



CHSR Program Monthly Progress Report

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

Highlights

Overview

- The PMT has completed 83% of its planned work for FY 10/11 as shown on the attached Summary Schedule. Work is being carried out to document the FY 10/11 AWP Deliverables, including explanation for incomplete deliverables and additional deliverables completed by the PMT.
- Eight Technical Memoranda were released in June. An additional eight memoranda are awaiting signature.
- Completed the final draft of the performance specification for rolling stock.
- Four sets of infrastructure drawings were completed in June for sign off.
- Completed initial draft of the Design Build Program Plan and submitted for internal review.
- Completed the draft Request for Qualifications and Request for Proposals selection criteria.

PMT Financials

Cost, Hours and Progress

The actual costs and hours for the PMT are for the calendar month from June 1, 2011 through June 30, 2011 with the cumulative costs and hours for FY 10/11.

Actual Costs

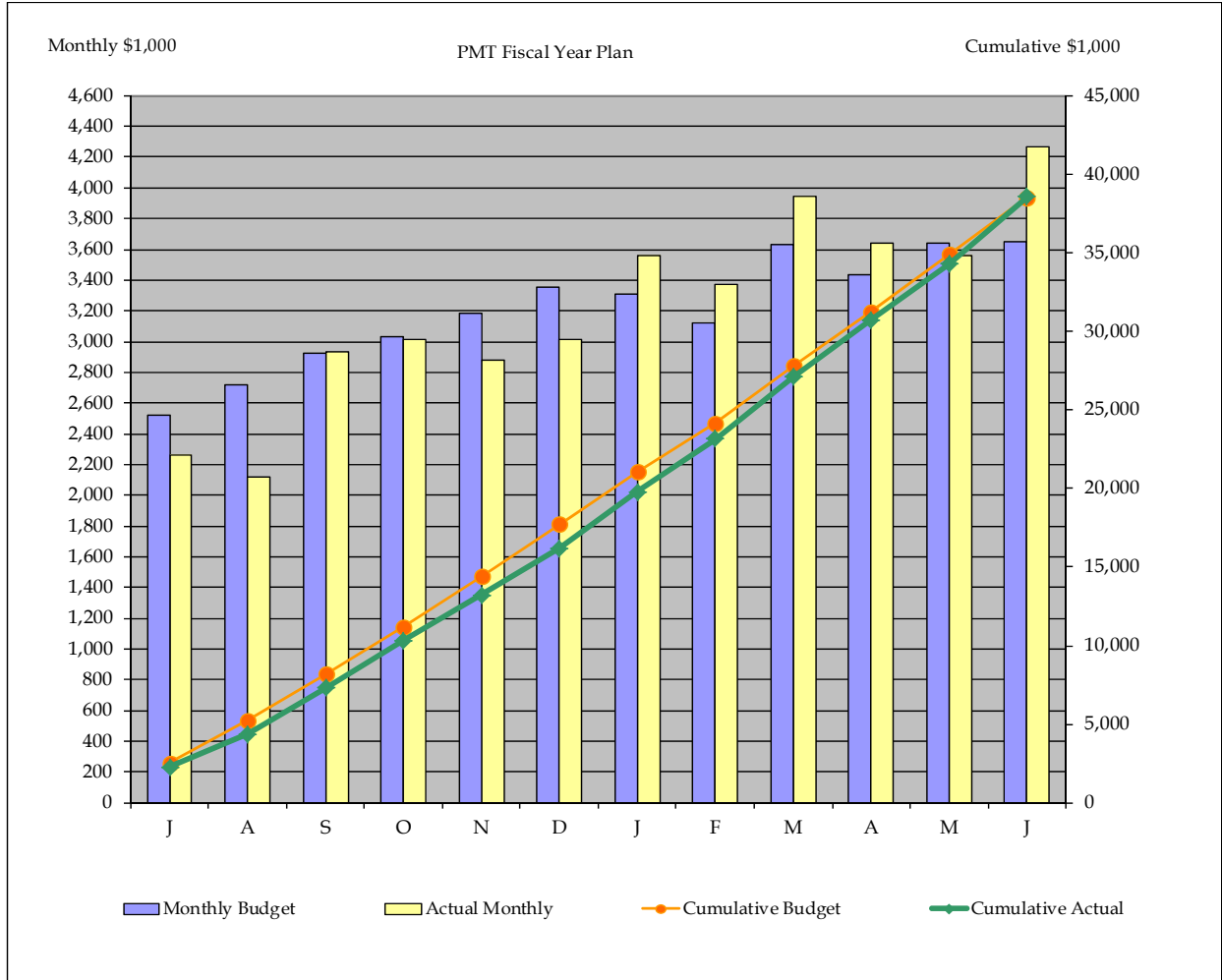
In June, \$4.27 million was billed which is 117% of plan for the month. Activity in June was higher than planned, primarily due to:

- Additional resources added to support the Business Plan (Task 1)
- Push to complete the Request for Qualification (RFQ) and other procurement documents (Task 8)
- Additional Revenue and Ridership Modeling work approved through Change request, but not reflected in the Plan for June. (Task 7)
- June was the end of both the quarter and fiscal year.

Total spending for FY 10/11 through June is \$38.56 million, which slightly over the FY 10/11 budget (0.08%).

Although cumulative spending is slightly over plan, it includes additional un-budgeted expenditures totaling \$1.08 million, for special projects (sub task 1.6) which were carried out at the request of the Authority. Processing of Change Requests for these special projects is underway in addition to other additional work, carried out in FY 10/11.

Figure 1: Billings Planned and Actual through June 2011



**CHSR Program Management Team
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June 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	\$364.8	\$3,733.8	\$4,058.4	325	9	\$ 3,733.8	(324.65)
	1.6 Special Projects	\$19.7	\$349.2	\$234.3	\$1,309.7	1,075	459	\$ 234.3	(1,075.39)
2	Public Outreach & Comm	\$0.0	\$0.0	\$0.0	\$0.0	0	0	\$ -	-
3	Engineering & Design Mgmt	\$1,757.8	\$1,761.2	\$17,864.3	\$17,133.0	-731	-4	\$ 17,864.3	731.33
	3.1 Team Management	\$80.6	\$82.7	\$956.2	\$1,008.3	52	5	\$ 956.2	(52.14)
	3.2 Infrastructure	\$148.7	\$287.7	\$1,708.6	\$2,736.6	1,028	60	\$ 1,708.6	(1,028.06)
	3.3 Systems	\$221.7	\$222.4	\$2,311.6	\$2,504.1	192	8	\$ 2,311.6	(192.42)
	3.4 Operations	\$0.0	\$0.0	\$0.0	\$0.0	0	0	\$ -	-
	3.5 Maintenance	\$73.6	\$85.5	\$742.4	\$887.9	145	20	\$ 742.4	(145.45)
	3.6 Rolling Stock	\$105.2	\$75.1	\$1,247.7	\$1,134.5	-113	-9	\$ 1,247.7	113.23
	3.7 Regulatory Approvals	\$67.9	\$94.5	\$805.9	\$858.7	53	7	\$ 805.9	(52.75)
	3.8 Standard Drawings	\$224.6	\$270.0	\$1,990.2	\$2,137.3	147	7	\$ 1,990.2	(147.14)
	3.9 Standard Specifications	\$131.2	\$93.3	\$1,405.2	\$798.5	-607	-43	\$ 1,405.2	606.62
	3.10 Cost Estimating	\$133.5	\$54.9	\$910.9	\$938.0	27	3	\$ 910.9	(27.11)
	3.11 Design Manual	\$139.8	\$266.8	\$1,690.1	\$2,064.3	374	22	\$ 1,690.1	(374.26)
	3.12 Design Submittal Reviews	\$173.0	\$122.7	\$2,052.0	\$1,244.0	-808	-39	\$ 2,052.0	807.92
	3.13 Risk Management	\$41.6	\$9.6	\$368.7	\$28.1	-341	-92	\$ 368.7	340.59
	3.14 Staging and Procurement Support	\$14.4	\$78.5	\$170.9	\$114.3	-57	-33	\$ 170.9	56.63
	3.15 Survey Control	\$170.4	\$0.0	\$1,231.8	\$370.8	-861	-70	\$ 1,231.8	861.02
	3.16 System integration	\$31.6	\$17.7	\$272.2	\$307.5	35	13	\$ 272.2	(35.34)
4	Environmental	\$230.3	\$139.2	\$2,539.0	\$2,352.9	-186	-7	\$ 2,539.0	186.10
5	Regional Managers	\$713.9	\$636.5	\$8,468.9	\$7,961.0	-508	-6	\$ 8,468.9	507.85
	5A Palmdale to Los Angeles	\$112.9	\$123.3	\$1,339.2	\$1,080.9	-258	-19	\$ 1,339.2	258.24
	5B Los Angeles to Anaheim	\$103.7	\$64.3	\$1,230.4	\$1,321.1	91	7	\$ 1,230.4	(90.78)
	5C Los Angeles to San Diego	\$89.9	\$56.5	\$1,067.0	\$1,361.8	295	28	\$ 1,067.0	(294.87)
	5D Fresno to Palmdale	\$82.3	\$108.1	\$976.7	\$1,037.4	61	6	\$ 976.7	(60.72)
	5E Sacramento to Fresno	\$79.3	\$105.2	\$940.5	\$1,006.5	66	7	\$ 940.5	(66.08)
	5F Altamont Pass	\$60.3	\$26.9	\$715.0	\$290.6	-424	-59	\$ 715.0	424.43
	5G San Jose to Central Valley Wye	\$91.4	\$95.1	\$1,084.4	\$1,035.4	-49	-5	\$ 1,084.4	48.99
	5H San Francisco to San Jose	\$94.0	\$57.0	\$1,115.8	\$827.1	-289	-26	\$ 1,115.8	288.64
6	Right-of-Way Acquisition	\$63.5	\$189.3	\$491.7	\$294.9	-197	-40	\$ 491.7	196.77
7	RR Operations & Ridership	\$301.6	\$562.9	\$3,492.3	\$3,585.7	93	3	\$ 3,492.3	(93.46)
8	Construction & Procurement	\$77.6	\$147.0	\$810.9	\$1,120.6	310	38	\$ 810.9	(309.68)
	ODCs	\$85.5	\$120.2	\$902.4	\$750.6	-152	-17	\$ 902.4	151.83
	TOTAL	\$3,647	\$4,270.3	\$38,538	\$38,566.8	29	0	\$ 38,537.5	(29.29)

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

Task 1, Program Management is 9% (\$325 thousand) above the cost budget to date, primarily due to 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 4% (\$731 thousand) under spending.

The following variances at Sub-task level should be noted and a BRRF will be provided to re-distribute budget between sub-tasks, where applicable:

Team Management – (Task 3.1) is 5% (\$52 thousand) over its allocated dollars

Infrastructure – (Task 3.2) is 52% (\$1,028 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 8% (\$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% (\$145 thousand) over spending.

Rolling Stock – (Task 3.6) is 13% (\$113 thousand) under its allocated dollars.

Regulatory Approvals (Task 3.7) is 7% (\$53 thousand) over its allocated dollars.

Standard Drawings (Task 3.8) is 7% (\$147 thousand) over spending.

Standard Specifications (Task 3.9) is 42% (\$607 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 3% (\$27 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 22% (\$374 thousand) over budget.

Design Submittal Reviews (Task 3.12) is under budget by 39% (\$808 thousand)

Risk Management (Task 3.13) is 92% (\$341 thousand) under budget

Staging and Procurement Support (Task 3.14) is 57% (\$33 thousand) under its allocated dollars.

Survey Control (Task 3.15) is 70% (\$861 thousand) under its allocated dollars.

System Integration (Task 3.16) is 13% (\$35 thousand) over its allocated spending due to increased effort for review of the System Requirements following FRA reviews. There is a push to resolve the already

identified system integration comments across the System Requirements to prepare for use in the Petition for Rule of Particular Applicability.

Task 4, Environmental Management is under budget by 7% (\$186 thousand)

Task 5, RC Management is 6% (\$508 thousand) under budget to date.

Task 6, Right-of-Way Acquisition is 40% (\$197 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.

