipped by two months, taking into account the additional time spent studying the Level 3 Maintenance Facility and its impact on the alignment through the San Fernando Valley. PMT will work with RC to identify ways to recover this slippage and determine conclusions for Maintenance facility locations.
- Both Checkpoint A and B concurrence is required from the USACE, prior to allowing an Admin Draft EIR/EIS to receive USACE review. It is not proposed that Checkpoint A be issued until after the completion of the Grapevine Conceptual Studies on August 25. PMT is reviewing the impact this would have on the schedule, which is likely to delay the EIR/EIS dates further. PMT and RC will determine how this may be mitigated and recovered. It may be possible to submit Checkpoint A before August 25 Board presentation to address Purpose and Need.
- The RC's summary schedule issued with the MPR shows no resemblance to the current position. Dates for completion of tasks and % completion figures are inaccurate in places and the schedule is of no value as a management tool. PMT will pursue resolution with RC.
- Agreements with Metrolink, Metro and UPRR:

- Agreement still required with Metrolink to allow re-compensation for provision of services to review and assist RC with design and interface issues including: Metrolink realignment and phasing plans; safety, PUC coordination; track realignment; station redevelopment and relocation; co-location of the HST station in the San Fernando Valley; safety and operational requirements.
- Some form of provisional agreement is required with Metro to agree to CHSTP sharing (purchase or lease) its ROW through the San Fernando Valley. This 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.
- Further discussion with UPRR is required to determine the feasibility of a shared ROW proposal through the Palmdale/Lancaster Section, whereby CHSTP would acquire approx. 80' of the UPRR owned ROW on the west side.

### **Los Angeles to Anaheim**

- Continued to focus on the RC completing responses to the 15% Design Comments from the PMT and continuing discussions with the Gateway Section cities regarding open issues and resolution of comments. To assure that this effort is going well, two engineering issues focus meetings were held in May. The PMT Regional Engineer will visit RC offices in Rancho Cucamonga, Irvine and Los Angeles) to provide “over the shoulder” reviews.
- Engineering work on the Phased Implementation Approach continues. PMT is pushing the RC to develop a white paper on how that approach will work in the context of the two alignment alternatives (Dedicated Track and Consolidate Shared Track Alternatives). This item will also be discussed at a engineering issues focused meeting with the RC.
- Discussions with the RC and the PMT are required over the possible requirement for a smaller storage yard in the Anaheim West area or Montebello. This could be necessary due to the revised maintenance yard concept, and potential location of the Level 3 Maintenance Facility in the Palmdale-LA Section. The RC has requested that this decision needs to be made by mid-August 2011, to allow its inclusion in the environmental documents.
- Engineering effort continues to focus on the LA Union Station (LAUS), which would include the platform layouts for Amtrak, Metrolink and HSR for three platform widths (26, 28, and 30 feet) and the RC analysis to confirm compliance with applicable TM guidance. The shared services separate prior to their entrance to LAUS, necessary fire roads around the perimeter of the track area, pedestrian circulation, etc. A follow up meeting with Metrolink and its consultant (HDR) is scheduled for July, to review the platform width scenarios meeting the TM guidance. The RC also continues to work with LA Department of Transportation and LA Metro on the dispersed parking concepts in and around LAUS, as a matrix summarizing the discussion of the April 26 LAUS parking charrette was distributed to the attendees for review. The intermodal/distributed parking matrix and summary will be revised as the coordination with stakeholders continues.
- 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 continue to review the position paper on the ARTIC Station Design Development. The Authority needs to provide additional direction to the PMT soon for further handling with the City of Anaheim.

**Merced to Sacramento**

- Future funding for this Phase 2 Section is uncertain, but the project team is hopeful the work on this section will not be stopped at the end of the fiscal year. With new direction from the Authority in late May, the project team has redirected all resources to an environmental analysis of the Merced Interim Track Connection in support of the Merced-Fresno environmental document.

**Los Angeles to San Diego**

- There is currently no allocation in the Governor's FY 11/12 budget for the section and it is prudent to prepare a "stand down" plan.
  - Engineering: RC will complete demobilization of engineering by documenting design elements still in question and organizing the CADD files. In addition, the RC will utilize management and operations staff to document project status, organize project files and prepare for close-out. This work will be completed in FY 10/11 within planned expenditures and invoiced under Task 1. A summary of these actions will be provided to the PMT on completion.
  - Environmental: All resource agency and tribal meetings have been postponed at this time and are will be planned when funding is available. The team has ceased scheduling additional meetings and is channeling the public and stakeholders to the Open House sessions and available information on the Authority's website.
- All Environmental Milestone Dates for this Section are now shown as TBD to reflect the funding decision.
- Push for Underground Alternative I-10 (I-710 to El Monte): Alhambra and Rosemead do not support an aerial alignment through their portion of the I-10. These cities have serious concerns regarding impacts to adjacent properties, mostly long-time residents. The cities aspiration is for an underground section, if the alignment runs through the cities. Letters from the Cities and the SGVCOG have been sent to the Authority for signature, but remain un-signed as of May 31.
- 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. This area believes 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 RC will continue to coordinate with the Authority, AG, and PMT regarding any discussion of additional scoping.

**Altamont**

- Future funding for this Phase 2 Section is uncertain, but the project team is hopeful the work on this section will not be stopped at the end of the fiscal year. With new direction from the Authority in late May, the project team has redirected all resources to an environmental analysis of the Merced Interim Track Connection in support of the Merced-Fresno environmental document.

**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 continues to respond to issues not included in the FY 10/11 AWP, including:
  - Caltrain Capacity Study in conjunction with the Caltrain's PRP. Further efforts with the Ridership Modeling Peer Review group and initial effort to promulgate a Verification and Validation (V and V) Strategy for the Project.

**Sub-Task 7.1 Operations Management Requirements**

*Work accomplished*

- Identified tasks and refined associated scope to be performed for Sub-Task 7.5 (Maintenance)
- Continued managing coordination and design reviews, as required.
- Directed development of configuration descriptions, service plans, conceptual operating plans, fleet estimates, rolling stock maintenance plans and infrastructure maintenance strategies for four Initial Operations Segment (IOS) Alternatives.
- Managed continued coordination, alignment reviews and trip time/speed analysis with RCs as required.
- Discussed implementation plans for V&V methodology.
- Progressed operations assessment of Caltrain Section for "Blended Service" approach, including capacity assessment for HST on existing alignment.

**Sub-Task 7.2 Operations Planning**

*Work accomplished*

- Safety-related:
  - Coordinated internal reviewing process for the Fire, Life, Safety Plan (FLS) Plan.
  - FLS Alignment Issues Assessment Memorandum
  - Draft FLS Plan
  - Draft Threat and Vulnerability Assessment (TVA) Study
  - Contacted law enforcement officials as part of the initial effort to complete the Threat and Vulnerability Assessment (TVA)
  - QA/QC of FLS plan and TVA Study
  - Continued development of Document consisting of safety elements necessary for regulatory approval
  - Draft System Safety Management Plan
  - Commenced draft System Safety Management Plan review and comment
- Design and interface-related:
  - Participated in Inter-disciplinary Resolutions Discussions
  - Completed system level review of TM.1.1.18 - Design Variances

- Participated in a meeting with the System Management Team to discuss the contents and comments for the design manual chapters.
- Developed diagrams and matrix of system functionality and availability for Command and Control Document.
- FRA-related:
  - Held workshops on FRA Regulatory Approval.
  - Initiated revision of FRA Guidance Document 05 – Operating Rules and Procedures.
  - Continued coordination with the FRA re: development of a Guidance.
- Operations-related:
  - Continued to support advancement of Concept of Operations.
  - Participated in drafting Training and Qualifications TM
  - Continued development of CHST Book of Rules.
  - Held workshop on On-Board Operational Procedures.
  - Completed On-Board Operation and Service draft for internal review
  - Continued development of Station Operating procedures.
  - Continued reviewing Operating Rules and Training Issues.
  - Participated in a meeting with the System Management Team to discuss options for enforcing yard signal procedures.
  - Continued working on simulation model by reviewing, updating and combining the individual alignment segments
  - Completed revisions to Phase 1 (IOS)
- Maintenance of Vehicles-related:
  - Identified Level 3 Rolling Stock (RS) Facilities Site, Design and Functions
  - Completed Draft of Rolling Stock Maintenance Plan
  - Continued providing comments through RS Maintenance Review
  - Developed Job Descriptions for Mechanical Employees.
  - Working on Rolling Stock Maintenance Plan scenarios.
  - Continued developing facilities requirements (HMF levels 4/5).
  - Continue gathering information on Pricing RS Systems
- Maintenance of Infrastructure-related:
  - Finalized final layout for the MOI Facility for Preliminary Design Review.
  - Preliminary MOI Requirements for review and comments.
  - Continued development of Final Draft of MOI Requirements document incorporating Operations and Maintenance (O&M) team requirements.
  - Developing additional criteria for the Signal Communications and Power Traction portion of MOI requirement document.