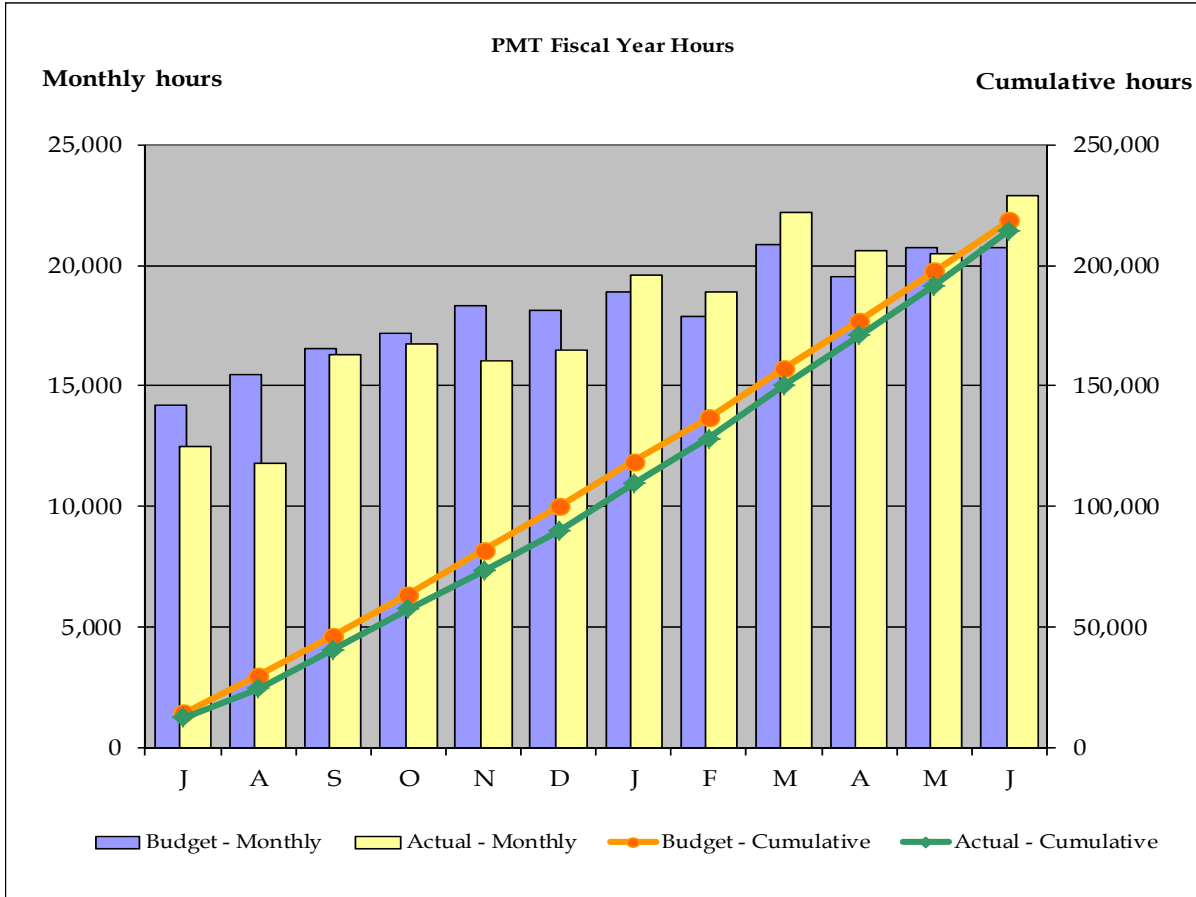
Task 7, Railroad Operations and Ridership is 3% (\$93 thousand) over its planned spending.

Task 8, Construction and Procurement is 38% (\$310 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 June, 22,878 hours were billed, compared to the 20,752 hours planned, while for FY 10/11, the total hours expended was 98% of the plan. Figure 2 shows the hours planned and billed by month.

Figure 2: Hours planned and actual – June 2011



**CHSR Program Management Team
Progress Report**

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Table 2: Hours by Task – June 2011

Program Management Team							
FY 2010 / 2011 Hours		June		Cumulative			
Task		Planned	Actual	Planned	Actual	Variance	% Over/ -Under
1	Program Management	2,823	2,640	28,458	27,037	-1,421	-5
	1.6 Special Projects	149	1,736	1,767	7,188	5,421	307
2	Public Outreach & Communications	0	0	0	0	0	0
3	Engineering & Design Management	9,814	10,670	98,287	101,175	2,888	3
	3.1 Team Management	457	586	5,260	6,268	1,008	19
	3.2 Infrastructure	843	1,996	9,525	18,757	9,233	97
	3.3 Systems	1,241	1,244	12,890	13,077	187	1
	3.4 Operations	0		0	0	0	0
	3.5 Maintenance	380	430	3,840	4,250	410	11
	3.6 Rolling Stock	512	387	6,080	5,902	-178	-3
	3.7 Regulatory Approvals	371	470	4,400	4,750	350	8
	3.8 Standard Drawings	1,285	2,156	11,184	16,380	5,196	46
	3.9 Standard Specifications	680	467	7,225	4,071	-3,154	-44
	3.10 Cost Estimating	706	253	4,735	4,847	112	2
	3.11 Design Manual	763	1,448	9,185	11,614	2,428	26
	3.12 Design Submittal Reviews	952	646	11,230	6,302	-4,928	-44
	3.13 Risk Management	244	41	2,164	153	-2,011	-93
	3.14 Staging and Procurement Support	78	459	920	639	-281	-31
	3.15 Survey Control	1,113	0	8,051	2,625	-5,427	-67
	3.16 System integration	187	89	1,600	1,543	-57	-4
4	Environmental	1,314	780	14,328	13,636	-693	-5
5	Regional Managers	3,920	3,158	46,500	40,266	-6,234	-13
	5A Palmdale to Los Angeles	614	505	7,288	5,131	-2,157	-30
	5B Los Angeles to Anaheim	479	304	5,688	6,315	627	11
	5C Los Angeles to San Diego	419	232	4,972	5,044	72	1
	5D Fresno to Palmdale	472	594	5,600	6,264	664	12
	5E Sacramento to Fresno	475	556	5,640	5,870	229	4
	5F Altamont Pass	351	144	4,164	1,529	-2,636	-63
	5G San Jose to Central Valley Wye	556	497	6,598	5,550	-1,049	-16
	5H San Francisco to San Jose	552	329	6,550	4,566	-1,985	-30
6	Right-of-Way Acquisition	664		5,226	799	-4,427	-85
7	RR Operations & Ridership	1,631	3,489	18,921	20,256	1,335	7
8	Construction & Procurement	438	406	5,005	4,059	-947	-19
							0
	TOTAL	20,752	22,878	218,492	214,415	-4,078	-2

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 AWP Deliverables Summary Status included in this report with details posted on ProjectSolve2. Deliverables are weighted using their budgeted values 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 June, the PMT has a Planned Value of \$86.1M which represents 46.7% of the total budget. The PMT has earned \$79.5m of that budget, which is 43.1% complete. The PMT spent \$83.6M to accomplish that work. These numbers result in a Cost Performance Index (CPI) of 0.95, and a Schedule Performance Index (SPI) of 0.92. The CPI has reduced slightly from last month, while the SPI has remained the same. 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 over the previous six months, which 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 work is \$234,271 and the actual costs are already \$1,309,663. While additional change requests are being processed to capture the increase in scope, the planned budget, deliverable and progress have not been reflected to date.

Under Task 3 – Engineering and Design Management, there are several sub-tasks with low CPI and SPI scores, in particular 3.3-Systems (CPI 0.84), 3.11 Design Manual (CPI 0.82) and 3.16 System Integration (CPI 0.88). The addition of scope that has not formally been through the Change Control Process is the primary factor impacting these results. Work has commenced to document all task 3 scope changes during FY 10/11 in a Change Request.

Task 4 – Environmental reflects an SPI of 0.77, which indicates a slight, but continued decline in performance from May (0.79). This task is highly dependent on the delivery of environmental documentation for PMT review and the current SPI is reflective of the major re-scheduling of work on a number of the sections, since the beginning of FY 10/11.

Task 6 – Right-of-Way preparatory work 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 0.51. 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 0.66. 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 focus on the Central Valley Sections.

CHSR Program Management Team Progress Report

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California High Speed Rail Authority

Cost Performance Report
June 2011



Program Management Team

Planned Progress: 46.7%

Actual Progress: 43.1%

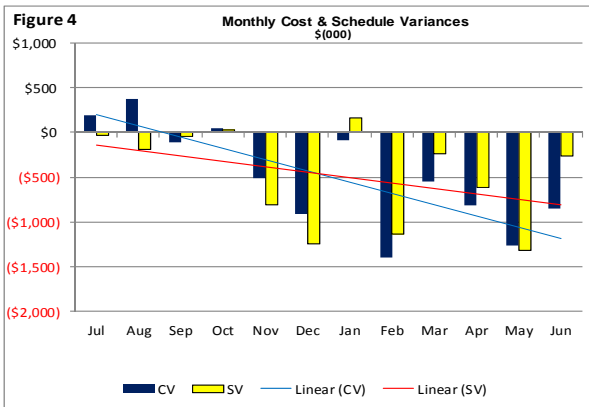
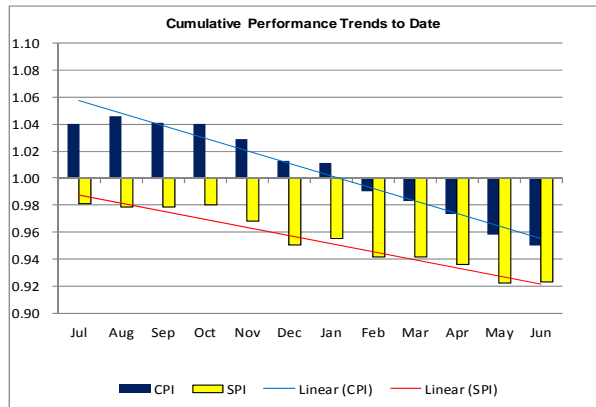
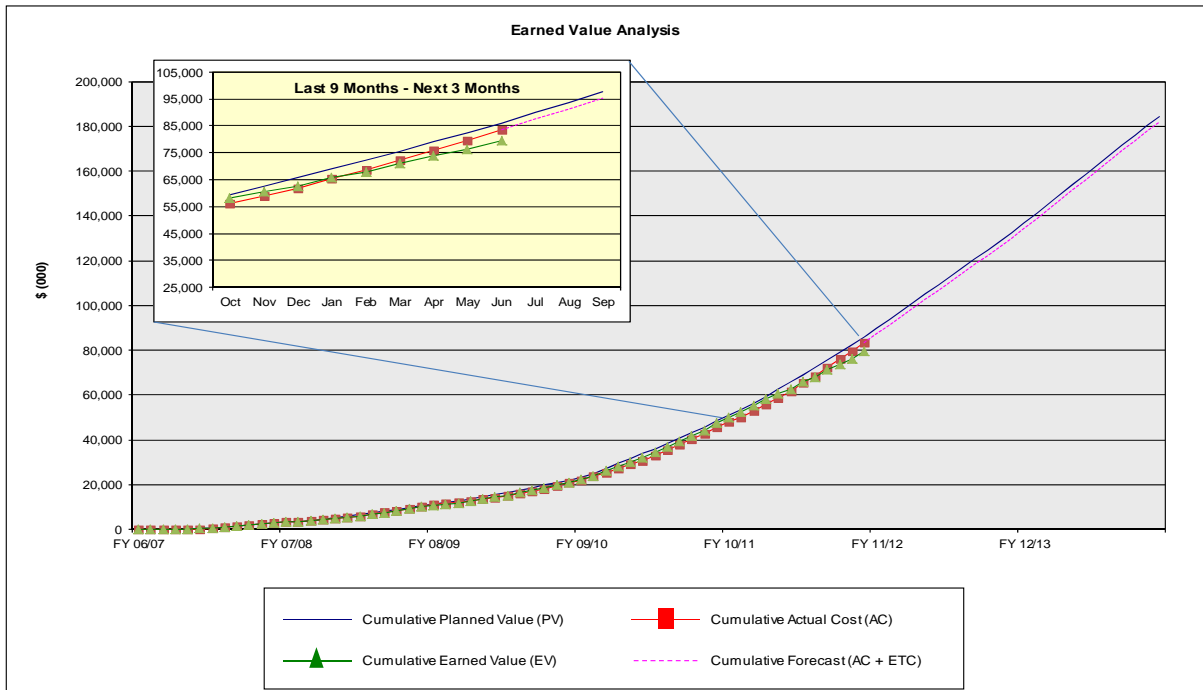
Dollar amounts in thousands

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	\$10,123	\$11,257	\$9,898	\$13,640	\$24,897	0.88	0.98
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	\$40,807	\$40,110	\$38,922	\$32,000	\$72,110	0.97	0.95
4	Environmental	\$10,800	\$5,000	\$4,502	\$3,870	\$5,800	\$10,302	0.86	0.77
5	Regional Managers	\$45,718	\$17,718	\$16,832	\$15,677	\$28,000	\$44,832	0.93	0.88
6	Right of Way Acquisition	\$5,198	\$998	\$388	\$508	\$4,200	\$4,588	1.31	0.51
7	RR Operations & Ridership	\$13,695	\$7,095	\$6,394	\$6,686	\$6,600	\$12,994	1.05	0.94
8	Construction & Procurement	\$9,514	\$1,314	\$1,341	\$866	\$8,200	\$9,541	0.65	0.66
Total		\$184,529	\$86,089	\$83,620	\$79,461	\$98,440	\$182,060	0.95	0.92

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

Current Cost Variance (CV) to Date (EV - AC): **(\$4,159)**
 Current Schedule Variance (SV) to Date (EV - PV): **(\$6,628)**

OVER BUDGET	-5.0%	Percent under (+) or over (-) budget
BEHIND SCHEDULE	-7.7%	Percent ahead (+) or behind (-) schedule



Progress and Accomplishments by Task

Task 1. Program Management and Controls

- Coordinated FY 10/11 year end deliverables status for the PMT.
- Continued to manage the Program-wide Change Control Procedure with 34 Change Requests submitted, including 13 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.

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.

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](#)

In June a Quality Surveillance Audit was completed on the PMT Regional Management work for the Fresno to Bakersfield and Merced to Fresno Sections. A further round of RC quality surveillance audits is being prepared for the Fresno to Bakersfield and San Francisco to San Jose sections in July. The PMT continues to coordinate with the RCs with regards to revising QA/QC plans and tracking close-out against Non-Conformance Reports (NCR).

Task 1.5 Risk Management

The PMT is working with the RCs to enhance the risk management capability across the Program. Output is provided through updates to 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.

Activities for June included:

- Development of sample Risk Management Plan for Regional Consultants.
- Review of Regional Risk Management Plan (TM 0.6).
- Held meetings with PMT Engineering team to review engineering risks.
- Meetings with engineering/infrastructure team on scoping for Central Valley infrastructure.
- Reviewed procurement processes, requirements review (ref. FTA, FRA).
- Updated the Merced to Fresno and Fresno to Bakersfield Risk Registers following sessions with the Regional Managers.
- Provided guidance to RC for San Jose to Merced.

Program Change Control

Following development of the Program-wide Change Control Procedure, staff training and implementation, this new section of the report provides a summary of Change Control status. Through June, 34 Change Requests have been submitted, with a total value of \$16.45M. 13 Changes have been approved (\$2.37M) and 21 remain in process (\$14.08M).

Table 3 is an extract from a Change Log developed on ProjectSolve2 to manage and record the status of each Change Request. This section 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	6/8/2011	6/20/2011
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	5/23/2011	5/23/2011
Change Title		FRA Grant Technical Oversight and Management - Caltrain PTC				
011	PB	System-wide	\$52,000	Authority Review		
Change Title		Caltrans Coordination				
012	AECOM	MF	\$700,000	Authority Review		
Change Title		Merced to Fresno - 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	\$771,814.45	Authority Review		
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				

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Change No.	Organization	Section	Estimated Cost	Current Status	Date Approved	Date Approved
017 Change Title	Parsons	JM J-M 15% Cost Containment	\$11,370	PMT Review		
018 Change Title	PB	System-wide FRA RSAC Engineering Task Force Meetings	\$46,085	PMT Review		
019 Change Title	PB	System-wide Agency Agreements - Gill Mallery	\$100,000	PMT Review		
020 Change Title	Parsons	JM 30% Grd Motions Dev Engr Support Svces	\$44,100.00	Approved		6/15/2011
021 Change Title	PB	System-wide Review of Technical Reports and EIR/EIS for Central Valley Sections	\$987,243	PMT Review		
022 Change Title	HMM/ARUP/URS JV	BP Concep Study I-5 Baker & Sylmar Feas of Alt Algn	\$700,000.00	Authority Review		
023 Change Title	PB	System-wide Traction Power Simulation transfer of scope from PB to BB	\$0	Approved	6/2/2011	7/1/2011
024 Change Title	PB	MF Merced to Fresno RM Budget Redistribution	\$0	PMT Review		
025 Change Title	Parsons	JM POH SR 152 Alternative Analysis - AA Preparation	\$168,200	PMT Review		
026 Change Title	Parsons	JM Preparation of Non-Standard Draft 15% Cost Estimate Unit Prices	\$36,990	PMT Review		
027 Change Title	URS	FB Fresno Bakersfield Draft EIR/EIS scope/budget transfer	\$ 0	PMT Review		
028 Change Title	URS	FB Fresno to Bakersfield revised footprint - Additional field visits required	\$0	PMT Review		
029 Change Title	AECOM	AJ Altamont - MITC	\$52,000	Re-submit Form		
030 Change Title	AECOM	MS Merced to Sacramento - MITC	\$108,000	Re-submit Form		
031 Change Title	PB	System-wide Upload EIR/EIS to Website	\$15,293.68	PMT Review		
032 Change Title	URS	FB Fresno to Bakersfield RC FY 10/11 Consolidation	(\$10,000,699)	PMT Review		
033 Change Title	PB	BP Bakersfield to Palmdale RM Budget Redistribution	\$ 0	PMT Review		
034 Change Title	PB	FB Fresno to Bakersfield RM Budget Redistribution	\$ 0	PMT Review		

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



Deliverables

The PMT will provide status on all FY 10/11 AWP Deliverables under a separate report delivered to the Authority in August (This report is an FY 11/12 Deliverable). The status of each deliverable is currently undergoing final review and will be included in the report. In addition, reference will be provided to both the location of each deliverable and approved Change Request, on ProjectSolve2.

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
 - Continued development of:
 - PMT Earthquake Ground Motions
 - Grade separations
 - Utility coordination
 - Review of Transbay design variance request
 - Requirements for shared-use corridor
 - Additional sustainability support
 - Standard 30% structures design
 - Value engineering and review of cost containment alternatives
 - Additional station area planning work
 - Caltrans Coordination
- Task 3.2/3.3 Technical Memoranda
 - In Progress
 - TM 0.7.1 30% Design Submittals
 - TM 2.1.5 Track Design
 - 1.1.5 CADD Standards, R3
 - TM 1.1.22 Cost Estimating 30% Methodology
 - TM 2.1.7 Rolling Stock and Vehicle Intrusion Protection, R1- To include motor vehicle with state highway system
 - TM 2.2.5 High-Speed Train Description- Initial Release
 - TM 2.4.2 Basic Tunnel Configuration, R2
 - TM 2.4.7 HST Tunnel Ventilation System
 - TM 2.7.5 Utility Requirements for 30% Design
 - TM 2.9.6 Ground Motions for MCE, DBE & LDBE, R1
 - TM 2.10.6 Rupture Analysis and Mitigation
 - TM 2.10.10 Track Structure Interaction- Address TAP Comments
 - TM 100.02 Cost Comparison
 - TM 200.02 Utility Strategy
 - TM 300.05 CHSTP RAMS Policy
 - TM 600.03 Interoperability
 - TM 700.01 Systems Engineering Management Plan
 - Released
 - TM 2.2.2- Station Program Design Guidelines, R1
 - TM 2.10.4 Seismic Design Criteria, R1
 - TM 2.3.2 Structure Design Loads, R2
 - TM 0.1.1 30% Design Scope, R1
 - TM 100.01 Peer Review of UPE
 - TM 300.01 TPS Interconnection to Utility
 - TM 300.04 ATC Radio Spectrum
 - TM 600.02 Test Track
 - Completed (awaiting approval)

- TM 1.1.18 Design Variance Guidelines, R1
- TM 2.6.5 Hydrology and Hydraulic Design, R1
- TM 2.9.1 Geotechnical Investigation Guidelines, R1
- TM 2.9.2 Geotechnical Reports Preparation Guidelines, R1
- TM 2.9.3 Geologic & Seismic Hazard Evaluation, R1
- TM 2.9.10 Geotechnical Analysis and Engineering Design Criteria Guidelines, R1
- TM 200.06 Aesthetic Guidelines
- TM 0.7.1 30% Design Submittals
- Task 3.2.3 Architectural and Aesthetic Guide
 - Completed development of architectural and aesthetical guide.
- Task 3.3.2 System Design
 - Additional work progressed:
 - Utility agreement management
 - Communication frequency research and management
 - Review of additional alignment options
 - FRA Grant Technical Oversight and Management
- Task 3.3.3 Performance Specifications
 - Traction Power Supply – System Level Review is complete.
 - Overhead Contact System - System Level Review is complete.
 - Train Control System – Industry Level Review is complete.
 - Communications – System Level Review is complete.
 - Electro Magnetic Compatibility (EMC) - System Level Review is complete. Industry Level Review is in progress.
- Task 3.5.2 Preliminary Maintenance Plan
 - Completed preliminary maintenance plan.
- Task 3.5.3 Performance Specifications
 - Completed performance specifications.
- Task 3.6 Rolling Stock
 - Completed final draft of performance specifications for Rolling Stock
 - Continue Rolling Stock Peer Review of performance specifications.
- Task 3.7.1 FRA Petition for Rule of Particular Applicability
 - Held sessions with FRA staff to review the following Guidance Document sections:
 - System Safety (follow up)
 - Track Safety
 - Operating Rules (follow up)
 - Conducted field tour of the Initial Construction Section with FRA staff. Held a debrief on potential safety issues noted during the tour.
- Task 3.7.2 CPUC Petition for Order Instituting Rulemaking
 - Held OIR Petition Coordination meeting with Caltrain, Metrolink/OCTA and BNSF.
- Task 3.7.3 CHSTP Requirements Management Recommendations
 - Continued assessing system requirements to reach final state of completion.
- Task 3.7.4 Verification and Validation Development
 - Continued developing requirement 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.
- Task 3.8.2 CHSR Standard Drawings Infrastructure

- Standard drawings are complete. In process of signing and sealing the drawings.
 - 3.8.2a Set 1,
 - 3.8.2b Set 2
 - 3.8.2c Set 3
 - 3.8.2d Set 4
- Task 3.8.3 Systems
 - Overhead Contact System – Completed Set 1 and Set 2. Set 3 and 4 are scheduled to start 7/1/2011.
- Task 3.8.4 Traction Power Supply
 - Completed Sets 1 and 2.
- Task 3.8.5 Communications
 - Completed Sets 1, 2, 3 and 4.
- Task 3.8.6 Train Control System
 - Completed Sets 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
 - Updated Standard Specifications schedule to reflect changes to the Table of Contents and responsible parties.
 - QC Checklist was completed and initialed by preparers of geotechnical, facilities services, plumbing, and fire suppression sections.
 - Set 1 Division 1: Remaining sections scheduled for this fiscal year were completed. All sections scheduled for this fiscal year checked and revisions incorporated.
 - Set 1 Division 20 Facilities Services and Division 21 Plumbing: Revisions to all sections have been incorporated.
 - Set 2 Division 21 Fire Suppression: Revisions to three sections have been incorporated by originator. Last two sections have been prepared, checked and revisions incorporated.
 - Set 2 Divisions 10 Specialties: Division 10 section has been revised per checker's new comments.
 - Set 2 Division 26 Electrical: All sections scheduled for this fiscal year have been taken to 90%.
 - Set 2 Division 31 Earthwork: Remainder of earthwork and tunneling sections scheduled for FY 10/11 have been checked and revisions incorporated.
 - Set 3 Division 2 Existing Conditions: Revisions have been made following checker's comments.
 - Set 3 Division 32 Exterior Improvements: Revisions have been made following checker's comments regarding civil sections. Planting and planting irrigation sections prepared, checked, and revisions incorporated.
 - Set 4 Division 7 Thermal and Moisture Protection: All sections scheduled for this fiscal year are at 90% except for one section, which is at 75 % completion.
 - Set 4 Division 33 Utilities: Comments have been incorporated in a new revision.
 - Set 4 Division 34 Trackwork: Comments on three sections have been incorporated. The other three sections have been checked and revisions incorporated.
- Task 3.10 Cost Estimating
 - 15% Design Capital Cost Estimates – Updated Capital Cost Estimate Report for Merced-Fresno Draft EIR document. Held cost review/containment session on draft 15% design cost estimate for San Jose – Merced section.
 - Commenced development of cost estimates of Initial Operating Segments and subsequent extensions scenarios to be reflected in the Business Plan.
 - Prepared Order of Magnitude estimates for “Bay to Basin” operating segment scenarios.