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

#### Work accomplished

- Met with Peer Review Panel in San Francisco to review work to date and assess the way forward.
  - Responded to questions about existing model
  - Reviewed alternative model specification forms
  - Revised proposed model improvement work plan for panel review.
- In coordination with the Panel, continued work on specification of alternative model forms , developed and tested on-line travel survey to collect added data on trip making within the state during the current recessionary economic climate (contracted with Harris Interactive to collect 15,000 surveys by early June), and worked on further questions on model sensitivity and trip generation.

- Presented results to the Panel. Received agreement on direction to proceed with improved model form.
- Through UC Davis, began collecting data for re-validation of the model to 2008 travel levels and for updating the road, rail, and transit networks within the state.
- Completed several model runs for Phase 1 with updated households and employment, and performed extensive QA/QC to finalize:
  - 10-013b – Phase 1 as in 10-013a with 2020 households and employment forecasts and adjusted highway congestion
  - 10-013c – As above for year 2050
- Completed 17 partial model runs on Phase 1 to test sensitivities to changes in key parameters, including frequency, fare/cost, and travel time, as part of responses to Panel. Completed first draft of summary report.
- Completed specification of new Phase 1 baseline scenario adjusting air fares and frequency to observed 2009 levels, and lowering HST fares to keep at or below 83% of air.
- Developed concepts with airline specialist Geoff Gosling, on airline competitive responses, and future air fares / frequency.
- Completed draft write-up of first group of related scenario results. Completed internal write up of 3 additional groups covering runs except for 10-013.
- Commenced definition of model runs to reflect aspects of the Northeast Section in California.
- Presented ridership and cost results of IOS options to PMT ridership QA/QC team, and incorporated comments before presenting to Authority. Continued work with business plan development team to develop multiple drafts of staging plan and detailed definition of scenarios.
- Completed paper on O&M cost methodology for EIR/EIS cost estimates. Prepared first draft of documentation of O&M methodology for business plan work.
- Responded to requests for information on fares, station-station trip tables. Made presentation to California Interagency Modeling Forum led by Caltrans.
- Participated in discussions of modeling approach for the Southern California Rail Agencies Coalition.
- Met with Authority and PMO regarding FY 11/12 AWP.

**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 Sections.
  - Continue to support Business Plan propagation and Environmental Efforts
  - Continue to negotiate AWP with the Authority.
- **Task 7.2 Operations Planning**
  - Participate in final draft of Fire Life Safety Plan
  - Continue development of the Document of Required Safety Elements Necessary for Regulatory Approval

- Continue to develop project Passenger Train Emergency Preparedness Plans, Safety Certification plans and other integral Safety Documents. Continue TVA interviews of law enforcement agencies along the right of way.
  - Continue development of TM for Training and Qualifications for O&M staff
  - Continue review of Technical Design Manuals
  - Continue development of CHST Book of Rules.
  - Continue to support advancement of Concept of Operations.
  - Integrate comments received pertaining to on-board operation and service document.
  - Continue development of Station Operating procedures.
  - Continue constructing the Phase 1 simulation model
  - Complete revision of FRA Guidance Document 05 – Operating Rules and Procedures.
  - Continue developing FRA Guidelines and FRA “Strawman” documents for the upcoming meetings.
  - Continue coordination with the FRA in relation to the development of a Guidance Document
  - Continue resolving potential IOS maintenance issues
  - Continue researching costs Regulatory maintenance requirements
  - Continue development of the facilities requirements - HMF systems – Level 4/5 Inspections
  - Continue Maintenance Plan document additional revisions.
  - Continue discussions on proper footprint for IMF.
  - Develop detail outline for MOI Procedures and Practices.
- **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.
  - Complete O&M cost model paper.
  - Prepare Phase 1 O&M cost estimate.
  - Complete AWP negotiation for FY 11/12.