- Task 3.11 CHSR Design Manual
 - Coordinated Design Manual milestone, progress and delivery dates for Infrastructure chapters.
 - Assessed progress and established milestone deadlines for completion of Technical Edits of Systems and Infrastructure chapters.
 - Consolidated system level review comments for the General chapter.
 - Consolidated system level review comments for the Trackway Clearances chapter.
 - Submitted a sample draft of the 'Design Manual – Final Draft' to the INF and SYS Subsystem Managers and the Engineering Manager for review and comments.
 - Submitted a 'Design Manual – Final Draft' deliverable and posted on Projectsolve2
 - Set 1- Completed draft final of Set 1.
 - Set 2- Completed draft final of Set 2.
 - Set 3- Completed draft final of Set 3. Completed final version Section 19 OCS, and 24 EMC.
 - Set 4- Completed draft final of Set 4, final version Section 20 Grounding and Bonding; Section 22 Signals; Section 23 Train Control; Section 25 SCADA; Section 26 Communications; and Section 27 RS Interface Requirements.
- 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 include BNSF- Ave 21 and 24, UPRR/SR99 - Ave 21 and 24 and Hybrid Alt)
 - Record Set, Roadway Plans (16 Volumes includes Volumes 1-4, 1A, 2A, 3A, 1B, 2B, 3B)
 - Record Set, Traction Power Facilities
 - Geo-technical 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
 - Hydraulics and Floodplain Technical Report
 - Draft Merced Stations- Site C Plans
 - The following Design Submittal Packages are in progress for San Jose to Merced 15% Design:
 - Draft Alignment and Typical Section Plans
 - Draft Civil and Grade Separation Plans, Volumes I and II
 - Draft Structure, Viaduct and Tunnel Plans
 - Draft Station Plans
 - Draft MOW, Interlocking Site and TPF Plans
 - Draft Bridge and Structures Technical Design Summary and Reports
 - The following Design Submittal Packages are in progress for Fresno to Bakersfield 15% Design:
 - Record Set Alignment Plans, Profile & Cross Sections, Parts 1 and 2
 - Record Set Caltrans Impacted Facility Structure Plans, HST and Roadway Overhead Planning Studies, Plan, Elevation and Typical Sections
 - Record Set Roadway and Grade Separation Plans, Parts 1 and 2
 - Record Set Roadway and Grade Separation Plans, Parts 1 and 2

- Draft Roadway Structural overhead Planning Studies
- Draft Structural Plans, Elevations and Typical Sections, Part 1 and 2
- Draft Geologic and Seismic Hazard Report
- Draft Stations Plans
- Draft 15% EIR/EIS Storm-water Quality Management Report
- The following Design Submittal Packages are in progress for review:
 - 15% Draft Submittal Diridon Station Package
 - ARTIC Design Development Submittal
- 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
- Task 3.13 Risk Management
 - Reviewed Program-level engineering risk issues. Updated summary of high risk engineering elements to consider dedicated, shared-use and independent utility alternatives.
 - Reviewed assumptions that served as basis for developing project schedules.
- Task 3.14 Procurement Support
 - Attended procurement strategies meeting regarding the Central Valley with focus on defining contract packages for the initial construction segment.
 - Developed draft summary of scope, deliverables and guidelines required for procurement of first contract package.
 - Reviewed draft design criteria, drawings and standard specifications to assess appropriateness for design build construction
- 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 requirements within the CHSTP System Requirements. The majority of interface issues are principally related to cross referencing within the CHSTP System Requirements based upon TSI.
 - Continued the 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.
 - Reviewed 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.
 - Continued development of interface control data sheet, interface block diagram and facility layouts.

Issues and areas of concern

- PG&E Study Plan Agreement was sent to PG&E for review and signature. PMT is currently awaiting PG&E's acceptance of the contract language and execution of the contract. LADWP and SCE agreements will follow. PMT reviewed contract language and the scope of work for the SCE agreement, which will be finalized next period. 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.

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- PMT has prepared a standard design for two typical HST aerial structures for use during 30% design of the Merced to Fresno and Fresno to Bakersfield segments. Since project-specific geotechnical data and ground motion information are not available, ground conditions that are representative of Central Valley conditions were used as the basis for the 30% design. PMT has identified the typical span lengths and heights based on the Regional Consultants' 15% designs and prioritized development of preliminary design for the HST structural configurations needed to support to the ARRA-funded sections and maintain planned procurement schedule. Additional work will be required to validate 30% and prepare final design. These efforts are dependent on development of ground motions and geotechnical investigations and have schedule and cost implications.

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
 - Performance Specification for Rolling Stock
 - Implementing outreach to railroads and Utilities potentially affected by the proposed 25kV General Order
 - FRA guidance document.
 - Procurements management and V&V.
 - Detailed outline for MOI Procedures and Practices
 - 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.
- System Integration to conduct integration workshops.
- Produce ARRA segment Intergraph matrix.
- System requirements review

Task 4. Environmental Review

Key developments and accomplishments

Program-Wide

- Revised the FY 11/12 AWP, environmental component, responded to the PMO comments and attended negotiation sessions.
- 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
 - Protocols have been identified for management of EIR/EIS and non-EIR/EIS comments across project sections for consistency.
 - Improvements in comment management procedures were identified. Changes to project section contact links on Authority's website have been re-routed to general "Contact Us" page to increase efficiency of comment processing through CommentSense and reduce duplicates received via project section e-mails and CommentSense.

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- CommentSense e-mail notifications are set up to notify the Authority of new comments submitted by Elected Officials and Resource Agencies.
 - Noise and Vibration – Continuing work on Noise Video simulations with Newlands & Company and David Dubbink. Proposed scope sent to the Authority June 1.
 - Air Quality and Energy
 - Responded to comments on HMF and updated analysis as necessary.
 - Commented on text of Environmental Consequences section.
 - Updated references for air quality and energy citations.
 - Continued preparation of the energy technical memorandum detailing the differences between the energy estimates in the Bay Area document and the current document.
 - Estimated SO2 emission burdens and provided to RCs
 - Responded to AG June 3 comments on SJVAPCD teleconference.
 - Received preliminary construction data for use in the conformity determination documentation.
 - Updated energy and air quality analysis to reflect refined parameters detailed in energy memo.
 - Participated in and/or facilitated the following meetings/teleconferences/webinars:
 - Weekly Authority, FRA, PMO, and PMT calls alternating between the north and south sections
 - Prepared the agendas and minutes plus participated in the weekly Authority, FRA, AG, PMO, and PMT environmental coordination meetings.
 - FRA global comments
 - Ridership forecasting
 - PMT environmental guidance issues
 - State Parks Foundation, Allensworth Park
 - EPA/COE Guidance Document internal teleconferences
 - Monthly regional consultant biological meeting
 - PMO review
 - PMT integrating environmental permits and construction
 - Tribal consultation
 - Federal agencies bi-monthly
 - Permits and Approvals
 - Participated in the pre-application meeting with the Corps of Engineers, Authority, Merced to Fresno and Fresno to Bakersfield Sections.

San Francisco to San Jose

- No substantial Environmental PMT activities during the reporting period.

San Jose to Merced

- Completed initial review of the following Draft EIR/EIS sections: Transportation, Geology, Hazardous Materials, Biological Resources, EMI/EMF, Land Use and Section 4(f).
- Initiated second review of Draft EIR/EIS sections for Regional Growth, EMI/EMF, and Safety and Security.
- Technical reports under review include paleontological resources.
- Worked with RC to compile the Checkpoint A package.
- Reviewed Supplemental AA Report that includes discussion of the SR 152 Wye Alternative.

Merced to Fresno - ARRA

- Worked with the RC to respond to FRA, USACE, Authority, PMT and AG comments on the Administrative Draft EIR/EIS.
- Completed additional revisions to the Merced to Fresno Water Needs Assessment Report.
- Completed final reviews of technical reports for Biological Resources, Geology, Wetland Delineation, Paleontological Resources, and Plant Survey.
- Participated in the June 3 Checkpoint B and tribal meeting debrief teleconferences
- Facilitated the submittal of a full set of Merced to Fresno and Fresno to Bakersfield Checkpoint B materials to US EPA, June 9. Continued to correspond via email and telephone on concurrence status of Checkpoint B for Merced to Fresno (MF) and Fresno to Bakersfield (FB).
- Attended meeting with CDFG and DWR staff to discuss San Joaquin River Restoration Project.
- Attended joint MF and FB meeting with State Lands Commission staff.
- Attended joint MF and FB meeting with USFWS, NMFS, and CDFG to discuss methodology for preparation of Biological Assessment.
- Participated in the MF and FB Tribal coordination teleconference.
- Participated in the EIR/EIS Executive Summary, mitigation, and AG's "tick list" teleconference.
- Attended joint MF and FB meeting to discuss development of conceptual mitigation plan for biological resources.
- Participated in several conference calls to discuss project-related issues associated with an SR 152 alignment connection as proposed by Preserve our Heritage (POH).
- Participated in conference calls to discuss project-related issues associated with Roeding Park in Fresno and two California prison facilities located west of Chowchilla.
- Participated in several conference calls regarding development of the Merced Integrated Track Connection (MTIC).
- Attended joint MF and FB meeting to discuss project-related impacts to schools along the alignment alternatives.

Fresno to Bakersfield - ARRA

- Participated in the teleconference with USFWS, NMFS, and CDFG regarding the EIR/EIS and possible mitigation.
- Participated in:
 - Kings County Issue teleconference.
 - EIR/EIS Executive Summary, mitigation, and AG's tick list teleconference.
 - Monthly biological regional consultant teleconference.
 - Teleconference among PMT and the ARRA RCs regarding development of a Conceptual Mitigation Plan and prepared meeting notes.
 - Conference call with FRA, AG, Authority, PMT, and RCs to discuss EIR/EIS comments.
 - Conference call with FRA, AG, Authority, PMT, and RCs to discuss potential impacts to Roeding Park relative to Section 4(f). Also participated in a separate call to discuss an approach to coordinating with school districts regarding potential hazardous material health risks.
- Reviewed and commented on the revised Attachment 11 component of the PR/ED package, and coordinated posting of the PR/ED on ProjectSolve2 and delivery to Caltrans.
- Coordinated reviews of the technical reports for Socioeconomics, Regional Growth, Aesthetics/Visual Quality, and Noise/Vibration.
- Reviewed and commented on RC memos on potential hazmat risks at schools, landscape permeability/habitat connectivity, and Roeding Park.

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- Reviewed the AG Office's EIR/EIS tick-list and provided information to assist in resolving multiple issues.

Bakersfield to Palmdale

- Participated in the monthly PMT/RC conference call.

Los Angeles to Anaheim

- Provided updated information about LA River crossing for the LA to Anaheim, Palmdale to LA and LA-San Diego sections to the LA River Cooperation Committee (LARCC).

Palmdale to Los Angeles

- Provided over the shoulder initial review of select "as is" sections of the EIR/EIR - which did not include Grapevine alignment, and provided general guidance for continuing environmental effort, June 30.

Los Angeles to San Diego

- No Environmental PMT activities during the reporting period.

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. The Department of General Services approval is taking longer than anticipated.
- Section 7 consultation completion and the FWS's 135 day review requirement.
- Caltrans reviewing the PR/EDs within 30 days.

Task 5. RC Oversight

Key developments and accomplishments

San Francisco to San Jose

- RC submitted the draft 15% design for the A, B and B1 design options described in the Alternatives Analysis process. PMT will post to Projectsolve2 so that work performed during FY 10/11 can be accessed.
- Progress was made addressing scope and budget changes throughout FY 10/11. RC received its final NTP which reduced the FY 10/11 budget to \$20,401,250, a net reduction of \$4,473,750 from the original budget (\$24,875,000). While RC's final FY10/11 invoice is within the revised budget, work originally intended to be complete in FY 10/11 will still be required in a future years.