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

### **Key developments and accomplishments**

- Revised the FY11/12 AWP for Commercial Department.
- Continued work toward staffing for development of the contract documents, including the necessary manuals for construction.
- Completed initial draft of the Design-Build Program Plan.
- Developed Master List of Permits necessary for the Initial Construction Section.
- Continued work on the Initial Request for Qualifications and Request for Proposals selection criteria.
- Reviewed and commented on proposed Owner Controlled Insurance Program contract language.
- Numerous meetings regarding interface and review by DGS and PWB.

- Assisted with master schedule revision for procurement of the initial construction section construction projects that included all third-party involvement.
- Finalized the construction contracting strategy for presentation and recommendation to the Authority.
- Continued work on the Design-Build contract general terms and conditions.
- Continued work with Padilla and Associates to develop the Construction Contract Small Business Compliance Plan and Reporting Requirements for the ICS.
- Continued coordination to confirm the development of the design criteria, standard drawings and specification are consistent with the requirements of design build procurement.
- Commenced the initial draft of the various types of third-party contracts required for the first contract of the Initial Construction Section.
- Prepared presentation regarding procurement and commercial matters for FRA meeting.

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

### **Railroad Negotiations**

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

- **SCRRA/Metrolink Reimbursement Agreement:** A revised reimbursement agreement draft has been submitted to Metrolink for their final legal review. This agreement will provide for services by Metrolink including but not limited to the review and comment of Authority designs and planning phases of the Project. The one remaining issues is Metrolink's request for advance payment which is not consistent with DGS guidelines.
- **Orange County Transportation Authority (OCTA) Reimbursement Agreement:** A draft reimbursement agreement has been presented to OCTA for execution. It is anticipated that the Reimbursement Agreement with OCTA will be signed following OCTA board approval in late June.
- **Los Angeles County Metropolitan Transportation Authority (LACMTA):** A draft reimbursement agreement has been presented to LACMTA for its review and consideration. The Agreement will provide the same level of service as the proposed Metrolink and OCTA Reimbursement Agreements.
- **City of Anaheim:** A draft reimbursement agreement has also been presented to the City of Anaheim for its review and consideration. The agreement will provide the same level of service as the other proposed reimbursement agreements.
- **BNSF and UPRR Reimbursement Agreements:** Reimbursement agreements are undergoing final review by the freight railroads respective legal counsels' and it is anticipated that both agreements should be ready for execution in July.

#### **Issues and Areas of concern**

- **Merced to Fresno and Fresno to Bakersfield:** Conclusion of agreement with UPRR for construction from San Joaquin River southward through Fresno is urgently requested to facilitate the start of early construction. UPRR has proposed that the Design and Construction agreement used between the UPRR and the State of Illinois be utilized as a template for the agreement. However, the UPRR has indicated that it prefers to finalize the reimbursement agreement before proceeding with the drafting of the Design and Construction agreement.

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

**Key Developments and Accomplishments**

- The AMMPs Database, located on ProjectSolve2, continues to be updated. 28 required regulatory permits were identified and will need to be implemented as a part of the construction process for the Initial Operating Section (IOS).
- Draft Agreement Language for use in the agreements is likely to require tailoring for each third party entity. A schedule for developing, reviewing, and executing agreements has been prepared with target completion of September 11 for all third party entity agreements to be finalized for the first construction sections.

**Issues and Areas of concern**

- Developing the necessary agreement language for The Authority, potentially DGS, and all third-party entities continues to be a significant undertaking. Each agency or utility company will likely strive to include specific language unique to their own requirements, which will further require multiple iterations of language development and review/approval by the parties. This is a high-priority on the critical path.
- In addition to agreement language, it is equally important to make sure the names identified for each third party entity are correct, and that 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**

Agreement language is being developed and finalized for entities affected by the IOS. This includes Utility language, MOUs with cities/counties and with Indian Tribal Nations.

Once draft language for all agreements is approved, contact with representatives of third parties will be made.

**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											
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<b>Task 1 - Project Management and Controls</b>																																																																				
1 - Program Management and Controls	07-01-2009	12-12-2013	07-01-2009 A	12-12-2013	41	39	89	86																																																												
<b>Task 2 - Public Communications and Education</b>																																																																				
2 - Public Communications and Education - Summary	07-01-2009	06-30-2013	11-16-2006 A	06-30-2011	100	100	100	91																																																												
<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	67	67	92	91																																																												
3.2 - Infrastructure	07-01-2010	06-30-2013	07-01-2010 A	06-30-2013	74	74	91	90																																																												
3.3 - Systems	07-01-2010	06-30-2013	07-01-2010 A	06-30-2013	56	53	90	78																																																												
3.4 - Operations (See Task 7)	07-01-2009	06-30-2013	07-01-2008 A	06-30-2010 A	100	100	100	0																																																												
3.5 - Maintenance	07-01-2010	06-30-2013	07-01-2010 A	06-30-2013	56	55	90	86																																																												
3.6 - Rolling Stock	07-31-2009	06-28-2013	01-01-2010 A	06-28-2013	57	55	92	82																																																												
3.7 - Regulatory Approvals	02-01-2010	06-30-2013	07-01-2008 A	06-30-2013	62	61	92	87																																																												
3.8 - CHSTP Standard Drawings	08-01-2010	06-29-2012	07-01-2010 A	06-29-2012	65	58	89	71																																																												
3.9 - CHSTP Standard Specifications	07-31-2009	06-26-2013	07-31-2009 A	10-01-2011	33	28	91	74																																																												
3.10 - Cost Estimating	07-30-2009	06-30-2013	07-30-2009 A	06-30-2013	45	46	85	90																																																												
3.11 - CHSTP Design Manual	08-01-2010	06-30-2013	01-01-2009 A	06-30-2013	49	44	92	80																																																												
3.12 - Design Submittal Reviews	10-02-2009	06-30-2013	07-01-2009 A	06-30-2013	31	31	92	91																																																												
3.13 - Risk Management	04-02-2010	06-30-2013	03-16-2010 A	06-30-2013	20	21	89	91																																																												
3.14 - Procurement Support	08-01-2010	06-30-2013	07-01-2009 A	06-30-2013	5	5	92	91																																																												
3.15 - Survey Control	10-01-2010	06-30-2013	07-01-2010 A	06-30-2013	76	26	86	30																																																												
3.16 - Systems Integration	07-01-2010	06-30-2013	07-01-2010 A	06-30-2013	19	20	88	91																																																												

## 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	Q						
<b>Task 4 - Environmental Review</b>																													
4 - Environmental Review	07-01-2009	04-13-2017	07-02-2007 A	04-13-2017	44	35	91	52																					
4.1 - Project Task Management	07-01-2010	06-28-2013	07-01-2009 A	06-28-2013	45	32	91	92																					
4.2 - Program Management Coordination	07-01-2010	06-28-2013	07-01-2009 A	06-28-2013	45	34	91	76																					
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	91	91																					
4.6 - Public Agency Involvement and Coordination	07-01-2009	06-28-2013	07-01-2009 A	06-28-2013	45	34	91	60																					
4.7 - Review of Enviro, Social, Econ & Community Issues	07-01-2010	06-28-2013	07-01-2009 A	06-28-2013	81	31	91	92																					
4.8 - Review of Technical Reports and DEIS/R	07-01-2010	06-28-2013	07-01-2009 A	06-28-2013	45	31	91	20																					
4.9 - Permits and Approvals	07-01-2010	06-28-2013	07-01-2010 A	06-28-2013	45	32	91	82																					
4.10 - Statewide Technical Tasks	07-01-2009	06-28-2013	07-02-2007 A	06-28-2013	45	40	100	100																					
4.11 - GIS Support Services	07-01-2010	06-28-2013	07-01-2009 A	06-28-2013	45	32	91	92																					
4.12 - Agency Agreements for Coord. & Funding	07-01-2010	06-28-2013	07-01-2009 A	06-28-2013	45	32	91	94																					
4.13 - Section 404 and 408 Coordination	07-01-2010	06-30-2013	07-01-2009 A	08-26-2013	45	30	91	92																					
<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	35	30	92	64																					
5.A1 - Palmdale to Los Angeles	07-01-2009	03-30-2013	07-01-2009 A	06-30-2013	41	42	92	61																					
5.B1 - Los Angeles to Anaheim	08-27-2007	03-30-2013	07-01-2009 A	06-30-2013	40	42	92	65																					
5.C1 - Los Angeles to San Diego	07-01-2009	06-30-2013	07-01-2010 A	06-30-2013	36	39	92	71																					
5.D1 - Bakersfield to Palmdale	07-01-2009	06-30-2013	07-01-2009 A	06-30-2013	26	36	92	91																					
5.D2 - Fresno to Bakersfield	07-01-2009	06-30-2013	09-24-2008 A	06-30-2013	40	44	92	92																					
5.E1 - Merced to Fresno	07-01-2009	06-30-2013	11-05-2008 A	06-30-2013	42	38	92	92																					