- Documents reviewed (Engineering):
 - 15% Draft Submittal:
 - Alignments and Typical Sections
 - Structures, Viaducts and Tunnels
 - Stations and Maintenance Facility
 - Systems
 - Roadway Crossings
 - Engineering Reports:
 - Enlargement of Existing Caltrain Tunnels Report
 - Geotechnical Data Report
 - Survey Control Report
 - Hydraulics & Hydrology Report
 - Storm Water Management Report
 - Flood Plain Impacts Assessment Report
 - Constructability Report
 - Preliminary ROW Report
 - APS Report (Bridges, Trenches and Viaducts)
 - APS Report (Underground Structures)
 - Major and High Risk Utility Conflict memo
 - Design Variance Report
 - Action Item List

San Jose to Merced

- Continued review and comment on RC's FY11/12 AWP version 3.
- Reviewed scope and estimate for Alternatives Analysis (AA), 15% Design and EIR/EIS analysis of SR152 Wyes. RC to revise scope based on additional guidance from PMT/Authority.
- Provided task specific recommendations on RC's March and April invoices. 15% Design tasks still to be resolved through the Change Control Process. Reviewed partial payment recommendation on RC's Invoices #28, 29 and 30 with Authority.
- A draft Quality Surveillance Audit Report was provided for PMT review.
- Provided review of RC's FY10/11 Close-out Change request/BRRF.
- Received Change Request for AA of SR152 Wyes. The anticipated cost of this change is considerably less than original estimate.
- Met with RC to begin assessment of most recent "Best Tunnel" alternative from City of San Jose and prepared preliminary list of issues for meeting the city.
- AA Level engineering of SR152 Wye completed and submitted to PMT for review.
- Reviewed executive summary of Supplemental AA for SR152 wyes and revised to include local example of construction of interchange.
- Gilroy Revised Profile Change Request was approved.
- Completed draft list of cost containment opportunities/meeting minutes from cost containment workshop. PMT will provide final review.
- Prepared PMT comments on 15% Draft package, Draft Constructability Report and Draft APS Report(s).
- Completed review of Final GIP for 30% Design and initiated coordination with PMT Geotechnical Lead for further technical review. There have been significant improvements to report content and format. However, approximately 40% of PMT comments do not appear to have been fully addressed. PMT will work to resolve these with the RC.

- Completed over-the-shoulder review of new SR152/POH Wye alignment alternative in San Joaquin Valley. Awaiting Change Request from RC to initiate 15% IPS, 15% Draft, 15% Final submittals.
- SR152 Alignment. Initiated and completed extensive coordination to advance new SR152 Wye alignment alternative in San Joaquin Valley. AA level design has been received and further progress will be discussed with RC.
- Followed up with RC on status of 15% Draft Cost Estimate Report and full submittal was received on June 28. Delay by RC impacted advancement of cost containment and business plan preparation efforts by PMT. Following PMT review, package was rejected as incomplete.
- PMT completed review of the following EIR/EIS sections:
 - Aesthetics and Visual Impacts section.
 - Biological Resources section.
 - Section 4(f) Chapter.
- Revised APE maps received. PMT will verify.

Merced to Fresno

- Prepared PowerPoint slides for Authority CEO's presentation to Board.
- Reviewed the cost breakdown included in the recent change request for \$1.2M, to match the Authority's recommended FY10/11 budget increase.
- Raised concern on importance of concurrence from UPRR and Caltrans in achieving the October 28 date. In general, HSR adjacent to UP ROW should not be a problem but going over UPRR tracks would require review of detail design plans
- Outlined proposal to complete RC AWP review and recommend approval of latest submittal. Revisions for accelerated 30% PE and additional 30% PE will then follow. AECOM was asked to provide preliminary estimate for budgeting purposes.
- Provided list of crossings for review at CPUS meeting. Co-ordination with Fresno to Bakersfield section, so that all Merced county crossings are in a single list.
- Submitted recommendation for approval of FY11/12 AWP Version 3.
- RC will include survey work/topology budget for each alignment alternative
- Assessed EPA's request of re-activate Western Madera alignment.
- Prepared 15% PE on Hybrid/21 option.
- Checkpoint B Concurrence letter issued. It was recommended that the section analyze West Madera design alternatives.
- Documents reviewed:
 - Risk Register for project specific versus project wide items.
 - Draft EIR/EIS. Prepared checklist of all changes needed for addition of new hybrid alignment.
 - Preliminary schedule to complete ARRA 30% design by October 28.
 - List of Design Variances for cost containment measures and new hybrid.
 - Quantities for Hybrid/Ave 21 alignment and confirmed agreement with RC.
 - Cost update for Hybrid/Ave 21 and confirmed order of magnitude correct.
 - Listing of Caltrans interface locations for first construction section.
 - Mitigation Measures in Draft EIR/EIS for significant cost items.
 - At-grade Merced Station 15% PE Drawings.
 - Infrastructure/Systems interface.
 - Hybrid/Ave 21.

Fresno to Bakersfield

- The RC submitted 15% record sets of the plans and most reports expected on July 1. The record set plans have been conditionally accepted, pending proven feasibility of the design of depressed alignment through Fresno related to utility conflicts and constructability.
- RC submitted the following deliverables and materials during June:
 - Weekly Schedule Status
 - Outreach Materials for release of Draft EIR/EIS
 - Draft FY 10/11 Closeout Report and Change Control Documentation
 - 15% Constructability Review Memo (not a required 15% deliverable)
 - 15% Record Set:
 - Alignment Plans
 - Roadway Plans
 - Structure Plans
 - Stations Plans
 - Preliminary Right of Way Requirements Report
 - Utility Impact Report
 - Design Hydrology, Hydraulics, and Drainage Report
 - Design Floodplain Impact Report
 - Design Stormwater Quality Management Report
 - Caltrans Project Report and Attachment 11
 - Conceptual Mitigation Plan Purpose and Scope
 - Preliminary Jurisdictional Water and Wetland Delineation Report
 - Draft EIR/EIS Chapter 3.1 Introduction
- Completed review of the following documents:
 - Outreach Materials for release of Draft EIR/EIS
 - 15% Draft HST Structures Plan
 - 15% Draft Roadway Structures Plan
 - 15% Draft Stations Plan
 - 15% Draft Geologic and Seismic Hazard Report
 - Continuing review of submitted sections of Draft EIR/EIS
 - Continuing review of submitted draft Environmental Technical Reports
 - Completed final review of FB FY 11/12 AWP, Version 3.

Bakersfield to Palmdale

- An NTP was issued on June 3 reducing the FY 10/11 budget to below that currently expended by the RC. The RC stopped work, except for critical activities. Therefore, limited progress was achieved in June, with the exception of the monthly progress meeting, alignment reviews with the PMT and Authority and a small amount of environmental field work. The outreach team has continued to support the Grapevine Conceptual alignment studies where required, with the work funded and invoiced through the Palmdale to LA Section.
- Documents reviewed (design/environmental):
 - Alternatives Analysis drawings to date

Palmdale to Los Angeles

- Grapevine (I-5) alignment alternative: RC has used Quantm alignment tool to determine feasible alignments complying with mandatory criteria (crossing major faults at-grade, max 3.5% gradient and limiting tunnel length to approximately six miles). Further traditional engineering has been applied to these to refine alignments and attempt to combine Quantm

- options. Several feasible alternatives exist, but impact either the Tejon Mountain Village (MV) proposed development or conservation lands. In comparison to Antelope Valley options, there is a projected cost saving of \$3B to \$4B for the most direct, least tunnel options through the Tejon MV. The engineering through the Tehachapis in the Bakersfield to Palmdale section continues to be refined, with further cost reductions anticipated. While these projections exist, it is too early to make a conclusive comparison.
- Outreach has been undertaken throughout the section. Meetings were held with Tejon Ranch, Kern County, Farmers' Bureau, planned Solar farms, the State Parks' recreation/conservation departments, Wildlands Nature Conservancy, City of Santa Clarita, Supervisor Antonovich staff and other elected officials.
 - Acton/Agua Dulce: At Community Working Group meetings the localized alignment alternatives studied as a result of community, stakeholder and elected official input, were presented. 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 minimize impact to school developments were each addressed. Most of these alternatives lead to either greater community/residential impact, or slower operational speed or substantially greater cost, with limited opportunity for additional alignment options to be studied through EIR/EIS. The School District and community in general, opposed the analysis/alternatives (even though several of the alternatives had been at its suggestion). Thus, reverting to earlier positions, that the only acceptable alternatives through the community would be entirely in tunnel, or the Soledad Canyon alignment (dropped at PAA stage), be further studied. A Further meeting will be arranged to explain the reasons for not studying the Soledad Canyon alternative further.
 - Level 3 Maintenance Facility: RC has compiled a study report outlining all the locations examined through the San Fernando Valley as possible suitable sites for a Level 3 Maintenance Facility, proposing that the best location for all requirements is double-ended facility located at Branford Street. This could be accommodated in conjunction with a HST station. A significant number of residential/light commercial properties would need to be acquired for this site. PMT will review the report and arrange discussions with Operational Staff to determine if a relaxation of some of the requirements is possible, leading to a smaller footprint for the facility and less land acquisition.
 - Supplemental AA: RC is finalizing studies through the entire Palmdale to Sylmar corridor, incorporating the additional localized alternatives through both the Sand Canyon and Acton/Agua Dulce areas. Document is expected during July for PMT review, prior to AG/FRA/Authority review and concurrence.
 - RC has further assessed and revised the quantity measurements for the section, incorporating value engineering to refine alignments undertaken through the Palmdale to Sylmar mountainous section, with results made available to PMT for cost analysis.
 - RC is completing analysis and justification of all work undertaken in FY 10/11 in addition to that included in its AWP. Additionally, planned work not completed is also being documented with appropriate explanation.
 - Documents reviewed (design/environmental)
 - Alignment alternatives through Sand Canyon and comparison tables
 - In-progress Level 3 Maintenance Facility location options and layouts
 - Grapevine conceptual study analysis looking at Quantm results and at traditional engineering methods, cost analysis, environmental issues

Los Angeles to Anaheim

- RC continued to focus on completing responses to the 15% Design Comments from the PMT and continuing discussions with the Gateway corridor cities regarding open issues and resolution of comments. To ensure that this effort is going well, focused engineering issues meetings have been called by the PMT. In addition, PMT staff spent a few days per week in the various offices of STV (Rancho Cucamonga, Irvine and Los Angeles), performing “over the shoulder” reviews.
- Engineering work focused on completing responses to 15% comments from the PMT and incorporating them in the “Draft” 15% Consolidated and “Final” 15% Dedicated design packages.
- Engineering continued Phased Implementation planning and strategy for the Dedicated and Consolidated Shared Track alternatives.
- Continued engineering revisions to the Redondo Junction/ West Bank area to reduce property impacts and refine operations.
- Discussions continued with cities regarding open issues and comment resolution.
- No engineering work was done on the Maintenance Yard (two proposed yard locations), awaiting a decision concerning the location for this facility.
- Refinement of LAUS at grade alternative continues. Meeting held with Metro and HDR to discuss the two layouts and merge into one concept. Impact from the concept will be included in the environmental documents.
- Station studies continue to be modified to reflect revised peak period ridership numbers and revise passenger flow based on revised TM 2.2.2.
- Documents reviewed (design/environmental/outreach)
 - First draft of RC’s phased implementation approach and provided verbal comments for incorporation in the next draft.
 - HSR Stations patronage forecasts.
 - “Over-the-shoulder” review workshops for the 15% in-progress Engineering Submittal.
 - LAUS Station potential dispersed parking locations and evaluation matrix.
 - Provided responses to STV about TM’s requirements.
 - Options for the same-level LAUS / Metrolink platform configurations and HSR Concourse layout, including LAUS platform width scenarios for impacts to adjoining LAUS properties. This analysis includes assessing the 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.
- Participated in the discussion about the Fullerton Station site layout with interface with Metrolink Fullerton Station.
- Continued coordination of Design Submittals from the ARTIC Station Design Team and OCTA.
- Conducted a coordination meeting with the City of Vernon on the refinements made to the Redondo Junction / Vernon / Commerce area.

Los Angeles to San Diego

- Focus was directed to complete the remaining 17 Preliminary AA Open House sessions, from the total of 27 that have now been held.
- Refined the “stand down” plan to address the current zero funding for FY 11/12 for the section in the Governor’s budget.

- Continued briefings to elected officials, stakeholders and communities along the section alternatives as requested.
- The monthly So Cal ICG meeting included a discussion on potential next steps for the LA-SD Section with a zero budget allocation for FY 11/12 in the Governor's budget.
- Continued supporting the Southern California Deputy Program Manager in the Southern California Rail Operations Group monthly meetings.
- Reviewed the RC's progress report and invoice for the month of May and submitted comments to the Authority.
- Continued transition for the LA-SD Regional Manager (RM) to also assume the role of RM for the LA-Anaheim Section.
- Documents reviewed (design/environmental/outreach):
 - Coordinated with RC on maintaining the engineering "to do list" in preparation for FY 11/12 engineering effort in selected areas.
 - Reviewed material to be presented at the June 20 So Cal ICG meeting.

Merced to Sacramento

- The project team worked on the Administrative Draft of the Preliminary Alternatives Analysis through June 13.
- The RC attended one meeting with the PMT and PMO to discuss project shutdown, held one meeting with the City of Sacramento and participated in a meeting with the City of Merced.
- The Preliminary AA is approximately 60 percent complete.
- Responded to Authority request to initiate Merced Interim Track Connection (MITC) work and halt AA work.
- Continued to oversee field review, data assembly and analysis of the MITC.
- AECOM team continued only limited outreach efforts focused on completion of the AA and initiation of the MITC work.
- MITC Environmental Evaluation work performed:
 - Prepared an outline of the scope of work to be conducted, the schedule, and the budget anticipated to be necessary for requested activities.
 - Identified sources of existing funding available for requested effort.
 - Organized and conducted team field review of the project area on June 9.
 - Mobilized engineering team and prepared initial first draft alignment plan and profile layout.
 - Prepared outline for Environmental Evaluation document to identify resource evaluations necessary and level of detail to be included in the documentation
 - Mobilized environmental team identifying individuals available to conduct necessary analysis.
 - Mobilized station design review team to evaluation changes necessary for proposed Merced HST station to accommodate MITC and regional rail service connectivity with HST.
 - Conducted environmental kick-off conference call to provide project information, schedule, scope of effort and answer questions.
 - Prepared second draft revised plan and profile drawings based on identified physical and environmental constraints.
 - Prepared revised site plan for Merced HST station to accommodate MITC and regional rail.
 - Developed re-design concepts for the West 16th Street/Snelling Highway intersection
 - Conducted progress update meeting with PMT and Authority on June 15.

- Conducted initial coordination meeting with City of Merced on alignment plans and re-design options for the West 16th Street/Snelling Highway intersection.
- Provided data requests to City of Merced to collect traffic, utility, roadway plans, and other pertinent data.
- Conducted traffic field data collection to establish baseline conditions.
- Conducted field noise measurements to establish baseline conditions.
- Conducted field biological review.
- Prepared third draft revised plan and profile drawings based on coordination with the City of Merced.
- Prepared second draft re-design concept for 16th/Snelling intersection based on coordination with the City of Merced.
- Developed fourth draft revised plan and profile concepts based on City of Merced plans for widening Snelling Highway between Cooper Avenue and the BNSF railroad, signalization of Snelling/Cooper, and realignment of Willowbrook Drive.
- Prepared draft Introduction and Project Description for internal team review.
- Prepared revised draft Introduction and Project Description for PMT review.
- Documents reviewed:
 - Preliminary plans and designs of MITC components prepared by the Regional Consultant for discussion with the City of Merced.

Altamont

- Reviewed and completed documentation of quality audit conducted by the PMT
- Directed project team to prepare for project hiatus of unknown duration
- Completed Preliminary AA Public Outreach summary documentation
- Updated stakeholder database
- Continued potential “interim phase” strategies in East Bay, Sunol, Tri-Valley and Tracy areas
- Conducted team meeting and field review of MITC.
- Mobilized MITC team to begin work on project definition, preliminary engineering, and environmental documentation
- Continued study of tunnel alternatives between East Bay and Sunol Valley
- Continued study of critical alignment sections in East Bay, Tri-Valley, and Central Valley
- Documents reviewed (design/environmental/outreach):
 - Reviewed preliminary plans and designs of MITC components prepared by the RC for discussion with the City of Merced

Issues and Concerns

San Francisco to San Jose

- RC drafted a greatly scaled down interim scope of work for the months of July, August and September. The majority (approximately 70%) of the work that will be performed focuses on the San Jose to Merced environmental document, which is still under development. The remaining effort will be in maintaining its project management and outreach teams so that it can continue to respond to public inquiries. Overall there will be a significant reduction in the level of effort (i.e. approximately half the dollars spent in June), in the months of July, August and possibly September.
- Many of the stakeholders on the Peninsula are aware of the slow-down and are anxiously waiting for the restart of significant work on the section. However, Stakeholders have been patient and relatively quiet in June.
- of how it works with the planned statewide system and is it compliant with various state and federal laws, will need to be addressed.

- There are significant schedule impacts as a result of the Board's slow-down action for the section. PMT expects that this schedule will change again as all parties better establish the future scope for this section.
- A significant amount of work was postponed to future years, including both engineering and environmental studies. The overall schedule will be contingent on the outcome of the joint operational studies currently under development by Caltrain and the Authority. If an operational solution that works for both Caltrain and the Authority can be found, the question:
 - Draft 15% - June 2011 Final 15% - July 2012
 - Admin Draft 2 – February 2013
 - Draft EIR/EIS – April 2013
 - Final EIR/EIS – December 2013
 - NOD/ROD - February 2014
 - Permits – October 2014 (previously September 2014)
 - Draft 30% - August 2014 (previously September 2014)
 - Final 30% - December 2014 (previously January 2015)
- 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 this 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

- Continued difficulty with the RC on resolving \$6M BRRF over-expenditure items. After completion of PMT assessment, RC was requested to provide a detailed breakdown of extra work by task hours and deliverables. This was not provided and a senior level meeting was held to resolve. PMT will continue to work with the RC to identify causes of extra work items, reach understanding where possible and document differences. A follow up meeting will be scheduled.
- During review of RC FY 11/12 AWP version 3, it was evident that the RC had not addressed all previous comments and while it is recognized that some comments are more significant than others, the following key issues remain to be resolved:
 - Failure to follow PMT direction on key target timeframes for geotechnical explorations, survey/mapping, and 30% design efforts, including level of effort for preparatory efforts during FY 11/12. It is recognized that more editorial comments in Task 4 have been generally addressed satisfactorily.
 - Agree more appropriate level of efforts on 30% design.
 - Lack of incorporation of TM guidance on risk management efforts.
 - Lack of clarity on which review comments were addressed and which were not, including explanation for each.
- Prevalent delays by RC in completing scheduled deliverables. However, the most concerning issue is that the RC seems unwilling and/or unable to establish and implement a recovery plan to date.
- RC's June MPR shows a slight improvement in the negative cost variance but no change in the negative schedule variance.

- PMT recommended partial payment of RC March and April invoices, until Task 4 budget overrun is resolved.
- Delay by RC in submitting 15% Draft Cost Estimate Report has impacted cost containment and Business Plan preparation efforts. Full quantities estimate and basis of quantities report submittal received on June 30, 2011 but was rejected as incomplete.
- RC has been directed to complete AA for a new SR152 Alternative with Wyes to each Merced to Fresno north/south alternative. AA was completed in June in order to include results in Merced to Fresno Draft EIR/EIS. RC will then complete 15% PE and EIR/EIS analysis of new alternative and incorporate the analysis and evaluation of all the wyes in the San Jose to Merced EIR/EIS. In order to meet this timescale, other environmental work (Noise and Vibration and CIA reports) will be deferred.

Merced to Fresno

- Publication of Draft EIR/EIS was extended by two weeks (to July 29), due to the FRA extending the completion of its comment review period from June 6 to June 20.
- Authority provided direction to change the Draft EIR/EIS to address the N/S component of Merced to Fresno only, without the Wye connections to San Jose. RC is evaluating whether this latest change can be incorporated without further schedule impact.
- Caltrans advised that it has been limited to four FTEs for its HSR statewide oversight role for FY 11/12, indicating that it may not be able to sustain the previous level of support. PMT needs to determine if the level of co-ordination from Caltrans for shifting SR 99 in the first construction section will be affected. The Authority has been advised of this issue and is working to finalize a Task Order to secure Caltrans support.
- RC's FY11/12 AWP version 3 continues to show an increased management organization, without justification. The level of cost for both environmental and 30% engineering was challenged and RC was required to revisit its estimate and provide more detailed scope breakdown for review and substantiation. RC AWP FY11/12 version 4 was submitted as draft on June 22 but without justification for the increased Management organization.
- A letter from COE dated June 14 does not agree on the alternatives being carried forward and requests Western Madera (A3) and SR 152 Wye to be added. This could be a significant risk to the schedule and will be assessed.
- A further alignment option has been added to the requirements for inclusion in the Draft EIR/EIS. This is a mitigation measure to move the alignment off the Department of Corrections prison land in Chowchilla. RC is evaluating the impact to the schedule. PMT has provided direction to the RC to do minimum design and environmental changes while satisfying this requirement.
- RC FY 11/12 AWP does not include provision for response to RFIs once the RFP for Design Build Contract has been issued. A Decision is required on which party has responsibility for RFI responses and will be addressed.
- It is recommended that the RCs be advised of the conditions that may make them ineligible to bid on Design/Build Contracts. Two firms, AECOM and CH2MHill appear to be under the impression they will be able to bid on the existing Merced to Fresno section. There is a risk that this becomes a distraction; if there is deemed to be a conflict of interest, it should be eliminated as soon as possible.
- City of Fresno proposed the Authority fund Veterans Boulevard preliminary work (est. \$35m), in order for it to agree to close Carnegie. City to reimburse HSR when funds available in FY 19/20 timeframe.
- UPRR response to HSR adjacency is needed 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 currently proposed alignments. Some straddle bent columns will be situated on UPRR property for the south of San Joaquin River crossing, making this more critical.

Fresno to Bakersfield

- The potential for \$13M of out-of-scope work reported in the RC's May Monthly Progress Report (MPR) was clarified in its June MPR. There is no overrun in FY10/11 and the overall impact to the projected Cost at Completion for the contract is an approximate \$7.1M increase. This increase is primarily due to the alignment revisions and design changes from the Cost Containment Effort, the resulting rework of the Admin Draft EIR/EIS and Technical Reports, and over \$2 Million in un-scoped ROW appraisal work. The planned work through FY 11/12 will not require a change in the overall contract amount.
- Checkpoint B letter from the EPA arrived on June 24 (A similar letter arrived from the USACE on July 5). The EPA and USACE want the Hanford West Bypass alternative included back into the range of alternatives being considered. FRA and Authority have not been able to resolve this point with the agencies. In the meantime, the RC has gathered documentation to support the elimination of the Hanford West Bypass. Documentation was prepared for the Authority Board on this issue as the alternative cannot be included in the Draft EIR/EIS and remain on the current schedule. This issue will likely be elevated to EPA and USACE leadership for resolution.
- The RC has yet to prove the feasibility of several significant design related issues that have been raised in the past. Significant unsettled issues are the 96" Storm Drain that conflicts with the depressed alignment, the active UPRR spur serving the Fresno Bee, and proving constructability alongside Roeding Park. PMT has communicated comments and concerns and await the RC's updates. PMT has also continued to advise the RC to contact the owner of the facilities to discuss potential impacts. The RC is continuing to resolve these issues.
- RC is extremely anxious to get permission to proceed with engaging its drilling and testing sub-consultants and to begin the Geotechnical Investigation (GI). The GI program will need to start in July, beginning with the environmental analysis of the candidate sites. A memorandum documenting PMT acceptance of the GI program will be drafted and submitted to the Authority.
- FRA comments on the Admin Draft EIR/EIS continue to be delayed. This will delay the release of the Draft EIR/EIS and the ensuing ROD/NOD. The Board will be presented with a release schedule stating the Draft will be released no later than August 12. Beyond the RC needing to revise schedule dates, this change will affect the budgeted burn rate for ROW activities. The "Notice to Appraise" cannot be issued at the time once thought, this will compress the amount of time and increase the burn rate for this activity. If this issue is not settled for FY11/12 AWP Version 4, it will be an item for a future Change Request.
- During discussions about the Procurement Process, the need for procurement support by the RC was raised. The RC may not have the item covered in its FY 11/12 AWP since there is no current WBS activity. PMT will discuss with Authority and advise whether RC procurement support is anticipated.
- The RC received limited notice to proceed on June 30, 2011 for FY11/12 for \$12M. However, since the AWP has not been approved, the scope of the funded work is not clear. For example, changes to the 30% design packaging were discussed with the PMT after the submittal of AWP version 3, and the schedule for the environmental technical reports and the publishing of the draft EIR/EIS has already changed. PMT will continue to work with the RC and Authority to clarify and resolve this issue.