## Ca HSR Program Management Summary Schedule

### Program Management Team (PMT)

Task Description	Planned Start Date	Planned Finish Date	Actual/Forecast Start Date	Actual/Forecast Finish Date	Total Planned To Date	Total Physical % Complete	FY Planned %	FY Actual %	2009 2010 2011 2012 2013													
									Q	Q	Q	Q	Q	Q	Q	Q	Q	Q	Q	Q		
5.E2 - Merced to Sacramento	07-01-2009	06-30-2013	11-05-2008 A	06-30-2013	22	30	92	91														
5.F1 - Altamont Pass	07-01-2009	06-30-2013	07-01-2009 A	06-30-2013	24	27	92	68														
5.G1 - San Jose to Merced	07-01-2009	03-30-2013	07-01-2009 A	06-30-2013	39	42	92	68														
5.H1 - San Francisco to San Jose	07-01-2009	03-30-2013	07-01-2009 A	06-30-2013	35	37	92	66														
<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	18	10	87	0														
6.2 - Standardize Forms & Documents	09-30-2009	07-03-2012	09-30-2009 A	06-28-2013	18	9	87	0														
6.3 - Acquisition Strategy & Protocols	12-31-2010	03-30-2012	01-03-2011 A	06-30-2013	15	8	87	0														
6.4 - Identify Priority Acquisitions	12-01-2010	07-08-2013	07-01-2010 A	06-28-2013	16	10	87	0														
6.5 - GIS Database for Real Estate	06-01-2011	06-28-2013	06-01-2011	06-28-2013	18	10	87	0														
6.6 - Pre-qualify Vendors	01-03-2011	06-30-2013	01-03-2011 A	06-30-2013	18	10	87	0														
6.4 - Identify Priority Acquisitions FY 10/11	12-01-2010	07-08-2013	07-01-2010 A	06-28-2013	16	10	87	0														
6.7 - Relocation Plan	01-03-2011	03-30-2012	01-03-2011 A	03-30-2012	18	10	87	0														
6.7 - Relocation Plan FY 10/11	01-03-2011	03-30-2012	01-03-2011 A	03-30-2012	18	10	87	0														
6.5 - GIS Database for Real Estate FY 10/11	06-01-2011	06-28-2013	06-01-2011	06-28-2013	18	10	87	0														
6.6 - Pre-qualify Vendors FY 10/11	01-03-2011	06-30-2013	01-03-2011 A	06-30-2013	18	10	87	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	50	45	91	72														
7.1 - Rail System Operation Management	07-01-2009	06-30-2013	07-01-2009 A	06-30-2013	45	43	91	79														
7.2 - Railroad System Operations and Service Planning	06-30-2009	07-02-2013	07-01-2008 A	06-30-2013	45	44	91	79														
7.3 - Ridership and Revenue Forecast Updates	07-31-2009	06-20-2013	09-01-2009 A	06-20-2013	75	74	91	64														
<b>Task 8 - Construction / Procurement Documents</b>																						