Bakersfield to Palmdale

- Budget: The RC remains overspent on available FY 10/11 budget by approximately \$500K, which requires resolution with the Authority. A NTP for FY 11/12 funds has now been received by the RC allowing recommencement of work; however, the amount authorized is approximately half of the RC's budget for FY 11/12 and there is no indication as to when further funds may be available. Also, given the split between design and acquisition portions of this budget, the RM and RC will need to work to judiciously manage expenditure of the budget to ensure that the schedule and FY work scope is best met.
- Supplemental Alternatives Analysis: Following the alignment reviews with the RM and Authority and because the engineering team had stopped work back in March due to expended budget, there is significant value engineering required to the alignment alternatives to reduce viaduct height and tunnel length, provide more cost effective/practicable solutions and to feasibly shorten certain sections of the route. This work commenced after receipt of a LNTP for FY 11/12 and following engineering studies, further outreach will be required to address the appropriate changes/impacts with stakeholders and communities. Also any further environmental analysis associated with changes will be executed. This will not be completed in time to allow a conclusive briefing to be given to the Authority Board in August 2011, due to the time required to establish outreach briefings and address comments. It is proposed that the conclusions be presented at the September Board meeting once a fair analysis/comparison between all options, and associated public comment, has been addressed.
- RC's schedule: Expenditure of available funds and cessation of work through June 2011 has resulted in all activities slipping by at least one month. Environmental field studies were halted and require reinstatement. Lost time for certain seasonal measurements may require further analysis next season to complement the information currently obtained.
- HV alignments: Ability to deliver HV power to isolated mountain areas of the alignment has not been resolved; hence, a new transmission corridor may be required with corresponding additional engineering and environmental field survey requirements in the Spring of 2012. PMT and RC will work to resolve this.

Palmdale to Los Angeles

- Grapevine Conceptual Study: Should the Authority Board determine in August 2011 that it is appropriate to further study Grapevine alignment alternatives for comparison against alignment alternatives through the AV as part of an expanded Alternatives Analysis, the current FY work scope, schedule and budget requirements will require to be refocused. It is currently anticipated that the additional studies would add six to nine months to the program.
- 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; and safety and operational requirements.
 - A provisional agreement is required with Metro to agree to CHSTP sharing (either 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, a 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

- The MOU between the Authority and BNSF is currently pending approval. The review meetings required with BNSF following MOU execution are becoming critical (along with other operators in the corridor) to refine crossover locations and Hobart Yard modifications.
- Engineering work on the Phased Implementation Approach continues. The PMT has requested that the RC develop a white paper on how this approach will work in the context of the two alignment alternatives (Dedicated Track and Consolidate Shared Track Alternatives). This item continues to be discussed at the focused engineering issues meetings with the RC.
- 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 is reviewing 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.
- 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. A matrix summarizing the discussion of the April 26 LAUS parking charrette was distributed to the attendees for review and will be revised as the coordination with stakeholders continues. The next charette is planned for August.
- No engineering work was completed on the Maintenance Yard (two proposed yard locations). A decision is required in the next few months concerning the location for this major facility. RC advises in its MPR that Engineering must have a decision by mid-August, to incorporate a Maintenance Yard in the Dedicated and Consolidated Shared Alternative submittals in December, 2011. This decision would directly affect the section with respect to the size of the maintenance yard and its inclusion into the environmental documents. RC has been directed that the Level 3 Maintenance Facility is to be located north of Los Angeles and not be part of the LA-Anaheim Section.
- RC requests direction on whether to proceed with over-night storage at LAUS, in the vicinity of 8th Street.
- Discussions between the RC and the PMT need to progress on the possible need for a smaller storage yard in the Anaheim West or Montebello areas. This could be needed due to the revised maintenance yard concept and potential location of the Level 3 facility in the Palmdale to LA section.

Los Angeles to San Diego

- Regular payment of invoices, particularly the backlog of invoices presents a burden and issue for RC sub-consultants. Payment/accounts receivable continues to be a financial constraint for RC sub-consultants.
- RC's Project Manager (Mike Zdon), is retiring in July 2011. Currently there is no budget for the section in the FY 11/12 AWP. If budget is made available, Eric (Rick) Simon is proposed to be the new Project Manager. Rick is familiar with the section, having worked on the it for three years. As any anticipated budget is expected to be minimal, or none at all, he would undertake roles of both Project Manager and Engineering Manager.
- Currently there is no allocation in the Governor's budget for the section and "stand down" plan have been prepared and implemented. RC completed the demobilization of engineering by documenting outstanding design elements and organizing the CADD files. In addition, the RC used management and operations staff to document the condition of the project, organize the project files and prepare for close-out. A summary of these actions will be provided to the PMT on completion. At the appropriate time an e-blast will be sent to project stakeholders and interested parties, that have provided contact information through community meetings or electronic communication (on-line, e-mail, etc.), to provide information. The communication will discuss that the Section will move forward once funding is available and thank stakeholders for their cooperation. All communications will be provided to the Authority for prior approval. All resource agency and tribal meetings have been postponed and will be re-scheduled when funding is available. The RC has ceased arranging meetings and is channeling the public and stakeholders to the information available 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 signed by the Authority and returned)
- 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. These cities believe that the I-10 alternative is a surprise; however it was added in February 2010 as a result of comments on scoping held in October/November 2009. The RC will continue to coordinate with the Authority, AG, and PMT regarding any discussion of additional scoping.

Merced to Sacramento

- The RC's AWP for FY 11/12 has not been finalized and approved by the Authority. The RC has been issued a Limited Notice to Proceed but total budget availability for FY 11/12 and subsequent years remains a concern.

Altamont

- The RC's Annual Work Program for FY 11/12 has not been approved by the Authority. The Regional Consultant has been issued a Limited Notice to Proceed, but total budget availability for FY 11/12 and subsequent years remains a concern.

Task 6. Right-of-Way Acquisition and Assessment

Key developments and accomplishments

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

Task 7. Railroad Operations Planning and Ridership/Revenue Forecasting

Key developments and accomplishments

- PMT staff working on sub-task 7.1 and 7.2 continues to respond to issues not included in the original work scope. The items for June include:
 - Caltrain Capacity Study in conjunction with the Caltrain's Peninsular Rail Program (PRP).
 - Further efforts with the Ridership Modeling Peer Review group.

Sub-Task 7.1 Operations Management Requirements

Work accomplished

- Continued coordination and design reviews with the Engineering Management Team (EMT) as required.
- Participated in Business Plan development efforts for operations and maintenance issues including "Phased Implementation Strategies".
- 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.
- Continued coordination, alignment reviews and trip time/speed analysis with Regional Teams as required.
- Discussed implementation plans for V&V methodology with the EMT and Systems
- Progressed operations assessment of Caltrain Corridor for "Blended Service" approach, including capacity assessment for HST on existing Caltrain alignment. Attended meetings with Caltrain on component parts of the Caltrain version of a capacity analysis.
- Completed and submitted draft of FRA Guidance Document Section #02 – Safety and Security and Section and #06- Track /ROW /Infrastructure.
- Participated with FRA representatives in a series of meetings over a three-day period including a site visit through proposed Central Valley alignment and a two-day workshop reviewing criteria for the FRA HST guidance document including, Rules, Safety and Security and on track Safety.
- Concluded AWP modifications for submittal to the Authority including modified budget and Manpower sheets.

Sub-Task 7.2 Operations Planning

Work accomplished

- Safety-related:
Completed and submitted:

- Draft Emergency Action Plan
- Draft Fire, Life, and Safety Plan Outline (FLS).
- Draft Threat and Vulnerability Assessment (TVA) Study
- Contacting law enforcement official as part of the initial effort to complete the Threat and Vulnerability Assessment (TVA)
- Development of Document of Required Safety Elements Necessary for Regulatory Approval
- Draft System Safety Management Plan
- Operations-related:
 - Calculated pure run time for Grapevine Option
 - Continue working on development of Phase 1 simulation model. Preparing the model for the input of Phase 1 train schedules.
- Completed and submitted:
 - Draft Concept of Operations
 - Draft Training and Qualification concept
 - Draft Code of Operating Rules
 - Draft On-Board Operating Procedures
 - Draft Command and Control Concept
 - Draft Station Operations Plan.
 - Draft CHST Book of Rules.
- Maintenance of Vehicles-related:
 - Reviewed Level 3 Rolling Stock (RS) Facilities Site, Design and Functionality for LOSSAN Corridor Operations
 - Completed and submitted draft of Rolling Stock Maintenance Plan
 - Continued providing comments to the EMT for Design Manual
 - Developed Job Descriptions for Mechanical Employees.
 - Progress 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:
 - Completed and submitted draft of MOI Requirements document incorporating O&M Team Requirements.
 - Continue 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

- Collected 15,000 completed on-line travel surveys through Harris Interactive and began analysis of results.
- Through UC Davis, continued collecting data for re-validation of the model to 2008 travel levels, and for updating the road, rail and transit networks within the state.
- Revised Peer Review Panel Section 3.2 response memo
- Continued analysis for alternative model formulations and updated memos related to Business and Non Business models, and developed pooled distance model.
- Participated in peer review teleconference on June 14 to review progress.
- Analyzed changing socioeconomic conditions that result in diverging population and employment growth over time.
- Prepared updates/enhancements to model run streams
- Prepared input data for 2008 validation: air, CVR and auto

- Completed model run 10-014a for Phase 1 with updated air fares and HST fares lowered to remain at 83% of air in competitive markets.
- Defined two scenarios for runs:
 - 10-14b for Phase 1 with additional updates to conventional rail cost and frequency and to auto driving cost
 - 10-026 for Bay to Basin with dedicated Caltrain feeder services at San Jose, mixed coach and Amtrak feeder at Merced, and Metrolink feeder services at San Fernando Valley station.
- Completed draft definition of model run to reflect aspects of the Northeast Corridor in California; after review, suspended as low priority.
- Prepared and transmitted original model data set to Resource Systems Group and Vanderbilt PhD candidate Noriega, after approval by Authority.
- Continued work with business plan development team drafts of staging plan and detailed definition of scenarios.
- Completed documentation of O&M methodology for business plan work. Collected updated 2009/2010 information on US passenger railroad costs for insurance and claims.
- Participated in teleconference on forecasting rail traffic for the Southern California Rail Agencies Coalition and agreed to prepare estimate of rail ridership for LOSSAN corridor with HSR for July.
- Prepared estimate of impact on boardings and traffic of moving Amtrak Merced Station adjacent to HST station.
- Prepared material for FRA consultant Deloitte on sensitivities of HST ridership, revenue, O&M cost, and benefits to changes in economic growth and competitive conditions.
- Helped define ancillary work for Business Plan ridership forecasts – preparation of sketch planning model and summary of overseas modelling experience; to be managed by Planning Director.
- Finalized budget and scope for ridership and revenue work for FY 11/12 AWP.
- After return of station area parking guidance responsibility from Planning Director, completed edits in response to AG comments, and moved document to Program Director for signature and Authority for concurrence.

Action items and planned work in next month

- **Task 7.1 Operations Management Requirements**
 - Develop O&M requirements for “Bay to Basin segments and Phase 1 HST Operations
 - Continue support of the Business Plan development
 - Hold Workshops with Stakeholder groups including UPRR on Operation and Maintenance of HST system
 - Manage operations planning, safety and security tasks.
 - Determine resources needed to provide Business Plan operating cost estimates.
 - Continue to support Environmental Team by supplying Operations and Operations planning criteria along with manpower forecasts for Operations and Maintenance functions.
 - Continue to evaluate Initial Operating Projects for Caltrain and Lossan Corridors
- **Task 7.2 Operations Planning**
 - Integrate comments received on CHST Book of Rules.
 - Integrate comments received on On-Board Operation and Service document.
 - Integrate comments received on Station Operations Plan.

- Integrate comments received on C&C document.
 - Integrate comments received on Emergency Action Plan outline.
 - Continue to support advancement of Concept of Operations.
 - Review and update Operations systems requirements to enter in DOORS format.
 - Initiate quarterly review and revision of Concept of Operations.
 - Perform updates to Training and Qualification Job Task Matrix.
 - Continue developing Phase 1 service plan and operations simulations
 - Continue researching costs of Regulatory maintenance requirements.
 - Continue resolution of IOS maintenance issues
 - Continue working on facilities requirements - HMF systems – Level 4/5 Inspection
 - Continue discussions on proper footprint for IMF.
 - Continue developing Specifications and performance standards for Rolling Stock
 - Determine quantity and quantity of maintenance requirements.
 - Update Safety and Security Documents based on comments received.
- **Sub-task 7.3 Ridership and Revenue Forecasting**
- Continue to respond to legal, board, legislative and other questions.
 - Continue working with business plan development group on revenues and O&M costs for various physical and financial scenarios.
 - Continue Phase 1 scenario sensitivity testing, and various IOS extension testing of riders and revenue.
 - Meet with Ridership Peer Review Panel on documentation, model re-formulation and work plan moving forward.
 - Prepare Phase 1 O&M cost estimate.

Task 8. Construction and Procurement

Key developments and accomplishments

- Revised the FY 11/12 AWP.
- Continued staffing for development of the contract documents, including the necessary manuals for construction.
- Completed initial draft of the Design Build Program Plan and submitted for internal review.
- Completed Request for Qualifications and Request for Proposals selection criteria.
- Reviewed and commented on proposed Owner Controlled Insurance Program contract language.
- Reviewed and commented on the proposed Caltrans Master Agreement.
- Assisted with revisions of the project schedule for procurement of the initial construction section construction projects that included all third-party involvement.
- Continued work on the design build contract general terms and conditions state and federal legal aspects.
- Continued work with Padilla and Associates to develop the Construction Contract Small Business Compliance Plan and Reporting Requirements for the ICS.
- Continued coordination with EMT to confirm the development of the design criteria, standard drawings and specification are consistent with the requirements of design build procurement.
- Continued work on the initial draft of the various types of third-party contracts required for the first contract of the Initial Construction Section.
- Commenced definitions of the scope of work and estimate of cost to remedy all third party conflicts.
- Commenced development of the third party agreement database to include all Authority third party agreements.

Task 9. Program-wide Activities/Services

Railroad Negotiations

Key developments and accomplishments

- **SCRRA/Metrolink:** A reimbursement agreement has been submitted to Metrolink for execution. This agreement will provide for services by Metrolink including the review of and comment on Authority designs and planning phases of the Project. It is anticipated that SCRRA will approve the agreement at its July meeting and then forward it to DGS and CHSRA for final approval.
- **Orange County Transportation Authority (OCTA):** The Reimbursement Agreement has now been executed by OCTA. This document is being reviewed by DGS and will be signed by CHSRA as soon as DGS completes its review. A Board resolution authorizing OCTA to execute the agreement has been requested.
- **Los Angeles County Metropolitan Transportation Authority and City of Anaheim:** The draft reimbursement agreements presented to these third parties are still under review and consideration. The PMT is making regular contact with both agencies to ascertain progress or help with outstanding questions.
- **BNSF and UPRR:** Reimbursement agreements are undergoing final review by the legal counsels for the respective freight railroads. Both railroads have concerns regarding the 307 certifications DGS require as part of the reimbursement agreements.

Issues and Areas of concern

- **Railroad and Highway Coordination:** On-going discussions with the BNSF and UPRR are continuing to ensure that the HST preliminary engineering plans account for necessary railroad operational and safety requirements. PMT staff met with BNSF engineering and operations executive staff in Fort Worth, Texas to review the 15% design plans for the San Joaquin Valley.
- **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

- Continued development and administration of the AMMPs database
- Draft agreement language for agreements between the Authority and cities, counties and utility companies was prepared and submitted for review. The Authority has provided comments on the master utility agreement. In addition, comments are awaited on a detailed utility agreement for specific types of work, submitted to the Authority for review.
- In June it was established that the PMT would develop language for the agreements. There had been delays, due to lack of clarity on responsibility for this among the various stakeholders.

The types of agreement and their development status are:

<u>Agreement Language Type</u>	<u>Status</u>
1. Utility Relocation and Coordination Agreement	Draft Language Complete, pending comments
2. Working MOU/MOA General Terms	Draft Language Complete, pending comments
3. Freeway Agreement (for SR 99 relocation)	In Progress
4. Joint Agreement or Lease	In Progress
5. Cooperative Agreement (specifically for CT)	In Progress
6. Indian Tribal Nations MOU	In Progress

- A schedule for developing, reviewing and executing agreements has been prepared for all third party agreements required for the Initial Construction Section.

Issues and Areas of concern

- Identification of third parties and making initial contact continues to be a key issue to ensure schedules can be agreed for finalizing agreements.
- Developing the necessary agreement language for the Authority and third parties continues to be a significant undertaking. Each agency and utility company will likely strive to include specific language unique to its own requirements, which will require multiple iterations of language development and review/approval by both sides.

Planned Work Next Month

Once draft language for all agreements is approved, the RCs and PMT will begin to contact representatives of third parties.

PMT Summary Schedule

See attached

Ca HSR Program Management Summary Schedule

Program Management Team (PMT)

Task Description	Planned Start Date	Planned Finish Date	Actual/Forecast Start Date	Actual/Forecast Finish Date	Total Planned To Date	FY Planned %	FY Actual %	Total Physical % Complete	Gantt Chart														
									2009			2010			2011			2012			2013		
									Q	Q	Q	Q	Q	Q	Q	Q	Q	Q	Q	Q	Q	Q	Q
Task 1 - Project Management and Controls																							
1 - Program Management and Controls	Jul-01-2009	Jan-07-2014	Jul-01-2009 A	Jun-30-2013	43	100	100	41															
Task 2 - Public Communications and Education																							
2 - Public Communications and Education - Summary	Jul-01-2009	Jun-30-2013	Nov-16-2006 A	Jun-30-2011 A	100	100	100	100															
Task 3 - Engineering Management																							
3 - Engineering Criteria and Design Management	Jul-01-2009	Jun-30-2013	Jul-01-2007 A	Jun-30-2013	48	81	76	45															
3.1 - Team Management	Oct-31-2009	Jun-30-2013	Jul-01-2007 A	Jun-30-2013	69	100	100	69															
3.2 - Infrastructure	Jul-01-2010	Jun-30-2013	Jul-01-2010 A	Jun-30-2013	76	100	100	76															
3.3 - Systems	Jul-01-2010	Jun-30-2013	Jul-01-2010 A	Jun-30-2013	58	100	94	57															
3.4 - Operations (See Task 7)	Jul-01-2009	Jun-30-2013	Jul-01-2008 A	Jun-30-2010 A	100	100	0	100															
3.5 - Maintenance	Jul-01-2010	Jun-30-2013	Jul-01-2010 A	Jun-30-2013	58	100	100	58															
3.6 - Rolling Stock	Jul-31-2009	Jun-28-2013	Jan-01-2010 A	Jun-28-2013	59	100	86	56															
3.7 - Regulatory Approvals	Feb-01-2010	Jun-30-2013	Jul-01-2008 A	Jun-30-2013	64	100	95	63															
3.8 - CHSTP Standard Drawings	Aug-01-2010	Jun-29-2012	Jul-01-2010 A	Jun-29-2012	69	100	77	60															
3.9 - CHSTP Standard Specifications	Jul-31-2009	Jun-26-2013	Jul-31-2009 A	Oct-01-2011	37	100	92	34															
3.10 - Cost Estimating	Jul-30-2009	Jun-30-2013	Jul-30-2009 A	Jun-30-2013	49	100	97	48															
3.11 - CHSTP Design Manual	Aug-01-2010	Jun-30-2013	Jan-01-2009 A	Jun-30-2013	53	100	96	51															
3.12 - Design Submittal Reviews	Oct-02-2009	Jun-30-2013	Jul-01-2009 A	Jun-30-2013	33	100	100	33															
3.13 - Risk Management	Apr-02-2010	Jun-30-2013	Mar-16-2010 A	Jun-30-2013	23	100	100	23															
3.14 - Procurement Support	Aug-01-2010	Jun-30-2013	Jul-01-2009 A	Jun-30-2013	5	100	100	5															
3.15 - Survey Control	Oct-01-2010	Jun-30-2013	Jul-01-2010 A	Jun-30-2013	88	100	30	26															
3.16 - Systems Integration	Jul-01-2010	Jun-30-2013	Jul-01-2010 A	Jun-30-2013	22	100	100	22															

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Planned
 Forecast

Ca HSR Program Management Summary Schedule

Program Management Team (PMT)

Task Description	Planned Start Date	Planned Finish Date	Actual/Forecast Start Date	Actual/Forecast Finish Date	Total Planned To Date	FY Planned %	FY Actual %	Total Physical % Complete	Gantt Chart														
									2009			2010			2011			2012			2013		
									Q	Q	Q	Q	Q	Q	Q	Q	Q	Q	Q	Q	Q	Q	Q
Task 4 - Environmental Review																							
4 - Environmental Review	Jul-01-2009	Jun-30-2013	Jul-02-2007 A	Jun-30-2013	46	100	56	36															
4.1 - Project Task Management	Jul-01-2010	Jun-28-2013	Jul-01-2009 A	Jun-28-2013	46	100	100	34															
4.2 - Program Management Coordination	Jul-01-2010	Jun-28-2013	Jul-01-2009 A	Jun-28-2013	46	100	84	36															
4.3 - Environmental Scoping	Jul-01-2009	Jul-07-2011	Jul-02-2007 A	Jul-02-2010 A	100	100	100	100															
4.4 - Alternative Analysis (AA) Process	Jul-01-2010	Jun-28-2013	Jul-01-2009 A	Jun-28-2013	91	100	100	91															
4.6 - Public Agency Involvement and Coordination	Jul-01-2009	Jun-28-2013	Jul-01-2009 A	Jun-28-2013	46	100	60	34															
4.7 - Review of Environ, Social, Econ & Community Issues	Jul-01-2010	Jun-28-2013	Jul-01-2009 A	Jun-28-2013	91	100	100	32															
4.8 - Review of Technical Reports and DEIS/R	Jul-01-2010	Jun-28-2013	Jul-01-2009 A	Jun-28-2013	46	100	22	32															
4.9 - Permits and Approvals	Jul-01-2010	Jun-28-2013	Jul-01-2010 A	Jun-28-2013	46	100	86	34															
4.10 - Statewide Technical Tasks	Jul-01-2009	Jun-28-2013	Jul-02-2007 A	Jun-28-2013	46	100	100	42															
4.11 - GIS Support Services	Jul-01-2010	Jun-28-2013	Jul-01-2009 A	Jun-28-2013	46	100	100	34															
4.12 - Agency Agreements for Coord. & Funding	Jul-01-2010	Jun-28-2013	Jul-01-2009 A	Jun-28-2013	46	100	100	34															
4.13 - Section 404 and 408 Coordination	Jul-01-2010	Jun-30-2013	Jul-01-2009 A	Jun-30-2013	46	100	96	32															
Task 5 - Regional Consultants Oversight																							
Task 5 - Regional Consultant Oversight	Aug-27-2007	Jun-30-2013	Sep-24-2008 A	Jun-30-2013	35	92	64	30															
5.A1 - Palmdale to Los Angeles	Jul-01-2009	Mar-30-2013	Jul-01-2009 A	Jun-30-2013	45	100	64	37															
5.B1 - Los Angeles to Anaheim	Aug-27-2007	Mar-30-2013	Jul-01-2009 A	Jun-30-2013	44	100	71	38															
5.C1 - Los Angeles to San Diego	Jul-01-2009	Jun-30-2013	Jul-01-2010 A	Jun-30-2013	39	100	77	35															
5.D1 - Bakersfield to Palmdale	Jul-01-2009	Jun-30-2013	Jul-01-2009 A	Jun-30-2013	30	100	100	38															
5.D2 - Fresno to Bakersfield	Jul-01-2009	Jun-30-2013	Sep-24-2008 A	Jun-30-2013	36	100	110	38															
5.E1 - Merced to Fresno	Jul-01-2009	Jun-30-2013	Nov-05-2008 A	Jun-30-2013	44	100	100	38															

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